

# DESIGN PUBLIC HEARING TRANSCRIPT

FOR

E. HIGH STREETScape PROJECT  
CHARLOTTESVILLE, VIRGINIA  
FROM: 0.08 MI. N. OF WATER STREET  
TO: 0.38 MI. N. OF WATER STREET

STATE PROJECT NO. U000-104-298, PE-101, RW-201, C-501  
UPC 109480  
FEDERAL PROJECT NO. NHPP-5104(254)

PUBLIC HEARING HELD: JUNE 12, 2019  
5 P. M. to 8 P. M.  
CITY SPACE  
100 5<sup>TH</sup> STREET NE  
CHARLOTTESVILLE, VA 22902

PREPARED BY:  
KIMLEY-HORN AND ASSOCIATES, INC.

OCTOBER 22, 2019

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1. MEMORANDUM AND DESIGN APPROVAL  
RESOLUTION FROM CITY COUNCIL

**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:**

**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.

## 2. ATTACHMENT A – COMMENT SUMMARY

Comment Sheet Summary, East High Streetscape Project  
Public Hearing Comment Response Sheets Summary  
June 12, 2019

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
<b>Explain Why:</b>					
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 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

**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

**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

**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			Comment	Response	Potential Plan Change	
		Comment Sheet	Oral Comment	Email / Letter / Telephone/ Transcript			Yes	No
Mike Sentara Martha Jefferson Hospital	18/19			Call	People making acute right turns into their property generally cheat to the left so they don't hit the curb. Can the taper into the CFA be eliminated to make the entrance a bit easier?	The existing curb radius is 10 feet and proposed curb radius is being improved to 15 feet, allowing for a smoother turn despite the taper approaching the CFA. Additionally, with the introduction of a bike lane, the travel lane is proposed to be 5 feet from the further from the curb resulting in a 19 foot effective turning radius.		X
Darren Pace				Email	I strongly encourage the city to use all native plants, especially canopy trees, on this and on all projects. For this project please choose native trees instead of the planned ginkgo and london plane trees. Native trees support native insects, which in turn support the birds and other wildlife we enjoy. While planting a non-native tree is better than having no trees, ecologically speaking they have little value.	The design team will work closely with the City's Tree Commission and Department of Parks and Recreation to utilize native plant species for the streetscape where practical.	X	
Mary Roberts <a href="mailto:mdesselman@gmail.com">mdesselman@gmail.com</a>	N/A			Email	I live just off the bypass ramp for Locust Ave (the ramp you take if you're coming from Pantops to Locust). I'm excited for the E. High development and hope we'll get more walkability in the MJH/Locust Grove neighborhood -- coffee shop, local food options, etc. I know a lot of the MJH folks worry about traffic and parking. Just want to let you know I am looking forward to development of the neighborhood to the extent that people can get out of their houses and walk to things, meet their neighbors along the way and at destination spots that crop up due to development. I do have a teenage son who likes to ride his bike down Locust to get to and from the Downtown Mall, so I would only ask you think long and hard about safety for cyclists and pedestrians as you move forward with the project---not just creating avenues, lanes, sidewalks that help with safety but also incorporating a driver/pedestrian/cyclist outreach and awareness component,	The project design to significant portions of 9th Street includes 5' or wider bike lanes as appropriate. Further, sidewalks are proposed to be buffered from the vehicular and bike lanes on 9th Street except along the NB side betwee. E. High Street and Locust Avenue. Project constraints will not allow for relocation of curb along E. Market Street.		X
Deborah Lawrence <a href="mailto:lawrence.deb@gmail.com">lawrence.deb@gmail.com</a>	N/A			Email	I like the new design for east high street. I have two concerns: 1. Bigger trees are needed. the trees area a great idea--they will definitely encourage pedestrian traffic as they will cut the brutal heat. they will also help us deal with the heat island effect, reducing cooling costs in the nearby buildings and helping us to reach our city's climate goals. to do both things well, they need to be large trees, not the small trees shown on the plan. I would like to see the city invest in real shade trees (oaks) that will last for a century or more, not crepe myrtles or redbuds or short statured trees that will provide shade only for a few feet along the sidewalk. we have the chance to shade the street and avoid sunlight on nearby buildings. let's do that. 2. eliminating the right-turn lane at east high and 9th street (tarleton oaks intersection) could cause a back up of vehicles along east high. I often zip through on the right as I drive west on east high, while the other cars wait to move straight toward Belmont. I am a cyclist, and I appreciate the dedicated bike lane there, but I wonder if there is not enough room for both a turn lane and a bike lane if the new bump-out from tarleton oaks were reduced by a few feet.	1. 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. 2. 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.  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.	1. X	2. X
Bruce J. Odell 878 Locust Avenue	N/A			Email	As with some others in our community, I have some concerns about preventing LFTI turns from Lexington onto East High under the proposed project plan. The right-only Lexington access to East High has admirable safety aspects. And it would also discourage "cut through" traffic on Maple (or Kelly) from Park St. However, the trucks that deliver to and service the "CFA/Hemoshear" complex-with entrance at the south end of Lexington presently have "in-and-out" access to East High, most critically heading east towards the 10th St/Locust intersection and beyond. So where will trucks now go after completing their deliveries at CFA/Hemoshear? It would appear they will have to a make series of right turns - onto northbound Lexington, eastbound Sycamore, and finally southbound Locust to reach the Locust/10th st intersection. This route is through a residential neighborhood and ends on "NO 3 AXLE TRUCKS" Locust Ave (for one block). Trucks on Locust will break down the truck limitation on that street. 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". 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	Traffic data shows an average of only 3 trucks per day turning left from Lexington Avenue onto eastbound E. High Street towards Locust Avenue.		
Kirby R. Hutto 455 2nd Street SE Ste 400 Sprint Pavilion	N/A			Email	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	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 minized to that only required to provide ADA compliant ramps at the E. Market/7th Street and E. Market/8th Street intersections.	X	
Sam Tyree 716 Locust Avenue	N/A			Email	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.	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.  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.		X

Name / Address	R/W Parcel Number	Comment Source			Comment	Response	Potential Plan Change			
		Comment Sheet	Oral Comment	Email / Letter / Telephone/ Transcript					Yes	No
Lynne Gardner <a href="mailto:don.gardner@embarqmail.com">don.gardner@embarqmail.com</a>	N/A			Email	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????	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.  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.			X	
Joan Fenton <a href="mailto:fenton.joan@gmail.com">fenton.joan@gmail.com</a>	N/A			Email	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	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 minized 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 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.	X			
Janet Matthews 500 Lexington Avenue <a href="mailto:janetvmatthews@gmail.com">janetvmatthews@gmail.com</a>	N/A			Email	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			E-mail	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 removed. 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	



### 3. ATTACHMENT B - ADVERTISEMENT



**Ad Content Proof**

Note: Ad size does not reflect actual ad



**DESIGN PUBLIC HEARING**

**East High Streetscape Project**  
State Project: U000-104-298 (UPC 10948); Federal Project: NHPP-5104(254)

**Wednesday, June 12, 2019**  
**Informal Plan Review:** 5:00 PM to 7:00 PM **Hearing:** 7:00 PM to 8:00 PM

**CitySpace - 100 5th Street NE, Charlottesville, VA 22902**

Come see plans for the East High Streetscape Project. The purpose of this project is to construct a multimodal streetscape project that will extend from the intersection at E. High Street with Locust Avenue/10th Street to the intersection of E. Market Street with 7th Street. The project will link the Martha Jefferson neighborhood to the Downtown Pedestrian Mall and neighborhoods to the south.

Review the proposed project plans depicting the major design features and the National Environmental Policy Act (NEPA) documentation at the Informal Plan Review. The environmental document will be available for review and comment for 30 days beginning May 12, 2019. In compliance with the National Historic Preservation Act, Section 106 and 36 CFR Part 800, information concerning the potential effects of the proposed project on properties listed in or eligible for listing in the National Register of Historic Places is provided in the environmental documentation.

Project materials may be viewed at Neighborhood Development Services, City Hall, 610 E Market St, Charlottesville, VA 22902 beginning May 12, 2019 and will be available at the public hearing. Property impact information, relocation assistance policies and tentative construction schedules are available for your review at the above address. Maps, drawings and renderings will also be made available at the public hearing. Meeting materials will be available at the project website ([www.easthighstreetscape.org](http://www.easthighstreetscape.org)) after the meeting.

Public comment will begin at 7:00 p.m. (limit of 3 minutes per speaker). Persons are asked to sign up in advance of the start of the hearing. Give your written or oral comments at the hearing or submit written comments postmarked by June 22, 2019 to Mr. Tim Motsch, Transportation Project Manager, City of Charlottesville, City Hall, 610 E Market St, Charlottesville, VA 22902 or via e-mail to [motscht@charlottesville.org](mailto:motscht@charlottesville.org).

The City of Charlottesville and VDOT ensures non-discrimination and equal employment in all programs and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964. No person shall be excluded from participation in or be denied the benefits of, or be subjected to, discrimination under any program or activity receiving Federal financial assistance. If you feel you have been denied participation in, or denied benefits of, or been subjected to discrimination, in regard to this project or otherwise discriminated against because of your race, color, national origin, gender, age or disability, you may contact the Virginia Department of Transportation, Office of Equal Opportunity, 1401 E. Broad Street, Richmond, Virginia 23219 or phone (804) 786-2835 or TDD (800) 307-4630, TTY/TDD 711.

The above meeting location is accessible to persons having disabilities. If you need more information or special assistance for persons with disabilities or limited English proficiency, contact City of Charlottesville, Neighborhood Development Services at (434) 970-3182 or TDD/TTY 711 at least one week in advance.

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**PROPOSALS, BIDS, RFPS**

**PROPOSALS, BIDS, RFPS**

**Request for Proposals**

The School Board of Albemarle County seeks to establish a contract through competitive negotiation for the purchase of turnkey Visitor Management solution for the district. Request for Proposal # 2019-06103-105 may be obtained at [www.albemarle.org/purchasing](http://www.albemarle.org/purchasing). The closing date/time for the receipt of SEALED proposals will be June 6, 2019 at 3:00 p.m. in the Albemarle County Purchasing Office, Room 248. Contact Lyn Wrigley for additional information by email at [lwrigley@albemarle.org](mailto:lwrigley@albemarle.org) or by phone at 434-296-5854, option 3. School's evaluation criteria for this project, terms and conditions and a sample contract can be found in the solicitation.

**LEGAL NOTICES**

**LEGAL NOTICES**

**OWNERS OF REAL PROPERTY IN ALBEMARLE COUNTY PLEASE TAKE NOTICE THAT**

suit will be filed on or about June 17, 2019 under the authority of §58.1-3965 et. seq. of the Code of Virginia, to sell the following tax map parcels for payment of delinquent real estate taxes:

1. James C. Justice Companies, Inc. TMP 10400-00-00-008J0
2. James C. Justice Companies, Inc. TMP 10400-00-00-008R0
3. James C. Justice Companies, Inc. TMP 11500-00-00-04200

The above-referenced parcels may be redeemed by the payment in full of all accumulated real estate taxes, penalties, interest, costs and attorney's fees. To redeem a property, payment in full should be made immediately to reduce costs, and must be made prior to the date of the sale.

Jonathan T. Wren, Esq.  
 MartinWren, P.C.  
 400 Locust Avenue, Suite 1  
 Charlottesville, Virginia 22902  
 (434) 817-3100 (phone)  
 (434) 817-3110 (fax)  
[wren@martinwrenlaw.com](mailto:wren@martinwrenlaw.com)  
 Counsel for the County of Albemarle

**LEGAL NOTICES**

**LEGAL NOTICES**



**DESIGN PUBLIC HEARING**

**East High Streetscape Project**

State Project: U000-104-298 (UPC 10948); Federal Project: NHPP-5104(254)

**Wednesday, June 12, 2019**

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MONTICELLO MEMORY GARDENS IN SOLD OUT ARBORCREST \$4,000 EACH CALL 757-477-0777 TEMPLE ST. CLAIR

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**MEDICAL EQUIPMENT**



**WHEELCHAIR VANS**  
 28 Units in Stock (8-10 under \$18K)  
 MITS of VA #12069  
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**A & W COLLECTIBLES ANTIQUE MALL**

**DON'T FORGET MOM ON MAY 12TH**  
 We offer unique gifts, jewelry, artwork, antiques, furniture of all sizes, glassware, garden art, home decor, cast iron, pyrex, and one-of-a-kind-treasures.  
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 FB: @earlysvilleexchange  
[Earlysvilleexchange.org](http://Earlysvilleexchange.org)

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 100+ Booths - Limited Spaces Avail.  
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4 Purebred Miniature Poodle Puppies for sale from 2 litters born 3/15/19 & 3/17/19. Contact if interested 540-223-8198/ LAMOONANGEL2@gmail.com

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 M/F, registered, shots and wormed. Small. Priced to go. Will Meet. 804-598-3577

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 1/2 Block off Court Square  
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**APARTMENTS UNFURN.**

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1 bdrm., unfurnished, full kitchen, living room, 1 bath. New refrigerator. Private entrance. Nice. Ruckersville area. 434-985-7479

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**ENTERTAINMENT**

**ENTERTAINMENT**

**SUDOKU**

6								
1			2				9	
			4	3	1			
4			1	7	3			
	7			8	5	6		
					7		2	
		5						3
			6	4				8

**Fun By The Numbers**

Like puzzles? Then you'll love sudoku. This mind-bending puzzle will have you hooked from the moment you square off, so sharpen your pencil and put your sudoku savvy to the test!

**Here's How It Works:**

Sudoku puzzles are formatted as a 9x9 grid, broken down into nine 3x3 boxes. To solve a sudoku, the numbers 1 through 9 must fill each row, column and box. Each number can appear only once in each row, column and box. You can figure out the order in which the numbers will appear by using the numeric clues already provided in the boxes. The more numbers you name, the easier it gets to solve the puzzle!

8	1	5	6	7	9	6	2	7
8	9	6	2	1	7	7	8	4
2	7	2	5	8	6	6	1	3
7	8	1	7	9	2	3	6	5
9	5	7	8	6	3	7	1	2
6	2	6	7	5	1	8	9	4
5	7	9	1	8	4	2	8	6
4	6	8	9	2	6	7	3	1
6	5	4	8	7	2	6	7	1

**VACATION & RESORT**

**Vacation Week Rental**

October 18th thru October 25th, 2019 Quarter House Resort, New Orleans, LA (French Quarter) Penthouse 2 Bedroom 3 Bathroom w/ Living, Dining Room, Full Kitchen w/ Full Bath and Washer/Dryer first floor. 2 master suites w/ full bathrooms second floor. Rental \$1500 for week. Call Ray 540-221-4847.

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**REAL ESTATE AUCTIONS**

**REAL ESTATE AUCTIONS**

**REAL ESTATE AUCTIONS**

**REAL ESTATE AUCTIONS**

**MAJOR LAND AUCTION - Alleghany Co, VA 933 Acres Bordering the National Forest Saturday, Jun. 1, 2019 at 7PM at The Greenbrier Resort, WV**

Incredibly private - like owning your own piece of National Forest! Known as "The Peaks of Greenbrier" this beautiful 933 acre tract will be offered in 5 tracts. It is bordered on 3 sides by National Forest (5.8 miles of shared border). Beautifully wooded pristine forest land with private mountain ridges, scenic streams, views, and ultimate privacy. 4.8 miles of good interior roads allow you to drive from one end of the property to the other plus 2 miles of paved state road frontage. Just 10 miles off I-64 and 30min from The Greenbrier Resort. This incredible property will sell to the highest bidder(s) at or above a minimum bid of just \$650/acre!  
**For details, call 434-847-7741 or visit [TRFAuctions.com](http://TRFAuctions.com)**  
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## 4. ATTACHMENT C – SIGN-IN SHEET

Name

Contact Information

Brian McPeters

Matt Harrell

Andy Nagle

Tina Shotts

James Sandridge

Mike Spate

Bill Howard

David Smith

Paul Moratuto

Elliott Robinson

Jan Genie-Smith

Amanda Poncey

Joe Milbank

Vick Morrison

Malcolm Augat



Name	Contact
Kevin McDermott	
Brian Menard	
Missy Velez	
Kithleen Adams	
Ginny Zeller	
Susan Brickman	
Janet Matthews	
MARK KAVIT	
Tom Moore	
MARY MAHER	
JOHN MCLAREN	
CYNODY CAUGHAN	
NATE FACTOR	
Janie Hunter	
JOHN LEWIS	
MARIE RYLANDER	



Name	Contact
Peter Krebs	
Kevin O'Brien	
Diane Dale	
KIRBY HITTU	
Rolf Braun	
LAUREN McQuiston	
Tyler Whitney	
ROSE CONA	
Kimber Hawkey	
CARL SCHWARZ	
SA Dardner	
Katharine Griffin	
Hank Wells	
Tony Edwards	
Eberhard Jekete	
DAVID KATZ	



**Design Public Hearing – Speaker Sign-In Sheet**

*Speakers will be afforded three (3) minutes each to make their public comments formally from the podium. Comments from the podium will be recorded and included in the project record. All comments that are written, e-mailed, given verbally to the court reporter and during the formal hearing will be reviewed by the City and design team, addressed and included with the project record.*

Name	Contact Information
Karen Katz	
DAVID KATZ	
<del>ARABIA PERDUE</del>	
<del>CINDY CANNON</del>	
<del>Eberhard Jehke</del>	
Diane Dale	
<del>Wong Edwards</del>	
Mark Rylander	
Diane Dale	
David Katz	
Karen Katz	
Mark Rylander	
Peter Krebs	



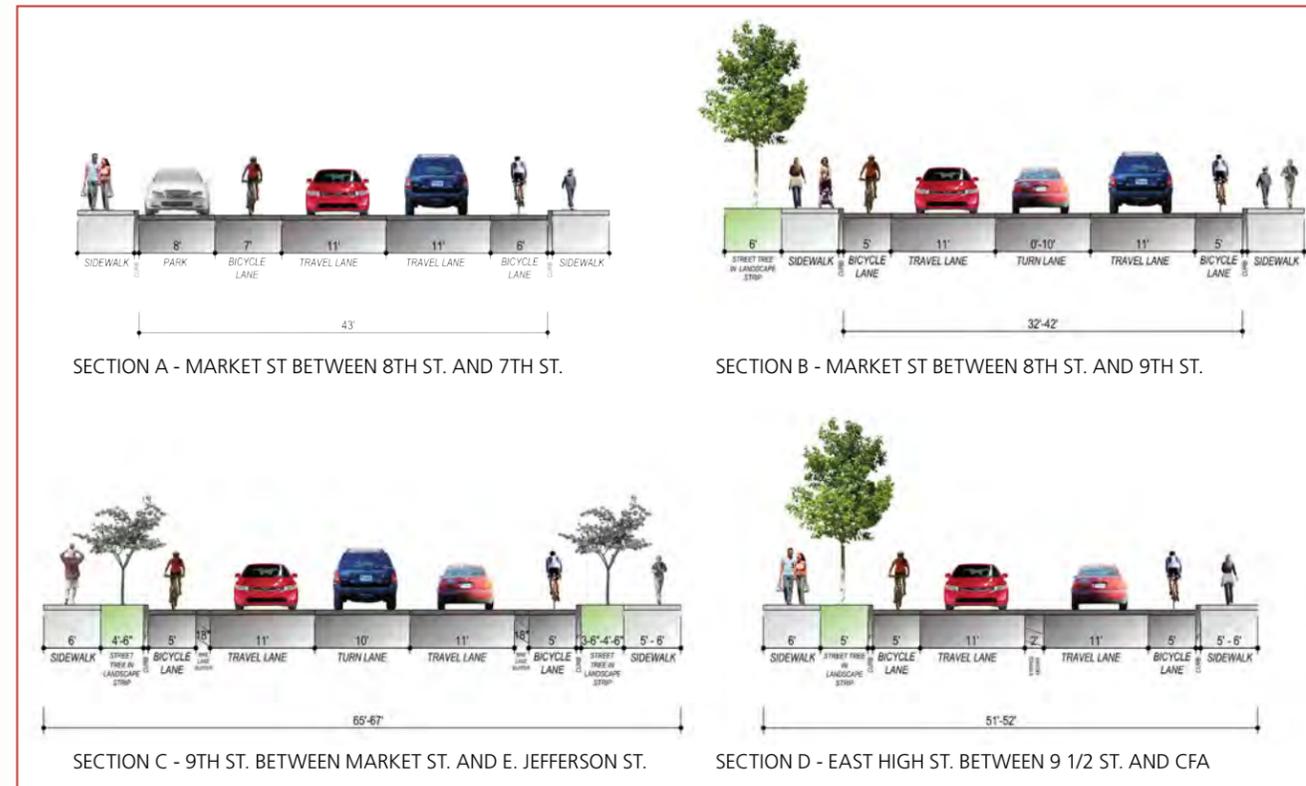
Name	Contact Information
Diane Dale	
MARK MILLANOR	
Peter Krebs	
Cort Hammond	



5. ATTACHMENT D: DESIGN PUBLIC HEARING  
HANDOUT

## Get Involved

The public is encouraged to submit written comments about the design plans at the meeting by mail or email. All comments need to be submitted to the City of Charlottesville, City Hall, 610 E Market St, PO Box 911, Charlottesville, VA 22902 **by June 22, 2019** or via email at [motscht@charlottesville.org](mailto:motscht@charlottesville.org) in order to be included in the official meeting record.



## Contact Information

**Primary Contact:**  
Tim Motsch

Transportation  
Project Manager,  
City of Charlottesville

City Hall  
610 E Market St  
Charlottesville, VA 22902

(434) 970-3395  
[motscht@charlottesville.org](mailto:motscht@charlottesville.org)

Visit the project website for updates at [www.easthighstreetscape.org](http://www.easthighstreetscape.org)

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## Design Public Hearing East High Streetscape Project

**PROJECT NUMBER: U000-104-298, PE-101, RW-201, C-501**

Date: Wednesday, June 12, 2019

Informal Plan Review: 5:00PM to 7:00PM

Hearing: 7:00PM to 8:00PM

Location: City Space  
100 5th Street NE  
Charlottesville, VA 22902



## Design Public Hearing

**Welcome to the Design Public Hearing for the East High Streetscape Project.** This meeting provides an opportunity for any person, acting on his or her behalf or representing a group or governmental agency, to review the displayed project exhibits and give the City of Charlottesville comments and/or suggestions on this project. Verbal comments will be accepted during tonight's hearing. Written statements may be submitted via comment forms, in writing to the City (address on back) on or before June 22, 2019.

All comments will be reviewed by the City of Charlottesville and the project design team personnel. Questions and concerns raised as a result of this public meeting will be considered by the City of Charlottesville before the project is approved for right-of-way acquisition and construction. A transcript of all comments will be available to the public after the public hearing comment period closes on the project web site and at City Hall. Your input is encouraged and appreciated by your community.

## Project Overview



## Project Description

The E. High Street corridor and Market Street are vital urban streets and an important connection between the Martha Jefferson Neighborhood and the Downtown Pedestrian Mall. The City of Charlottesville has been engaged in a process to enhance this corridor and the adjoining neighborhoods with urban amenities and safe, interconnected streets that promote walking, biking, and efficient public transit while maintaining levels of service (LOS) for vehicular traffic. This corridor was highlighted for improvements in the Strategic Investment Area (SIA) Plan that was previously adopted by City Council. The East High Streetscape in Charlottesville, Virginia is funded through SmartScale. The purpose of the E. High Streetscape project is to construct a multimodal streetscape project that will extend from the intersection at E. High Street with Locust Avenue/10th Street to the intersection of E. Market Street with 7th Street. The project will link the Martha Jefferson neighborhood to the Downtown Pedestrian Mall and neighborhoods to the south. This project will address needs related to intersection efficiency, multimodal access, transit amenities, way-finding signage, context sensitivity, and safety. The project will extend from the E. High Street/Locust Avenue intersection, south to 9th Street, and west at the intersection of 9th Street/E. Market Street where it terminates at the 7th Street/E. Market Street intersection. In addition to the streetscape improvements, the intersection of E. High Street/Lexington Avenue will be re-aligned.

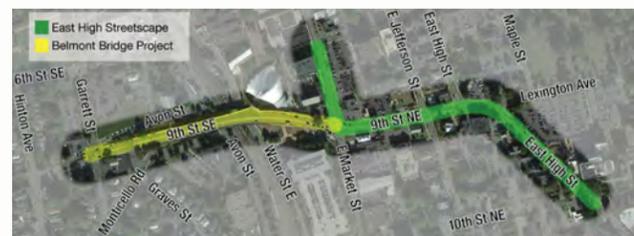
Intersections within the project limits will receive upgrades such as signage, signal improvements, bike/pedestrian accommodations, lighting, and landscaping. Overhead franchise utilities located within the project limits will be relocated from overhead to an underground utility duct bank constructed with the project. The project corridor runs adjacent to two historic districts (Martha Jefferson Historic District and Albemarle and Charlottesville Courthouse Historic District), but there are no anticipated direct impacts to individually listed properties or any other historic elements such as buildings or site features. Encroachment into the limits of the historic districts will be limited to what is necessary to construct the improvements. The project is

intended to improve the aesthetic environment by mirroring the surrounding architectural features thereby creating a more inviting corridor and drawing attention to the existing historic elements in the area.

The design aligns closely with the adopted SIA Plan which was modified and discussed during community engagement activities based on feedback received. In regard to this direction, the design includes the following main features:

- 5-foot-wide conventional bicycle lanes both directions on E. Market Street from 7th Street to 9th Street
- 6.5-foot wide buffered bicycle lanes both directions on 9th Street from E. Market Street to E. High Street
- 4.5-foot landscape/planting space from back of curb along 9th Street from E. Market Street to E. High Street
- Typical 6-foot wide concrete sidewalk along E. Market Street, 9th Street, and E. High Street with a minimum concrete sidewalk width of 5-feet
- Replacement of existing traffic signals at the intersections of E. Market Street and 9th Street, 9th Street and E. High Street, and E. High Street and 10th Street/Locust Avenue

The project connects with the Belmont Bridge Replacement Project (0020-104-101, C-501, UPC 75878) at the 9th Street and E. Market Street intersection. Based on this connection, the typical section, landscaping pallet, proposed materials, traffic signals, lighting, and street furniture have been closely coordinated between the two projects.



## Right-of-Way

Improvements will require the acquisition of land for right-of-way and easements. The right-of-way and easements, depicted on the meeting displays, are preliminary. As the City of Charlottesville further develops the design of the project, additional easements or right-of-way may be required beyond the proposed limits shown on the preliminary plans. Impacted property owners will be informed of the exact location of right-of-way and easements during the formal right-of-way acquisition process.

Information about right-of-way acquisitions is provided in VDOT's brochure entitled *Right-of-Way and Utilities: A Guide for Property Owners and Tenants*, which is available at the right-of-way table at the public hearing or online at [https://www.virginiadot.org/business/resources/Right\\_of\\_way/A\\_Guide\\_for\\_Property\\_Owners\\_and\\_Tenants.pdf](https://www.virginiadot.org/business/resources/Right_of_way/A_Guide_for_Property_Owners_and_Tenants.pdf). After this meeting, information regarding right-of-way acquisition may be obtained from the City of Charlottesville Neighborhood and Development Services, located at City Hall, 610 E Market St. Charlottesville, VA 22902.

## Estimated Project Cost

The latest project estimate is approximately \$7,157,000 which is greater than the SmartScale budget. The City is able to fund the difference in cost between the SmartScale funding and total estimate. The project is financed with federal, state, and local funds.

## Environmental Review

The City of Charlottesville has prepared environmental reviews and performed coordination efforts to obtain information about environmental resources within the project vicinity. Natural and historic resource agencies have been provided with an opportunity to review and comment on the project during its development. Opportunities for avoidance, minimization, and mitigation of environmental impacts have been identified. The National Environmental Policy Act (NEPA) is applicable to this project and a NEPA document (Programmatic Categorical Exclusion) has been prepared in cooperation with the Federal Highway Administration (FHWA) and in accordance with federal guidelines.

The NEPA document includes information from various technical reviews including those related to natural resources, water quality, water resources, threatened and endangered species, and other quantifiable impacts. In compliance with the National Historic Preservation Act, Section 106 and 36 CFR Part 800, information concerning the potential effects of the proposed project on properties listed in or eligible for listing in the National Register of Historic Places also has been evaluated.

The draft environmental document is available for review at this meeting and on the project website. At this time, the project has received a ruling of no adverse effect from the Virginia Department of Historic Resources (VDHR) due to little or no impact on historic resources.

## Federal Aid

This is a federal aid project; FHWA must approve the need for the proposed highway improvements as well as the environmental documents, plans, specifications, cost estimates, right-of-way acquisitions, and construction procedures. This process provides additional assurance that federal, state, and local goals and objectives are met and that opportunity for public participation is provided. Federal and state regulations require that a wide range of factors and impacts are considered and that the final decisions are made in the best overall public interest.



## Project Schedule

The public comment period will close on June 22, 2019. At that time, City representatives will review and evaluate any information received as a result of the hearing, adjusting the project design as needed. After the public hearing, Charlottesville City Council will be requested to pass a resolution endorsing the major design features.

The project will then progress to the Board of Architectural Review (BAR) for a Certificate of Appropriateness (COA) before construction begins.

Milestone	Date Completed
Public Hearing	June 12, 2019
City Council Meeting	August 2019
Preliminary BAR Meeting	July 16, 2019
Right of Way Begins	February 2020
Right of Way Ends	March 2021
Final BAR Meeting/COA Issued	Winter 2020
Authorization and Advertisement for Construction	April 2021
Public Pre-Construction Meeting	Summer 2021
Targeted Construction Completion	2022

## Civil Rights

It is the responsibility of the City of Charlottesville to ensure that all members of the community are afforded an opportunity to participate in public decisions about transportation systems and project affecting them, which is why your input is greatly encouraged.

The City of Charlottesville and VDOT ensures non-discrimination and equal employment in all programs and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964. No person shall be excluded from participation in or be denied the benefits of, or be subjected to, discrimination under any program or activity receiving federal financial assistance. If you feel you have been denied participation in, or denied benefits of, or been subjected to discrimination, in regard to this project or otherwise discriminated against because of your race, color, national origin, gender, age, or disability, you may contact the Virginia Department of Transportation, Office of Equal Opportunity, 1401 E. Broad Street, Richmond, Virginia 23219 or phone (804) 786-2835 or TDD (800) 307-4630, TTY/TDD 711.



# COMMENT SHEET

## East High Streetscape Project

PROJECT NUMBER: U000-104-298, PE-101, RW-201, C-501

Wednesday, June 12, 2019

City Space

100 5th Street NE

Charlottesville, VA 22902

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Zip Code: \_\_\_\_\_

Please respond to the following statements by checking the box that best expresses your opinion:

1. Do the design features adequately address the needs of bicyclists, pedestrians, and motorists? Please explain.

Yes  No  Not Sure Explain Why:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

2. Do you agree that the following project features are attractive while appropriately connecting the Downtown Mall and surrounding neighborhoods?

Landscaping:

Agree  Neutral  Disagree Comment:

\_\_\_\_\_  
\_\_\_\_\_

Lighting:

Agree  Neutral  Disagree Comment:

\_\_\_\_\_  
\_\_\_\_\_

**Flip over for more opportunity to comment**

Surface Treatments (sidewalk, crosswalks):

Agree       Neutral       Disagree      Comment:

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Public Spaces:

Agree       Neutral       Disagree      Comment:

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

Yes    No    Not Sure      If No, please explain why:

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4. Do you have any comments on the environmental document or comments regarding potential environmental issues?

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5. Please use the following space for any additional comments.

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**Please leave this comment sheet at the designated location or mail to the addressee below on or before June 22, 2019. You can also submit your comments electronically via e-mail by sending to [motscht@charlottesville.org](mailto:motscht@charlottesville.org). Thank you.**

**Mr. Tim Motsch, Transportation Project Manager  
City of Charlottesville, City Hall  
610 E. Market Street  
Charlottesville, Virginia 22902**

6. ATTACHMENT E: INFORMAL PLAN REVIEW  
ORAL COMMENTS AND HEARING TRANSCRIPT

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DESIGN PUBLIC HEARING  
IN RE EAST HIGH STREETScape  
At CitySpace  
105 Fifth Street Northeast  
Charlottesville, Virginia  
Wednesday, June 12, 2019  
7:01 p.m. to 7:26 p.m.

Job No. 39970

Reported by Gwendolyn Sugrue

1 (June 12, 2019, 7:01 p.m.):

2 MR. McPETERS: We'll call the formal public  
3 meeting. As I mentioned, we had two folks sign up to  
4 speak from the podium. So we'll start with those  
5 folks.

6 A few notes. If we can, keep the comments  
7 from the podium to three minutes or so. If there's  
8 more time, if you want to come back up after everyone's  
9 been given an opportunity, that's fine.

10 A few ground rules for how this is going to  
11 work. If you've not been to one of those before, it's  
12 your opportunity to comment on the project, to get  
13 feedback on the project as far as the city folks and  
14 the consultant team. We're going to listen to your  
15 comments. We're going to take all of those into  
16 advisement. We're going to review them. We're going  
17 to document them.

18 If you've given us contact information on the  
19 comment form, then at the end of our process, when we  
20 review and assess that, we'll be in touch with you and  
21 let you know what we did with that comment. Then all  
22 of the public comments received are going to be put  
23 into the public record, in what's called a transcript  
24 that will be available on the website, most likely in  
25 the beginning of September time frame.

1           A few things to note. Whether you give  
2           comments from the podium tonight or you put comments on  
3           the comment form or you e-mail to the address that's in  
4           the pamphlet, or send your comment form back in or a  
5           written letter in to the address in the pamphlet, all  
6           of the comments are treated equally. No special  
7           comments are privileged or given to those that feel  
8           comfortable getting up here on the podium. Those that  
9           are given from the podium will be looked at and  
10          addressed and treated equally as comments.

11           Also, tonight is not the final opportunity to  
12          provide public comment. In July, this project will be  
13          before the BAR, Board of Architectural Review of the  
14          city for the city. Not for a vote; that will be a  
15          preliminary meeting to brief the BAR on the engagement  
16          today, the input from tonight, as well as the design.

17           We'll be seeking a certificate of  
18          appropriateness most likely in the beginning of 2020,  
19          while we're acquiring right-of-way, when that'll  
20          actually be an up/down vote from the BAR. Then  
21          tentatively, we will be presenting the results and the  
22          findings and the comments and the information received  
23          to city council at one of the August meetings, which,  
24          the website will have which date we chose to do that.  
25          And there will be an opportunity for that, as well, to

1 comment in front of the city council.

2 With that, we'll start. The first person  
3 signed up to speak is Karen Katz. Is Karen Katz here?

4 MS. KATZ: Yeah. I signed it, but I just  
5 wanted to -- my only comment is really that this is a  
6 wonderful thing you're doing. And I don't understand  
7 why this doesn't happen with other projects that are  
8 going on in our twelve-and-a-half-square-mile city,  
9 that doesn't have any more land to build on, and there  
10 is so much contention going on about every building  
11 project in the city. And somehow or other, this kind  
12 of approach seems so civilized and logical.

13 Thank you.

14 MR. McPETERS: Our next speaker we have signed  
15 up is Diane Dale.

16 MS. DALE: My name is Diane Dale. I'm  
17 Hazel Street. I'm with the Martha Jefferson  
18 Neighborhood Association. I'm also a retired urban  
19 planner and a landscape architect. So my comments tend  
20 to be more towards that.

21 I have to admit that I'm a bit disappointed in  
22 the large, overall approach. It seems to me that the  
23 plan is a compilation of solutions that are knitted  
24 together in a somewhat of an engineered approach rather  
25 than a design or a larger design statement or a

1 planning statement.

2 A particular concern is how the landscape is  
3 treated. I realize this is a series of compromises  
4 between cars and bikes and people, but it seems to me  
5 that the lowest slot on the heart here has been the  
6 urban ecology and the trees.

7 I think in a time when we think about climate  
8 change, urban heat island, urban ecology, and all the  
9 dynamics of our environment, we're not really laying  
10 out a landscape that has a chance to thrive. In  
11 particular, the stretch between Market and High where,  
12 I must say, I'm stunned and appalled just to see that  
13 the plant pallet described is understory trees.

14 Understorey trees are understory trees  
15 because they thrive understory. In other words,  
16 there's big trees. And there's little trees,  
17 understory, that grow under them. They're not meant  
18 out to sit out in the heat and in isolated, launching  
19 up as single trees.

20 They're inappropriate in terms of scale.  
21 They're rinky-dink. They're small. You can drive all  
22 around the city and see dogwood trees that are doing  
23 very poorly because they don't belong sitting in a  
24 sidewalk, next to a wide road. Redbud tree is a bit of  
25 a weed. River birch like to live near a river.

1 They're understorey.

2 So I think that the plant pallet is selected  
3 mostly because it's a small tree that can be stuck in a  
4 small amount of space, rather than thinking about what  
5 is the overall effect of the plantscape. So I think  
6 that that needs to be revisited.

7 And I think there's an opportunity to do  
8 something more integrative rather than people, trees,  
9 bikes, cars. There are ways to treat sidewalks in  
10 pre-plantings to accomplish more than one goal at a  
11 time. So I really think that that block, in  
12 particular, needs to really be revisited in terms of  
13 what it's creating.

14 It's almost why bother? I'd rather see no  
15 trees, frankly, than a bunch of little, poorly,  
16 failing-to-thrive, inappropriately-selected trees. To  
17 me, it's an important pedestrian way. I and others of  
18 my neighborhood walk it almost every day. I'd like to  
19 see it treated with the respect and dignity that an  
20 important interest into our city should.

21 Thank you.

22 MR. McPETERS: Those are the only two speakers  
23 we had signed up. We're here to give you an  
24 opportunity and a platform to give your feedback.

25 With that, if folks would like to make a

1 comment, I'm open to that. If you'd to, raise your  
2 hand or please stand up. Just be sure to speak up so  
3 that the court reporter can record your comment.

4 A VOICE: You didn't introduce yourself.

5 MR. McPETERS: I'm Brian McPeters. I'm the  
6 project manager for Kimley Horn, working under contract  
7 for the city, Kimley Horn, the design firm.

8 MR. RYLANDER: I'll just second Diane Dale's.  
9 I've just walked in. I'm a landscape architect also.  
10 I just walked in and just looked at the plan, so I'm  
11 not very versed in it, but hearing your assessment of  
12 the trees, it seems off to me.

13 The city needs canopy trees, is what it needs  
14 for climate issues and also aesthetics. So I think,  
15 just as a quick glance, thinking about having more  
16 space for canopy trees. And I know there's some  
17 spaces -- there may be some utility concerns here on  
18 East Market. As much as you can get large trees that  
19 can shade the street. With climate change, we're going  
20 to need the cooling of these large trees. It's also an  
21 entrance corridor.

22 Having a more classic tree next to street --  
23 not pedestrians -- something insightful, the  
24 Charlottesville streetscape all over is this -- you  
25 have the automobile. And then you have the sidewalk.

1 And then you have some greenery behind it.

2 The people walking right next to cars is not a  
3 good design, if you can avoid if possible. So having  
4 an edge of -- like a classic city street, where you  
5 have an edge of greenery with a tree in it, and then a  
6 sidewalk, and the cars on the outside of the greenery  
7 would be more preferable. I know there's space  
8 concerns there.

9 But I think a more-classic street, with a more  
10 classic entrance corridor would be great. I second  
11 Diane Dale's assessment. I'm just hearing the plant  
12 pallet, but I'm a little appalled at what I'm hearing.

13 MR. McPETERS: Anyone else?

14 A VOICE: Was it intended to have a continuous  
15 bike lane? Because it looks like there is part of a  
16 bike lane, and then it comes to a stop and there's no  
17 more. Was that intentional?

18 MR. McPETERS: So what I will say, with the  
19 format of the public hearing, we're going to try to  
20 avoid getting into a question-and-answer session. I'd  
21 be happy to chat with you.

22 I will say, just like the SIA plan and the  
23 feedback that was before us, the bike lane will be  
24 continuous from Seventh Street and Market, making the  
25 turn up 9th or High. It will terminate at Locust.

1           When Belmont Bridge is done and the project  
2 south of Levy is done, the bike lane with this project,  
3 you'll have continuous bike lanes. Different facility  
4 types in different places, which we can talk about, but  
5 you will have a continuous bike experience from south  
6 of Tenth, all the way to Locust with this project.

7           Anyone else that would like to make public  
8 comment?

9           We'll be here to 8. At the end of  
10 public-comment period, we're ready to answer your  
11 questions. As someone who has been a part of  
12 non-logistic design process, all of last year on this  
13 project, going back to 2017 on Belmont, the input you  
14 give us only makes our design better. So we're here to  
15 dialogue with you and answer your questions.

16           It's not just a process for us; we're working  
17 on this project together with you to make what will be  
18 a transformative change for Charlottesville.

19           Yes?

20           MR. RYLANDER: So I won't repeat the --

21           MR. MCPETERS: Give us your name?

22           MR. RYLANDER: It's Mark Rylander. I'm with  
23 the Tree Commission, among other roles. I'm from the  
24 neighborhood, as well. I live on Lexington Avenue.

25           I am really happy to see the large canopy

1 trees along CFA, this that's road right here. And I  
2 think that that will go a long way for people coming up  
3 East High Street, into the city. It's part of the  
4 entrance to the city.

5 And I echo the comment that they really should  
6 be on the other section, as well, as they are on parts  
7 of Belmont Bridge. The other side of Belmont Bridge  
8 has those larger trees.

9 It's hard to make comments about traffic and  
10 traffic flows and turns, and those kinds of things, to  
11 anticipate those conditions. We know what they're like  
12 now. The intersection at Lexington has changed for the  
13 better, certainly better for pedestrians. It has a  
14 shorter crosswalk. No longer a left turn out of  
15 Lexington won't bother too many people.

16 But possibly the left turn onto Lexington from  
17 High Street now, there's not a way past that traffic  
18 and it could conceivably be an issue you might  
19 research.

20 The only other comment I have is really about  
21 the kinds of changes that happen incrementally in  
22 between these sessions and going forward. In one of my  
23 side conversations, I learned that the utilities are  
24 being possibly undergrounded on the east side of Ninth  
25 Street where -- but it's not necessarily a sure thing.

1           Previously, the reasoning given for the  
2 smaller trees was that -- for the understorey trees was  
3 that there were utility lines overhead. The next  
4 reason that there were small trees on the other side  
5 was given because they had to match the trees on the  
6 other side that had the utility lines.

7           Right now, you have an opportunity, in terms  
8 of soil volumes to have those larger trees. I'm hoping  
9 you can say vigilant to allow them to happen because  
10 these dimensions are cast in stone. If we squeeze six  
11 inches every time we meet, the planting depth has  
12 gotten smaller. At some point, it won't support the  
13 larger trees.

14           Right now, even if you didn't plant them, you  
15 could possibly plant them later, you know, if we come  
16 around to realize that it is, in fact, important.

17           So those are my comments.

18           MS. DALE: I'd like to make another comment?  
19 Diane Dale, neighborhood and -- resident in the  
20 Martha Jefferson neighborhood.

21           There are four trees shown on Market Street  
22 around the corner. And I'd suggest that you wait and  
23 do that block as a well-thought-out -- since there's a  
24 construction coming here, to really think of this as a  
25 new corridor. The expense of those four trees, which

1 may not survive construction of the parking garage  
2 that's going to come, take that energy and money, and  
3 divert it back into what is the prime intention right  
4 now.

5 MR. McPETERS: Anyone else?

6 MR. KATZ: My name is David Katz. I live in  
7 Belmont here in Charlottesville. I'm looking at the  
8 handout, Design Public Hearing. And on the back page,  
9 Section A, moving from left to right, it starts at the  
10 sidewalk, and the parking lane, seven-foot bike lane,  
11 two travel lanes, bike lane, sidewalk.

12 Yesterday, I was driving through downtown  
13 Baltimore and noticed that, on some of the streets, the  
14 bicycle lane and the parking on the left side of this  
15 section were reversed. So you had a line of parked  
16 cars next to a line lane of traffic, but the parked  
17 cars were -- the parking spaces were denoted with  
18 markers, flexible plastic markers.

19 But at 5:00 in the afternoon, those parking  
20 spaces were full. So you had a seven-foot- or  
21 eight-foot-wide bicycle lane that was completely  
22 protected.

23 I'm wondering if you might be able to consider  
24 that. I know that it's probably down the road in the  
25 design process, but if we want to make the facilities

1 work for all three major constituencies, of  
2 pedestrians, bicycles, and automobiles, I think it  
3 might be worthwhile to consider swapping those wherever  
4 possible.

5 MS. KATZ: My name is Karen Katz and I also  
6 live in Belmont. Along those lines, last year, I  
7 noticed two women walking in the middle of  
8 Douglas Street in a motorized wheelchair because one of  
9 the people was disabled. I was asking Peter a little  
10 bit about disabled people for the bridge. And he  
11 explained about the difficulty with the ramp and that  
12 they would have to walk around.

13 But if this was set up with the way that David  
14 is describing it, it would also be a much safer route  
15 for people who would be in some sort of motorized  
16 wheelchair. As twenty-five percent of our population  
17 is over the age of 60 or 65, I think that's a  
18 consideration.

19 MR. McPETERS: Anyone else?

20 MR. RYLANDER: I have one more for the public  
21 record. Just a suggestion that as you're planning the  
22 neighborhood, the little High neighborhood, which is  
23 poised for development, is currently zoned in such a  
24 way that it allows zero lot-line setbacks.

25 I know it's beyond the scope of your project,

1 but it is touching your project. So I would like to  
2 ask for the city to consider changing the zoning to  
3 require a setback that would make up for the fact that  
4 the right-of-way is so narrow, and allow the trees to  
5 grow. Zero lot-line setback is not helpful in this  
6 case.

7 MR. KREBS: Peter Krebs from Piedmont  
8 Environment Counsel. I would just like to note that  
9 protecting bike lanes only with paint is not going to  
10 be a standard, certainly by the end of this project  
11 life. It's quickly becoming an unfavored treatment.

12 So consider having some kind of measure to  
13 protect that can be, even occasional -- they're more or  
14 less semi temporary measures that can be bolted into  
15 the street as trials, like little, half-footballs that  
16 be can bolted down. They provide, actually, a little  
17 bit of traffic calming, but they also send a message  
18 to the cyclist that they're welcome there. That's the  
19 main purpose.

20 That's all. Thank you.

21 MR. MCPETERS: Anyone else that would like to  
22 make public comment?

23 Last call for public comment?

24 MR. WILLIAMS: I'd like to make one more. I  
25 realize I'm talking prematurely because I haven't

1 studied this closely.

2 MR. McPETERS: Start with your name?

3 MR. WILLIAMS: Calvin Williams.

4 I think the bridge is probably a done deal,  
5 but I wish we could look at that model that's been used  
6 in other cities, and especially the Netherlands where  
7 the bikes are all consolidated into their own lane so  
8 that they're separated from -- there's one of your  
9 sections that has a separation of eighteen inches, with  
10 a bike-buffer lane, with the bikes separated from the  
11 cars.

12 I just think about, it's so dangerous in the  
13 city already. In fact, our past mayor was biking down  
14 the side of a road and got hit by a -- opening a door  
15 from a car. So as much separation you can have from  
16 bikes of vehicles would be positive. I know it's  
17 difficult to put more into this tight space, but as  
18 much as you could have a separate lane for bikes,  
19 separating them from cars.

20 I see this being mixed up with the traffic  
21 here on the bridge here. I'm thinking of children  
22 biking; it seems dangerous to me. As a city, we could  
23 think about separating bikes more from the traffic, it  
24 would be better, such as a curb or an eighteen-inch  
25 buffer between the actual lane.

1 MS. DALE: Diane Dale again. The previous  
2 comment triggers me to think that -- I don't know if we  
3 have this in the city, a more comprehensive approach to  
4 bike lanes. And maybe one of the solutions to consider  
5 is providing bike access where it makes sense and where  
6 it's safe, and not necessarily trying to fit everything  
7 in every streetscape.

8 So I wonder if there's the call to fit this  
9 into a more comprehensive thought about what -- you  
10 know, is every street intended to be a street for every  
11 point of transportation? I'm not sure. It's just a  
12 thought.

13 Thank you.

14 MR. WILLIAMS: Kevin Williams again. I think  
15 it's a huge issue. I think cities that are very  
16 bike-friendly -- like Boulder, Colorado has designated  
17 bike lanes. They're often grade-separated. You have  
18 these highways so that most bikes can go from the  
19 suburbs, into the town on their own lanes. It's back  
20 and forth with bikes. They're very often quite  
21 separated from cars and --

22 MS. DALE: Yeah. So it's more -- sorry to  
23 cross-talk. But a more comprehensive approach instead  
24 of trying to struggle block by block by block.

25 MR. McPETERS: Anyone else that would like to

1 make a comment for the record?

2 Last call for making a public comment in the  
3 public hearing?

4 With that, I'll close the formal part of the  
5 public hearing.

6 As advertised, members of the city team and  
7 consultant team will be here until 8 p.m. A couple  
8 things to note, please make sure you take a comment.  
9 If you work along the corridor or talk shop or anything  
10 like that, feel free to take a handful of these  
11 pamphlets.

12 If you want your comment to be a part of the  
13 public record and to be formally responded to with  
14 that, your comment has to be received -- see the  
15 information on the back -- no later than June 22nd.  
16 That doesn't mean you can't send it to us, but if you  
17 want it incorporated into the public record, it has to  
18 be there by that time.

19 With that, we'll go back to the boards.  
20 Please feel free to grab any of the folks from the city  
21 and we'll be happy to dialogue with you. As always,  
22 thank you for coming.

23 If you were a speaker tonight, I'm going to  
24 set this list right here. We'd like to make sure we  
25 have at least an e-mail address or a phone number to be

1 able to get in touch with you, just to be able to  
2 clarify and let you know how we responded.

3

4 (Public comment session adjourned at  
5 7:26 p.m.)

6 (No comments given orally to reporter.)

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1 COMMONWEALTH OF VIRGINIA AT LARGE, to wit:

2 I, Gwendolyn O. Sugrue, Notary Public in and  
3 for the Commonwealth of Virginia at large, whose  
4 commission expires October 31, 2019, do certify that I  
5 was the court reporter at the aforementioned  
6 proceedings, and that the foregoing is a true, correct,  
7 and full transcript of the proceedings herein.

8 I further certify that I am neither related to  
9 nor otherwise associated with any counsel or party to  
10 the proceeding, nor otherwise interested in the event  
11 thereof.

12 Given under my hand and notarial seal at  
13 Charlottesville, Virginia this 23rd day of June, 2019.

14

15

16



17

18

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19 Gwendolyn O. Sugrue, Notary Public  
20 Commonwealth of Virginia at Large  
21 Notary Public Registration No. 7339814

22

23 Job No. 39970

24

25

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7. ATTACHMENT F: ORIGINAL COMMENT  
SHEETS AND EMAIL COMMENTS



# COMMENT SHEET

## East High Streetscape Project

PROJECT NUMBER: U000-104-298, PE-101, RW-201, C-501

Wednesday, June 12, 2019

City Space

100 5th Street NE

Charlottesville, VA 22902

Name: Cort Hammond

Address: 1410 Grady Ave.

Zip Code: 22903

Please respond to the following statements by checking the box that best expresses your opinion:

1. Do the design features adequately address the needs of bicyclists, pedestrians, and motorists? Please explain.

Yes  No  Not Sure Explain Why:

Please ensure that bike lanes on corner ~~to~~ after 9th turns into E. High have a "soft" barrier to discourage drivers from shaving off the corner and straying into the bike lane.

2. Do you agree that the following project features are attractive while appropriately connecting the Downtown Mall and surrounding neighborhoods?

Landscaping:  
 Agree  Neutral  Disagree Comment:

Understory trees should all be replaced by Ginkgos since they are hardy in urban settings and provide shade.

Lighting:  
 Agree  Neutral  Disagree Comment:

Flip over for more opportunity to comment

Surface Treatments (sidewalk, crosswalks):

Agree       Neutral       Disagree      Comment:

Public Spaces:

Agree       Neutral       Disagree      Comment:

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

Yes    No    Not Sure      If No, please explain why:

I had some ~~of~~ questions about bike lane treatments.

4. Do you have any comments on the environmental document or comments regarding potential environmental issues? on 9th St N. of Jefferson

Please do not cut down the ~~the~~ chestnut trees, they are a cultural and educational resource of great value.

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.

Please leave this comment sheet at the designated location or mail to the addressee below on or before June 22, 2019. You can also submit your comments electronically via e-mail by sending to [motscht@charlottesville.org](mailto:motscht@charlottesville.org). Thank you.

**Mr. Tim Motsch, Transportation Project Manager  
City of Charlottesville, City Hall  
610 E. Market Street  
Charlottesville, Virginia 22902**



# COMMENT SHEET

## East High Streetscape Project

PROJECT NUMBER: U000-104-298, PE-101, RW-201, C-501

Wednesday, June 12, 2019

City Space

100 5th Street NE

Charlottesville, VA 22902

Name: Peter ~~Kraut~~ Krebs

Address: \_\_\_\_\_

Zip Code: \_\_\_\_\_

Please respond to the following statements by checking the box that best expresses your opinion:

1. Do the design features adequately address the needs of bicyclists, pedestrians, and motorists? Please explain.

Yes  No  Not Sure Explain Why:

Protect bike lanes w more than paint.

Rear Mountable rumble strips on long unbroken segments? Just having some could make whole corridor more inviting

Market street: flip bike lane + parking for parking-protected bike lanes

2. Do you agree that the following project features are attractive while appropriately connecting the Downtown Mall and surrounding neighborhoods?

Landscaping:

Agree  Neutral  Disagree Comment:

Its kind of <meh>

Lighting:

Agree  Neutral  Disagree Comment:

Definitely <meh>

**Flip over for more opportunity to comment**

Surface Treatments (sidewalk, crosswalks):

Agree       Neutral       Disagree      Comment:

---

---

Public Spaces:

Agree       Neutral       Disagree      Comment:

---

---

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

Yes    No    Not Sure      If No, please explain why:

---

Would like to see larger plans

---

4. Do you have any comments on the environmental document or comments regarding potential environmental issues?

---

I didn't really see any that are talking about  
stormwater, etc.  
Tree root structures?

---

5. Please use the following space for any additional comments.

---

Should have diverse trees      Improve tree selection, visual diversity

---

changing tree selection possible

---

traffic calming effect of vegetative diversity

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**Mr. Tim Motsch, Transportation Project Manager**  
**City of Charlottesville, City Hall**  
**610 E. Market Street**  
**Charlottesville, Virginia 22902**



# COMMENT SHEET

## East High Streetscape Project

PROJECT NUMBER: U000-104-298, PE-101, RW-201, C-501

Wednesday, June 12, 2019

City Space

100 5th Street NE

Charlottesville, VA 22902

Name: DIANE DALE

Address: 1104 HAZEL ST.

Zip Code: 22902

Please respond to the following statements by checking the box that best expresses your opinion:

1. Do the design features adequately address the needs of bicyclists, pedestrians, and motorists? Please explain.

Yes  No  Not Sure Explain Why:

VERY DISAPPOINTED TO SEE THE PLANTING PLAN.  
THE LANDSCAPE & URBAN ECOLOGY HAS BEEN GIVEN A  
LOWER PRIORITY. "UNDERSTORY" TREES ARE BEING USED  
ON A WIDE & HEAT GENERATING ROAD CORRIDOR. WHY?  
THEY WILL NOT THRIVE IN THE <sup>OPEN</sup> HEAT. THE DOGWOOD IS ALREADY  
STRUGGLING IN CENTRAL VA. THESE TREES WILL BE FURTHER  
THREATENED BY EXTREME SUMMER TEMPERATURES.

2. Do you agree that the following project features are attractive while appropriately connecting the Downtown Mall and surrounding neighborhoods?

Landscaping:

Agree  Neutral  Disagree Comment:

I SUGGEST A MORE INTEGRATED CROSS-SECTION WITH  
SIDEWALK & PLANTED TRENCHES SHARE SPACE. HEAT MITIGATION  
AND SHADE FOR PEDESTRIANS ALSO IMPORTANT GOAL.

Lighting:

Agree  Neutral  Disagree Comment:

WHY BOTHER w/ 4 TREES ON MARKET AT THIS TIME?

BETTER TO DESIGN STREET CORRIDOR AT TIME OF  
PARKING GARAGE CONSTRUCTION.

Flip over for more opportunity to comment

Surface Treatments (sidewalk, crosswalks):

Agree  Neutral  Disagree    Comment:

Public Spaces:

Agree  Neutral  Disagree    Comment:

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

Yes  No  Not Sure    If No, please explain why:

4. Do you have any comments on the environmental document or comments regarding potential environmental issues?

WOULD HAVE BEEN GOOD TO CONSIDER URBAN ECOLOGY  
AND CLIMATE CHANGE

5. Please use the following space for any additional comments.

GENERAL SENSE THAT THIS IS AN ENCLOSED  
COMPILATION OF SOLUTIONS RATHER THAN A  
DESIGN.

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**Mr. Tim Motsch, Transportation Project Manager**  
**City of Charlottesville, City Hall**  
**610 E. Market Street**  
**Charlottesville, Virginia 22902**



# COMMENT SHEET

## East High Streetscape Project

PROJECT NUMBER: U000-104-298, PE-101, RW-201, C-501

Wednesday, June 12, 2019

City Space

100 5th Street NE

Charlottesville, VA 22902

Name: CARL SCHWARZ

Address: 711 ANDERSON ST, CHARLOTTESVILLE

Zip Code: 22903

Please respond to the following statements by checking the box that best expresses your opinion:

1. Do the design features adequately address the needs of bicyclists, pedestrians, and motorists? Please explain.

Yes  No  Not Sure Explain Why:

The bike lanes are continuous and as expected from previous meetings.  
The sidewalk space is a good compromise. The plan appears to  
reflect decisions of the steering committee.

2. Do you agree that the following project features are attractive while appropriately connecting the Downtown Mall and surrounding neighborhoods?

Landscaping:

Agree  Neutral  Disagree Comment:

I'D LOVE TO SEE A BETTER SELECTION FOR THE "UNDERSTORY" TREES,  
BUT IT IS AN IMPROVEMENT OVER EXISTING.

Lighting:

Agree  Neutral  Disagree Comment:

MODERN + SIMPLE - PLEASE MAKE SURE THE COLOR TEMP + LIGHT  
QUALITY MEETS BAR STANDARDS.

Flip over for more opportunity to comment

Surface Treatments (sidewalk, crosswalks):

Agree  Neutral  Disagree Comment:

PRETTY BASIC, BUT Fancier CHOICES NOT WORTH THE COST.  
SIMPLE IS GOOD.

Public Spaces:

Agree  Neutral  Disagree Comment: ?

IN FRONT OF TARLETON OAK? CAN YOU SELL THE LAND TO THE DEVELOPER  
AND LET THEM DESIGN IT. IT WILL GET ENTRY CORRIDOR REVIEW.

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

Yes  No  Not Sure If No, please explain why:

CLEARER UNDERSTANDING OF SECTION CUT DIRECTIONALITY WOULD HELP.  
INDICATION  
ALSO ~~BETTER~~ BETTER UNDERSTANDINGS OF WHERE OVERHEAD UTILITIES ARE  
- IF THEY END UP REMAINING.

4. Do you have any comments on the environmental document or comments regarding potential environmental issues?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

5. Please use the following space for any additional comments.

WORK W/ THE TREE COMMISSION ON THE "UNDERSTORY" TREES.  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Please leave this comment sheet at the designated location or mail to the addressee below on or before June 22, 2019. You can also submit your comments electronically via e-mail by sending to [motscht@charlottesville.org](mailto:motscht@charlottesville.org). Thank you.

**Mr. Tim Motsch, Transportation Project Manager**  
**City of Charlottesville, City Hall**  
**610 E. Market Street**  
**Charlottesville, Virginia 22902**



# COMMENT SHEET

## East High Streetscape Project

PROJECT NUMBER: U000-104-298, PE-101, RW-201, C-501

Wednesday, June 12, 2019

City Space

100 5th Street NE

Charlottesville, VA 22902

Name: Tyler Whitney

Address: 1104 Sycamore St.

Zip Code: 22902

Please respond to the following statements by checking the box that best expresses your opinion:

1. Do the design features adequately address the needs of bicyclists, pedestrians, and motorists? Please explain.

Yes  No  Not Sure Explain Why:

In general, I think the moves to improve the pedestrian experience and bike experience are great and will improve the corridor. The only piece I am unsure about is removing the right turn lane at Tarleton Oaks. The South Bond lane on 9th St. backs up a great deal and taking away the right turn seems to make this worse, though the traffic study says it will be okay.

2. Do you agree that the following project features are attractive while appropriately connecting the Downtown Mall and surrounding neighborhoods?

Landscaping:

Agree  Neutral  Disagree Comment:

The planting and sidewalk improvements will be much appreciated.

Lighting:

Agree  Neutral  Disagree Comment:

The streetlights pictured look great - didn't see a plan for the layout but I'm sure more lights will be added and be an improvement.

Flip over for more opportunity to comment

Surface Treatments (sidewalk, crosswalks):

Agree     Neutral     Disagree    Comment:

*Seems standard, fine*

Public Spaces:

Agree     Neutral     Disagree    Comment:

*The proposed building at Tangle Oaks is awful so please make this improved street corner as nice as possible to hide the building!*

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

Yes     No     Not Sure    If No, please explain why:

4. Do you have any comments on the environmental document or comments regarding potential environmental issues?

5. Please use the following space for any additional comments.

Please leave this comment sheet at the designated location or mail to the addressee below on or before June 22, 2019. You can also submit your comments electronically via e-mail by sending to [motscht@charlottesville.org](mailto:motscht@charlottesville.org). Thank you.

**Mr. Tim Motsch, Transportation Project Manager  
City of Charlottesville, City Hall  
610 E. Market Street  
Charlottesville, Virginia 22902**



# COMMENT SHEET

## East High Streetscape Project

PROJECT NUMBER: U000-104-298, PE-101, RW-201, C-501

Wednesday, June 12, 2019

City Space

100 5th Street NE

Charlottesville, VA 22902

Name: Rolf Brawn

Address: 1120 E. High St. #D  
Charlottesville, VA Zip Code: 22902

Please respond to the following statements by checking the box that best expresses your opinion:

1. Do the design features adequately address the needs of bicyclists, pedestrians, and motorists? Please explain.

Yes  No  Not Sure Explain Why:

Market St, btwn 7<sup>th</sup> and 9<sup>th</sup> NEEDS minimum 6 FOOT  
bike lanes for safety. Narrow the landscaping to allow this  
use shrubs instead of street trees if needed, Function over form!  
Plan around what will be north of Market, to avoid duplicating  
effort later. Reduced parking in that lot temporarily is OK!  
City must commit to land use there, not kick the can again.  
continued in section 5

2. Do you agree that the following project features are attractive while appropriately connecting the Downtown Mall and surrounding neighborhoods?

Landscaping:

Agree  Neutral  Disagree Comment:

But function of area for all users - pedestrian, bike, car, transit  
is more important than appearance if there's a tradeoff.

Lighting:

Agree  Neutral  Disagree Comment:

Flip over for more opportunity to comment

Surface Treatments (sidewalk, crosswalks):

Agree       Neutral       Disagree      Comment:

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---

Public Spaces:

Agree       Neutral       Disagree      Comment:

Wide benches needed for transit users at bus stops!

---

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

Yes     No     Not Sure    If No, please explain why:

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---

4. Do you have any comments on the environmental document or comments regarding potential environmental issues?

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---

5. Please use the following space for any additional comments.

The 9<sup>th</sup>/High intersection lacking a right turn lane from E. High is a bit concerning. But I think it could work if traffic signal timing is fixed. Perhaps test by fixing the broken timing & lane detection there first and restripe the road to see if it'll work?

---

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**Mr. Tim Motsch, Transportation Project Manager  
City of Charlottesville, City Hall  
610 E. Market Street  
Charlottesville, Virginia 22902**



# COMMENT SHEET

## East High Streetscape Project

PROJECT NUMBER: U000-104-298, PE-101, RW-201, C-501

Wednesday, June 12, 2019

City Space

100 5th Street NE

Charlottesville, VA 22902

Name: LAUREN McQuiston

Address: 1104 SYCAMORE ST

CVILLE Zip Code: 22902

Please respond to the following statements by checking the box that best expresses your opinion:

1. Do the design features adequately address the needs of bicyclists, pedestrians, and motorists? Please explain.

Yes  No  Not Sure Explain Why:

WHILE ADDITIONAL BIKE LANES AND PEDESTRIAN IMPROVEMENTS ARE NEEDED TO BETTER CONNECT DOWNTOWN TO THE NEIGHBORHOODS NORTH AND EAST THE LOSS OF THE RIGHT TURN LANE @ E. HIGH ST WILL MAKE AN ALREADY CONGESTED INTERSECTION SIGNIFICANTLY WORSE. THE LOSS OF THE TURN LANE IN FAVOR OF A PLAZA THAT WILL LIKELY BE UNDERUTILIZED BY CAR ORIENTED TENANTS OF THE APARTMENT BUILDING IS A TOTAL WASTE. FIND A WAY

2. Do you agree that the following project features are attractive while appropriately connecting the Downtown Mall and surrounding neighborhoods? (see back)

Landscaping:  Agree  Neutral  Disagree Comment:

THE PLAZA AND BUILDING PROPOSED AT TARBETON OAKS IS A HORRIBLE AESTHETIC TO HAVE AT A MAJOR ENTRANCE TO DOWNTOWN. BETTER TO REDESIGN THE BUILDING AND PLAZA BEFORE CONSIDERING MAJOR ROAD WORK.

Lighting:  Agree  Neutral  Disagree Comment:

PLAZA WILL NOT BE USED AS DESIGNED. WOULD BE BETTER AS SOFT SCAPE IN FRONT OF THE BUILDING.

Flip over for more opportunity to comment

DESIGNED. WOULD BE BETTER AS SOFT SCAPE IN FRONT OF THE BUILDING.

Surface Treatments (sidewalk, crosswalks):

Agree     Neutral     Disagree    Comment:

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---

Public Spaces:

Agree     Neutral     Disagree    Comment:

THE PROPOSED PUZZA AND SPACE CREATED BY REMOVING THE TURN LANE IS NOT NICE/USABLE PUBLIC SPACE ON A MAJOR INTERSECTION. TOTALLY EXPOSED. LOUD INTERSECTION.

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

Yes     No     Not Sure    If No, please explain why:

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---

4. Do you have any comments on the environmental document or comments regarding potential environmental issues?

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5. Please use the following space for any additional comments.

TO INCLUDE A BIKE LANE AND IMPROVED WALKING EXPERIENCE WITHOUT THE LOSS OF THE TURN LANE.

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Please leave this comment sheet at the designated location or mail to the addressee below on or before June 22, 2019. You can also submit your comments electronically via e-mail by sending to [motscht@charlottesville.org](mailto:motscht@charlottesville.org). Thank you.

**Mr. Tim Motsch, Transportation Project Manager  
City of Charlottesville, City Hall  
610 E. Market Street  
Charlottesville, Virginia 22902**



# COMMENT SHEET

## East High Streetscape Project

PROJECT NUMBER: U000-104-298, PE-101, RW-201, C-501

Wednesday, June 12, 2019

City Space

100 5th Street NE

Charlottesville, VA 22902

Name: MARK RYLANDER

Address: 607 LEXINGTON AVE

CHARLOTTESVILLE VA Zip Code: 22902

Please respond to the following statements by checking the box that best expresses your opinion:

1. Do the design features adequately address the needs of bicyclists, pedestrians, and motorists? Please explain.

Yes  No  Not Sure

Explain Why:

LARGE CANOPY TREES PROVIDE BENEFITS TO BICYCLISTS  
AND PEDESTRIANS AND UNDERSTORY TREES TO NOT,  
LARGE CANOPY TREE ENVIRONMENTAL BENEFITS ARE  
EXponentially HIGHER THAN UNDERSTORY TREES, LAST  
100+ YEARS, PROVIDE HABITAT, REDUCE URBAN HEAT  
ISLAND EFFECT ETC.

OF SHADE

2. Do you agree that the following project features are attractive while appropriately connecting the Downtown Mall and surrounding neighborhoods?

Landscaping:

Agree

Neutral

Disagree

Comment:

IT IS BETTER THAN NOT HAVING LANDSCAPE BUT WOULD

CONNECT BETTER TO BRIDGES / ENTRANCES COMMON AS URBAN  
SCAPE BEST PRACTICES.

Lighting:

Agree

Neutral

Disagree

Comment:

APPEARANCE FINE PERFORMANCE NOT KNOWN.

Flip over for more opportunity to comment

Surface Treatments (sidewalk, crosswalks):

Agree  Neutral  Disagree Comment:

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Public Spaces:

Agree  Neutral  Disagree Comment:

GIVEN THAT PROJECT IS PURSUING MULTI-MODAL "STREETS  
THAT WORK" APPROACH,

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

Yes  No  Not Sure If No, please explain why:

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4. Do you have any comments on the environmental document or comments regarding potential environmental issues?

have not seen it

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5. Please use the following space for any additional comments.

THANK YOU FOR ALL YOUR HARD WORK.  
THE CIVIL ENGINEERING ASPECT IS A MAJOR CHALLENGE,

Please leave this comment sheet at the designated location or mail to the addressee below on or before June 22, 2019. You can also submit your comments electronically via e-mail by sending to [motscht@charlottesville.org](mailto:motscht@charlottesville.org). Thank you.

**Mr. Tim Motsch, Transportation Project Manager  
City of Charlottesville, City Hall  
610 E. Market Street  
Charlottesville, Virginia 22902**



# COMMENT SHEET

## East High Streetscape Project

PROJECT NUMBER: U000-104-298, PE-101, RW-201, C-501

Wednesday, June 12, 2019

City Space

100 5th Street NE

Charlottesville, VA 22902

Name: KIRBY HUFFO - SPRINT PAVILION

Address: PO Box 2318  
Charlottesville VA Zip Code: 22902

Please respond to the following statements by checking the box that best expresses your opinion:

1. Do the design features adequately address the needs of bicyclists, pedestrians, and motorists? Please explain.

Yes  No  Not Sure Explain Why:

As the GM of the Pavilion, I am concerned about access for semis + tour busses to the venue. The street parking westbound on Market in the 700 block is critical for us to stage semis prior to them backing down to the stage for loading or unloading.

2. Do you agree that the following project features are attractive while appropriately connecting the Downtown Mall and surrounding neighborhoods?

Landscaping:

Agree  Neutral  Disagree Comment:

\_\_\_\_\_  
\_\_\_\_\_

Lighting:

Agree  Neutral  Disagree Comment:

\_\_\_\_\_  
\_\_\_\_\_

**Flip over for more opportunity to comment**

Surface Treatments (sidewalk, crosswalks):

Agree     Neutral     Disagree    Comment:

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Public Spaces:

Agree     Neutral     Disagree    Comment:

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

Yes     No     Not Sure    If No, please explain why:

You should always show Existing Conditions clearly next to proposed changes.

4. Do you have any comments on the environmental document or comments regarding potential environmental issues?

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5. Please use the following space for any additional comments.

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Please leave this comment sheet at the designated location or mail to the addressee below on or before June 22, 2019. You can also submit your comments electronically via e-mail by sending to [motscht@charlottesville.org](mailto:motscht@charlottesville.org). Thank you.

**Mr. Tim Motsch, Transportation Project Manager  
City of Charlottesville, City Hall  
610 E. Market Street  
Charlottesville, Virginia 22902**



# COMMENT SHEET

## East High Streetscape Project

PROJECT NUMBER: U000-104-298, PE-101, RW-201, C-501

Wednesday, June 12, 2019

City Space

100 5th Street NE

Charlottesville, VA 22902

Name: Kevin McDermott

Address: 1312 Poplar St Charlottesville VA

Zip Code: 22902

Please respond to the following statements by checking the box that best expresses your opinion:

1. Do the design features adequately address the needs of bicyclists, pedestrians, and motorists? Please explain.

Yes  No  Not Sure Explain Why:

I believe the removal of the right turn lane from E High onto W High @ 9th will result in significant issues for motorists on E. High. The traffic study shows a reduction in queuing when that lane is removed which is not possible. The result will be compounding backups and peak hour gridlock.

2. Do you agree that the following project features are attractive while appropriately connecting the Downtown Mall and surrounding neighborhoods?

Landscaping:

Agree  Neutral  Disagree Comment:

The separation b/w sidewalk and travel way is a great improvement but could also be accomplished w/ smaller vegetation in area of narrow available ROW

Lighting:

Agree  Neutral  Disagree Comment:

Surface Treatments (sidewalk, crosswalks):

Agree     Neutral     Disagree    Comment:

With the buffer separating peds and vehicles the sidewalks could be 5' where ROW is tight

Public Spaces:

Agree     Neutral     Disagree    Comment:

Not a necessary feature if it means removal of the right turn lane I mention in Q1.

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

Yes     No     Not Sure    If No, please explain why:

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4. Do you have any comments on the environmental document or comments regarding potential environmental issues?

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5. Please use the following space for any additional comments.

The improvements in signal timing that make queuing and delay improve in the future are beyond optimistic. Actual queues will result in unsafe conditions because of driver frustration.

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Please leave this comment sheet at the designated location or mail to the addressee below on or before June 22, 2019. You can also submit your comments electronically via e-mail by sending to [motscht@charlottesville.org](mailto:motscht@charlottesville.org). Thank you.

**Mr. Tim Motsch, Transportation Project Manager  
City of Charlottesville, City Hall  
610 E. Market Street  
Charlottesville, Virginia 22902**



# COMMENT SHEET

## East High Streetscape Project

PROJECT NUMBER: U000-104-298, PE-101, RW-201, C-501

Wednesday, June 12, 2019

City Space

100 5th Street NE

Charlottesville, VA 22902

Name: Eberhard Jehle

Address: 1402 A Hazel Street  
Charlottesville Zip Code: 22902

Please respond to the following statements by checking the box that best expresses your opinion:

1. Do the design features adequately address the needs of bicyclists, pedestrians, and motorists? Please explain.

Yes  No  Not Sure Explain Why:

Mostly. The 9<sup>th</sup> Street cross-section between Market & E. High is a compromise — due to continued presence of town lands & lack of right-to-way acquisition.

2. Do you agree that the following project features are attractive while appropriately connecting the Downtown Mall and surrounding neighborhoods?

Landscaping:

Agree  Neutral  Disagree Comment:

Lighting:

Agree  Neutral  Disagree Comment:

Flip over for more opportunity to comment

Surface Treatments (sidewalk, crosswalks):

Agree     Neutral     Disagree    Comment:

Public Spaces:

Agree     Neutral     Disagree    Comment:

*'depends in large part on what the developer @ E. High & E. High (Tangleton Oaks gas station property) does*

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

Yes     No     Not Sure    If No, please explain why:

4. Do you have any comments on the environmental document or comments regarding potential environmental issues?

5. Please use the following space for any additional comments.

*Much of the east-bound bike traffic on Market St. will want to turn left onto Nineth Street. Below is what I've seen in NYC @ rt intersections where a majority of cyclists turn left:*

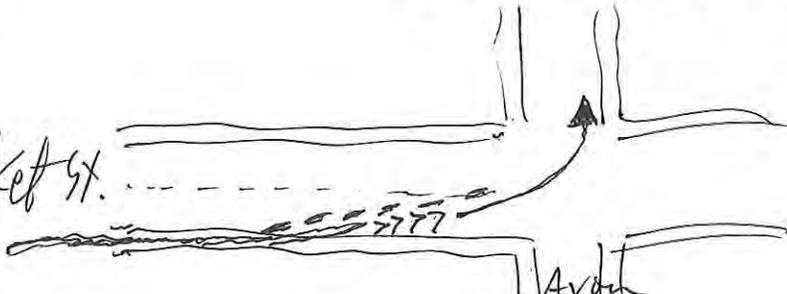
Please leave this comment sheet at the designated location or mail to the addressee below on or before June 22, 2019. You can also submit your comments electronically via e-mail by sending to [motscht@charlottesville.org](mailto:motscht@charlottesville.org). Thank you.

*9th St.*

**Mr. Tim Motsch, Transportation Project Manager  
City of Charlottesville, City Hall  
610 E. Market Street  
Charlottesville, Virginia 22902**

*N  
A*

*Market St.*





# COMMENT SHEET

## East High Streetscape Project

PROJECT NUMBER: U000-104-298, PE-101, RW-201, C-501

Wednesday, June 12, 2019

City Space

100 5th Street NE

Charlottesville, VA 22902

Name: MARY MAHER

Address: 908 EAST HIGH ST.

CHARLOTTESVILLE Zip Code: 22902

Please respond to the following statements by checking the box that best expresses your opinion:

1. Do the design features adequately address the needs of bicyclists, pedestrians, and motorists? Please explain.

Yes  No  Not Sure Explain Why:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

2. Do you agree that the following project features are attractive while appropriately connecting the Downtown Mall and surrounding neighborhoods?

Landscaping:  
 Agree  Neutral  Disagree Comment:

you can't tell from the plans what the landscaping might look like\*

Lighting:  
 Agree  Neutral  Disagree Comment:

no lighting features presented at all in print materials or conversations

\*VDOT projects usually plant junk trees + never care for them as they attempt to establish. **Flip over for more opportunity to comment**

Surface Treatments (sidewalk, crosswalks):

Agree  Neutral  Disagree Comment:

can't tell what they'll look like

Public Spaces:

Agree  Neutral  Disagree Comment:

Are there any? It seems like all roads, sidewalks, bike lanes, and intersections are those considered "public spaces"?

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

Yes  No  Not Sure If No, please explain why:

mostly —

4. Do you have any comments on the environmental document or comments regarding potential environmental issues?

I am totally opposed to removing healthy mature trees

5. Please use the following space for any additional comments.

I own a building at corner of 9 1/2 St. + E. High. A large, mature Linden tree occupies the corner of the property. I do not want it removed. From preliminary plans, it looks like it may not be. But I will be following this carefully.

Please leave this comment sheet at the designated location or mail to the addressee below on or before June 22, 2019. You can also submit your comments electronically via e-mail by sending to [motscht@charlottesville.org](mailto:motscht@charlottesville.org). Thank you.

**Mr. Tim Motsch, Transportation Project Manager  
City of Charlottesville, City Hall  
610 E. Market Street  
Charlottesville, Virginia 22902**



# COMMENT SHEET

## East High Streetscape Project

PROJECT NUMBER: U000-104-298, PE-101, RW-201, C-501

Wednesday, June 12, 2019

City Space

100 5th Street NE

Charlottesville, VA 22902

Name: Janet Matthews

Address: 500 LEXINGTON AVE

Zip Code: \_\_\_\_\_

Please respond to the following statements by checking the box that best expresses your opinion:

1. Do the design features adequately address the needs of bicyclists, pedestrians, and motorists? Please explain.

Yes  No  Not Sure

Explain Why: Because this is an excellent preliminary iteration you will change.

2. Do you agree that the following project features are attractive while appropriately connecting the Downtown Mall and surrounding neighborhoods?

Landscaping:

Agree  Neutral  Disagree Comment: \_\_\_\_\_

Lighting:

Agree  Neutral  Disagree Comment: \_\_\_\_\_

**Flip over for more opportunity to comment**

Surface Treatments (sidewalk, crosswalks):

Agree

Neutral

Disagree

Comment:

Porous surfaces?

Public Spaces:

Agree

Neutral

Disagree

Comment:

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

Yes

No

Not Sure

If No, please explain why:

4. Do you have any comments on the environmental document or comments regarding potential environmental issues?

Run off → Chesapeake Bay Watershed

5. Please use the following space for any additional comments.

Please leave this comment sheet at the designated location or mail to the addressee below on or before June 22, 2019. You can also submit your comments electronically via e-mail by sending to [motscht@charlottesville.org](mailto:motscht@charlottesville.org). Thank you.

**Mr. Tim Motsch, Transportation Project Manager**  
**City of Charlottesville, City Hall**  
**610 E. Market Street**  
**Charlottesville, Virginia 22902**

## Baird, Alysa

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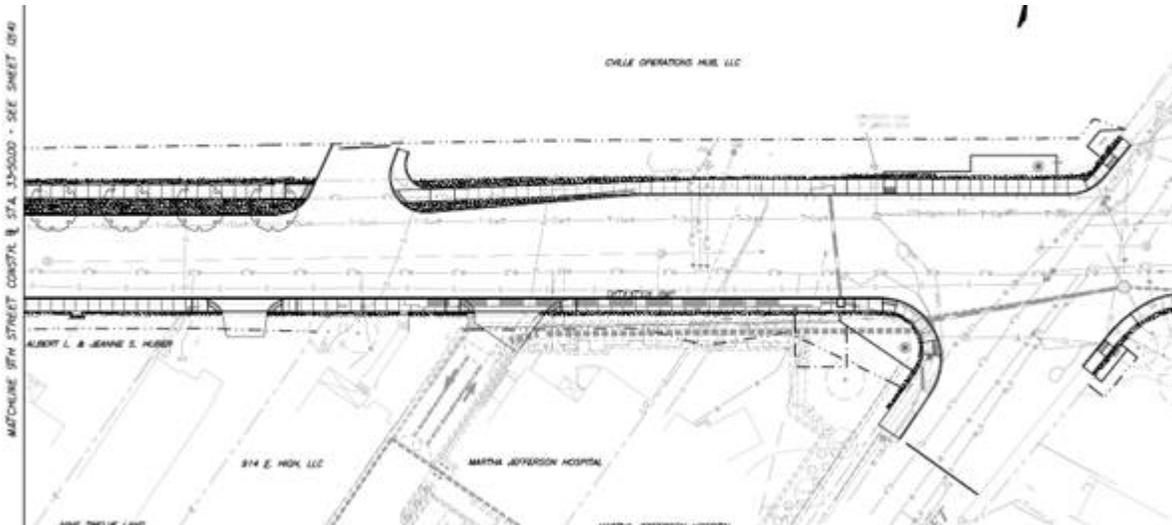
**From:** Motsch, Timothy P <[motscht@charlottesville.org](mailto:motscht@charlottesville.org)>  
**Sent:** Friday, June 14, 2019 9:04 AM  
**To:** McPeters, Brian <[brian.mcpeters@kimley-horn.com](mailto:brian.mcpeters@kimley-horn.com)>  
**Subject:** East High Streetscape

Hi Brian,

Mike from Sentara MJ (10<sup>th</sup> and Locust MOB) called with a question about their right turn. We matched their plan, but he says people making the acute right into their property generally cheat to the left so they don't hit the curb. He wants to know if we can eliminate the taper into CFA to make their entrance a bit easier.

Thanks,

Tim



Timothy P. Motsch  
Transportation Project Manager  
Neighborhood Development Services  
City Hall, PO Box 911  
Charlottesville, VA 22902  
[NDS CONTACT DIRECTORY](#)  
Office (434) 970-3395  
Cell (703) 314-9214

**Baird, Alysa**

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**From:** Motsch, Timothy P <[motscht@charlottesville.org](mailto:motscht@charlottesville.org)>

**Sent:** Monday, June 17, 2019 7:35 AM

**To:** McPeters, Brian <[brian.mcpeters@kimley-horn.com](mailto:brian.mcpeters@kimley-horn.com)>; Aimone, Keith <[keith.aimone@kimley-horn.com](mailto:keith.aimone@kimley-horn.com)>

**Subject:** FW: East High Streetscape project comments

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**From:** Darren Pace <[dpace8@gmail.com](mailto:dpace8@gmail.com)>

**Sent:** Saturday, June 15, 2019 7:04 AM

**To:** Motsch, Timothy P <[motscht@charlottesville.org](mailto:motscht@charlottesville.org)>

**Subject:** East High Streetscape project comments

**WARNING:** This email has originated from **outside of the organization**. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mr. Motsch,

I attended the East High Streetscape open house this week and wanted to submit my comments. I strongly encourage the city to use all native plants, especially canopy trees, on this and on all projects. For this project please choose native trees instead of the planned ginkgo and london plane trees. Native trees support native insects, which in turn support the birds and other wildlife we enjoy. While planting a non-native tree is better than having no trees, ecologically speaking they have little value.

A world class, progressive, cutting edge city such as Charlottesville should be setting an example with the use of native plants.

Thank you for your time and consideration.

Darren Pace  
Charlottesville

## Baird, Alysa

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**From:** East High Streetscape <[wordpress@kimley-horn.com](mailto:wordpress@kimley-horn.com)>

**Sent:** Tuesday, June 18, 2019 2:15 PM

**To:** McPeters, Brian <[brian.mcpeters@kimley-horn.com](mailto:brian.mcpeters@kimley-horn.com)>

**Subject:** East High Streetscape Comment

### Name

mary roberts

### Email

[mdesselman@gmail.com](mailto:mdesselman@gmail.com)

### Message

Hi there,

I live just off the bypass ramp for Locust Ave (the ramp you take if you're coming from Pantops to Locust). I'm excited for the E. High development and hope we'll get more walkability in the MJH/Locust Grove neighborhood -- coffee shop, local food options, etc. I know a lot of the MJH folks worry about traffic and parking. Just want to let you know I am looking forward to development of the neighborhood to the extent that people can get out of their houses and walk to things, meet their neighbors along the way and at destination spots that crop up due to development. I do have a teenage son who likes to ride his bike down Locust to get to and from the Downtown Mall, so I would only ask you think long and hard about safety for cyclists and pedestrians as you move forward with the project---not just creating avenues, lanes, sidewalks that help with safety but also incorporating a driver/pedestrian/cyclist outreach and awareness component, where all are educated and trained (with good signage on the streets and sidewalks and crosswalks). All it takes is one person texting while driving, and not paying attention to new traffic/development changes, and we have a problem. Other than that, the more we can create a walkable, community-oriented neighborhood with lovely locally owned businesses, the better. Thanks!

## Baird, Alysa

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**To:** McPeters, Brian  
**Subject:** RE: East High Streetscape Comment

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**From:** East High Streetscape <[wordpress@kimley-horn.com](mailto:wordpress@kimley-horn.com)>  
**Sent:** Wednesday, June 19, 2019 9:07 AM  
**To:** McPeters, Brian <[brian.mcpeters@kimley-horn.com](mailto:brian.mcpeters@kimley-horn.com)>  
**Subject:** East High Streetscape Comment

### Name

Deborah Lawrence

### Email

[lawrence.deb@gmail.com](mailto:lawrence.deb@gmail.com)

### Message

I like the new design for east high street. I have two concerns:

1. Bigger trees are needed. the trees area a great idea--they will definitely encourage pedestrian traffic as they will cut the brutal heat. they will also help us deal with the heat island effect, reducing cooling costs in the nearby buildings and helping us to reach our city's climate goals. to do both things well, they need to be large trees, not the small trees shown on the plan. I would like to see the city invest in real shade trees (oaks) that will last for a century or more, not crepe myrtles or redbuds or short statured trees that will provide shade only for a few feet along the sidewalk. we have the chance to shade the street and avoid sunlight on nearby buildings. let's do that.
2. eliminating the right-turn lane at east high and 9th street (tarleton oaks intersection) could cause a back up of vehicles along east high. I often zip through on the right as I drive west on east high, while the other cars wait to move straight toward Belmont. I am a cyclist, and I appreciate the dedicated bike lane there, but I wonder if there is not enough room for both a turn lane and a bike lane if the new bump-out from tarleton oaks were reduced by a few feet.

**Baird, Alysa**

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**From:** Bruce Odell <[cvilleodell@gmail.com](mailto:cvilleodell@gmail.com)>  
**Sent:** Wednesday, June 19, 2019 6:12 PM  
**To:** Motsch, Timothy P <[motscht@charlottesville.org](mailto:motscht@charlottesville.org)>  
**Cc:** mjnacore <[core@mjna.org](mailto:core@mjna.org)>; mjna secretary <[secretary@mjna.org](mailto:secretary@mjna.org)>  
**Subject:** East High Streetscape project

**WARNING:** This email has originated from **outside of the organization**. Do not click links or open attachments unless you recognize the sender and know the content is safe.

As with some others in our community, I have some concerns about preventing LEFT turns from Lexington onto East High under the proposed project plan.

The right-only Lexington access to East High has admirable safety aspects. And it would also discourage "cut through" traffic on Maple (or Kelly) from Park St.

However, the trucks that deliver to and service the "CFA/Hemoshear" complex-with entrance at the south end of Lexington presently have "in-and-out" access to East High, most critically heading east towards the 10th St/Locust intersection and beyond. So where will trucks now go after completing their deliveries at CFA/Hemoshear? It would appear they will have to make a series of right turns - onto northbound Lexington, eastbound Sycamore, and finally southbound Locust to reach the Locust/10th st intersection. This route is through a residential neighborhood and ends on "NO 3 AXLE TRUCKS" Locust Ave (for one block). Trucks on Locust will break down the truck limitation on that street and further it is likely many trucks simply will go left from Sycamore to take Locust directly to Rte. 250 Bypass.

I urge the city and the consultants to reconsider the implications of this proposed new traffic arrangement and weigh again the pros and cons. Perhaps one solution is for CFA/Hemoshear trucks to be given explicit turn left privileges onto East High, while prohibiting other vehicles via signage.

Thank you for the opportunity to comment on this important (and otherwise well-designed) project. Regards.  
Bruce J. Odell, 878 Locust Avenue

## Baird, Alysa

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**From:** Kirby Hutto <[kirby@sprintpavilion.com](mailto:kirby@sprintpavilion.com)>  
**Sent:** Wednesday, June 19, 2019 2:24 PM  
**To:** Motsch, Timothy P <[motscht@charlottesville.org](mailto:motscht@charlottesville.org)>  
**Cc:** Ness, Jason <[nessj@charlottesville.org](mailto:nessj@charlottesville.org)>  
**Subject:** East High Streetscape Project concerns

**WARNING:** This email has originated from **outside of the organization**. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Tim,

I attended the June 12 public meeting on this project and made some written comments but Jason indicated that they had not made their way to you yet. 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".

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.

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.

I already cringe when I think of the future impact of redeveloping those parcels into a garage and how that will affect our ability to load in shows. Dealing with grumpy truck drivers first thing in the morning is not the highlight of our show days. They are used to coming in, dropping their trailers, and taking the cab to the hotel where they will sleep all day. We already present a challenge to tour logistics and anything we can do to keep from adding layers of complexity makes our job that much better. That is our side of the discussion but I respect that your concerns are about the other

350 days a year. I will add that our concerts add a lot of economic activity to the entire downtown area and generate lots of revenue for the City. I hope we can find solutions that work for everyone as these projects move on in the process.

Thanks,

Kirby R. Hutto  
General Manager  
Sprint Pavilion  
434-245-4920  
PO Box 2318  
455 2<sup>nd</sup> Street SE Ste 400  
Charlottesville, VA 22902

**Baird, Alysa**

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**From:** Sam Tyree <[sam.tyree@gmail.com](mailto:sam.tyree@gmail.com)>  
**Sent:** Wednesday, June 19, 2019 1:58 PM  
**To:** Motsch, Timothy P <[motscht@charlottesville.org](mailto:motscht@charlottesville.org)>  
**Subject:** feedback about East High Streetscape

**WARNING:** This email has originated from **outside of the organization**. Do not click links or open attachments unless you recognize the sender and know the content is safe.

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.

That's my only feedback. Otherwise, I like the design.

Thanks.  
Sam Tyree  
716 Locust Ave.

## Baird, Alysa

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**Importance:** High

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**From:** L Gardner <[don.gardner@embarqmail.com](mailto:don.gardner@embarqmail.com)>  
**Sent:** Thursday, June 20, 2019 9:38 PM  
**To:** Motsch, Timothy P <[motscht@charlottesville.org](mailto:motscht@charlottesville.org)>  
**Cc:** 'L Gardner' <[don.gardner@embarqmail.com](mailto:don.gardner@embarqmail.com)>  
**Subject:** Re: East High Street changes  
**Importance:** High

**WARNING:** This email has originated from **outside of the organization**. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good evening, Mr. Motsch,

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 12<sup>th</sup> 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????

Thanks for considering my concerns. I shall await your response.  
Lynne Gardner

## Baird, Alysa

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**Subject:** FW: East High Streetscape Comment

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**From:** East High Streetscape <[wordpress@kimley-horn.com](mailto:wordpress@kimley-horn.com)>

**Sent:** Friday, June 21, 2019 10:42 AM

**To:** McPeters, Brian <[brian.mcpeters@kimley-horn.com](mailto:brian.mcpeters@kimley-horn.com)>

**Subject:** East High Streetscape Comment

**Name**

joan fenton

**Email**

[fenton.joan@gmail.com](mailto:fenton.joan@gmail.com)

**Message**

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

Yours

Joan Fenton

## Baird, Alysa

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**Subject:** East High Streetscape

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**From:** Janet Matthews <[janetvmatthews@gmail.com](mailto:janetvmatthews@gmail.com)>

**Sent:** Saturday, June 22, 2019 7:13 AM

**To:** Motsch, Timothy P <[motscht@charlottesville.org](mailto:motscht@charlottesville.org)>

**Subject:** East High Streetscape

**WARNING:** This email has originated from **outside of the organization**. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr. Motsch,

We had the pleasure of meeting briefly at the Public Hearing for the East High Streetscape project last week.

The materials were well presented and certainly contained excellent improvements to the traffic flow and access and overall the concept is quite good and no doubt an enormous improvement over existing conditions. Kimley Horn had sufficient and knowledgeable staff to answer questions posed by attendees.

I have taken quite a bit of time to review and consider the project overall and here are my comments, both as the owner of 500 Lexington Avenue that will be significantly impacted by the decisions made and as a construction professional whose projects have ranged from building The Haven as Owners Rep and Project Manager to a principal in a development company the did an infill residential project in Albemarle a mile from the City limits.

1) 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.

My point is that now is the time for these and other changes to be looked at as well as many others I have no expertise in and reserve my opinion as a result. This is also the chance for City staff to step up and show themselves as the advocates for the citizens by driving the process transparently and making it clear that the outcome will be driven by their careful management of the process, the engineers, contractors and the way the project is implemented as it will impact everyone using that corridor, including all our tourism visitors that spend so much money here.

I don't envy you but I wish you all the best luck and will advocate for your success whenever I can. The project as it stands is fundamentally what is needed in terms of fixing some problems, but to be the project it needs to be it for the future of Charlottesville it must begin with a broader vision that must be determined now.

Kind regards,

Janet Matthews

**Baird, Alysa**

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**Subject:** Comment/Question Regarding East High Streetscape Plan

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**From:** Chris Schopper <[cjschopper@gmail.com](mailto:cjschopper@gmail.com)>  
**Sent:** Saturday, June 22, 2019 12:59 PM  
**To:** Motsch, Timothy P <[motscht@charlottesville.org](mailto:motscht@charlottesville.org)>  
**Subject:** Comment/Question Regarding East High Streetscape Plan

**WARNING:** This email has originated from **outside of the organization**. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Tim,

Hope this message finds you well. 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.

Thanks,  
Chris

## McPeters, Brian

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**From:** DeTuncq, Alison D <alison.detuncq@uvacreditunion.org>  
**Sent:** Thursday, June 20, 2019 10:52 AM  
**To:** mothscht@charlottesville.org; McPeters, Brian  
**Subject:** East High Streetscape Project

**Categories:** External

Good morning.

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.

Please let me know if I need to submit these comments in a different manner. And, please let me know if you have any questions.

Again, thank you for your assistance and information regarding the project.

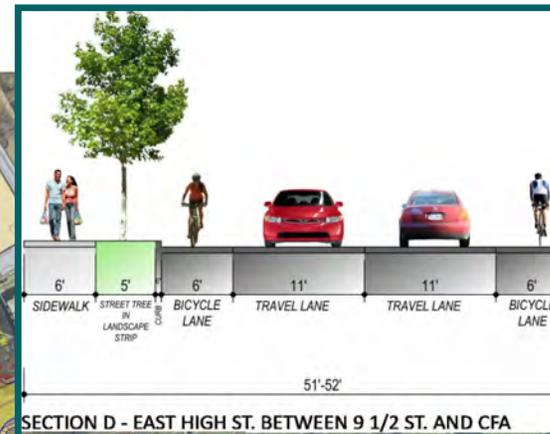
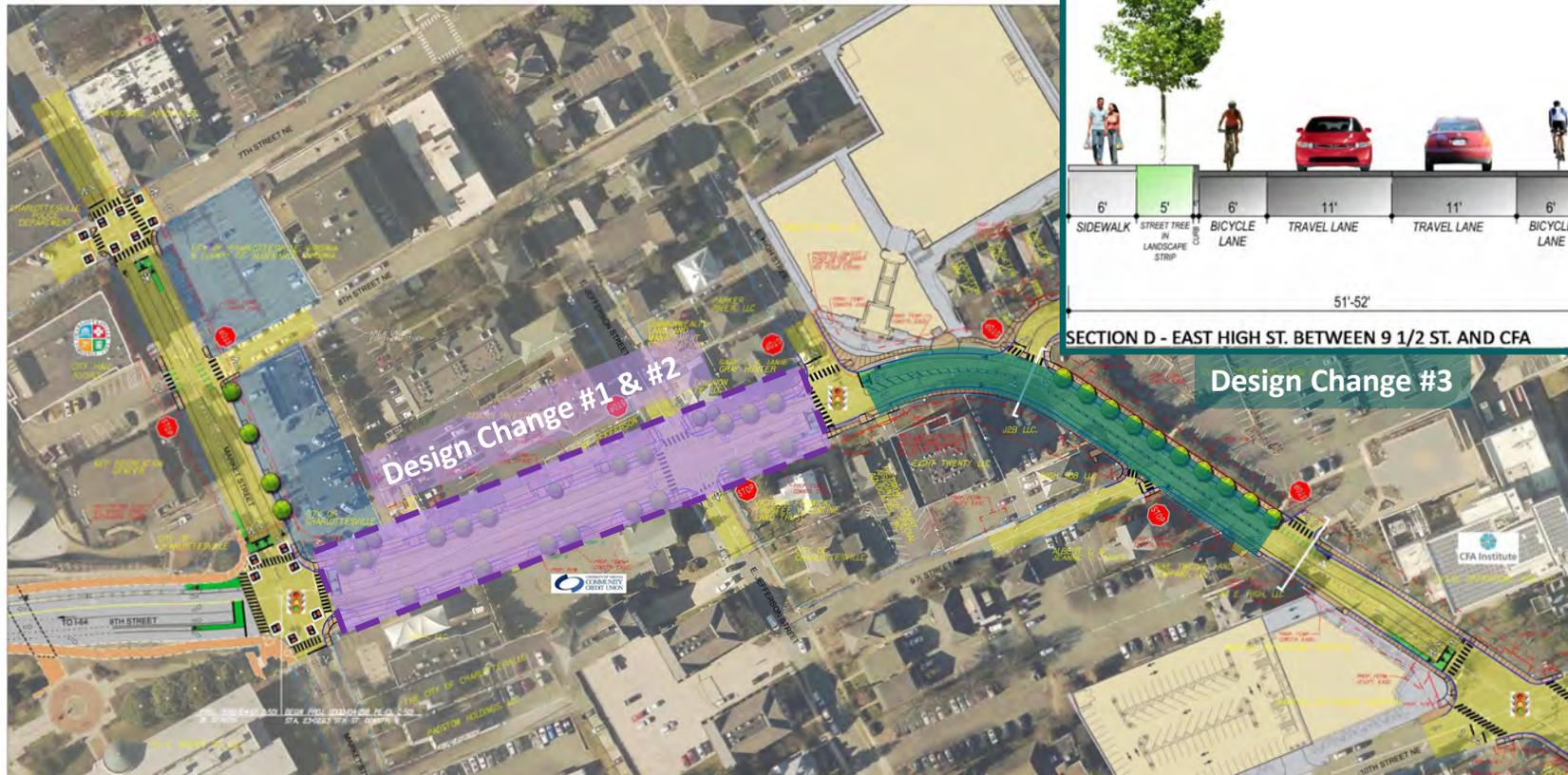
Best regards,  
Alison DeTuncq

Alison DeTuncq  
President/CEO  
UVA Community Credit Union  
3300 Berkmar Drive  
Charlottesville, VA 22901  
[alison.detuncq@uvacreditunion.org](mailto:alison.detuncq@uvacreditunion.org)  
(434)964-2002  
NMLS ID 283684

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8. ATTACHMENT G: RECOMMENDED DESIGN  
CHANGES

# Design Changes Summary



SECTION D - EAST HIGH ST. BETWEEN 9 1/2 ST. AND CFA

Design Change #3



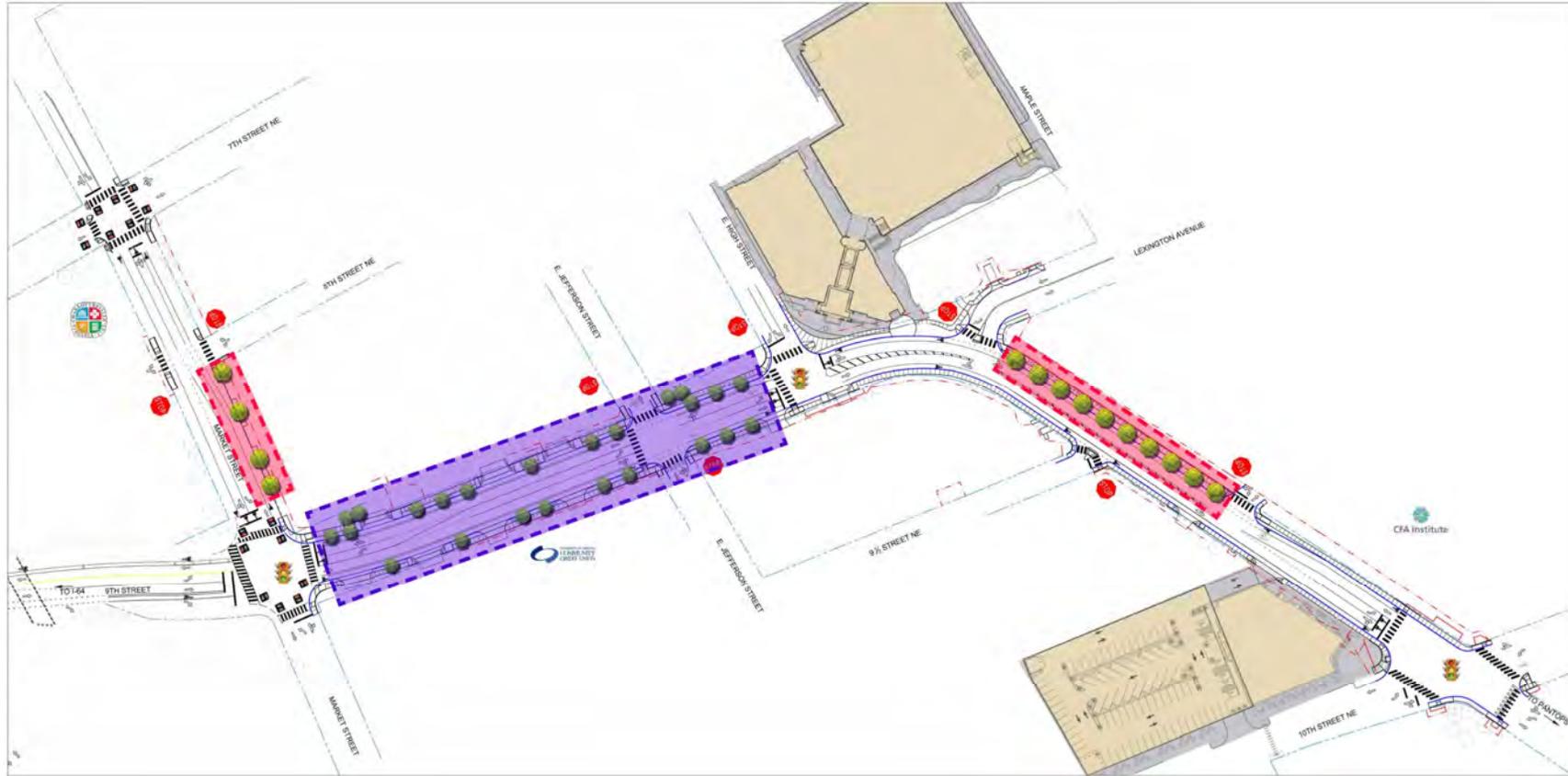
# Design Change #1 & #2 - Planting Palette Presented at Public Hearing



- Proposed Canopy Trees  
Potential Species:  
Ginkgo Tree (Male)  
*G. bilboa*  
American Elm 'Jefferson'  
*U. americana*  
'Armstrong' Red Maple  
*A. rubrum* 'Armstrong'  
London Plane Tree  
*P. x acerifolia*

- Proposed Understory Trees  
Potential Species:  
Flowering Dogwood  
*C. florida*  
Serviceberry (multi-stem)  
*A. grandiflora*  
Eastern Redbud  
*C. canadensis*  
River Birch  
*B. nigra* 'Heritage'

Note: Tree species selected are consistent with Charlottesville's Master Tree List



# Design Change #1 & #2 - Public Hearing Feedback on Planting



## Key Takeaways

- Encourage the use of native trees
- Consider pedestrian comfort and safety
- Desire for larger trees rather than understory

## • Priorities

1. Large trees for shade
2. Native tree varieties

## • Challenges

1. Adequate soil volume available for large trees
2. Overhead electric utilities (if not underground)



# Design Change #1 & #2 - Revised Planting Palette



- Proposed Canopy Trees  
Potential Species:  
Sweet Gum  
*L. styraciflua* 'Rotundiloba'  
Scarlet Oak  
*Q. coccinea*  
American Linden  
*T. americana*  
London Plane Tree  
*P. x acerifolia* 'Bloodgood'  
Willow Oak  
*Q. phellos* 'Hightower'

- Proposed Understory Trees  
Potential Species:  
Flowering Dogwood  
*C. florida*  
Serviceberry (multi-stem)  
*A. grandiflora*  
Eastern Redbud  
*C. canadensis*  
American Hornbeam  
*C. caroliniana*  
Winter King Hawthorn  
*C. viridis* 'Winter King'

Note: Tree species selected are consistent with Charlottesville's Master Tree List

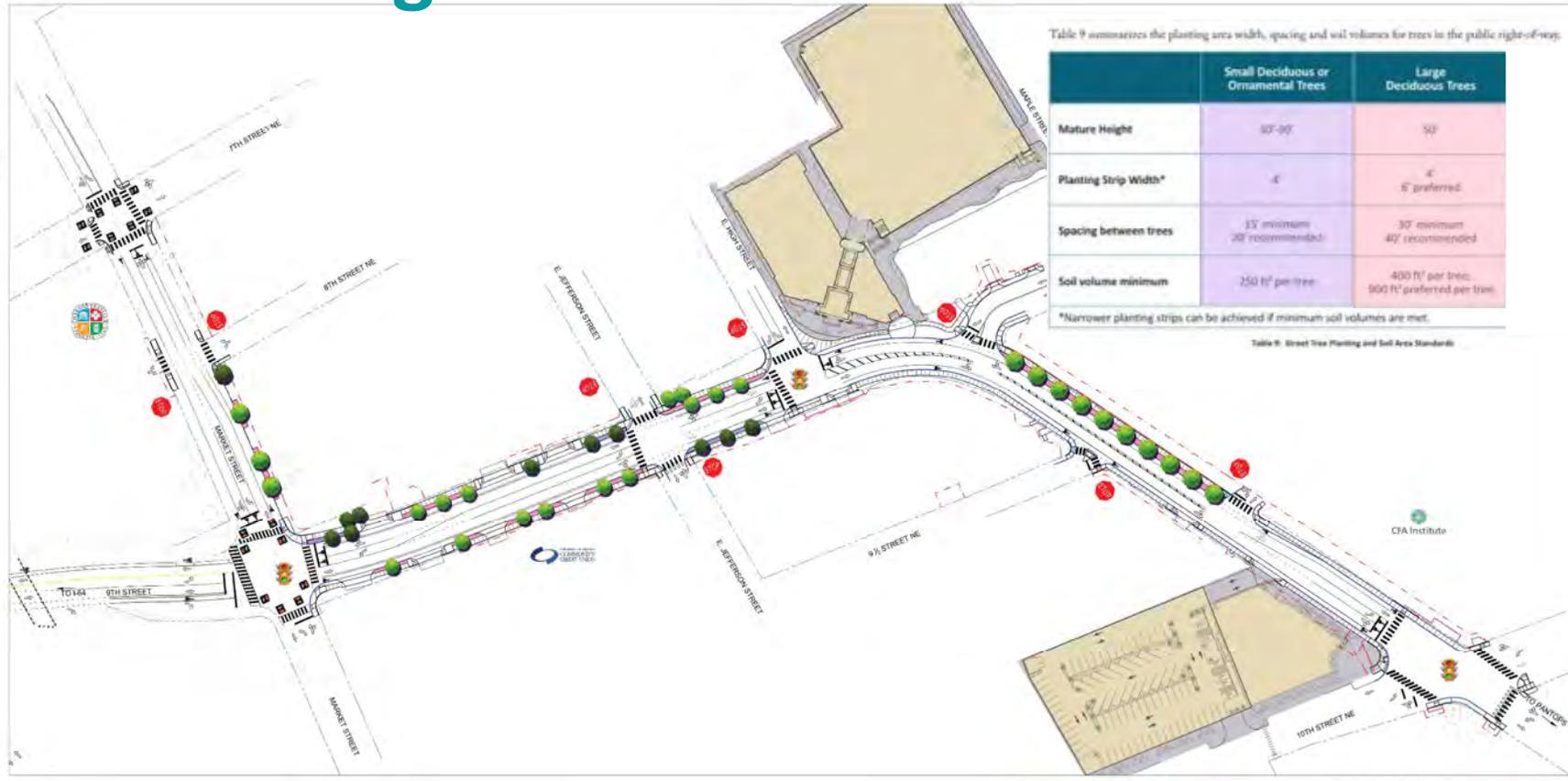


Table 9 summarizes the planting area width, spacing and soil volumes for trees in the public right-of-way.

	Small Deciduous or Ornamental Trees	Large Deciduous Trees
Mature Height	30'-90'	50'
Planting Strip Width*	4'	6' preferred
Spacing between trees	15' minimum 30' recommended	30' minimum 40' recommended
Soil volume minimum	250 ft <sup>3</sup> per tree	400 ft <sup>3</sup> per tree; 900 ft <sup>3</sup> preferred per tree

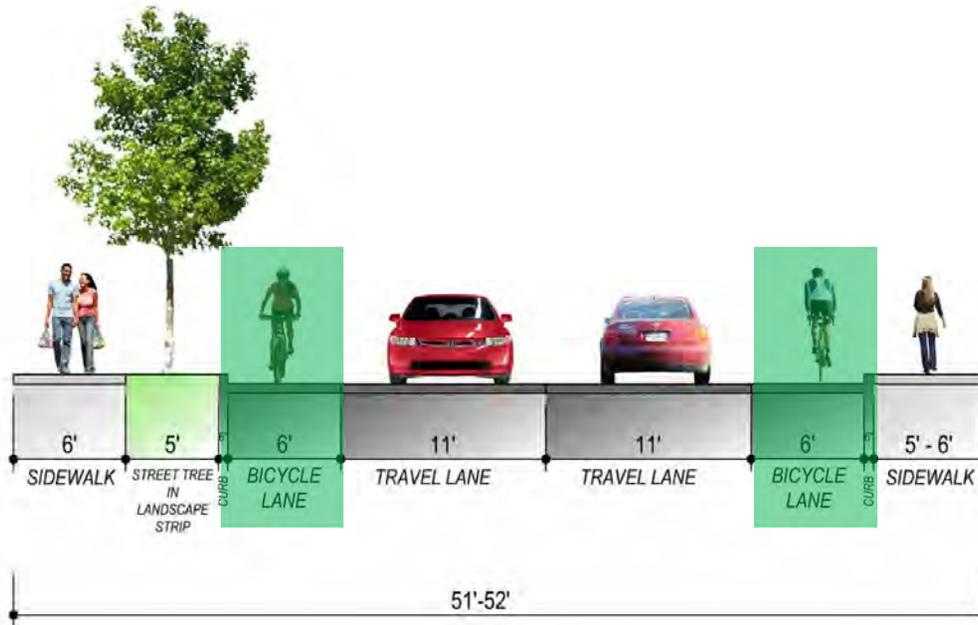
\*Narrower planting strips can be achieved if minimum soil volumes are met.

Table 9: Street Tree Planting and Soil Area Standards



# Design Change #3

## E. High Street



1. Eliminate 2' wide striped median from E. High intersection to CFA Institute Entrance.
2. Widen proposed bicycle lane from 5' to 6'.

SECTION D - EAST HIGH ST. BETWEEN 9 1/2 ST. AND CFA



# Recommendation

Approval of the major design features as shown at the Design Public Hearing with 3 changes as a result of public hearing comments:

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

