

CITY OF CHARLOTTESVILLE, VIRGINIA
CITY COUNCIL AGENDA



Agenda Date:	July 19, 2021
Action Required:	Vote on Resolution
Presenter:	Kyle Kling, Transportation Project Manager Owen Peery, RK&K Amy Samberg, RK&K
Staff Contacts:	David Brown, Director of Public Works Tony Edwards, Development Services Manager Kyle Kling, Transportation Project Manager
Title:	Fontaine Avenue Streetscape Project – Resolution Approving Findings of Design Public Hearing

Background: The Design Public Hearing for the Fontaine Avenue Streetscape project was held on Wednesday, May 12, 2021 in a virtual setting, hosted by the City of Charlottesville Office of Communications. The meeting was advertised using the following methods:

- 1) Daily Progress Advertisement – Sunday, April 11 and Wednesday, May 5.
- 2) Direct Mailing - 134 to “Current Residents” + 45 “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) Announcement made at City Council Meetings
- 6) Updated Project Website’s Main Page
- 7) Variable Message Sign used on Project Corridor for one week before meeting
- 8) Posted Notices in neighboring businesses

Project plans, detailed displays, environmental documents and other required project materials were available for public review on the project website beginning April 21. Forty-two persons attended the virtual public hearing. The Design Public Hearing began at 6:00pm with a project presentation and informal question and answer session between members of the public and the project team. This session lasted for 45 minutes. A copy of the meeting materials can be found on the project webpage, www.Fontainestreetscape.com. The formal Public Hearing began at 6:50 PM. From 6:50pm until shortly after 7:05pm public speakers shared comments related to the project. Four citizens spoke during the hearing.

Additionally, 5 citizens provided comment forms and 18 provided written comments via e-mail and 1 provided written correspondence and responses. All public comments received between

April 21 and May 13, 2021 have been included in a table with project team responses as well as a summary of all comment forms received (Attachment 2). Comments have been addressed by the project team and these responses have been posted to the project website, including the original comment forms that were submitted.

Discussion: After an extensive public involvement process, City Council approved a Preferred Conceptual Design for the Fontaine Avenue Streetscape project on January 6, 2020 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, landscaping) 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 and that this project is proposing modifications to the existing streetscape. 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 environmental compliance and maintains proper site controls (ex. erosion and sediment control protections).

The project team appreciates all of the comments offered by the public and has responded to each comment in Attachment 2. Several comments complimented the public process, overall project and expressed the feeling that participants were heard during the process.

Alignment with City Council’s Vision Areas and Strategic Plan: Advancing the Fontaine Avenue 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:

To help guide the project, the City appointed a project Steering Committee. The process also involves coordination with the following City Council appointed stakeholder groups:

- PLACE Design Task Force
- Planning Commission

The City of Charlottesville and project design team have provided multiple opportunities for the public to provide input into the plan development process. These include:

- A project website
- An on-line survey
- Two Public Open Houses
- One Design Public Hearing

- Five Steering Committee Meetings
- Two meetings with the PLACE Design Task Force
- Planning Commission Work Session
- Planning Commission Meeting
- City Council Meeting

Each of the above meetings have been open to the public and all information is recorded and can be found at www.fontainestreetscape.com, however a summary of each event is below:

Project Website:

The Project website (www.fontainestreetscape.com) contains information that has been presented to date as part of the process. Information presented includes:

- Project background
- Project schedule
- A “Public Events” page that provides the presentations from Public Open Houses, Steering Committee, Planning Commission, and PLACE, as well as feedback received
- A contact form
- A “Resources” page with links to studies and guidelines

Between September 2018 and June 14, 2021, the project website has logged over 71,534 page views.

Community Event 1: Public Open House, January 31, 2019

The first Public Workshop was held on January 31st at the Virginia Department of Forestry from 5:30 PM to 7:30 PM. The event was set up as an interactive workshop designed to provide information and gather input on the Fontaine Streetscape project. Presentation boards were set up around the room to display key project information, as well as options on various design elements for public input. A board enabled participants to identify areas of concern along the corridor, along with suggestions on improvements. A comment form was also distributed gathering information on how people use the corridor, their needs, and how to prioritize future conditions.

The comment form was available on the project website, www.fontainestreetscape.com, from January 31, 2019 to February 15, 2019 to enable people unable to make the meeting to participate. Mail in comments were also received by the City. The following feedback as summarized from the meeting:

Problematic Existing Conditions:

- Want safe pedestrian connection at Piedmont/ Appletree/ Mimosa
- Add/ widen sidewalks is desired
- Site distances onto Fontaine are currently poor

- More green space/ trees and/ or maintain existing tree canopy
- Safety for bicycles is needed

Current Conditions in the Neighborhood:

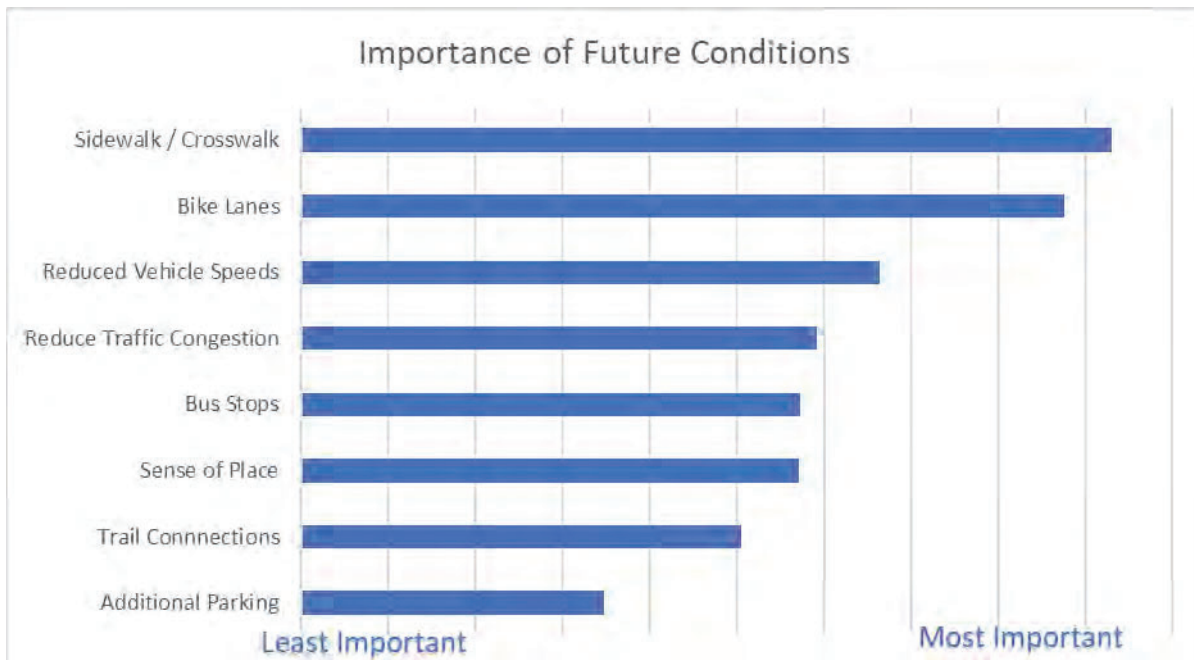
- Biking is dangerous
- On street parking is not a neighborhood benefit (Primarily used by UVA)
- Site distances onto the street

Design Development Recommendations:

- Want safe pedestrian connection at Piedmont/ Appletree/ Mimosa
- Avoid reducing existing front lawns; Maintain existing Right-of-Way
- Include streetlighting
- Follow Streets that Work guidelines
- Include protected bike lanes
- Consider how to best utilize the paper alleys (parking or access)
- Preserve trees and include green infrastructure

Additional Information to Include at Future Meetings:

- Coordinate with the County to include Fontaine Research Park and the Route 29 ramps
- Is UVA contributing to the solution?
- Will Environmental Assessments be completed?
- Production of sections, noting that multiple sections for the street might be required

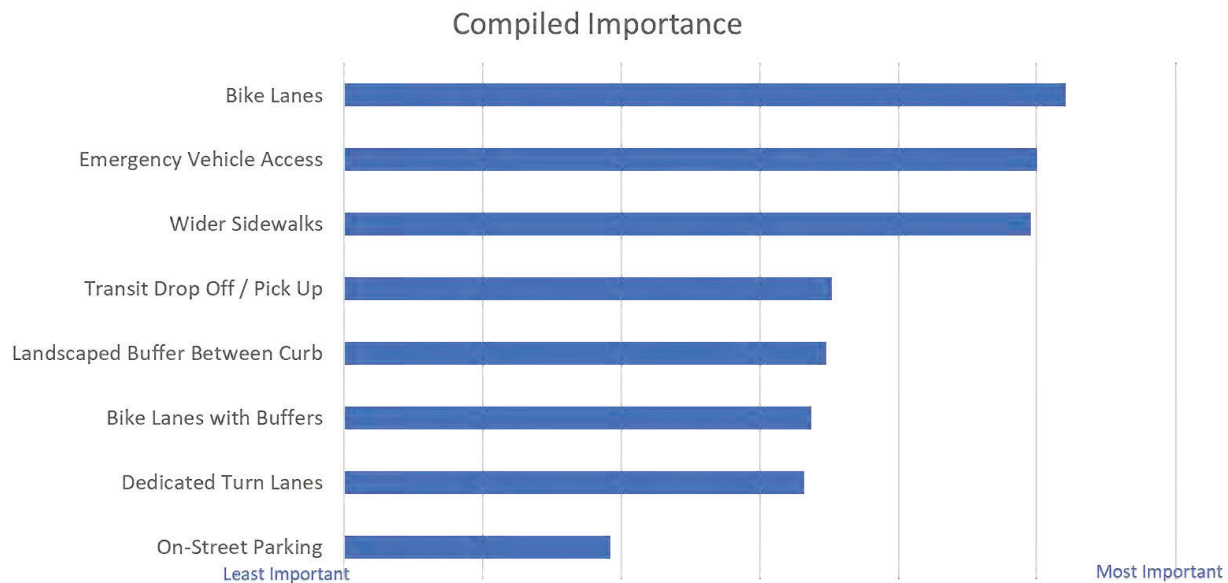


The full summary document from the meeting can be found on the project website.

Community Event 2: Public Open House, April 18, 2019

The project team held a Public Open House on April 18, 2019, at the Fire Station located on Fontaine Avenue from 5:30 PM to 7:00 PM. This meeting content reviewed the feedback from the first Public Open House, and presented initial cross sections for comment. The common feedback from the comment form and meeting feedback for this meeting was that users wanted to see trees and green infrastructure, as well as safer/wider sidewalks. Placing a priority on maintaining existing property features and making parking more efficient was also frequently mentioned.

The comment form was available between April 18, 2019 and May 3, 2019 and produced feedback demonstrating the following:



A full summary sheet of the feedback received can be found on the project website, www.fontainestreetscape.com.

Steering Committee and Stakeholder Meetings

Throughout the process, the design team collaborated with the Steering Committee and various other boards, committees and agencies to receive input and feedback during the design process. Steering committee meetings were open to the public. Meetings with groups took place on the following dates:

- Steering Committee:
 - November 15, 2018
 - February 28, 2019
 - March 25, 2019
 - September 17, 2019
- PLACE:
 - March 14, 2019
 - July 18, 2019

Meeting agendas and summaries can be found under the “Public Events” tab on the project website www.fontainestreetscape.com. Additionally, a Technical Committee was formed which is comprised of representatives from appropriate City departments. The Technical Committee held meetings on the project on February 25, 2019, and June 21, 2019. The Technical Committee members validated information provided from the public, and ensured it was technical feasible in accordance with City standards.

Planning Commission & City Council:

The project was presented to the Planning Commission on December 10, 2019. Pursuant to Virginia Code section 15.2-2232, the Planning Commission voted to recommend approval of compliance with the Comprehensive Plan.

The project was presented to the City Council on January 6, 2020. a resolution was passed Confirming Conformance with City’s Comprehensive Plan & Authorization to Commence Final Design was granted.

Budgetary Impact:

The preferred Conceptual Design Concept are slightly above the established budget comprised of a combination of State and Federal funding sources. The cost estimates for construction elements needed for the project including a retaining wall, and roadway construction are higher than the cost estimate completing during the scoping of the project. The design team is working to identify opportunities to reduce construction costs.

Recommendation:

Staff recommends approval of the major design features as shown at the Design Public Hearing

Alternatives:

None.

Attachments:

- Resolution Approving Findings of Design Public Hearing
- Copy of Presentation
- Design Public Hearing Summary

**RESOLUTION
FONTAINE AVENUE STREETScape PROJECT
DESIGN PUBLIC HEARING APPROVAL**

WHEREAS, a Design Public Hearing was conducted on May 12, 2021 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 Fontaine Avenue Streetscape project under State Project: U000-104-296 (UPC 109484) and Federal Project number NHPP-5104(255) 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.

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.



Fontaine Avenue Streetscape Improvements

City Council Meeting

July 19, 2021

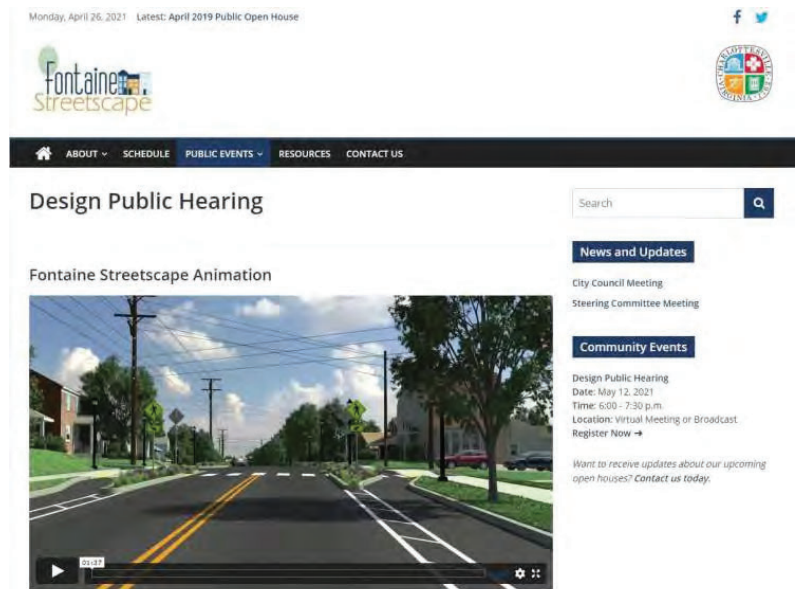


*In Conjunction
With*



Agenda

- Project Update
- Design Public Hearing Displays
- Design Public Hearing Feedback
- Recommendations



Monday, April 26, 2021 Latest: April 2019 Public Open House

Fontaine Streetscape

ABOUT SCHEDULE PUBLIC EVENTS RESOURCES CONTACT US

Design Public Hearing

Fontaine Streetscape Animation

Design Public Hearing
Date: May 12, 2021
Time: 6:00 - 7:30 p.m.
Location: Virtual Meeting or Broadcast
Register Now

Want to receive updates about our upcoming open houses? Contact us today.

- Note: The complete Design Public Hearing transcript, all public comments and additional project details can be reviewed at the project website: www.fontainestreetscape.com



Project Update



Project Goals

- Develop a Complete Street
 - Improve Pedestrian, Bicycle, and Transit accommodations
- Increase Safety and Comfort for Pedestrians and Bicyclists
 - Provide a buffer between roadway and bicycle/pedestrian facilities
 - Where feasible, provide physical separation between bicycle/pedestrian facilities
- Beautify the Corridor as a Gateway
 - Provide landscaping and hardscaping materials that provide shade, comfort, safety, and increase the attractiveness of the gateway
- Improve Access and Connections to Local Facilities for All Users
 - Bicyclists
 - Pedestrians
 - Transit
 - UVA Health System Shuttle



Project Budget



- | | |
|--|--------------|
| ■ PE (Survey, Environmental, Design)= | \$1,200,000 |
| ■ RW (Right of Way and Easement
Acquisition, Utility Relocation = | \$3,700,000 |
| ■ CN (Construction, Oversight,
Inspection, Contingencies) = | \$6,800,000 |
| <hr/> | |
| ■ TOTAL PROPOSED PROJECT FUNDING = | \$11,700,000 |
-
- Project Is Fully Funded Through SmartScale (HB2)



Initial Project Schedule





Meeting Updates

- 11/15/18 - Steering Committee Meeting #1
- 01/31/19 - Public Information Meeting #1
- 02/25/19 - Technical Committee Meeting #1
- 02/28/19 - Steering Committee Meeting #2
- 03/14/19 - PLACE Task Force Meeting #1
- 03/25/19 - Steering Committee Meeting #3
- 04/18/19 - Public Open House #2
- 06/21/19 - Technical Committee Meeting #2
- 07/11/19 - PLACE Task Force Meeting #2
- 07/23/19 - Planning Commission Work Session
- 09/17/19 - Steering Committee #4
- **12/10/19 - Planning Commission – Approval of Comprehensive Plan Compliance**
- **01/06/20 - City Council – Accepted Planning Commission’s Recommendation**
- 06/25/20 - Technical Committee Meeting #3
- 09/14/20 - Utility Field Inspection (UFI) Meeting
- 10/20/20 - Steering Committee Meeting #5
- 05/12/21 - Design Public Hearing
- **07/19/21 – City Council Meeting**



Design Public Hearing Displays

Project Area

- Project Area as defined by the project SMARTSCALE application



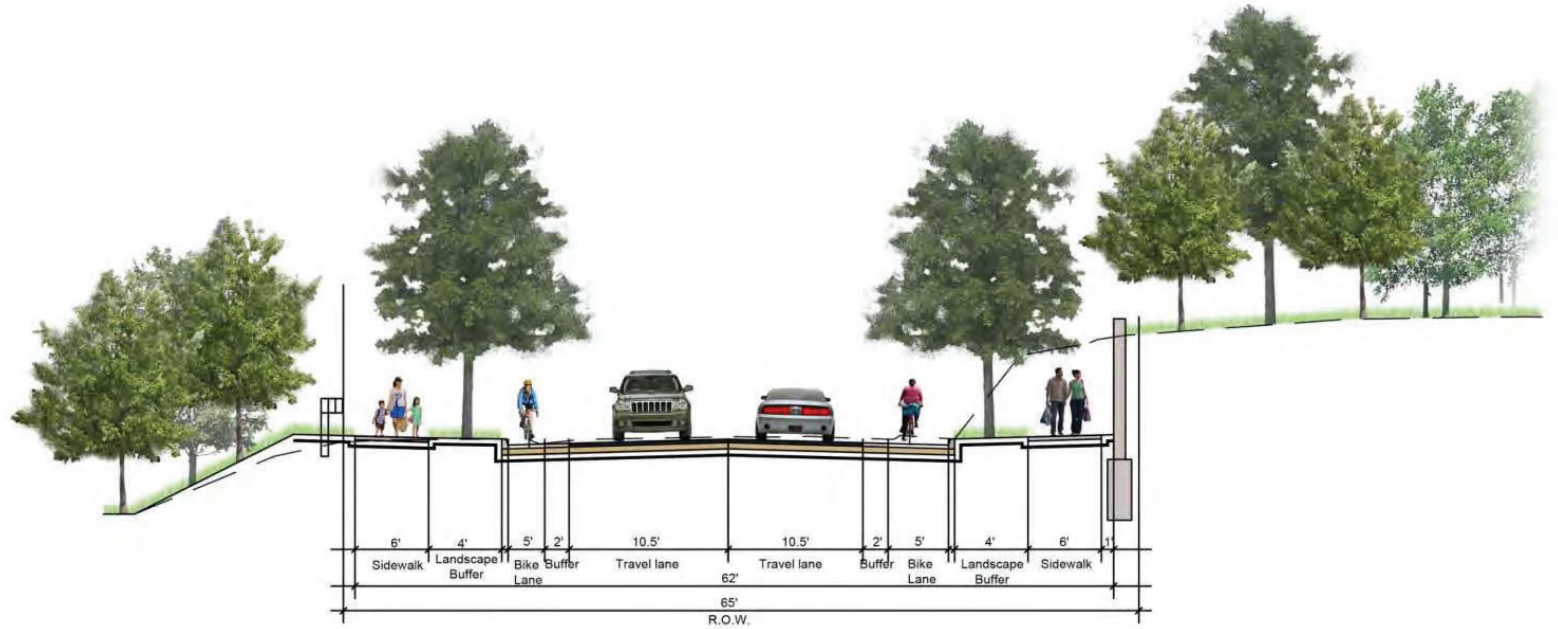
Recommended Design Concept Overview





Graphic Rendering:
City Line to Summit St

Graphic Renderings

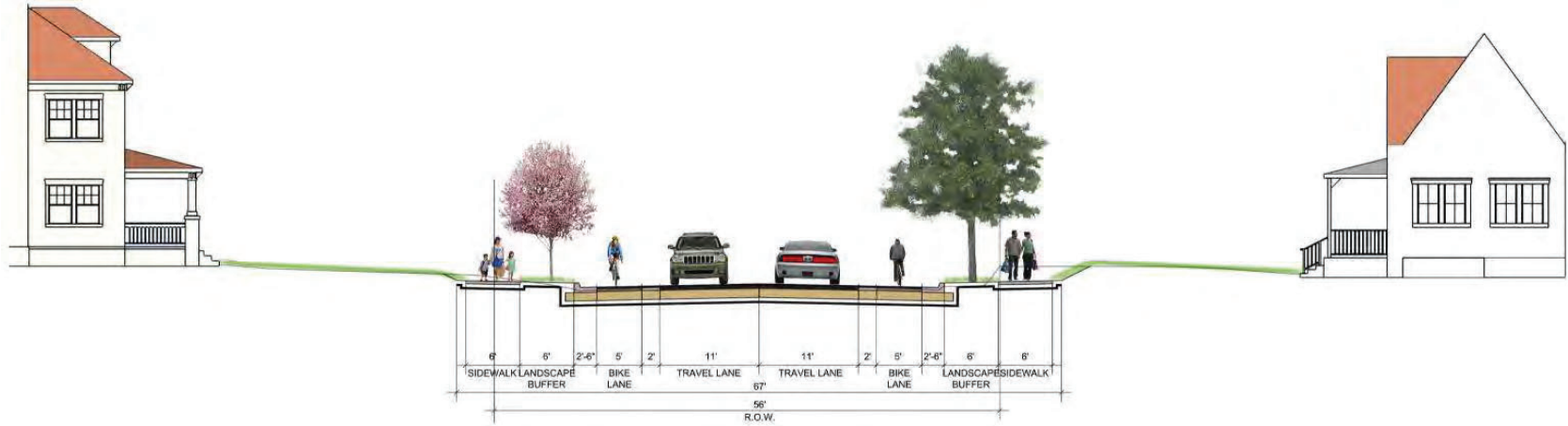


City Limits to Summit Street



Graphic Rendering:
Summit St to Lewis St

Graphic Rendering

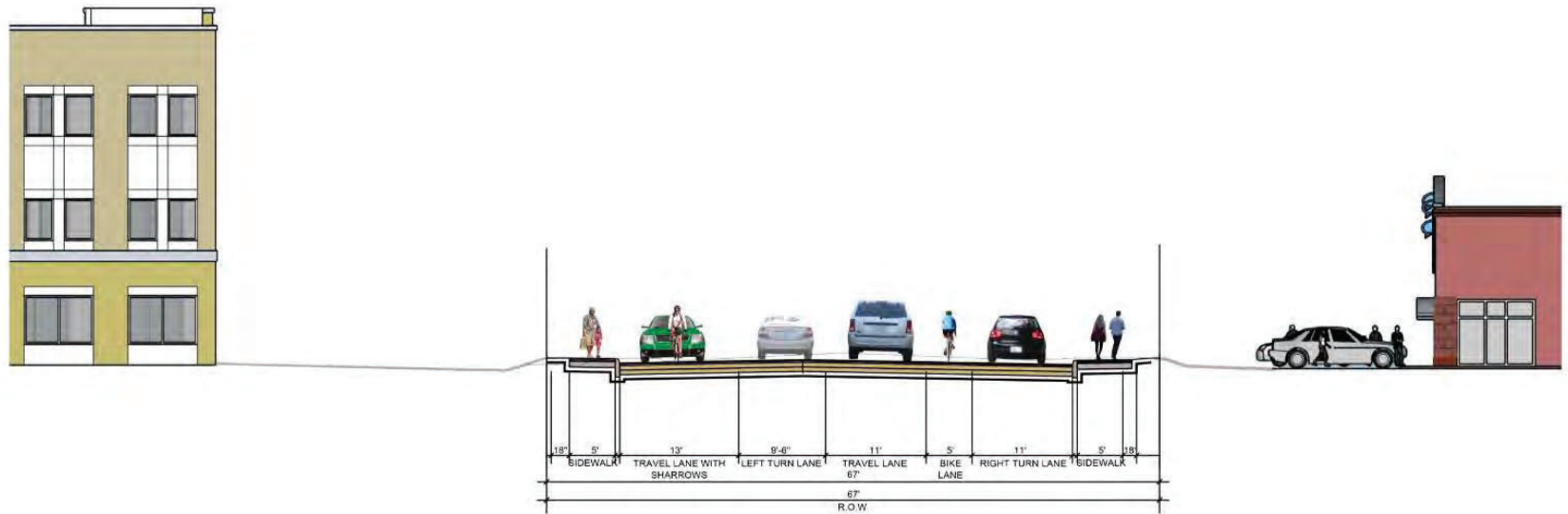


Summit Street to Lewis Street



Graphic Rendering:
*Lewis St to Jefferson Park
Ave/ Maury Ave*

Graphic Renderings



Lewis Street to Jefferson Park Avenue



Design Public Hearing Feedback



Design Public Hearing

- Public Feedback:
 - 5 Online Survey Responses
 - 18 Emailed/Called-In Comments
- Highlighted Comments:
 - Ensure safety for bicyclists
 - Maintain access along the corridor
 - Landscaping selections need to fit the context of the corridor
- Summary:
 - No major design features are anticipated to change due to the feedback from the Design Public Hearing
 - ▶ Feedback will be incorporated into the 90% design without change to design intent



Recommendations



Recommendations

- Approval of the major design features as shown at the Design Public Hearing
- Request Right-of-Way Authorization from VDOT

City of Charlottesville
Fontaine Avenue Streetscape Improvements



May 2021

Study Recommendations
Virtual Design Public Hearing Summary

Submitted by:



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Background

The City of Charlottesville tasked RK&K with studying the Fontaine Avenue corridor between the City limits and the intersection of Jefferson Park Avenue in a project known as the Fontaine Avenue Streetscape Improvements (Fontaine Streetscape). On May 12, 2021, a virtual Design Public Hearing was held to inform the public about the progress that has been made on the project and the next steps forward. The presentation featured a review of the project goals, as shown below, an overall review of the project, updated renderings of the corridor and the next steps for the project. The project goals are to:

- Make a Complete Street
- Increase Safety and Comfort for Pedestrians and Bicyclists
- Beautify the Corridor as a Gateway
- Improve Access and Connections to Local Facilities for All Users

The project team has participated in 16 public meetings leading up to the Design Public Hearing. Notable meetings include the Approval of the Comprehensive Plan Compliance at the December 2019 Planning Commission Meeting and the Acceptance of the Planning Commission's Recommendation at the January 2020 City Council meeting.

Detailed renderings of the corridor, such as the one shown in Figure 2 below, were included in the presentation, along with a rendered video of the proposed conditions along Fontaine Avenue. Updated cross sections for the three areas of the project (City Limits to Summit Street, Summit Street to Lewis Street, and Lewis Street to Jefferson Park Avenue) were also included with a discussion of the minor changes that were made since the last Public Open House.



Figure 2: Rendering of the proposed Fontaine Avenue corridor

The next steps for the Fontaine Streetscape project include going to City Council in the summer of 2021 for approval of the Design Public Hearing Findings and obtaining authorization from the Virginia Department of Transportation (VDOT) for right-of-way. In early 2022, the RK&K team will begin the right-of-way phase, pending VDOT authorization, and submit 90% drawings.

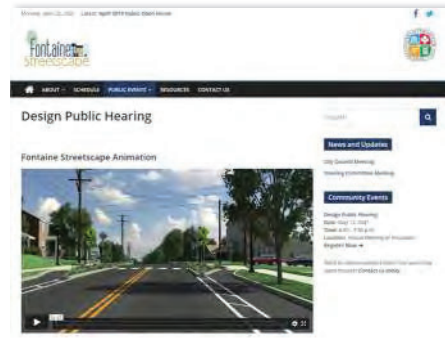


Figure 1: Example of project website

Anticipated Schedule



Study Area



Figure 3: Study Area graphical representation

The study area is focused along Fontaine Avenue between the City Limits and the intersection with Jefferson Park Avenue.

Virtual Design Public Hearing Meeting

The purpose of the virtual Design Public Hearing meeting was to provide an update on the study and to solicit public input on options being considered for further analysis. The City of Charlottesville asked the community to view the contents of the project website, which hosts the presentation of the virtual public information meeting. An online survey was used to gather public feedback. The comment period was available from April 28 through May 26, 2021. The comments received up to May 31, 2021 were included in the summary.



Figure 4: First page of virtual public meeting presentation

Notifications

The public Design Public Hearing meeting and survey were publicized through the following channels:

- City of Charlottesville Website: <https://www.charlottesville.gov/Calendar.aspx?EID=1264&month=5&year=2021&day=12&calType=0>
- Project Website: www.fontainestreetscape.com
- Daily Progress
- Message Board near Fontaine Avenue Fire Station #10
- City of Charlottesville social media pages
- Project brochures distributed to businesses along the corridor
- Email to City leadership groups, boards, and commissions

Ways of Participation

The following comment methods were used to solicit input during the existing conditions phase:

- Online Survey
- E-mail: klingk@charlottesville.gov
- Mail: City of Charlottesville, Neighborhood Development Services, Attn: Kyle Kling, PO Box 911, Charlottesville, VA 22902
- The deadline for public comments was May 26, 2021

Survey Responses and Comments

The study team received 5 online survey responses and 18 emailed or called-in public comments. Public comments are included in Appendix F. Representative comments below highlight key themes heard from the community and during the Public Hearing.

Contact Information Survey Responses

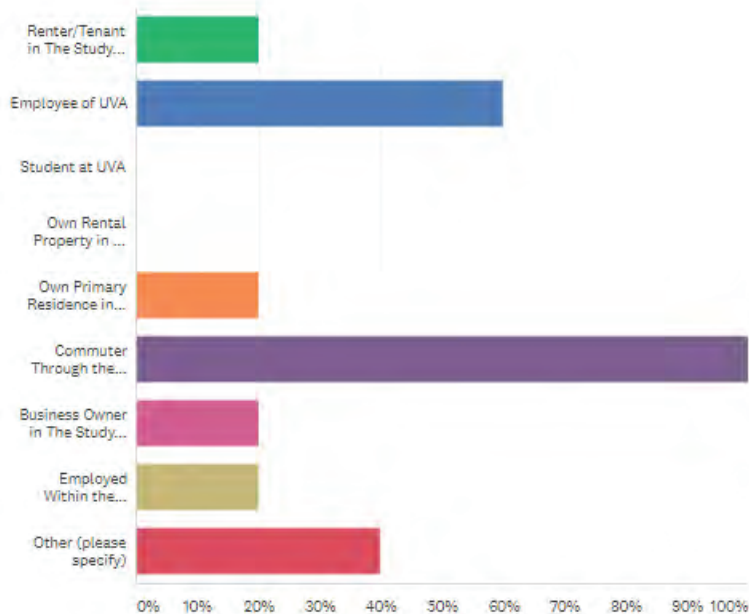
The first question of the survey asked respondents to provide their basic contact information. 5 people completed this question by answer, at a minimum, their name and zip code. The information collected from this question will not be shared as part of this survey to protect the privacy of respondents.

Interest in Study Area Survey Responses

There was a variety of users who participated in the survey, with the most common interest from commuters through the corridor.

Check those that best describe your interest in the study area (select all that apply):

Answered: 5 Skipped: 0

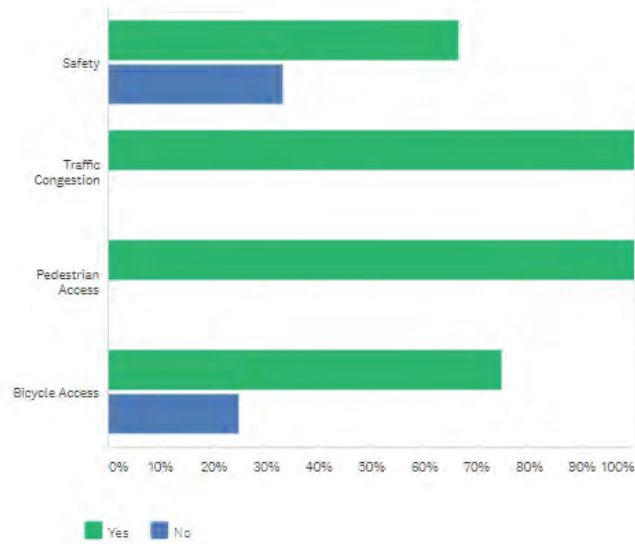


ANSWER CHOICES	RESPONSES	
▼ Renter/Tenant in The Study Area	20.00%	1
▼ Employee of UVA	60.00%	3
▼ Student at UVA	0.00%	0
▼ Own Rental Property in The Study Area	0.00%	0
▼ Own Primary Residence in The Study Area	20.00%	1
▼ Commuter Through the Study Area	100.00%	5
▼ Business Owner in The Study Area	20.00%	1
▼ Employed Within the Study Area	20.00%	1
▼ Other (please specify)	Responses 40.00%	2
Total Respondents: 5		

Project Elements Survey Responses

Has the project adequately addressed the following items?

Answered: 4 Skipped: 1



	YES	NO	TOTAL
Safety	66.67% 2	33.33% 1	3
Traffic Congestion	100.00% 4	0.00% 0	4
Pedestrian Access	100.00% 3	0.00% 0	3
Bicycle Access	75.00% 3	25.00% 1	4

Comments (2)

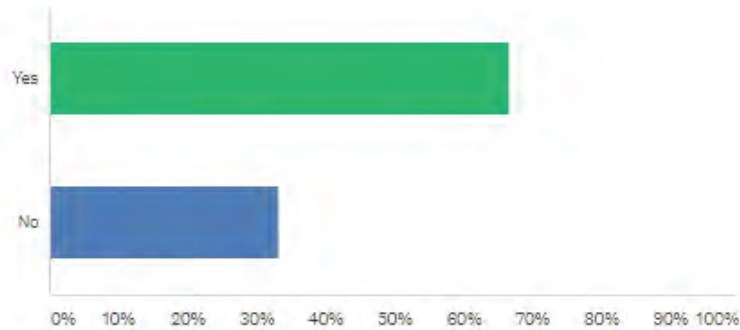
Comments

- I cannot find the proposed plans, so I'm not sure what changes are proposed
- I'd say all of these are "yes, but" responses.

Safety Conditions Survey Responses

Has the project adequately addressed Safety?

Answered: 3 Skipped: 2



ANSWER CHOICES	RESPONSES	
▼ Yes	66.67%	2
▼ No	33.33%	1
TOTAL		3

[Comments \(2\)](#)

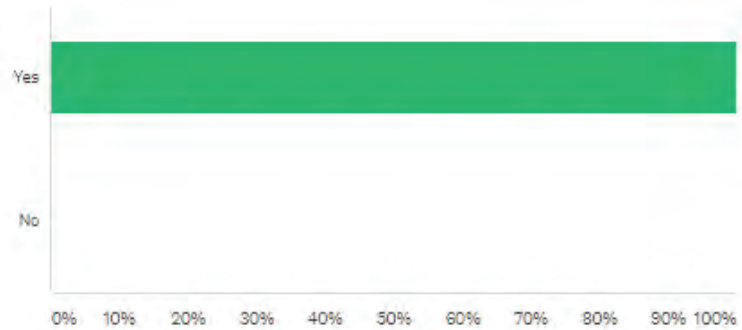
Comments

- Safety has been addressed adequately but only just. The protected intersections are great. A speed limit reduction to 30 or 25 mph would address safety more than adequately. Continuous sidewalks across side streets at intersections (i.e., raised streets and bike lanes at crosswalks rather than sidewalks dipping down to street level, emphasizing the primacy of the pedestrian and the need for cars to slow as they turn) would be a truly groundbreaking, Vision Zero-level safety improvement. Vehicles do not stop for designated crossings
- People cycling should be better protected from people driving by adding curbs or posts to the bike buffer. Traffic backs up with school pick up and drop off and fire station emergencies

Traffic Congestion Conditions Survey Responses

Has the project adequately addressed Traffic Congestion?

Answered: 3 Skipped: 2



ANSWER CHOICES	RESPONSES	
Yes	100.00%	3
No	0.00%	0
TOTAL		3

[Comments \(2\)](#)

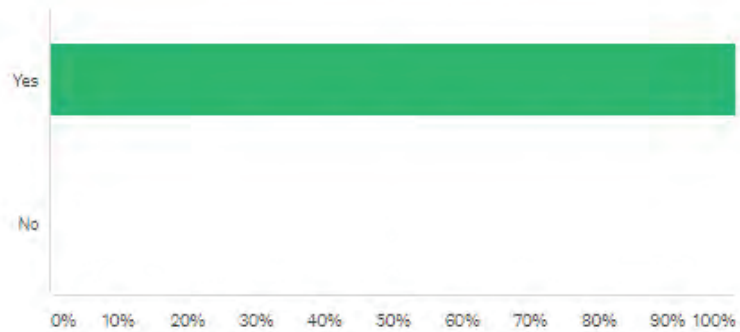
Comments

- I hope so! Traffic congestion is a major problem!
- Chasing congestion through widening would not help in this corridor. The multimodal improvements will provide alternatives to vehicle travel that do not exist today, offering opportunities to relieve congestion more broadly than in this corridor alone.

Pedestrian Access Conditions Survey Responses

Has the project adequately addressed Pedestrian Access?

Answered: 3 Skipped: 2



ANSWER CHOICES	RESPONSES	
Yes	100.00%	3
No	0.00%	0
TOTAL		3

Comments (1)

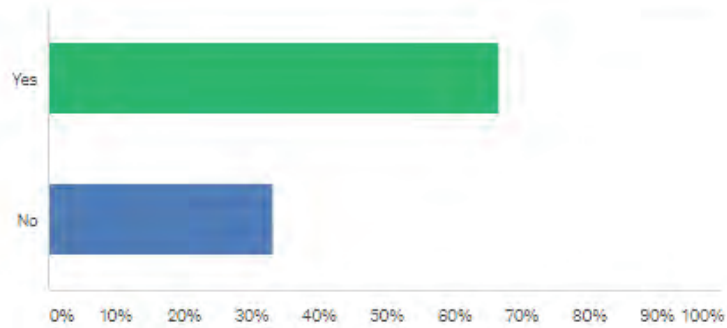
Comments

- But what happens on the west side, exactly? Can the south side sidewalk improvement be extended west of Westerly to where the road widens out?

Bicycle Access Conditions Survey Responses

Has the project adequately addressed Bicycle Access?

Answered: 3 Skipped: 2



ANSWER CHOICES	RESPONSES	
Yes	66.67%	2
No	33.33%	1
TOTAL		3

[Comments \(2\)](#)

Comments

- But what happens on the west side, exactly? Can the eastbound bike lane begin west of Westerly? The westbound bike lane buffer should be dashed as shown in the overview image, not as is shown on the 60% plan sheet. (I guess the plan sheet is outdated, since its striping plan page later in the PDF omits this bike lane entirely west of Mimosa...?) Also, eastbound approaching Maury, the bike lane lines should be dashed where the right turn lane begins, and green conflict zone markings should be added.
- Bike lanes are non continuous in west bound direction, protected lanes would better promote cycling among risk averse people

Open Feedback Survey Responses

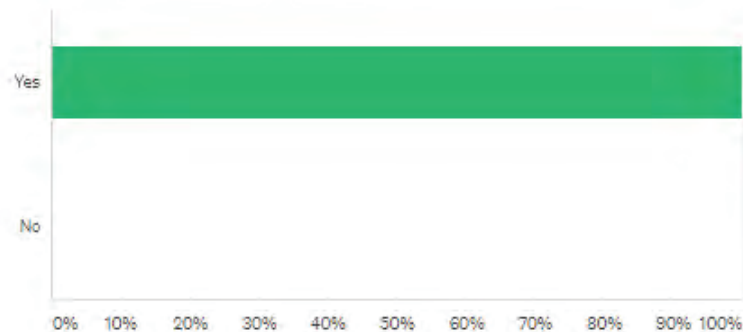
Comments

- I cannot find proposed plans for the project. Thus I'm not sure what changes are proposed for the Fontaine Corridor. In general, however, I'd like to point out that the most significant current problem on Fontaine is vehicular congestion, particularly in the morning and late afternoon when commuters are driving to and from work. I walk daily in the neighborhood and I'm also a cyclist, so I'm supportive of efforts to provide improvements to accommodate pedestrians and bicycles. However, I believe it will be extremely undesirable for any changes to result in additional vehicular congestion along Fontaine Avenue.
- First, thank you for the thoughtful design. This is very exciting for the neighborhood. You have done great work to balance the modes within the ROW. I have just a few brief comments/ideas to consider in final design: 1) There is a path on the west end of the study area (south side of Fontaine). Is there a way to link this to the bike lane? What are the county's long-term plans? I wonder if they are envisioning this as a true shared use path in the future. In which case, it would be ideal to allow it to link to the proposed bike lane somehow, rather than having a short gap there. 2) At Piedmont Avenue, did you give consideration to a pedestrian median refuge island? Would it be possible to have one if the islands that channel the bicycle lanes were removed? Where tradeoffs are needed, I would prefer to see the pedestrians prioritized over bicycles (although both are important and I understand it's a challenge to squeeze everything within the ROW). 3) The intersection of Fontaine and Maury/JPA is in my opinion the most challenging for bikes and pedestrians in the study area, and maybe in the entire neighborhood. The west side crosswalk is diagonal, increasing its length. It also can be a long wait time for pedestrian to get the signal to cross. A few ideas to consider in final design are: - A bike box for eastbound bikes turning to Maury. - Tightening of the turning radius to slow traffic. - Straightening of the existing crosswalk to shorten the distance. - Depict the crosswalk on the next iteration of plans. - Consider a combined thru/right turn lane for east bound Fontaine traffic at JPA. This would shorten the crossing distance and perhaps allow for a median refuge island. While it may not be an ideal situation for vehicular traffic, I feel pedestrians should be the emphasis in this area. Thanks again. Great work thus far.
- This is a good project, and I support it as presented. With a few other improvements as noted, it could be a great project (but would probably go over budget).
- I would ask all decision makers to consider biking this stretch of road from Fontaine to UVA during busy hours and ask themselves if they feel safe, and would they let their families bike there.

Project Understanding Survey Responses

Did this meeting help you understand the project better? What other information would you like to see, if any?

Answered: 2 Skipped: 3



ANSWER CHOICES	RESPONSES	
Yes	100.00%	2
No	0.00%	0
TOTAL		2

Comments (3)

Comments

- I could not attend the meeting. I'd like to see proposed plans for the project.
- The drive through animation is fantastic
- Kyle's face is great and all, but keeping the sketch on the screen after the video finished might have been more helpful for folks to refer back to during questions. Great job!

Design Team Responses

The Design Team's responses to public comments are included in Appendix F.

Next Steps

The next steps for the Fontaine Streetscape project include going to City Council in the summer of 2021 for approval of the Design Public Hearing Findings and obtaining authorization from the Virginia Department of Transportation (VDOT) for right-of-way. In early 2022, the RK&K team will begin the right-of-way phase, pending VDOT authorization, and submit 90% drawings.

City of Charlottesville
Fontaine Avenue Streetscape Improvements



APPENDIX A:
Public Design Hearing Advertisement

Legal Notices



DESIGN PUBLIC HEARING

Fontaine Avenue Streetscape

State Project: U000-104-296 (UPC 109484); Federal Project: NHPP-5104(255)

Wednesday, May 12, 2021

Presentation/Informal Q&A: 6:00 PM to 6:30 PM Hearing: 6:30 PM to 7:30 PM

Virtual- Register at <https://www.charlottesville.gov/zoom>

Come see the latest plans for the Fontaine Avenue Streetscape Project. The purpose of this project is to construct multimodal streetscape improvements along Fontaine Avenue, extending from the City Limits near Westerly Avenue to the intersection of Fontaine Avenue and Jefferson Park Avenue, nearly one half of a mile in length.

You will be able to review the proposed project plans depicting the major design features and the National Environmental Policy Act (NEPA) documentation that has been prepared for this project. The environmental document will be available for review and comment for 30 days beginning April 21, 2021. 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 will be reviewed during the Design Public Hearing. They can also be reviewed on the project web site, www.fontainestreetscape.com or in person by appointment beginning April 21. Appointments can be scheduled by contacting Kyle Kling, Transportation Project Manager, at (434) 970-3394 or via email to klings@charlottesville.gov

Property impact information, relocation assistance policies and tentative construction schedules are also available for your review. Maps, drawings and renderings will also be made available at the public hearing. Meeting materials, including copies of the presentation, will also be available at the project website www.fontainestreetscape.com 10 days in advance of the meeting and following the meeting.

The Public Hearing will begin with a brief project overview and presentation that will begin at 6:00PM, and will be followed by open questions for the project design team for approximately 15 minutes. This will be followed by a formal public comment period that will begin at approximately 6:30PM (limit of 3 minutes per speaker). Persons who are interested in attending are asked to register in advance by visiting <https://www.charlottesville.gov/zoom>.

Comments can be provided at the virtual hearing or submitted in writing, postmarked by May 21, 2021 to Mr. Kyle Kling, Transportation Project Manager, City of Charlottesville, City Hall, 610 E Market St, Charlottesville, VA 22902 or via e-mail to klings@charlottesville.gov

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.

If you need more information or special assistance for persons with disabilities or limited English proficiency, contact Neighborhood Development Services at (434) 970-3182 or TDD/TTY 711 at least one week in advance.

PUBLIC NOTICE



ASSOCIATED PRESS

Xander Schauffele watches as his ball goes in for an eagle on the 15th hole during the third round of the Masters on Saturday in Augusta, Ga.

Golfer is in what has become very familiar territory

THE ASSOCIATED PRESS

AUGUSTA, Ga. — Xander Schauffele is in what has become familiar territory. He's close to the top of the leaderboard in a major championship.

He's hoping Sunday isn't more of the same when it comes to finishes.

Schauffele shot a 4-under 68 on Saturday to get to 7 under through three rounds of the Masters, leaving him four shots back of Hideki Matsuyama going into the final round. He's had five top-five finishes in majors, including a tie for second — one shot behind winner Tiger Woods — at Augusta National in 2019.

And now comes another chance for a major breakthrough. "I think I'm playing really good golf," Schauffele said. "I was excited for today after yesterday, some of the iron shots I was able to hit. I'm excited for tomorrow as well."

He's had chances before. Schauffele briefly was atop the leaderboard on the back nine at Augusta National in 2019, but failed to make birdie on the par-5 15th and wound up losing to Woods by one. He didn't even seem disappointed then, almost thrilled to be part of witnessing history. And in 2018, he was tied for

the lead going into the final round of the British Open — losing there by two shots to Francesco Molinari.

"It's all part of the process," Schauffele said. "I'm a huge fan of putting myself in position with nine holes to go and learning from each and every mistake, and also the things I did well in those moments. Looking forward to tomorrow."

Schauffele is in a cluster of four players at 7 under, joined by Marc Leishman, Justin Rose and Will Zalatoris. Schauffele caught perhaps a bit of a break at the par-4 18th when his approach skipped right of the green and toward the spectators, his ball stopping only after hitting the leg of someone's chair.

He salvaged par to remain in the tie for second. "It was a good spot," Schauffele said.

He and Matsuyama were on the 11th hole when play was halted for a little more than an hour as a line of thunderstorms made its way into the area. The delay didn't slow him down; he made birdie on the par-5 13th, then rolled in a 60-foot putt for eagle on the par-5 15th.

That putt temporarily pulled him even with Matsuyama; his playing partner rolled in a 5-foot putt for eagle at the 15th moments later, then made birdie on his next two holes as well. "I was happy to make my 60-foot eagle putt on 15,"

Schauffele said. "I knew Hideki was going to make his. I was just trying to stay in touch."

Schauffele is 8 under on the par 5s this week, 1 over on everything else. But he has also avoided the big mistake, and had his best scoring round of the week on a day where he missed seven greens and six fairways — his worst showing of the week in both areas.

In other words, he's had to fight to stay close. "My dinner will taste a little better," he said as night fell on Augusta National after the third round. "I had a few putts coming down the stretch, one on 16 and up-and-down on 17 and another one on 18. So it wasn't quite as nice as Hideki's cleanup there on the last few holes, but I'll take it."

The 27-year-old Schauffele also has four top-six finishes in the U.S. Open, more proof that he can stay close in the toughest events. And he has perspective as well.

"Golf consists of a bunch of losers, unfortunately," Schauffele said earlier in Masters week. "There's only one guy that wins every week, and that's how sports works. I think for my mental sanity it would be helpful for me to be a more consistent player."

His major consistency is there. The major win might arrive Sunday.

Masters

From B1

the delay, a tee shot into the trees on the right. He punched a 7-iron out to 20 feet for birdie and was on his way.

The break brought the Masters to life, and at times it was hard to keep up.

Xander Schauffele ran in a 60-foot eagle putt across the 15th green to momentarily join a four-way tie for the lead. Seconds later, Justin Rose holed a 25-foot birdie putt back on the par-3 12th to regain the lead. That lasted as long as it took Matsuyama to rap in his 5-foot eagle putt on the 15th to take the lead for good.

The entire sequence took no more than two minutes. But after that, no one could catch Matsuyama. When the round ended, Schauffele (68), Rose (72), Marc Leishman (70) and Masters rookie Will Zalatoris (71) were all at 7-under 209.

Jordan Spieth was within two shots of the lead despite a double bogey on the seventh hole, but he couldn't keep pace and shot 72 to fall six shots behind.

Matsuyama will play in the final group with Schauffele, a comfortable pairing. Schauffele's mother was raised in Japan and he speaks enough Japanese to share a few laughs with Matsuyama during Saturday's pairing.

That won't eliminate all the pressure. His lone shot at a major was at Quail Hollow in the 2017 PGA Championship when he was one shot behind with three holes to play and missed a crucial par putt. He was in tears after that round, a player under enormous pressure in golf-mad Japan. Matsuyama wasn't the first Japanese star of his generation — that was



ASSOCIATED PRESS

Will Zalatoris chips to the 13th green during the third round of the Masters on Saturday in Augusta, Ga.

close friend Ryo Ishikawa — but he is by far the most accomplished. Matsuyama has 14 worldwide wins, five on the PGA Tour. He has reached as high as No. 2 in the world.

He won the Asia-Pacific Amateur in 2010 that earned him a spot in the Masters the following year. He was the only amateur to make the cut, finishing on the same score (1 under) as defending champion Phil Mickelson.

A decade later, he is on the cusp of history. The only other player from an Asian country to win a men's major is Y.E. Yang in the 2009 PGA Championship at Hazeltine.

Matsuyama wouldn't have believed he could leave Augusta National on Saturday night with a four-shot lead. But he knew he was playing well, and he showed it. On a course that has played difficult all week, he delivered the first bogey-free round of the week.

The signature shot was his 5-iron to a left pin to 5 feet for eagle. Equally stellar was an 8-iron to the front right shelf on the par-3 16th to 5 feet for a birdie, and then his pitch-

ing wedge to 10 feet behind the hole on the 17th. His work still wasn't through.

From a fairway bunker on the 18th, Matsuyama sent it soaring over the green and up the walkway toward the clubhouse, some 25 yards to the hole with little margin for error with a back pin. His chip bounced with enough spin to trickle out to 3 feet for par.

It was reminiscent of Spieth closing out his third round in 2015 with a tough par save on the 18th to take a four-shot lead into the final round. That's what Matsuyama has on Sunday, with a nation watching.

He rarely can go anywhere on the PGA Tour without a dozen or more Japanese media following. Their numbers are limited this year because of COVID-19 travel restrictions.

"Being in front of the media is still difficult. It's not my favorite thing to do," Matsuyama said through his interpreter. "It's been a lot less stress for me. I've enjoyed this week."

A victory would give Japan a sweep this week. Tsubasa Kajitani won the par-3 16th to 5 feet for a birdie, and then his pitch-

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DESIGN PUBLIC HEARING

Fontaine Avenue Streetscape

State Project: U600-104-236 (UPC: 1034941); Federal Project: NHPP-5104(255)

Wednesday, May 12, 2021
Presentation/Informal Q&A: 6:00 PM to 6:30 PM | Hearing: 6:30 PM to 7:30 PM

Virtual— Register at <https://www.charlottesville.gov/zoom>

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PUBLIC NOTICE

City of Charlottesville
Fontaine Avenue Streetscape Improvements



APPENDIX B:
Public Design Hearing Attendance Log

Attended	User Name (Original Name)	Email
Yes	Lachen Parks (city staff) (Joe Rice)	ricej@charlottesville.gov

Panelist Details

Attended	User Name (Original Name)	Email
Yes	Michael Barnes	michaeld.barnes@vdot.virginia.gov
Yes	Michael Barnes	michaeld.barnes@vdot.virginia.gov
Yes	Tony Edwards	Edwardst@charlottesville.gov
Yes	Amy Samberg	asamberg@rkk.com
Yes	Kyle Kling	klingsk@charlottesville.gov
Yes	Owen Peery	opeery@rkk.com
Yes	Ken Ray	kray@tooledesign.com

Attendee Details

Attended	User Name (Original Name)	First Name	Last Name
Yes	Paul's Rental Properties LLC	Paul's	Rental Properties LLC
Yes	John Stuart	John	Stuart
Yes	John Stuart	John	Stuart
No	Keith	Keith	Lancaster
No	Jake	Jake	Minturn
Yes	Peter Ohlms	Peter	Ohlms
Yes	Peter Ohlms	Peter	Ohlms
Yes	Peter Ohlms	Peter	Ohlms
No	Blair	Blair	St Ledger-Olson
No	helen	helen	wilson
No	Carol	Carol	Stephens
No	Yasmine	Yasmine	Washington
Yes	Tim Popa	Tim	Popa
Yes	Robyn Kells	Robyn	Kells
Yes	lorie craddock	lorie	craddock
Yes	Ginny Bixby	Ginny	Bixby
No	Ethan	Ethan	Gruber
No	Glenda	Glenda	Davis
Yes	margaret cooper	margaret	cooper
No	lachenparksl	lachen	parksl
Yes	Chris Simmons	Chris	Simmons
Yes	Jolee Horn	Jolee	Horn
Yes	Bill Goldeen	Bill	Goldeen
No	Julia	Julia	Bartus-Dobson
Yes	d smith	d	smith
Yes	Ryan Casey	Ryan	Casey
Yes	Ryan Casey	Ryan	Casey
No	Martin	Martin	Quarles
Yes	Tom Bninski	Tom	Bninski
Yes	Tom Bninski	Tom	Bninski
Yes	Tom Bninski	Tom	Bninski
Yes	Tom Bninski	Tom	Bninski
Yes	John Ornelas	John	Ornelas
Yes	kate bailey	kate	bailey
Yes	kate bailey	kate	bailey
Yes	Roger Cobb	Roger	Cobb
Yes	Jeff Greer	Jeff	Greer
No	Peter	Peter	Krebs

Yes	Tom FitzPatrick	Tom	FitzPatrick
Yes	Scott Clark	Scott	Clark
Yes	Mimi and Kevin Fitzpatrick	Mimi and Kevin	Fitzpatrick
Yes	Ashley Tarter	Ashley	Tarter
Yes	Holly	Holly	
Yes	Adrienne Dent	Adrienne	Dent
Yes	Ireneusz Gorniak	Ireneusz	Gorniak
No	Joseph	Joseph	Herbert
Yes	Liz Russell	Liz	Russell
No	Thomas	Thomas	Boyd
No	Paul	Paul	Josey
No	Margaret	Margaret	Gilliland
Yes	Christopher Hawk	Christopher	Hawk
Yes	Andrea Hawkes	Andrea	Hawkes
Yes	Brian Copeland	Brian	Copeland
Yes	Brian Copeland	Brian	Copeland
Yes	Brian Copeland	Brian	Copeland
Yes	Brian Copeland	Brian	Copeland
Yes	Jess Wenger	Jess	Wenger
Yes	Amy Anderson	Amy	Anderson
Yes	Stuart Gardner	Stuart	Gardner
Yes	Stuart Gardner	Stuart	Gardner
No	molly	molly	conger
Yes	Patrick Wright	Patrick	Wright
Yes	David Brown	David	Brown
No	Donna	Donna	Gray
No	Rex	Rex	Linville
No	Meredith	Meredith	Hoos
Yes	Alexander Ikefuna	Alexander	Ikefuna
Yes	Jeanette Janiczek	Jeanette	Janiczek

City of Charlottesville
Fontaine Avenue Streetscape Improvements



APPENDIX C:
Public Design Hearing Brochure



City of Charlottesville | Design Public Meeting

Date: Wednesday, May 12, 2021

Time: 6:00 PM – 7:30 PM

Location: Held Virtually via Zoom



FONTAINE AVENUE STREETSCAPE IMPROVEMENTS PROJECT

www.fontainestreetscape.com

VDOT Project Number: U000-104-296, P101, R201, C501

UPC 109484

PROJECT GOALS

- Improved pedestrian and bicycle facilities
- Enhanced safety for all users
- Improved transit access
- Improved traffic flow

Welcome to the City of Charlottesville Design Public Hearing

DESIGN PUBLIC HEARING

Welcome to the Fontaine Avenue Streetscape Design Public Hearing. This meeting provides an opportunity for any person, acting on his or her behalf or representing a group or government 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, on the project website or in writing to the City (address on the last sheet) on or before May 26, 2021.

All comments will be reviewed by the City of Charlottesville and the project design team. 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. Your input is encouraged and appreciated.

PROJECT OVERVIEW

Fontaine Avenue serves as a mixed use residential/commercial Gateway corridor into the City of Charlottesville, the University of Virginia, and the UVA Hospital. This Project includes a comprehensive revitalization and a corridor improvement program for Fontaine Avenue from the City Limit to the intersection of Fontaine Avenue with Maury Avenue and Jefferson Park Avenue. The corridor has been selected to receive funding for improvements described herein through the VDOT Smartscale process. Key components in the scope of work for the project include:

- Enhanced gateway corridor into the City of Charlottesville
- Improved pedestrian access, including wider sidewalks and improved crosswalks at key intersections
- Improved bicycle facilities with the addition of bicycle lanes
- Incorporation of landscaping and street trees and implementation of green infrastructure for stormwater treatment
- Improved access to existing transit facilities
- Installation of energy efficient pedestrian lighting





PROJECT BACKGROUND

City Staff established the scope and design parameters of this project as part of the Smartscale application that was submitted to VDOT and was awarded the funding based on the scope and potential value that this project has for the corridor and the community. The scope and elements of the project were established by staff utilizing a variety of initiatives within the City of Charlottesville that are focused on enhancing the vibrancy and quality of life, including the City of Charlottesville Comprehensive Plan, the Bicycle and Pedestrian Master Plan, and Streets That Work. With a firm grasp of background information, the project team has begun the design concept and the public involvement process to ensure agreement with the project's purpose and need during development of a conceptual design for the corridor.

COMMUNITY OUTREACH

To help guide the project, the City appointed a project Steering Committee. The process also involves coordination with the following City Council appointed stakeholder groups:

- PLACE Design Task Force
- Planning Commission

The City of Charlottesville and project design team have provided multiple opportunities for the public to provide input into the plan development process. These include:

- A project website
- Two Public Workshops
- Five Steering Committee Meetings
- Two meetings with the PLACE Design Task Force
- Planning Commission Work Session
- Planning Commission Meeting
- City Council Meeting

Feedback from each of these sessions has been incorporated into the design as it continues to evolve. The feedback received from this meeting will also be used to update the documents prior to right-of-way acquisition and construction.

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. 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.

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.



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.

ESTIMATE PROJECT COST

PE (Survey, Environmental, Design)	\$1.2M
RW (Right of Way and Easement Acquisition, Utility Relocation)	\$3.7M
CN (Construction, Oversight, Inspection, Contingencies)	\$6.8M
TOTAL PROPOSED PROJECT FUNDING	\$11.7M



Project is fully funded through SmartScale

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.





FONTAINE AVENUE STREETScape IMPROVEMENTS PROJECT

www.fontainestreetscape.com

VDOT Project Number: U000-104-296, P101, R201, C501
UPC 109484

PROJECT SCHEDULE

PROJECT CROSS SECTIONS

Fall 2018 –
Spring 2019

CONCEPTUAL DEVELOPMENT

- Data Collection
- Traffic Analysis
- Alternative Concepts

Spring 2019 –
Winter 2019

PRELIMINARY DESIGN

- Refine Concepts
- Prepare 30% Plans
- Agency Review

Winter 2019 –
Summer 2020

DESIGN DEVELOPMENT

- Prepare 60% Plans
- Incorporate Feedback

Summer 2021
– Winter 2023

RIGHT OF WAY AND UTILITIES

- Request Right of Way Authorization
- Utility Relocations
- Easements

Summer 2021
– Winter 2023

FINAL DESIGN

- Prepare 100% Plans
- Coordinate Bid Package
- Final Agency Review
- Request Authorization for Construction

Fall 2022 –
Spring 2023

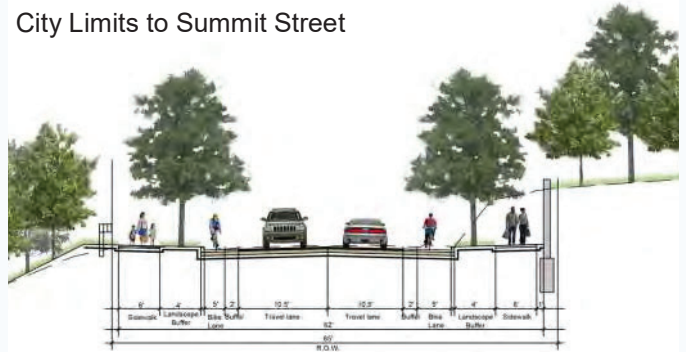
ADVERTISEMENT AND BIDDING

- Advertise for Contractor
- Complete Bidding Process
- Prepare Contract
- Award Contract

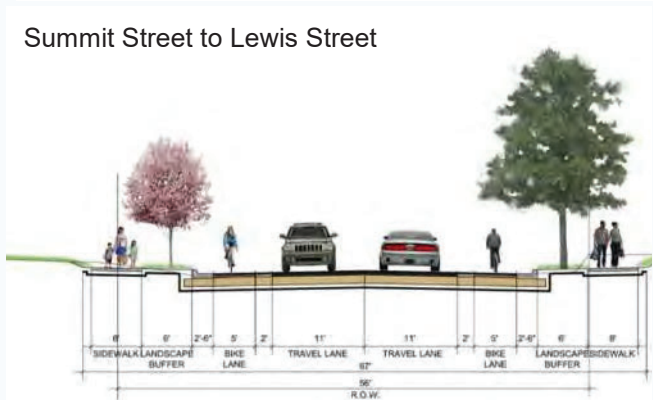
Spring 2023

CONSTRUCTION PHASE

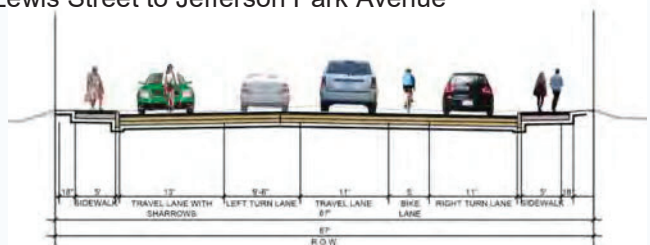
City Limits to Summit Street



Summit Street to Lewis Street



Lewis Street to Jefferson Park Avenue



CONTACT INFORMATION

For more information contact:
 Kyle Kling, City of Charlottesville Transportation Project Manager
 Telephone: 434.970.3394
 Email: klingk@charlottesville.gov

PROJECT WEBSITE: www.fontainestreetscape.com

City of Charlottesville
Fontaine Avenue Streetscape Improvements



APPENDIX D:
Virtual Public Meeting Presentation

<https://fontainestreetscape.com/design-public-hearing/>



Fontaine Avenue Streetscape Improvements

Design Public Hearing

May 12, 2021

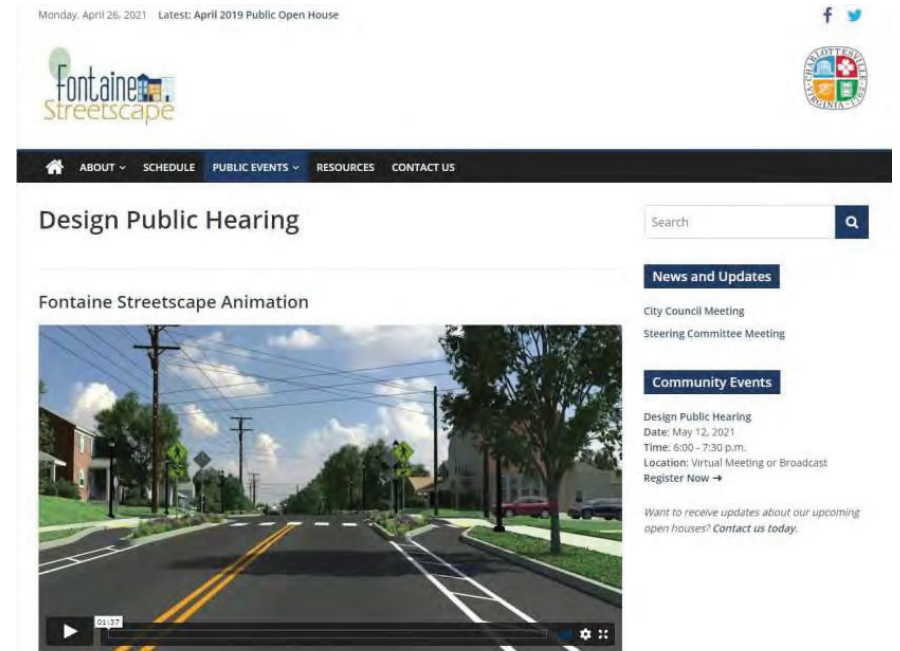


*In Conjunction
With*



Agenda

- Project Update
 - Review
 - Renderings
- Next Steps
- For More Information
 - www.fontainestreetscape.com



Monday, April 26, 2021 Latest: April 2019 Public Open House

Fontaine Streetscape

ABOUT SCHEDULE PUBLIC EVENTS RESOURCES CONTACT US

Design Public Hearing

Fontaine Streetscape Animation

City Council Meeting
Steering Committee Meeting

Community Events

Design Public Hearing
Date: May 12, 2021
Time: 6:00 - 7:30 p.m.
Location: Virtual Meeting or Broadcast
Register Now →

Want to receive updates about our upcoming open houses? Contact us today.



Project Update

Review



Project Goals

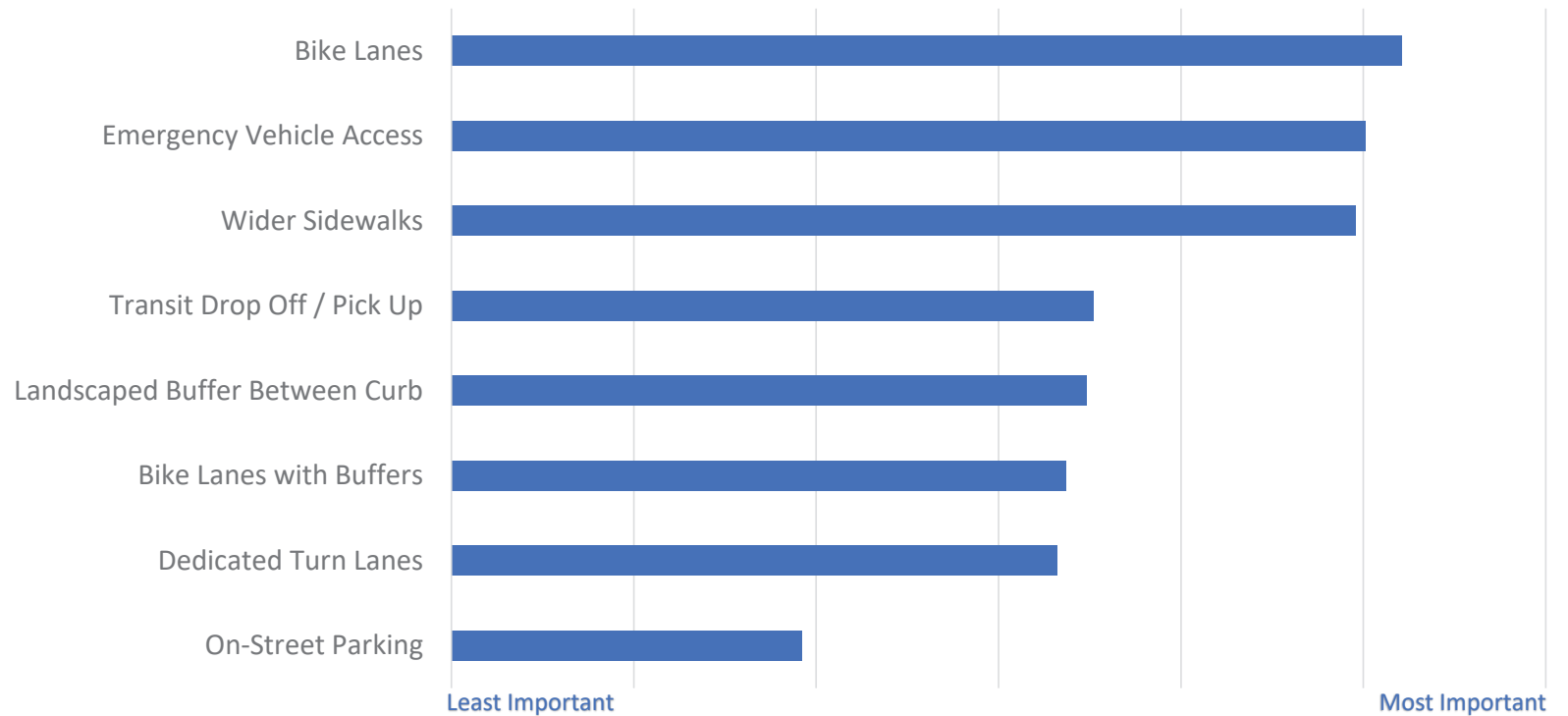
- Make a Complete Street
 - Improve Pedestrian, Bicycle, and Transit accommodations
- Increase Safety and Comfort for Pedestrians and Bicyclists
 - Provide a buffer between roadway and bicycle/pedestrian facilities
 - Where feasible, provide physical separation between bicycle/pedestrian facilities
- Beautify the Corridor as a Gateway
 - Provide landscaping and hardscaping materials that provide shade, comfort, safety, and increase the attractiveness of the gateway
- Improve Access and Connections to Local Facilities for All Users
 - Bicyclists
 - Pedestrians
 - Transit
 - UVA Health System Shuttle



4/18/19 Public Open House #2 - Feedback



Compiled Importance





Project Budget



- PE (Survey, Environmental, Design)= \$1,200,000
- RW (Right of Way and Easement Acquisition, Utility Relocation = \$3,700,000
- CN (Construction, Oversight, Inspection, Contingencies) = \$6,800,000

- TOTAL PROPOSED PROJECT FUNDING = \$11,700,000

- Project Is Fully Funded Through SmartScale (HB2)



Initial Project Schedule





Meeting Updates

- 11/15/18 - Steering Committee Meeting #1
- 01/31/19 - Public Information Meeting #1
- 02/25/19 - Technical Committee Meeting #1
- 02/28/19 - Steering Committee Meeting #2
- 03/14/19 - PLACE Task Force Meeting #1
- 03/25/19 - Steering Committee Meeting #3
- 04/18/19 - Public Open House #2
- 06/21/19 - Technical Committee Meeting #2
- 07/11/19 - PLACE Task Force Meeting #2
- 07/23/19 - Planning Commission Work Session
- 09/17/19 - Steering Committee #4
- **12/10/19 - Planning Commission – Approval of Comprehensive Plan Compliance**
- **01/06/20 - City Council – Accepted Planning Commission’s Recommendation**
- 06/25/20 - Technical Committee Meeting #3
- 09/14/20 - Utility Field Inspection (UFI) Meeting
- 10/20/20 - Steering Committee Meeting #5
- **05/12/21 - Design Public Hearing**



Project Update

Renderings

Project Area

- Project Area as defined by the project SMARTSCALE application



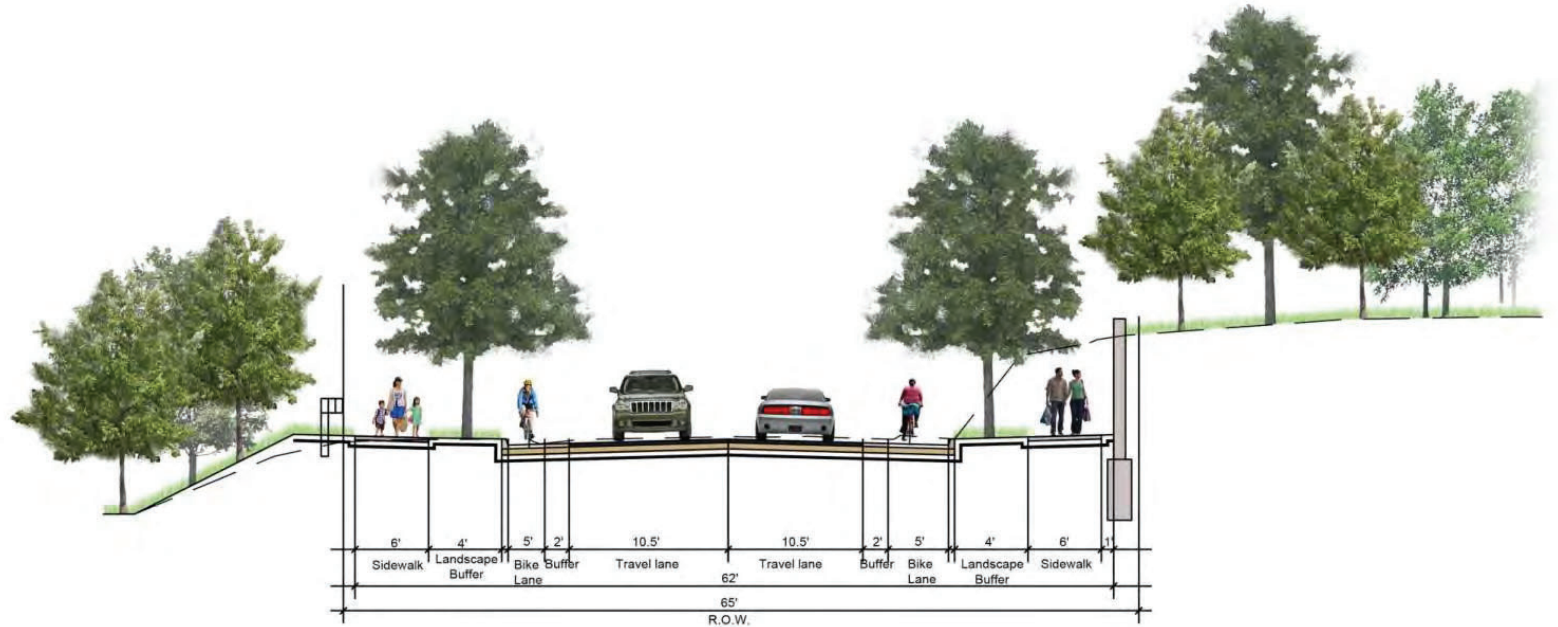
Design Concept Overview





Project Update –
Graphic Rendering:
City Line to Summit St

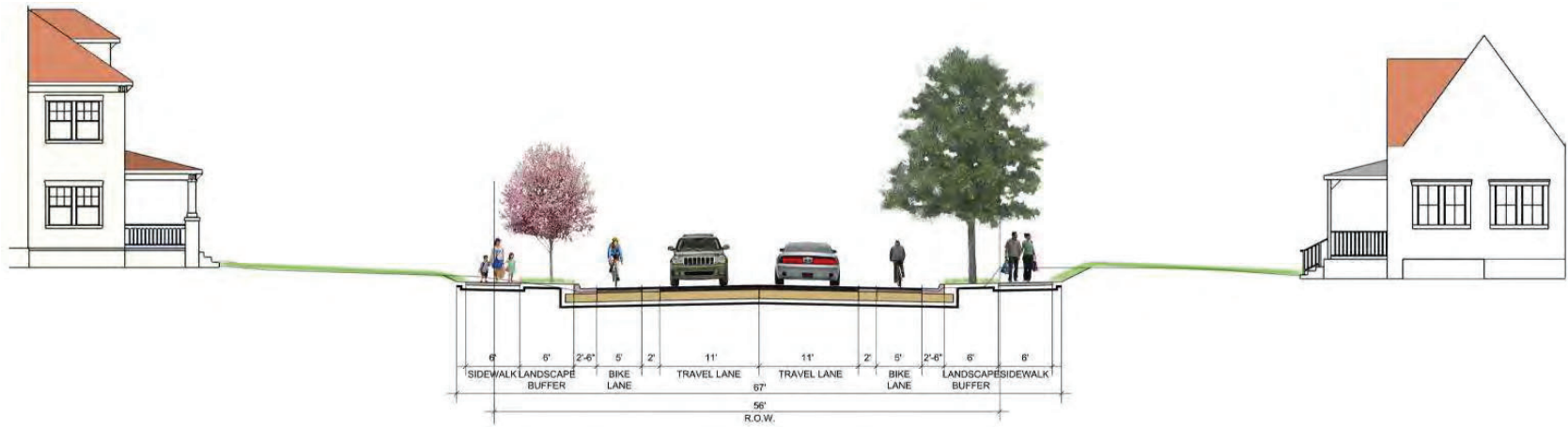




City Limits to Summit Street



Project Update –
Graphic Rendering:
Summit St to Lewis St

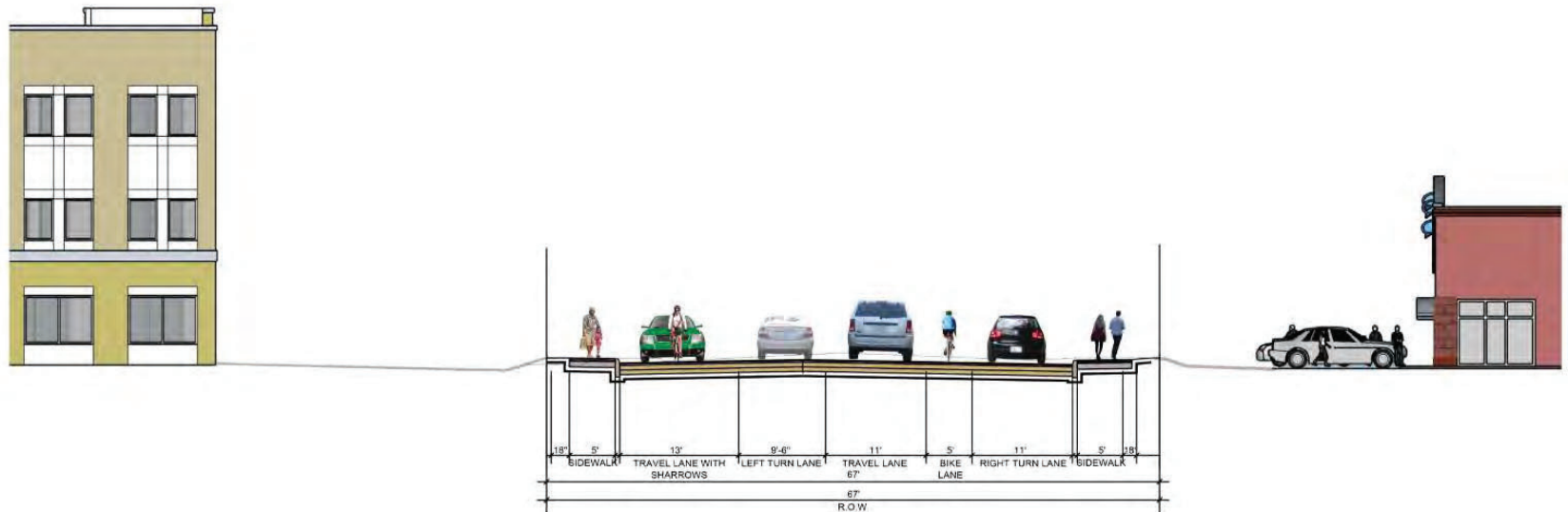


Summit Street to Lewis Street



Project Update —
Graphic Rendering:
*Lewis St to Jefferson Park
Ave/ Maury Ave*

Project Update – Graphic Rendering



Lewis Street to Jefferson Park Avenue

Project Update – Video Rendering





Next Steps

- Summer 2021 – City Council approval of the Design Public Hearing findings
- Late Summer 2021 – Obtain authorization from VDOT on right-of-way
- Early in 2022 – Begin right-of-way phase
- Early in 2022 – Submit 90% Drawings



For More Information



- For more information visit the Project Website:
 - www.fontainestreetscape.com
- Plans can be found on the Project Website
 - If you need more information or special assistance seeing the plans, please contact the City Project Manager, Kyle Kling, to set up an appointment at City Hall
 - ▶ klingk@charlottesville.gov
 - ▶ (434)970-3394



Thank you!

- Please provide your comments on the project in one of the following ways:
 - Take our survey by May 26, 2021: www.fontainestreetscape.com
 - Send comments to Kyle Kling

Email: klingk@charlottesville.gov

Mail to: City of Charlottesville
Neighborhood Development Services

Attn: Kyle Kling

PO Box 911

Charlottesville, VA 22902



In Conjunction
With



City of Charlottesville
Fontaine Avenue Streetscape Improvements



APPENDIX E:
Survey Questionnaire

FONTAINE AVENUE STREETSCAPE IMPROVEMENTS PROJECT

DESIGN PUBLIC HEARING

COMMENT FORM

Comments Due by May 26, 2021

The design team encourages you to share your ideas for improving Fontaine Avenue. Please complete and return this form by mailing it to the address on the back or completing the form online. The input you provide will be used to help finalize the project. Thank you for your participation.

For your convenience, you may complete this comment form online at: www.fontainestreetscape.com

NAME/ADDRESS INFORMATION (optional)

NAME

EMAIL:

ORGANIZATION/AFFILIATION:

ADDRESS:

CITY/STATE:

ZIP:

Check those that best describe your interest in the study area (select all that apply):

- | | | |
|--|--|---|
| <input type="checkbox"/> Renter/Tenant in The Study Area | <input type="checkbox"/> Own Rental Property in The Study Area | <input type="checkbox"/> Business Owner in The Study Area |
| <input type="checkbox"/> Employee of UVA | <input type="checkbox"/> Own Primary Residence in The Study Area | <input type="checkbox"/> Employed Within the Study Area |
| <input type="checkbox"/> Student at UVA | <input type="checkbox"/> Commuter Through the Study Area | Other _____ |

Has the project adequately addressed the following items?

- | | | | |
|--------------------|------------------------------|-----------------------------|-------|
| Safety | <input type="checkbox"/> Yes | <input type="checkbox"/> No | _____ |
| Traffic Congestion | <input type="checkbox"/> Yes | <input type="checkbox"/> No | _____ |
| Pedestrian Access | <input type="checkbox"/> Yes | <input type="checkbox"/> No | _____ |
| Bicycle Access | <input type="checkbox"/> Yes | <input type="checkbox"/> No | _____ |

Additional Comments: _____

Please provide any additional information which you believe will assist the City of Charlottesville in developing the final design of this project?

Did this meeting help you understand the project better? What other information would you like to see, if any?

Please respond to this form via our website, www.fountainstreetscape.com or fold and mail to the address below. All written comments on this study **must be received by May 26, 2021** to be included as part of the public record.

Postal Service
will not
deliver without
a stamp

City of Charlottesville
Neighborhood Development Services
Attn: Kyle Kling
PO Box 911
Charlottesville, VA 22902

Questions or Comments on the Project?

- **Complete this comment form in writing and mail to the above address or visit the project website at, www.fountainstreetscape.com, and fill out this comment sheet online**
- **E-mail questions to the design team through the project website, or write to the City of Charlottesville Project Manager:**

Mr. Kyle Kling
City of Charlottesville, Neighborhood Development Services
PO Box 911
Charlottesville, VA 22902
434.970.3394
klings@charlottesville.gov

City of Charlottesville
Fontaine Avenue Streetscape Improvements



APPENDIX F:
Written Comments and Responses

FONTAINE PUBLIC DESIGN HEARING PUBLIC COMMENTS

Name	Address	Email	Affiliation	Comment	Response
Apostolos Paul Boukourakis	2208 and 2210 Fontaine Ave	prp.boukourakis@gmail.com	Property Owner	See attached letter	The reconfiguration of the parking lot at 2208 Fontaine Avenue is anticipated to be incorporated into future plans. The team understands the concern about parking and will continue to work with the Owner to minimize impacts.
				<ul style="list-style-type: none"> • Owner noted that he wants to preserve as much parking as possible, as it is used to store vehicles for the automotive shop that is currently onsite. • Owner voiced concerns about impacts to parking along Maury side of property. Owner inquired how much of the parking along the Maury side will be lost? • Owner voiced concerns about potential impacts to "Exxon" sign near Maury/Fontaine corner. Will there be impacts to this sign and if so, where will it be relocated to? • Owner had concerns that proposed sidewalk improvements along Fontaine would encroach too far into property, making it too difficult for vehicles to maneuver through the entrance and access the gas pump closest to the street. • Owner had indicated that the gas pump closest to the street has already been struck multiple times by vehicles entering the parking lot due to its close proximity to the street and believes improvements will only make the issue worse. • Access to underground fuel tanks are located on NE side of parcel near entrance to property off of Maury Ave. • Owner mentioned that there is no real pattern to how fuel tankers access the site, besides that they generally enter and exit from different exits. Either enter on Fontaine Side and leave on Maury or vice versa. 	The project will seek to preserve as much parking as possible onsite. On Maury, the parking configuration is not anticipated to be changed as part of this project. The Exxon sign is not anticipated to be impacted, but if it is, the shift of it's location will be minor. The proposed Fontaine sidewalk improvements are within 1' of the existing sidewalk footprint, and in most cases are less than 1' of additional sidewalk. The team will work with the Owner to address potential impacts to the gas pump and avoid impacts to the delivery of fuel.
Subhash "Sam" Desai	2201 Fontaine Avenue	sdesai59@yahoo.com	Property Owner/Business Owner		
				<p>Hello, I am the new owner of Durty Nelly's Pub & Deli and would like to learn more about this project. Unfortunately, I am unable to attend the zoom meeting tomorrow. How can I learn more in writing? Cheers, Jordan</p>	<p>Jordan,</p> <p>Thanks for reaching out in regards to the Fontaine Avenue Streetscape Project. A copy of tomorrow's pre-recorded presentation is posted on the project website (https://fontainestreetscape.com/design-public-hearing/). It provides a brief, ~10 minute , overview of the project and would be a good starting point to learn more about the project as a whole. At tomorrow evenings meeting, this presentation will be followed by a question and answers session and a formal public comment period. We will also be posting a copy of the entire zoom webinar from tomorrow on the project website in the days following the meeting.</p> <p>For particular impacts to the parcel Durty Nelly's is located on please see the attached drawing. Members of the project team met with the property owner last fall to talk about the project in detail and discuss potential impacts to the property. As you can see from the attachment, the proposed location of the new sidewalk adjacent to the property will encroach further into the property then it does today. As a result, I envision there to be some impacts to the parking spaces along the Fontaine Avenue side of the property.</p> <p>If you have any further questions or would like to meet on site to discuss the proposed changes please do not hesitate to contact me.</p>
Jordan Brunk	2200 Jefferson Park Ave (Durty Nelly's Pub)	duertynellysva@gmail.com	Property Renter		

FONTAINE PUBLIC DESIGN HEARING PUBLIC COMMENTS

Name	Address	Email	Affiliation	Comment	Response
Andrew Vest		amvva83@hotmail.com		<p>I would remove the landscaped median just west of the Lewis street intersection and extend the left turn lane at JPA. Especially on football game days, the longer turn lane is essential to keep traffic moving. The landscape median will create a bottleneck.</p> <p>Further, while the design is aesthetically pleasing, the main reason for roads is to allow vehicle traffic to flow smoothly through the space. Fontaine is a major commuter route. It appears that this design widens the roadway, but adds no additional automobile lanes. While the bike lanes seems like a good idea, there really isn't a need for bike lanes since riders can use side streets through the Piedmont neighborhood to get from JPA & Fontaine to the light at the Fontaine Ave Research Park. I would recommend a reversible center lane so that there are two full lanes available all the way to JPA from the Fontaine Ave Research Park.</p>	<p>Thank you for the comments. The proposed design extends the left turn lane beyond what is currently provided, while also adding the landscape median for safe pedestrian crossing. The public outreach to date has heavily favored the bike improvements, which also help achieve the project goals of creating a complete street that's also safe for pedestrians and bicyclists. This was the foundation of the funding support received from VDOT and the removal of these facilities would likely end the funding support.</p>
Hal Brownfield, CCIM	Brownfield Realty & Investment, Inc. Commercial Real Estate Brokers Post Office Box 7886 Charlottesville, VA 22906	hal@brownfieldrealty.com	Property Owner	<p>I have one question so far on this. I am sure that Guadalajara, Atlas Coffee or I will have more.</p> <p>As you may or may not be aware, our only access is from Fontaine. Our neighbor closed off our verbal agreement access from the rear when he purchased that property many years ago. Is there anything in your plan that</p>	<p>Currently we do not have anything in our plans that will restrict or prohibit left hand turning movements into and out of the property.</p>
Leora Friedberg		leora.friedberg@gmail.com		<p>This corridor is difficult for bicycles. With the enhancement of the Heywood and Foxhaven areas for mountain biking, along with O-Hill, more people are biking down Fontaine, and multiple spots are not very safe. Please send me future updates.</p>	<p>Our intention is for this project to provide additional safety and comfort of bicyclists throughout the corridor.</p>
Mike Callahan		mpcall20@gmail.com		<p>Hi, I just submitted some comments for the design public hearing via the Survey Monkey Survey, but I am not sure it went through. If you don't see my responses, can you please let me know? Overall, great work. Really like the design. I just had a couple ideas, especially for the Fontaine/Maury/JPA intersection. My comments were focused on the eastern terminus. What is the actual terminus of the study area? Is the western approach to Maury/JPA and potential land configurations and crosswalks, etc. within the project limits? I guess my comment then is just do what you can to make that crossing safer/shorter. And if a bike box were possible, great. The eastern approach could especially use one.</p>	<p>The western approach to Maury/JPA is the end of the project on the eastern end. I do envision our improvements wrapping in the ADA ramps on those approaches as well as well as any updates to crosswalks that are needed as a result. We will not be making any physical improvements on the western leg of the intersection.</p>
Matthew Gillikin		matthew.t.gillikin@gmail.com		<p>Why doesn't this project include a separated bike lane with some sort of barrier between the bike lane and the care lane?</p>	<p>Two reasons make having a separated bike lane difficult in this area. The first is the access and turning radius needed for emergency vehicles to access the immediate and adjacent areas. Having a barrier reduces the width the emergency vehicles have to navigate and prohibits some necessary movements. Also, a curb separated facility was considered but with the frequency of driveways and other access points, it would have provided an inconsistent surface due to the frequent need to change grade for the access points. This was determined to be undesirable.</p>
Alex Inman		aei7ag@gmail.com		<p>How will this impact ingress and egress for UVA home football games? Based on the digital rendering, it does not appear the plan will allow police to split traffic into two inbound lanes prior to games as has been done in the past. Were special events considered during the plan's development? Was UVA consulted during the plan's development? Am I missing something? Please set me straight if there are still ways to split game traffic to allow for better management of left turns onto Maury Avenue and traffic continuing straight on JPA? Otherwise, based on experience, everyone should expect increased backup issues out to the Research Park and US 29.</p>	<p>UVA has been part of the Steering Committee for the project, and the team has had multiple conversations with them throughout the design of the project. It is anticipated that the bicycle lanes could be utilized as additional pavement space to move vehicles away from UVA's campus after large events. This approach has yet to be finalized.</p>

FONTAINE PUBLIC DESIGN HEARING PUBLIC COMMENTS

Name	Address	Email	Affiliation	Comment	Response
Kevin and Mimi Fitzpatrick		fitzpatrickkm@gmail.com; fitzpatrick.mimi@gmail.com	Property Owner	<p>Thanks for hosting the Fontaine streetscaping meeting the other day.</p> <p>My wife and I are in the process of taking over business operations at Atlas Coffee, with a scheduled close date of 6/30/21, and I wanted to reach out to make sure the two of us could be looped into future meetings or communication with business owners along that stretch of Fontaine</p> <p>It will be completely turnkey as far as what the ownership change will look like for the coffee shop...no changes in company name, signage, menu, construction, etc. at this time.</p> <p>Please let me know if there are any upcoming meetings you're planning or if it would be helpful to have a quick call at some point to bring us up to speed beyond what the current owner, Lorie, has shared with us.</p>	<p>Thanks for taking the time to reach out in regards to the Fontaine Streetscape project. I appreciate you letting me know about the changes in ownership, as I have tried to be proactive in my communications with property and business owners in that stretch of Fontaine. Lorie has been a member of the project steering committee to date. I can certainly look into having you involved in the future if she is turning the business over to you. Additionally, members of the design team met on site with the property owner, Hal Brownfield, in the fall of last year to discuss potential impacts. At this time, we do anticipate the location of the new sidewalk to encroach into the property further than it does today. I think the new sidewalk will likely be in the vicinity of where the first parking spot is located today (I know there are some planter boxes and seats in that area currently). I have attached a copy of the applicable plan sheets and aerial imagery that may give you a better understand of what the impacts may be. Upon review, if you would like to discuss this in further detail I'd be happy to set something up virtually or in the field.</p>
Chris Nichols		nicholschrisw@gmail.com		<p>I'm particularly interested in learning when ground breaking is scheduled as soon as that date is available. Thank you.</p>	<p>Further details on exactly when the construction will begin will be available as the project evolves. It is currently anticipated for the Spring of 2023, though some utility relocations will take place prior to this date.</p>
Ryan Casey	2313 Fontaine Ave	ryan@ryancasey.net	Property Owner	<p>1. I am concerned about removing on-street parking with the surrounding streets being permit parking only. Will residents of Fontaine Ave be able to get permits for adjacent streets? Why was on-street parking removed?</p> <p>2. Without on-street parking, where will UPS/FedEx/USPS delivery trucks park? What about moving trucks for residents moving in and out?</p> <p>3. Would you consider lowering the speed limit to 25mph as most if not all streets with residential houses in the City are?</p> <p>4. Will the city be maintaining the planters on the street?</p> <p>5. Will storm water be drained off of the road and not into residents driveways? We currently have issues with storm water running down our driveway.</p> <p>6. The height, length and style of the metal fence between Montpelier and Lewis does not seem to fit an entrance corridor. They also rust, require maintenance, etc. Can the elevation of the street not be changed as much such that a fence is not required or at least reduce the length of the fence? Currently I believe only 1 property on the south side of the street requires a fence with the sidewalk.</p>	<p>1. On-street parking was removed due to the feedback received from the community during public outreach. At this time the City is not planning to extend parking permits to residents of Fontaine Avenue. Currently, Piedmont Avenue N and Price Ave are the only two streets in the vicinity of the project where residential parking permits are in place. Lewis St, Montpelier St, Apple Tree Rd & Piedmont Ave S all have unpermitted street parking. Upon project completion City staff will monitor the situation to see if additional permits need to be issued.</p> <p>2. It is anticipated that deliveries and other temporary vehicles could utilize the bike lanes.</p> <p>3. The traffic data was analyzed and indicated that there was good compliance with the existing speed limit.</p> <p>4. The City will maintain planters within the City right-of-way.</p> <p>5. Curb and gutter will be added along the length of the project to capture stormwater from the roadway and pipe it into the existing stormwater system.</p> <p>6. The final aesthetic of the fencing has not been determined. This will be considered moving forward. The street elevation cannot be lowered much beyond the current elevation in this location due to existing utilities under the roadway and not wanting to incur the cost to relocate them to a deeper elevation.</p>
Matthew Gillikin		matthew.t.gillikin@gmail.com		<p>Please include a separated bike lane with this project. The current design is not safe for cyclists and will not encourage bike use.</p>	<p>Two reasons make having a separated bike lane difficult in this area. The first is the access and turning radius needed for emergency vehicles to access the immediate and adjacent areas. Having a barrier reduces the width the emergency vehicles have to navigate and prohibits some necessary movements. Also, a curb separated facility was considered but with the frequency of driveways and other access points, it would have provided an inconsistent surface due to the frequent need to change grade for the access points. This was determined to be undesirable.</p>
Peter Ohlms	809 Belmont Ave	pohlms@gmail.com	BPAC	<p>But what happens on the west side, exactly? Can the south side sidewalk improvement be extended west of Westerly to where the road widens out?</p>	<p>The project ends at the City limits due to the scoping of the project and SmartScale funding source. Discussions with Albemarle County have occurred and are continuing to determine if there is the possibility of extending facilities beyond the City limits.</p>

FONTAINE PUBLIC DESIGN HEARING PUBLIC COMMENTS

Name	Address	Email	Affiliation	Comment	Response
Peter Ohlms	809 Belmont Ave	pohlms@gmail.com	BPAC	But what happens on the west side, exactly? Can the eastbound bike lane begin west of Westerly? The westbound bike lane buffer should be dashed as shown in the overview image, not as is shown on the 60% plan sheet. (I guess the plan sheet is outdated, since its striping plan page later in the PDF omits this bike lane entirely west of Mimosa...?) Also, eastbound approaching Maury, the bike lane lines should be dashed where the right turn lane begins, and green conflict zone markings should be added.	The project ends at the City limits due to the scoping of the project and SmartScale funding source. Discussions with Albemarle County have occurred and are continuing to determine if there is the possibility of extending facilities beyond the City limits. Final striping will be evaluated in future submissions and ensured to be within the City's guidelines.
Todd Bullard	2510 Jefferson Park Avenue	bullard@vmdo.com		I cannot find proposed plans for the project. Thus I'm not sure what changes are proposed for the Fontaine Corridor. In general, however, I'd like to point out that the most significant current problem on Fontaine is vehicular congestion, particularly in the morning and late afternoon when commuters are driving to and from work. I walk daily in the neighborhood and I'm also a cyclist, so I'm supportive of efforts to provide improvements to accommodate pedestrians and bicycles. However, I believe it will be extremely undesirable for any changes to result in additional vehicular congestion along Fontaine Avenue.	Plans can be found on the project website, www.fontainestreescape.com. The project represents a balance of all users with a goal of making the corridor better for everyone.
Mike Callahan	304 Huntley	mpcall20@gmail.com		First, thank you for the thoughtful design. This is very exciting for the neighborhood. You have done great work to balance the modes within the ROW. I have just a few brief comments/ideas to consider in final design: 1) There is a path on the west end of the study area (south side of Fontaine). Is there a way to link this to the bike lane? What are the county's long-term plans? I wonder if they are envisioning this as a true shared use path in the future. In which case, it would be ideal to allow it to link to the proposed bike lane somehow, rather than having a short gap there. 2) At Piedmont Avenue, did you give consideration to a pedestrian median refuge island? Would it be possible to have one if the islands that channel the bicycle lanes were removed? Where tradeoffs are needed, I would prefer to see the pedestrians prioritized over bicycles (although both are important and I understand it's a challenge to squeeze everything within the ROW). 3) The intersection of Fontaine and Maury/JPA is in my opinion the most challenging for bikes and pedestrians in the study area, and maybe in the entire neighborhood. The west side crosswalk is diagonal, increasing its length. It also can be a long wait time for pedestrian to get the signal to cross. A few ideas to consider in final design are: - A bike box for eastbound bikes turning to Maury. - Tightening of the turning radius to slow traffic. - Straightening of the existing crosswalk to shorten the distance. - Depict the crosswalk on the next iteration of plans. - Consider a combined thru/right turn lane for east bound Fontaine traffic at JPA. This would shorten the crossing distance and perhaps allow for a median refuge island. While it may not be an ideal situation for vehicular traffic, I feel pedestrians should be the emphasis in this area. Thanks again. Great work thus far.	Thank you for the comments. 1) The project ends at the City limits due to the scoping of the project and SmartScale funding source. Discussions with Albemarle County have occurred and are continuing to determine if there is the possibility of extending facilities beyond the City limits. 2) The concept for the islands provided is known as a protected intersection with the intention to maximize protection for all users. 3) Thank you for the suggestions for this area. We are continuing to evaluate this area and will further update it for upcoming submissions.
Peter Ohlms	809 Belmont Ave	pohlms@gmail.com	BPAC	This is a good project, and I support it as presented. With a few other improvements as noted, it could be a great project (but would probably go over budget).	Thank you!
Michael Cosner	1263 Redfields Road			I would ask all decision makers to consider biking this stretch of road from Fontaine to UVA during busy hours and ask themselves if they feel safe, and would they let their families bike there.	We understand your concerns and hope this project will minimize the safety concerns for all users
Scott Clark	Westerly Avenue		Property Owner	Very happy to see move to multi-modal. Concern with the landscaping between Summit and the County line. There is an attachment to the green gateway to the City and there is a concern with the more formal landscape with a retaining wall is a significant change in character. The landscaping design needs to move beyond a simple vertical wall to a less geometric landscaping with possibly a step wall. *	The vertical wall was determined in order to minimize property impacts. Landscaping has not been finalized and a less formal approach can be considered.

FONTAINE PUBLIC DESIGN HEARING PUBLIC COMMENTS

Name	Address	Email	Affiliation	Comment	Response
Christopher Hawk			Piedmont Environmental Council	Very excited about this project and how SmartScale projects can be improved through public's participation. Current configuration does not create a safe condition for walkers and bicyclists. This is a line between active recreation and transportation with close proximity to several trails. These public access areas add up to 2,200 acres of recreational use. Please further research the impacts of higher canopy trees on solar panel installation. *	Landscaping has not been finalized and the impact of solar panels on higher canopy trees will be considered.
Tom Bninski	Fontaine Avenue		Property Owner	A terraced approach with vines and ivy would be an improvement over the current retaining wall. To dress it up, you need more than what is currently projected. *	The landscaping has not been finalized and alternative plantings will be considered.
John Ornelas				Bottleneck area where the wall is going to be, this is the main corridor for football games and stuff like that. There could be some graffiti to welcome people to the area. If it's going to be a large wall, we could welcome our tourists, football fanatics and others coming into the city. Just an idea. *	The retaining wall is currently under design and has not been finalized. Aesthetics will be determined during the final design.
<p><i>* Comments have been paraphrased from the Design Public Hearing recording found at https://boxcast.tv/channel/vabajtzeuyv3icl1a to address the concerns in the comments. Full versions of the comments can be found on the recording.</i></p>					

RIGHT OF WAY DATA SHEET

ROUTE: FONTAINE AVENUE STREET IMPROVEMENTS	PROJECT: 109484
COUNTY/CITY: CHARLOTTESVILLE	VDOT#: U000-104-296
COMPILED BY: RUMMEL, KLEPPER & KAHL, L.L.P.	DATE: 07/08/2020
REVISED BY:	DATE:
REVISED BY:	DATE:

PLAN REVISIONS
SHEET 1A OF 135
SCALE N/A

PARCEL NO.	LANDOWNER	SHEET NO.	AREA																				PROFFERS		
			TOTAL			FEE TAKING			FEE REMAINDER			EASEMENTS				CITY OF CHARLOTTESVILLE	ALBEMARLE COUNTY		YE S/ NO						
			ACRES OR SQUARE FEET	SQ. FEET	ACRES	SQ. FEET	ACRES	SQ. FEET	ACRES	PERMANENT	TEMPORARY	VERIZON	VA. DOMINION PWR.	COMCAST	SQ. FEET		ACRES	SQ. FEET		ACRES					
001	RECTOR AND VISITORS OF THE UNIVERSITY OF VIRGINIA	12																							
002	RECTOR AND VISITORS OF THE UNIVERSITY OF VIRGINIA	12																							
003	CHARLOTTESVILLE PROPERTIES, LLC	12																							
004	INCAAM JEFFERSON LAKE, INC.	12																							
005	RECTOR AND VISITORS OF THE UNIVERSITY OF VIRGINIA	12 & 13	0.535	91	0.002				10010	0.230	13222	0.304													
006	CHARLOTTESVILLE PROPERTIES, LLC	12	0.005								218	0.005													
007	CHARLOTTESVILLE PROPERTIES, LLC	12	0.011								461	0.011													
008	BENJAMIN WARD & SENEM WARD	13	0.002	11	0.000						75	0.002													
009	BENJAMIN WARD & SENEM WARD	13	0.003	61	0.001						87	0.002													
010	MIRCEA R. STAN	13	0.015	488	0.011						161	0.004													
011	CITY OF CHARLOTTESVILLE	13	0.029								1267	0.029													
012	THOMAS P. BRINSKI & MELANIE H. BRINSKI	13	0.006								245	0.006													
013	INLAND DIVERSIFIED CHARLOTTESVILLE FONTAINE, LLC	14	0.027								1177	0.027													
014	JONATHAN PATRICK WHEELER	14	0.011								491	0.011													
015	JONATHAN H. SPINEL & NANCY N. SPINEL	14	0.002								92	0.002													
016	ROBERT W. WEARY, III & MEGAN E. WEARY	14	0.017	19	0.000						705	0.016													
017	PAVILIONS TOWNHOUSE, LLC	14	0.018								767	0.018													
018	LEHNE FAMILY, LLC	14	0.010	225	0.005						211	0.005													
019	THOMAS M. BOYD, JR. & JUDITH H. BOYD	14	0.016	409	0.009						276	0.006													
020	DALE LUDWIG & CHRIS A. LUDWIG	14	0.013	260	0.006						299	0.007													
021	THOMAS M. BOYD, JR. & JUDITH H. BOYD	14	0.015	401	0.009						256	0.006													
022	DALE L. LUDWIG	14	0.014	270	0.006						319	0.007													
023	CAROLL L. STEPHENS	14	0.014	392	0.009						209	0.005													
024	PETER E. CARLSON & TRACI L. CARLSON	14	0.018	387	0.009						415	0.010													
025	JEFF MARRS & CARIN MARRS	14 & 15	0.019	765	0.018						58	0.001													
026	JOSEPH W. TRAGER	14 & 15	0.012	75	0.002						440	0.010													
027	JOSEPH W. TRAGER	15	0.016	84	0.002						627	0.014													
028	NELLIE R. HOUCHEMS	15	0.014	88	0.002						510	0.012													
029	MEGAN SPEDDEN	15	0.001	35	0.001						13	0.000													
030	ERIC D. DEGLAU & MARGARET W. DEGLAU	15	0.007	33	0.001						281	0.006													
031	FREDERICK HUNDLEY QUARLES, III & HOLLACE H. QUARLES	15	0.025	340	0.008						756	0.017													
032	BRAMANTE REAL ESTATE CO., LLC	15	0.016	409	0.009						274	0.006													
033	JOANNE M. HANNAFIN & LAURENCE D. HANNAFIN	15	0.017	345	0.008						393	0.009													
034	KEITH LANCASTER, KRISTEN W. LANCASTER, PAUL G. HERBET & SYLVIA P. HERBET	15	0.024	347	0.008						716	0.016													
035	GIL SIEGEL & NEOMI SIEGAL	15	0.025								1095	0.025													
036	DAVID L. HUGHES	15	0.021	333	0.008						581	0.013													
037	H&F, LLC	15	0.016								697	0.016													
038	DAVID L. HUGHES	15	0.010	441	0.010																				
039	PAUL'S RENTAL PROPERTIES, LLC	16	0.004	27	0.001						151	0.003													
040	PAUL'S RENTAL PROPERTIES, LLC	16	0.008	235	0.005						129	0.003													
041	LIEBIG INTERNATIONAL, INC.	16	0.009	367	0.008						10	0.000													
042	VAPARC, LLC	16	0.016	590	0.014						123	0.003													
043	CHARLOTTESVILLE REALTY CORPORATION	16	0.024	738	0.017						301	0.007													
044	SAIGANESH, LLC	16	0.005	204	0.005																				

**FONTAINE AVENUE
STREETSCAPE IMPROVEMENTS**
CHARLOTTESVILLE, VIRGINIA

RIGHT OF WAY DATA SHEET

DATE: 07/17/2020
ENGINEER: DTB
CHECKED:
CAD: DTB
JOB#: 109484

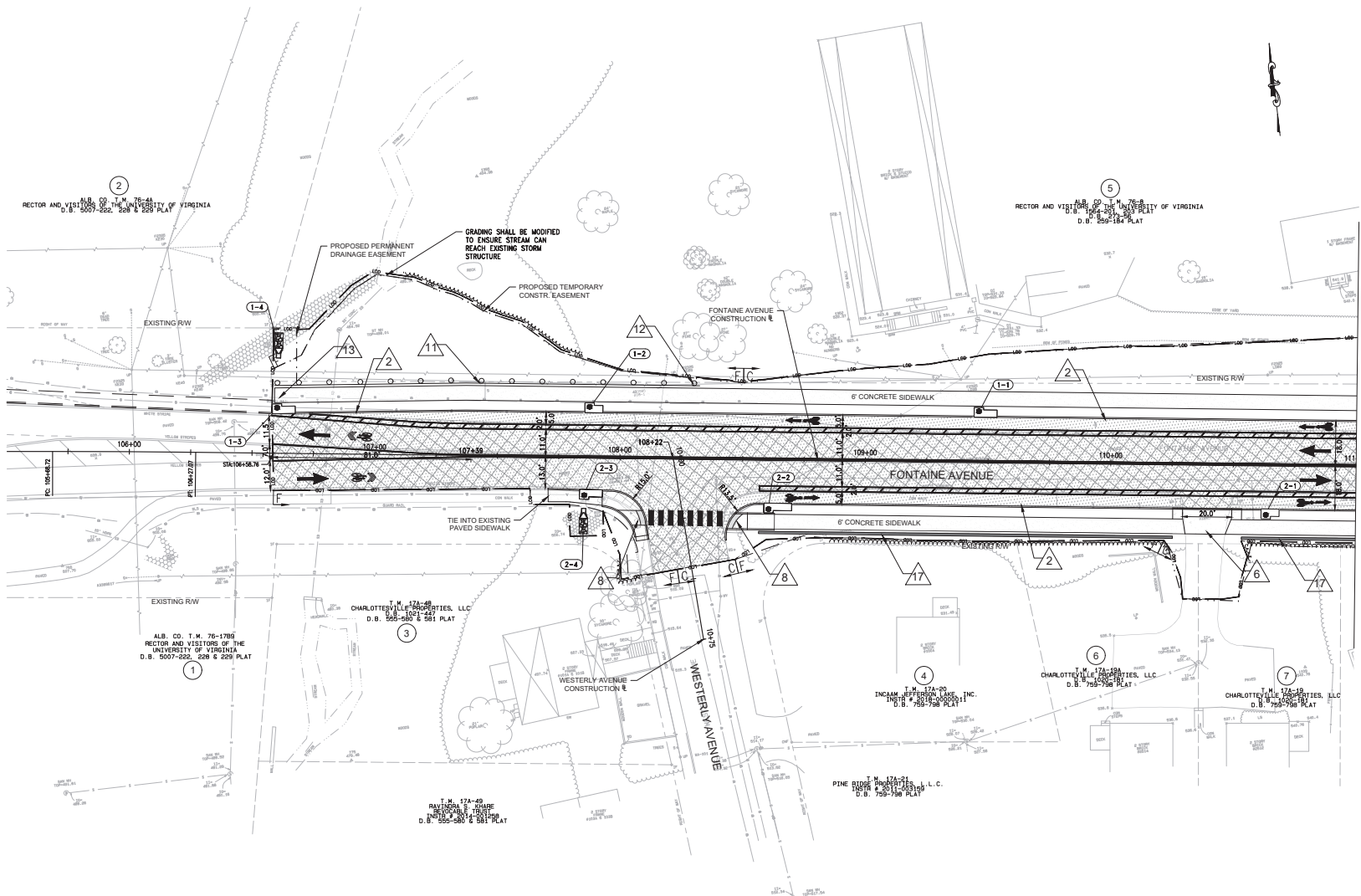
2100 EAST CARY STREET, SUITE 309
RICHMOND, VIRGINIA 23223
(P) 804-782-1903 (F) 804-782-2142

RUMMEL, KLEPPER & KAHL, LLP

60% SUBMISSION
JULY 24, 2020

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AND UNAPPROVED AND ARE NOT
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CONSTRUCTION OR THE
ACQUISITION OF RIGHT OF WAY.





- Denotes Pavement Mill and Overlay
- Denotes Demolition of Pavement
- Denotes Proposed Full Depth Pavement
- Denotes Detectable Warning Surface
- Denotes Mountable Apron

Note: Figures in brackets and dot - dashed lines denote permanent easements

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- Denotes Construction Limits in Fills

- | | | |
|---|---|---|
| <ul style="list-style-type: none"> VDOT ST'D CG-6 CURB AND GUTTER CG-2 STANDARD CURBING MS-1 SOLID CONCRETE RAISED MEDIAN STRIP CG-11 ST'D COMMERCIAL ENTRANCE RE-1 MODIFIED RESIDENTIAL ENTRANCE WITH 5' MONOLITHIC SIDEWALK AND CURB RE-2 ST'D ENTRANCE ACROSS SIDEWALK CURB AND GUTTER | <ul style="list-style-type: none"> CG-12 ST'D DETECTABLE WARNING SURFACE TYPE B CG-12 MODIFIED DETECTABLE WARNING SURFACE TYPE B CG-12 DETECTABLE WARNING SURFACE MEDIAN REFUGE ISLAND APPLICATIONS NS BIKE RAMP GR-MGS1 STANDARD POST SPACING GUARDRAIL GR-MGS2 TANGENT END TERMINAL | <ul style="list-style-type: none"> GR-MGS3 TRAILING END ANCHORAGE MS-2 RAISED GRASS MEDIAN STRIPS STORMWATER MANAGEMENT FACILITY CONCRETE STAIRS RETAINING WALL |
|---|---|---|

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SCALE IN FEET

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PLAN REVISIONS

SHEET 3A OF 135	SCALE 1:20
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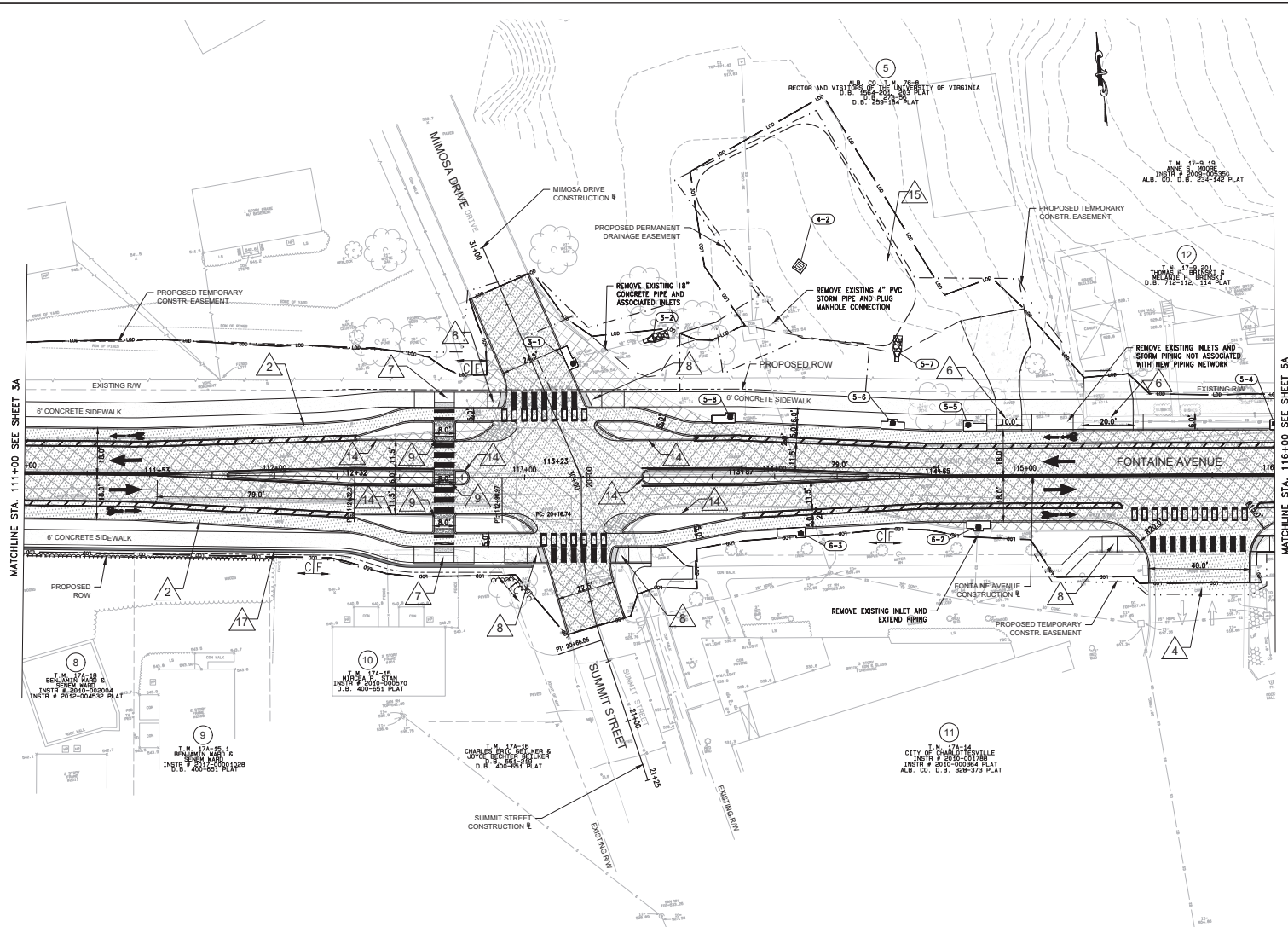
**FONTAINE AVENUE
STREETSCAPE IMPROVEMENTS**
CHARLOTTESVILLE, VIRGINIA

PLAN SHEET

DATE: 07/17/2020
ENGINEER: DTB
CHECKED:
CAD: DTB
JOB#: 109484

2100 EAST CARY STREET, SUITE 309
RICHMOND, VIRGINIA 23223
(P) 804 782-1903 (F) 804 782-2142

RUMMEL, KLEPPER & KAHL, LLP



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- | | | |
|---|--|---------------------------------|
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| CG-2 STANDARD CURBING | CG-12 MODIFIED DETECTABLE WARNING SURFACE TYPE B | MS-2 RAISED GRASS MEDIAN STRIPS |
| MS-1 SOLID CONCRETE RAISED MEDIAN STRIP | CG-12 DETECTABLE WARNING SURFACE MEDIAN REFUGE ISLAND APPLICATIONS | STORMWATER MANAGEMENT FACILITY |
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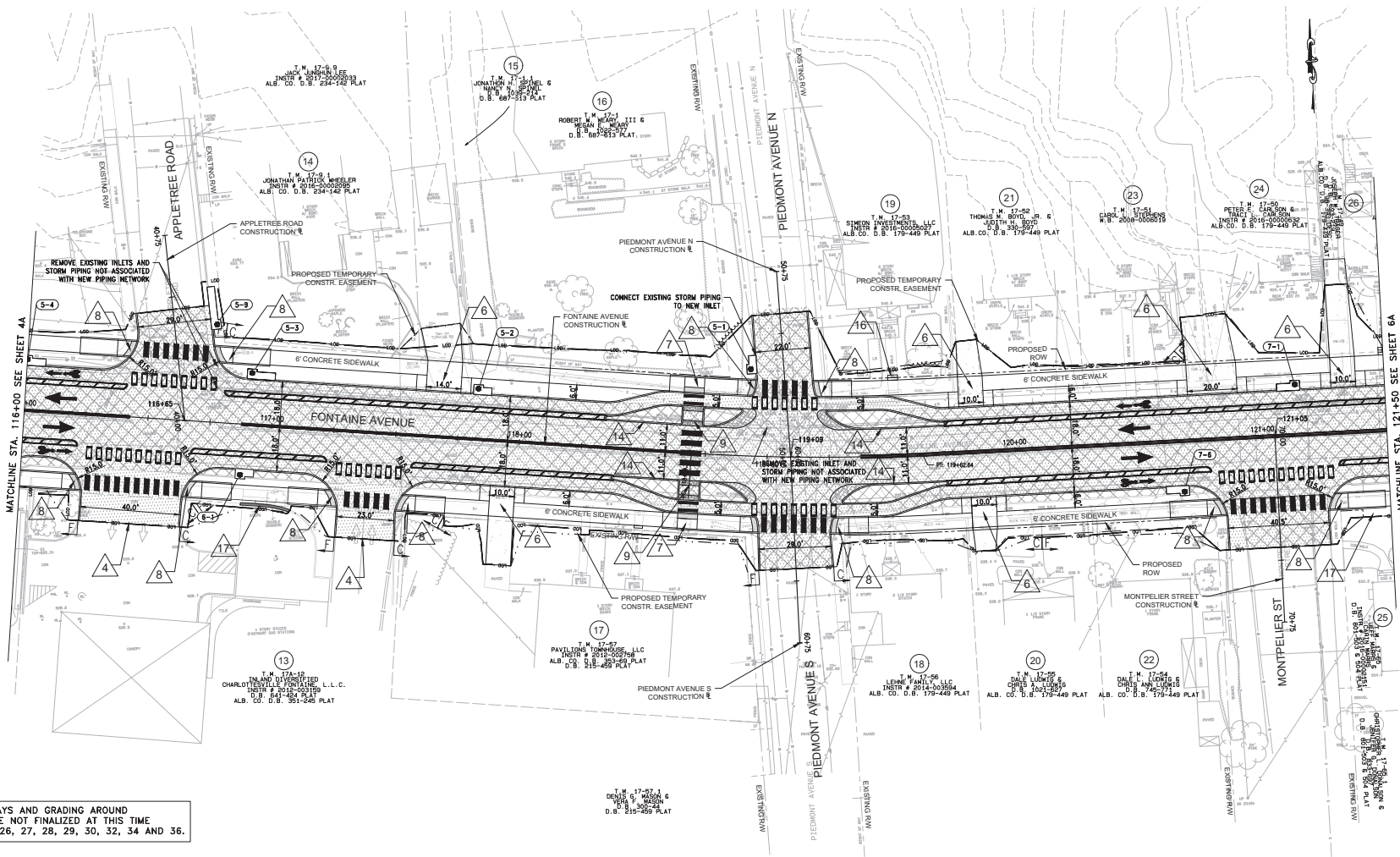
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60% SUBMISSION
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PLAN REVISIONS: <table border="1" style="width: 100%; height: 40px;"> <tr><td> </td><td> </td></tr> </table>			SHEET 4A OF 135 SCALE 1:20	FONTAINE AVENUE STREETSCAPE IMPROVEMENTS CHARLOTTESVILLE, VIRGINIA PLAN SHEET
DATE: 07/17/2020 ENGINEER: DTB CHECKED: CAD: DTB JOB#: 109484	2100 EAST CARY STREET, SUITE 309 RICHMOND, VIRGINIA 23223 (P) 804-782-1903 (F) 804-782-2142 RUMMEL, KLEPPER & KAHL, LLP <small>Engineers/Architects/Planners/Interior Designers</small>			



NOTE: DRIVEWAYS AND GRADING AROUND DRIVEWAYS ARE NOT FINALIZED AT THIS TIME FOR PARCELS 26, 27, 28, 29, 30, 32, 34 AND 36.

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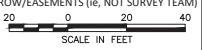
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- | | | | | | |
|--|---|--|--|--|------------------------------------|
| | 1 VDOT STD CG-6 CURB AND GUTTER | | 7 CG-12 STD DETECTABLE WARNING SURFACE TYPE B | | 13 GR-MGS3 TRAILING END ANCHORAGE |
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| | 3 MS-1 SOLID CONCRETE RAISED MEDIAN STRIP | | 9 CG-12 DETECTABLE WARNING SURFACE MEDIAN REFUGE ISLAND APPLICATIONS | | 15 STORMWATER MANAGEMENT FACILITY |
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| | 5 RE-1 MODIFIED RESIDENTIAL ENTRANCE WITH 5' MONOLITHIC SIDEWALK AND CURB | | 11 GR-MGS1 STANDARD POST SPACING GUARDRAIL | | 17 RETAINING WALL |
| | 6 RE-2 STD ENTRANCE ACROSS SIDEWALK CURB AND GUTTER | | 12 GR-MGS2 TANGENT END TERMINAL | | |

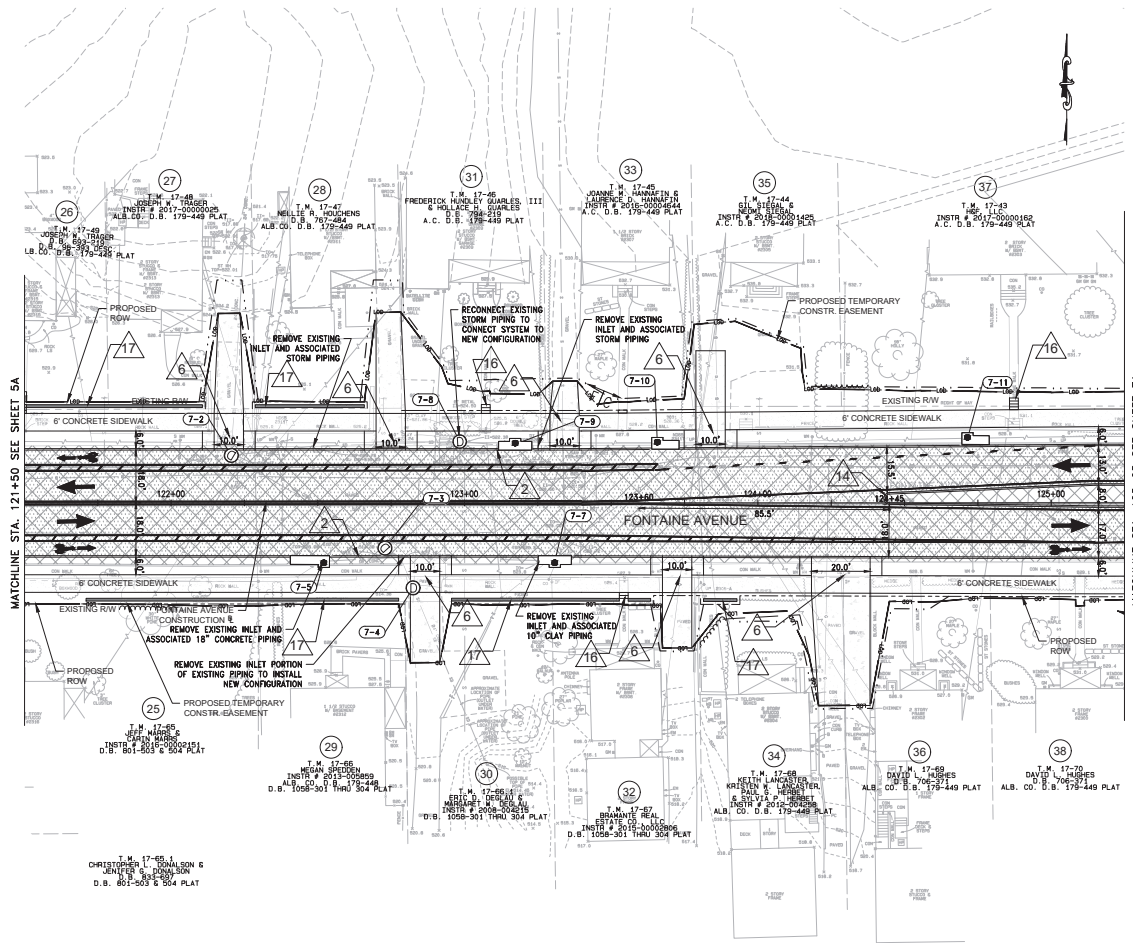
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PLAN REVISIONS		SHEET 5A OF 135	SCALE 1:20
FONTAINE AVENUE STREETSCAPE IMPROVEMENTS CHARLOTTESVILLE, VIRGINIA		PLAN SHEET	
DATE: 07/17/2020	ENGINEER: DTB		
	CHECKED: CAD/DTB		
		JOB#: 109484	
<p>2100 EAST CARY STREET, SUITE 309 RICHMOND, VIRGINIA 23223 (P) 804 782-1903 (F) 804 782-2142</p> <p>RK&K Engineering & Construction Professionals</p> <p>RUMMEL, KLEPPER & KAHL, LLP</p>			



MATCHLINE STA. 121+50 SEE SHEET 5A

MATCHLINE STA. 125+25 SEE SHEET 7A

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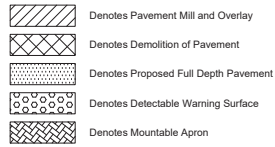
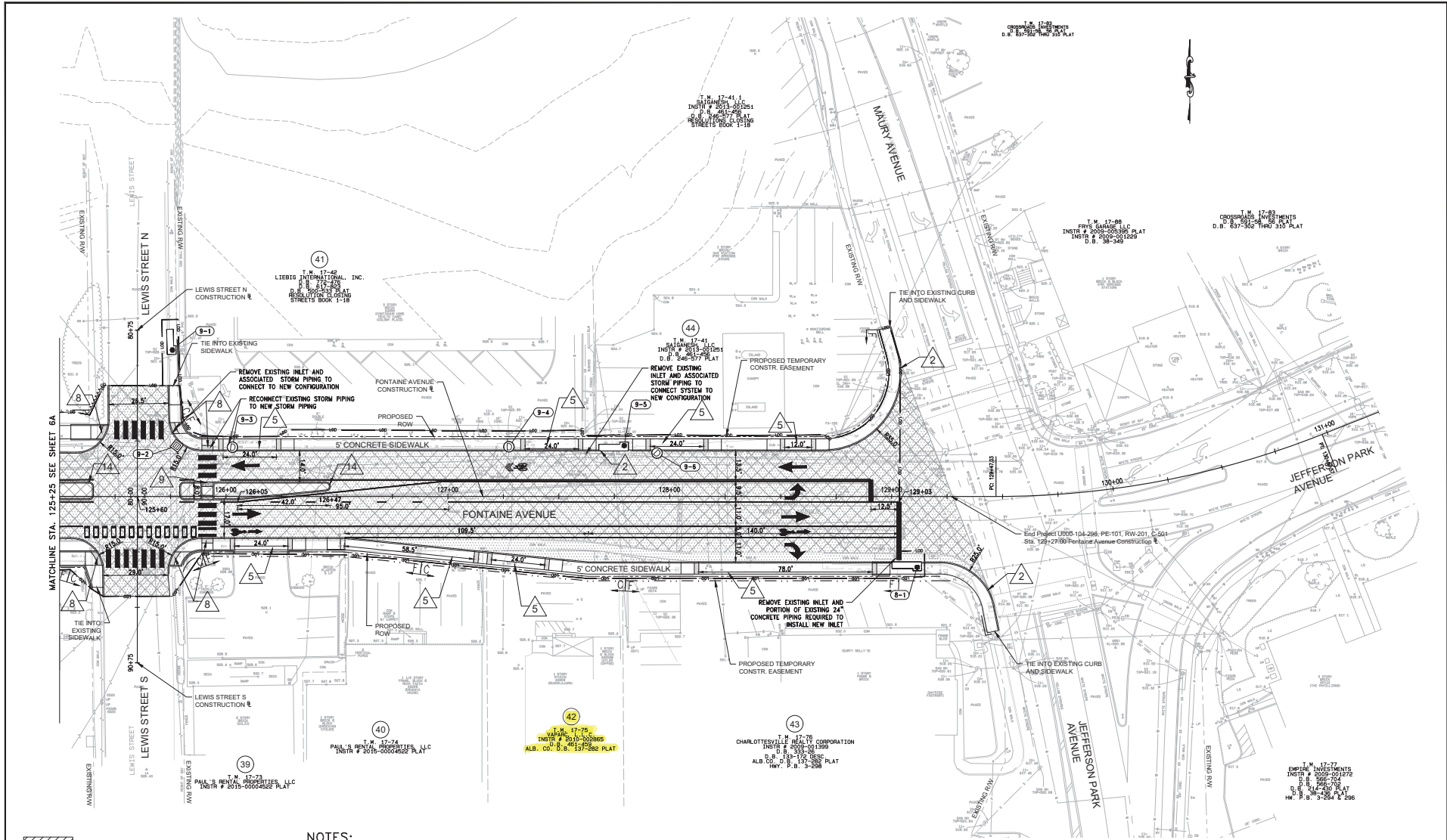
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PLAN REVISIONS		SHEET 6A OF 135	SCALE 1:20
FONTAINE AVENUE STREETSCAPE IMPROVEMENTS CHARLOTTESVILLE, VIRGINIA			
DATE: 07/17/2020	ENGINEER: DTB	PLAN SHEET	
	CHECKED:		
	CADD: DTB		
	JOB#: 109484		
 2100 EAST CARY STREET, SUITE 309 RICHMOND, VIRGINIA 23223 (P) 804-782-1903 (F) 804-782-2142 rummel@rkk.com klepper@rkk.com kahl@rkk.com RUMMEL, KLEPPER & KAHL, LLP			



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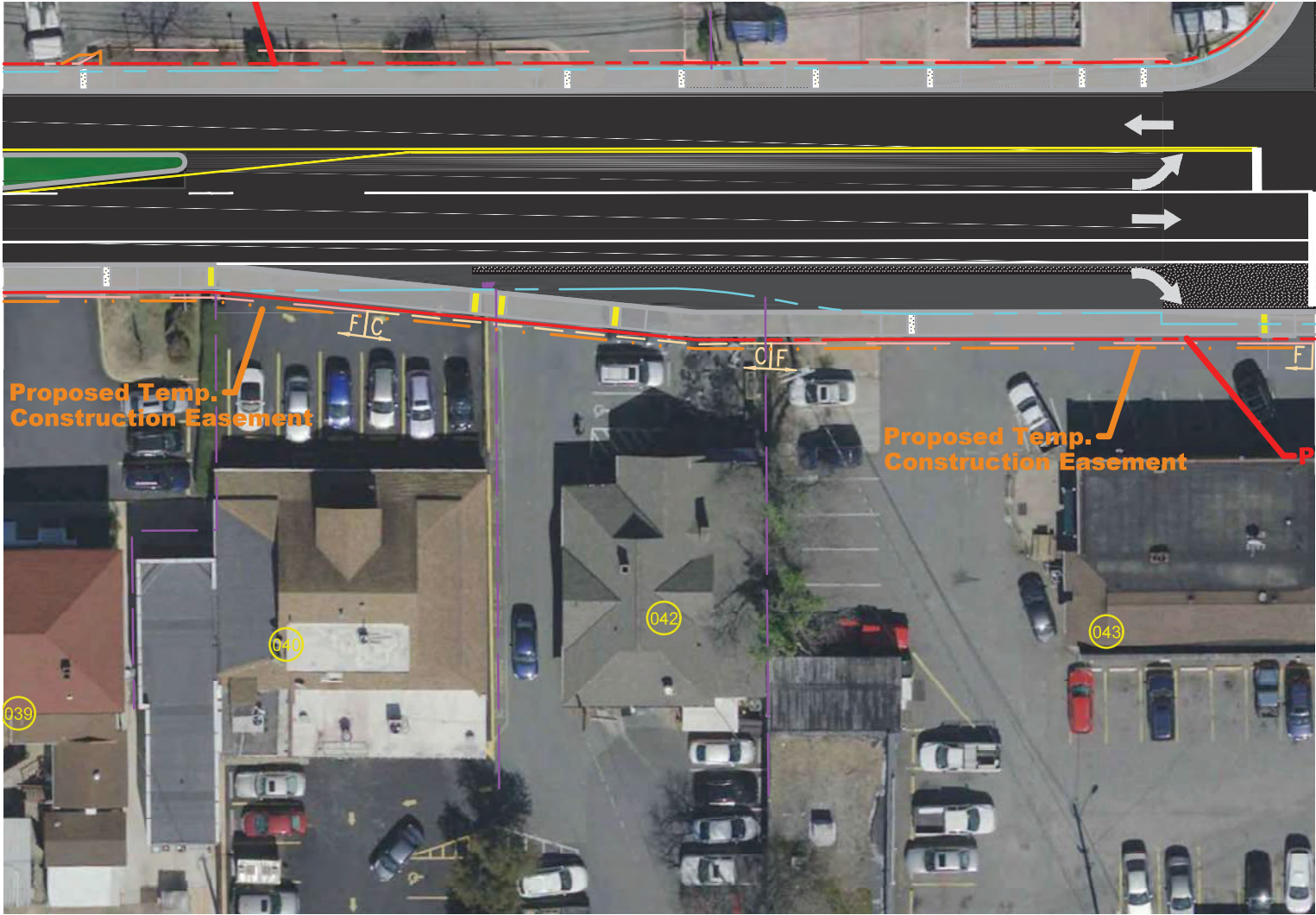
PLAN REVISIONS
SHEET 7A OF 135
SCALE 1:20

**FONTAINE AVENUE
STREETSCAPE IMPROVEMENTS
CHARLOTTESVILLE, VIRGINIA**

DATE: 07/17/2020
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JOB#: 109484

2100 EAST CARY STREET, SUITE 309
RICHMOND, VIRGINIA 23223
(P) 804-782-1903 (F) 804-782-2142

RUMMEL, KLEPPER & KAHL, LLP





Proposed R/W

Existing R/W

Proposed Temp. Construction Easement

Propose Constr

038

038

039

040

042

FIC

Existing R/W

FIC

FIC

FIC

May 3, 2021

Kyle Kling, Transportation Project Manager
City of Charlottesville
City Hall
610 E. Market St.
Charlottesville, VA 22902

Dear Mr. Kyle Kling,

I received your certified letter regarding the Fontaine Project virtual meeting to be held on May 12, 2021. I understand you want to widen the road on Fontaine Avenue. I have two properties there: 2210 and 2208 Fontaine Avenue. I worked eighteen hours a day, seven days a week, in restaurants to be able to pay my mortgages and the interest rates on these properties, which was 9.5% when I was paying them off. In 2017, the City of Charlottesville doubled the taxes on these specific properties without considering whether or not we would be able to pay them at such an increase. Rental properties do not bring in that kind of profit nowadays. Especially since covid in March 2020, with rental discounts, rent freezes, etc. they operate to pay real estate taxes, building insurance, and repairs needed for them. Also, the 2208 Fontaine Avenue property was vacant for two years; I was not making anything off of it for this time period. However, you still wanted the full amount of real estate taxes on this property; there was no discount on those, even though this property was not bringing in any money. Now that I am eighty-five-years-old and trying to live off of these properties, this project would render them un-leasable if the front parking spaces were to disappear.

The 2208 Fontaine Avenue property has 120 seats and requires on average 15 employees to operate a restaurant of that square footage. As it is, there are only 23 parking spaces for this building. The ADA require us to have two handicap parking spaces in the front of the building; one for parking and one for unloading. In fact, the International Resource Center in Charlottesville threatened to sue us in October 2019 if we placed the handicap parking in the rear of the building for 2208-2210 and not the front. If you subtract these from the original 23, there are only 21 spaces left for the rest of the customers, since handicap parking spaces cannot be used by anyone else who is not disabled. Even if customers are staggered, 21 spaces still are not enough to accommodate them during lunch or dinner or weekend brunch rush. When I last ran this particular property with my family as The Breakfast House, I resorted to telling my employees NOT to drive to work, so we could save spaces for customers. This was not feasible when walking was too far for them and paying for a cab or Uber was too expensive. I even resorted to paying for some employees' cab or Uber rides when they had to work rush hour and we just did not have the spaces to spare for their own vehicles. I also had customers call to complain that they showed up to eat but had to leave because they could not find a place to park during our busy times, like weekends. If this lack of parking spaces weren't already enough, the Fontaine project now wants to take what little we have in the front of our building. I understand you want to expand the road but please be fair and take an equal amount from both sides of Fontaine Avenue to lessen the amount taken just from me or start the turn lane further down the road so as taking less spaces and not all the front spaces from 2208 Fontaine. This property is currently rented and my tenant already complains about the lack of parking spaces there. If you take more of them through this Fontaine project, he plans to leave my property in search of a different place to rent. No one will want to rent these properties again, if existing tenants leave because what current parking spaces they have are taken away from them.

When we met at the property in September 2020, I explained to you that taking out all 6 parking spaces in front of 2208 Fontaine was just not feasible as a property owner. You said you and your team would re-design the plans so you could figure out a way to leave at least some spaces in the front. This is my official request that at least 2-3 parking spaces be left in the front parking lot of 2208 Fontaine Ave. Ideally, to operate the business we would need 3 parking spaces in the front as a minimum; two for handicap parking and one for take-out/carry out as in a post-covid era most restaurant sales are now for delivery and take-out which means quick 5-10 min parking.

Please take this letter into consideration and think about how my properties will be destroyed if you do not revise the current Fontaine project plans from taking away current measurements from property owners. I have worked my whole life to make these properties functional but they will be destroyed if your current plan is not revised.

Thank You,

A handwritten signature in black ink, appearing to read "Apostolos Paul Boukourakis". The signature is fluid and cursive, with a large initial 'A' and 'P'.

Apostolos Paul Boukourakis
(Property Owner)

Amy Samberg

From: Todd Bullard <bullard@vmdo.com>
Sent: Sunday, May 23, 2021 8:03 AM
To: Kling, Kyle
Subject: Fontaine Avenue 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.

Kyle,

I live on JPA a short walk from Fontaine Avenue. I went to the project website (<https://fontainestreetscape.com/project-information/>) but I cannot find proposed plans for the project. Thus I'm not sure what changes are proposed to the Fontaine Corridor.

In general, however, I'd like to point out that the most significant current problem on Fontaine is vehicular congestion, particularly in the morning and late afternoon when commuters are driving to and from work. I walk daily in the neighborhood and I'm also a cyclist, so I'm supportive of efforts to provide improvements to accommodate pedestrians and bicycles. However, I believe it will be extremely undesirable for any changes to result in additional vehicular congestion along Fontaine Avenue.

Thank you,

Todd W. Bullard, AIA
2510 Jefferson Park Avenue
Charlottesville, VA 22903

434.960.5709 (M)

Amy Samberg

From: Alex Inman <aei7ag@gmail.com>
Sent: Thursday, May 13, 2021 5:46 PM
To: contact@fontainestreetscape.com
Subject: New Fontaine Streetscape Contact Form Entry

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.

Name

Alex Inman

Email

aei7ag@gmail.com

Comment or Message

How will this impact ingress and egress for UVA home football games? Based on the digital rendering, it does not appear the plan will allow police to split traffic into two inbound lanes prior to games as has been done in the past. Were special events considered during the plan's development? Was UVA consulted during the plan's development? Am I missing something? Please set me straight if there are still ways to split game traffic to allow for better management of left turns onto Maury Avenue and traffic continuing straight on JPA? Otherwise, based on experience, everyone should expect increased backup issues out to the Research Park and US 29.

Sent from [Fontaine Streetscape Project](#)

Amy Samberg

From: Andrew Vest <amvuva83@hotmail.com>
Sent: Tuesday, May 11, 2021 10:17 PM
To: contact@fontainestreetscape.com
Subject: New Fontaine Streetscape Contact Form Entry

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.

Name

Andrew Vest

Email

amvuva83@hotmail.com

Comment or Message

I would remove the landscaped median just west of the Lewis street intersection and extend the left turn lane at JPA. Especially on football game days, the longer turn lane is essential to keep traffic moving. The landscape median will create a bottleneck.

Further, while the design is aestheically pleasing, the main reason for roads is to allow vehicle traffic to flow smoothly through the space. Fontaine is a major commuter route. It appears that this design widens the roadway, but adds no additional automobile lanes. While the bike lanes seems like a good idea, there really isn't a need for bike lanes since riders can use side streets through the Piedmont neighborhood to get from JPA & Fontaine to the light at the Fontaine Ave Research Park. I would recommend a reversible center lane so that there are two full lanes available all the way to JPA from the Fontaine Ave Research Park.

Amy Samberg

From: Jordan Brunk <durtynellysva@gmail.com>
Sent: Monday, May 10, 2021 5:41 PM
To: contact@fontainestreescape.com
Subject: New Fontaine Streetscape Contact Form Entry

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.

Name

Jordan Brunk

Email

durtynellysva@gmail.com

Comment or Message

Hello,

I am the new owner of Durty Nelly's Pub & Deli and would like to learn more about this project. Unfortunately, I am unable to attend the zoom meeting tomorrow. How can I learn more in writing?

Cheers,

Jordan

Sent from [Fontaine Streetscape Project](#)

Amy Samberg

From: Leora Friedberg <leora.friedberg@gmail.com>
Sent: Thursday, May 13, 2021 8:25 AM
To: contact@fontainestreetscape.com
Subject: New Fontaine Streetscape Contact Form Entry

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Name

Leora Friedberg

Email

leora.friedberg@gmail.com

Comment or Message

This corridor is difficult for bicycles. With the enhancement of the Heywood and Foxhaven areas for mountain biking, along with O-Hill, more people are biking down Fontaine, and multiple spots are not very safe.

Please send me future updates.

Sent from [Fontaine Streetscape Project](#)

Amy Samberg

From: matthew gillikin <matthew.t.gillikin@gmail.com>
Sent: Monday, May 31, 2021 3:39 PM
To: contact@fontainestreetscape.com
Subject: New Fontaine Streetscape Contact Form Entry

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Name

matthew gillikin

Email

matthew.t.gillikin@gmail.com

Comment or Message

Please include a separated bike lane with this project. The current design is not safe for cyclists and will not encourage bike use.

Sent from [Fontaine Streetscape Project](#)

Amy Samberg

From: Ryan Casey <ryan@ryancasey.net>
Sent: Sunday, May 23, 2021 3:42 PM
To: Kling, Kyle
Subject: Public Comment on Fontaine Ave 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.**

Hi,

Thank you for posting the Fontaine Streetscape Animation and related materials to the web site.

Please find comments on the Fontaine Streetscape Project.

1. I am concerned about removing on-street parking with the surrounding streets being permit parking only. Will residents of Fontaine Ave be able to get permits for adjacent streets? Why was on-street parking removed?
2. Without on-street parking, where will UPS/FedEx/USPS delivery trucks park? What about moving trucks for residents moving in and out?
3. Would you consider lowering the speed limit to 25mph as most if not all streets with residential houses in the City are?
4. Will the city be maintaining the planters on the street?
5. Will storm water be drained off of the road and not into residents driveways? We currently have issues with storm water running down our driveway.
6. The height, length and style of the metal fence between Montpelier and Lewis does not seem to fit an entrance corridor. They also rust, require maintenance, etc. Can the elevation of the street not be changed as much such that a fence is not required or at least reduce the length of the fence? Currently I believe only 1 property on the south side of the street requires a fence with the sidewalk.

Please confirm receipt of these comments.

Thank you for your time,

-Ryan Casey

Amy Samberg

From: Hal Brownfield <hal@brownfieldrealty.com>
Sent: Wednesday, May 12, 2021 4:21 PM
To: Kling, Kyle
Cc: Amy Samberg; Owen Peery; Gilbert López; John Ornelas; Lorie Craddock; Michael Manto
Subject: Re: Fontaine Ave Streetscape Project

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Thank you

Hal Brownfield, CCIM
Brownfield Realty & Investment, Inc.
Commercial Real Estate Brokers
Post Office Box 7886
Charlottesville, VA 22906

(office) 434-971-5830
(fax) 434-977-5246

Please note that our address has changed to Post Office Box 7886, Charlottesville, VA 22906

Licensed as a Real Estate Broker in the Commonwealth of Virginia

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From: "Kling, Kyle" <klingk@charlottesville.gov>
Date: Wednesday, May 12, 2021 at 3:34 PM
To: Hal Brownfield CCIM <hal@brownfieldrealty.com>
Cc: Amy Samberg <asamberg@rkk.com>, Owen Peery <opeery@rkk.com>, Gilbert López <gtlopez10@gmail.com>, John Ornelas <johnornelas88@gmail.com>, Lorie Craddock <lorie.craddock@gmail.com>, Michael Manto <skymike40@aol.com>
Subject: RE: Fontaine Ave Streetscape Project

Currently we do not have anything in our plans that will restrict or prohibit left hand turning movements into and out of the property.

From: Hal Brownfield <hal@brownfieldrealty.com>
Sent: Wednesday, May 12, 2021 3:14 PM
To: Kling, Kyle <klingk@charlottesville.gov>
Cc: Amy Samberg <asamberg@rkk.com>; Owen Peery <opeery@rkk.com>; Gilbert López <gtlopez10@gmail.com>; John Ornelas <johnornelas88@gmail.com>; Lorie Craddock <lorie.craddock@gmail.com>; Michael Manto

<skymike40@aol.com>

Subject: Re: Fontaine Ave Streetscape Project

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Kyle

I have one question so far on this. I am sure that Guadalajara, Atlas Coffee or I will have more.

As you may or may not be aware, our **only** access is from Fontaine. Our neighbor closed off our verbal agreement access from the rear when he purchased that property many years ago. Is there anything in your plan that would prohibit a left turn in/left turn out of our property?

Thank you

Hal Brownfield, CCIM
Brownfield Realty & Investment, Inc.
Commercial Real Estate Brokers
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From: "Kling, Kyle" <klingk@charlottesville.gov>
Date: Tuesday, April 27, 2021 at 1:47 PM
To: Hal Brownfield CCIM <hal@brownfieldrealty.com>
Cc: Amy Samberg <asamberg@rkk.com>, Owen Peery <opeery@rkk.com>
Subject: RE: Fontaine Ave Streetscape Project

Good Afternoon Hal,

Thanks for reaching out in regards to the Fontaine Ave. Streetscape Project. Paul's assumption is correct that you should have received similar written correspondence. The first notice was sent via certified mail on April 16th to the addressed list below. A second correspondence was sent to directly to the property at 2206 Fontaine Ave on April 19th.

VAPARC, LLC
P O BOX 7861
CHARLOTTESVILLE VA

As we discussed last fall, I do envision there to still be impacts to your property at 2206 Fontaine Avenue as a result of this project. I have attached a copy of the latest plan sheets for your reference. Information pertaining to the impacts can be found on pages 1 & 6-8 of the attachment. A summary of the anticipated impacts are also detailed below.

Summary of Impacts:

Due to the addition of a bicycle lane and expanded sidewalks, proposed improvements will encroach into your property. Currently, the anticipated impacts to your property at includes 590 square feet in Fee Taking Right of Way, as well as 123 square feet in Temporary Construction Easement (TCE). As we discussed in the field this looks to encompass all of the first parking space closest to Fontaine Ave.

Right of Way Process

Additionally, I have provided a link below to the Guide for Property Owner and Tenants during land acquisition processes. Following the Public Hearing scheduled on May 12th , 2021 the Virginia Department of Transportation and City of Charlottesville City Council will conduct a final review of the Right-of-Way Plans. If authorization is granted to proceed, you will be contacted by a Right of Way Agent to begin discussing the impacts your property and negotiating the terms of the land acquisition. This process is outlined in the attachment at the link below.

https://www.virginiadot.org/business/resources/Right_of_way/A_Guide_for_Property_Owners_and_Tenants.pdf

Upon review of this information, if you have any additional questions or would like to schedule a time to meet in person please feel free to contact me.

Best Regards,

Kyle Kling

Transportation Project Manager
Department of Public Works
City Hall, P.O. Box 911
Charlottesville, VA 22902
(O) - (434) 970 -3394
(C) - (330) 361 - 0906

-----Original Message-----

From: Hal Brownfield <hal@brownfieldrealty.com>
Sent: Tuesday, April 27, 2021 6:01 AM
To: Kling, Kyle <klingk@charlottesville.gov>
Subject: FW: Fontaine Ave 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.**

Hi Kyle

I just received this from Paul. He seems to think that I should have also received a notice from you but, so far, I have nothing.

Let me know if something important is happening to our property. This is by no way public knowledge, but I have had two (2) different parties both trying very hard to buy the property from us at an extremely attractive price, so we chose one and are in the final stages of being under contract to sell. I am concerned that any plans by the City to take a portion of our property could jeopardize our sale.

Thank you

Hal Brownfield, CCIM

Brownfield Realty & Investment, Inc.

Commercial Real Estate Brokers

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Charlottesville, VA 22906

(office) 434-971-5830

(fax) 434-977-5246

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On 4/26/21, 4:25 PM, "Paul's Rental Properties" <prp.boukourakis@gmail.com> wrote:

Hi Hal,

Attached is the certified letter regarding the meeting on May 12th.

--

Paul's Rental Properties, LLC.

P.O. Box 5738

Charlottesville, VA 22905

434-882-3539 P

434-295-5866 F

Amy Samberg

From: Kevin Fitzpatrick <fitzpatrickkm@gmail.com>
Sent: Friday, May 14, 2021 12:33 PM
To: Kling, Kyle
Cc: Mimi Fitzpatrick; Amy Samberg
Subject: Re: Fontaine streetscaping project

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Thanks, Kyle, great info.

We'll dive into this and circle back with any questions!

Kevin

On Fri, May 14, 2021 at 12:20 PM Kling, Kyle <klingk@charlottesville.gov> wrote:

Kevin,

Thanks for taking the time to reach out in regards to the Fontaine Streetscape project. I appreciate you letting me know about the changes in ownership, as I have tried to be proactive in my communications with property and business owners in that stretch of Fontaine. Lorie has been a member of the project steering committee to date. I can certainly look into having you involved in the future if she is turning the business over to you. Additionally, members of the design team met on site with the property owner, Hal Brownfield, in the fall of last year to discuss potential impacts. At this time, we do anticipate the location of the new sidewalk to encroach into the property further than it does today. I think the new sidewalk will likely be in the vicinity of where the first parking spot is located today (I know there are some planter boxes and seats in that area currently). I have attached a copy of the applicable plan sheets and aerial imagery that may give you a better understand of what the impacts may be. Upon review, if you would like to discuss this in further detail I'd be happy to set something up virtually or in the field.

Best Regards,

Kyle Kling

Transportation Project Manager

Department of Public Works

City Hall, P.O. Box 911

Charlottesville, VA 22902

(O) - (434) 970 -3394

(C) - (330) 361 - 0906

From: Kevin Fitzpatrick <fitzpatrickkm@gmail.com>

Sent: Friday, May 14, 2021 11:12 AM

To: Kling, Kyle <klingk@charlottesville.gov>

Cc: Mimi Fitzpatrick <fitzpatrick.mimi@gmail.com>

Subject: Fontaine streetscaping 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.

Hi Kyle,

Thanks for hosting the Fontaine streetscaping meeting the other day.

My wife and I are in the process of taking over business operations at Atlas Coffee, with a scheduled close date of 6/30/21, and I wanted to reach out to make sure the two of us could be looped into future meetings or communication with business owners along that stretch of Fontaine

It will be completely turnkey as far as what the ownership change will look like for the coffee shop...no changes in company name, signage, menu, construction, etc. at this time.

Please let me know if there are any upcoming meetings you're planning or if it would be helpful to have a quick call at some point to bring us up to speed beyond what the current owner, Lorie, has shared with us.

Thanks,

Kevin

Kevin Fitzpatrick

703-965-1502

fitzpatrickkm@gmail.com

Mimi Fitzpatrick

434-409-8661

fitzpatrick.mimi@gmail.com

P.S. We are also Fry's Spring residents, but our main interest in the project is the business impacts during construction.

Amy Samberg

From: Paul's Rental Properties <prp.boukourakis@gmail.com>
Sent: Thursday, May 13, 2021 4:59 PM
To: Kling, Kyle
Cc: Amy Samberg
Subject: Re: Letter received for a meeting

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Hi Kyle,

Thanks for getting back to me. I will look for updates as they get put out about this project. I listened in on the meeting last night and honestly, I don't have any other concerns. Just the concern about parking spaces for 2208 Fontaine Ave and hopefully the design team can figure something out as a solution. Maybe horizontal or diagonal parking spaces instead of the current vertical ones? Something to at least allow 2-3 spots to remain up front.

Many thanks for all your efforts and time!

Sincerely,
Paul's Rental Properties LLC

On Thu, May 13, 2021 at 10:50 AM Kling, Kyle <klingk@charlottesville.gov> wrote:

>

> Mary,

>

>

>

> My apologies for the delayed response on this. I have received the letter and have passed it along to other members of the design team as well. We will be certain to document the concerns and respond in writing when we publish the written transcript for the Public Hearing. If you have any additional comments or concerns please feel free to pass those along.

>

>

>

> Thanks,

>

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>

>

> Kyle Kling

>

> Transportation Project Manager

>

> Department of Public Works

>
> City Hall, P.O. Box 911
>
> Charlottesville, VA 22902
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> (O) - (434) 970 -3394
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> From: Paul's Rental Properties <prp.boukourakis@gmail.com>
> Sent: Monday, May 10, 2021 11:15 AM
> To: Kling, Kyle <klingk@charlottesville.gov>
> Subject: Re: Letter received for a meeting

>
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>
> ** 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 morning Kyle,

>
> Thank you for sending the plans. PRP, LLC mailed out a letter last
> week but I wanted to send it via e-mail as well, just in case it was
> not received yet. I wanted everything to be within the deadline for
> responding with concerns. I will make sure to log into the zoom
> meeting this week.

>
> Thanks,
> Mary Boukourakis
> PRP, LLC

>
>
>
> On Mon, Apr 26, 2021 at 9:47 AM Kling, Kyle <klingk@charlottesville.gov> wrote:

>>
>> Good Morning Mary,
>>
>>
>>
>> Thank you for reaching out in regards to the Fontaine Avenue Streetscape Project. As we discussed last fall, I do envision there to be some impacts to both of the properties at 2208 and 2210 Fontaine Ave as a result of this project. At this time, the design for the project along the frontage of both of your properties has not changed since our meeting.
>>
>>
>>
>> I have attached a copy of the latest plan sheets for your reference. Information pertaining to the impacts can be found on pages 1, and 6 of the attachment. I realize the plans are a bit difficult to read so I have provided an aerial image showing planned right of way and easement impacts as well as a narrative summary of the anticipated impacts below.
>>
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>>
>> Please note that the aerial overview reflects existing conditions on private properties, therefore the sign relocation and reconfiguration of any parking is not reflected. It is our intention to discuss these matters with you in greater detail once the Public Hearing is held and authorization is granted to begin the Right of Way Phase (more on this below).
>>
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>> Summary of Impacts:
>>
>> Due to the addition of a bicycle lane and expanded sidewalks, proposed improvements will encroach into your properties.
>>
>>
>>
>> Currently, the anticipated impacts to your property at 2210 include 27 square feet in Fee Taking Right of Way, as well as 151 square feet in Temporary Construction Easement (TCE). As you indicated in your correspondence the main impact to the property will be the relocation of the existing planter box and sign near the corner.
>>
>>
>>
>> Currently, the anticipated impacts to your property at 2208 include 235 square feet in Fee Taking Right of Way, as well as 129 square feet in Temporary Construction Easement (TCE). These changes will likely result in the need to reconfigure the existing parking spaces in the front of the property.
>>
>>
>>
>> Right of Way Process
>>
>> Additionally, I have provided a link below to the Guide for Property Owner and Tenants during land acquisition processes. Following the Public Hearing scheduled on May 12th , 2021 the Virginia Department of Transportation and City of Charlottesville City Council will conduct a final review of the Right-of-Way Plans. If authorization is granted to proceed, you will be contacted by a Right of Way Agent to begin discussing the impacts your property and negotiating the terms of the land acquisition. This process is outlined in the attachment at the link below.
>>
>>

>>
>> https://www.virginia.gov/business/resources/Right_of_way/A_Guide_for_Property_Owners_and_Tenants.pdf
>>
>>
>>
>> Upon review of this information, if you have any additional questions or would like to schedule a time to meet in person please feel free to contact me.
>>
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>>
>> Best Regards,
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>>
>> Kyle Kling
>>
>> Transportation Project Manager
>>
>> Department of Public Works
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>> City Hall, P.O. Box 911
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>> Charlottesville, VA 22902
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>> (O) - (434) 970 -3394
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>> -----Original Message-----
>>
>> From: Paul's Rental Properties <prp.boukourakis@gmail.com>
>>
>> Sent: Friday, April 23, 2021 4:55 PM
>>
>> To: Kling, Kyle <klingk@charlottesville.gov>
>>

>> Subject: Re: Letter received for a meeting

>>

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>> ** 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.**

>>

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>> Hi Kyle,

>>

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>>

>> We last met at the properties 2208-2210 Fontaine Ave to get maps from you and discuss the impacts on our property that the Fontaine Streetscape Project would have. During that meeting, we discussed that there would be minimal disturbance to our 2210 Fontaine Ave property as only a bike lane would cut into our property and would require relocation of the existing front signage. Now, for the 2208 Fontaine Ave property several ideas were thrown around because you initially suggested that all of our front parking spaces would get taken up. We all left that meeting with you saying new designs would be drafted to reduce the impact on that front parking lot, but we have not seen any new designs.

>>

>>

>>

>> We recently received a letter dated April 16, 2021 mentioning the meeting on May 12, 2021 at 6pm. I have registered for the meeting.

>>

>> However, the letter also states that we can contact you to receive plan sheets for the proposed right of way and easement impacts to each property.

>>

>>

>>

>> Can you please send me the most updated plan sheets for 2208 and 2210 Fontaine Ave.

>>

>>

>>

>> Thanks!

>>

>> Mary Boukourakis

>>

>> Paul's Rental Properties LLC

>>

>>

>>

>> On Fri, Sep 18, 2020 at 10:05 AM Paul's Rental Properties <prp.boukourakis@gmail.com> wrote:

>>

>>>

>>

>>> Good morning Kyle,

>>

>>>

From: Chris <nicholschrisw@gmail.com>
Sent: Monday, May 17, 2021 11:49 AM
To: contact@fontainestreetscape.com
Subject: New Fontaine Streetscape Contact Form Entry

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Name

Chris

Email

nicholschrisw@gmail.com

Comment or Message

I'm particularly interested in learning when ground breaking is scheduled as soon as that date is available. Thank you.

Sent from Fontaine Streetscape Project

Amy Samberg

From: Peter Ohlms <pohlms@gmail.com>
Sent: Wednesday, May 19, 2021 1:50 PM
To: Kling, Kyle
Subject: Re: question about Fontaine comments

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Great, thanks!

On Wed, May 19, 2021 at 1:44 PM Kling, Kyle <klingk@charlottesville.gov> wrote:

Peter,

Thanks for following up on this. Yes I did receive a survey from you on 5/13. My apologies for not responding at that time. I have added the comments to the master list of public hearing comments and we will be sure to respond to these in our formal comment transcript. I will be certain to circulate that you once it is completed. In the meantime, if you have any further questions or comments please do not hesitate to let me know.

Thanks,

Kyle Kling

Transportation Project Manager

Department of Public Works

City Hall, P.O. Box 911

Charlottesville, VA 22902

(O) - (434) 970 -3394

(C) - (330) 361 - 0906

From: Peter Ohlms <pohlms@gmail.com>
Sent: Wednesday, May 19, 2021 1:30 PM
To: Kling, Kyle <klingk@charlottesville.gov>
Subject: question about Fontaine 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.

Kyle, can you confirm that a survey response I submitted last Wednesday after the Fontaine Streetscape meeting was received? There was no confirmation page or email, so I wasn't sure what happened.

--

Peter

--
Peter

Dear Mr. Kling,

Our office is in receipt of the attached notice regarding the upcoming Fontaine Avenue Streetscape Project in proximity to the property referenced above, occupied by the Every Day Shop and Cafe (our tenant). Realty Income is the owner of the above-referenced property.

We understand that the improvements needed along Fontaine Avenue may impact our property. At this time are there plans available which show the proposed impacts to our property? Will any right of way be required from the site, and if so what is the timing for the acquisition?

Any additional information you may have with respect to the project will be appreciated.

I look forward to your response.

Thank you,

Jacqui Sigg

Assistant, Right of Way, Condemnations, & Real Estate
Realty Income Corporation (NYSE "O")
11995 El Camino Real | San Diego, CA 92130
www.realtyincome.com
(O) 858-284- 5235 (F) 858-724-3406



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From: Chris <nicholschrisw@gmail.com>
Sent: Monday, May 17, 2021 11:49 AM
To: contact@fontainestreetscape.com
Subject: New Fontaine Streetscape Contact Form Entry

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.

Name

Chris

Email

nicholschrisw@gmail.com

Comment or Message

I'm particularly interested in learning when ground breaking is scheduled as soon as that date is available. Thank you.

Sent from Fontaine Streetscape Project

Amy Samberg

From: Michael Callahan <mpcall20@gmail.com>
Sent: Thursday, May 13, 2021 11:43 AM
To: Kling, Kyle
Subject: Re: New Fontaine Streetscape Contact Form Entry

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Got it. Thanks. I guess my comment then is just do what you can to make that crossing safer/shorter. And if a bike box were possible, great. The eastern approach could especially use one.

Thanks,
Mike

On Thu, May 13, 2021 at 11:39 AM Kling, Kyle <klingk@charlottesville.gov> wrote:

Good question. The western approach to Maury/JPA is the end of the project on the eastern end. I do envision our improvements wrapping in the ADA ramps on those approaches as well as well as any updates to crosswalks that are needed as a result. We will not be making any physical improvements on the western leg of the intersection.

From: Michael Callahan <mpcall20@gmail.com>
Sent: Thursday, May 13, 2021 11:18 AM
To: Kling, Kyle <klingk@charlottesville.gov>
Subject: Re: New Fontaine Streetscape Contact Form Entry

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Thanks Kyle! Appreciate it. My comments were focused on the eastern terminus. What is the actual terminus of the study area? Is the western approach to Maury/JPA and potential land configurations and crosswalks, etc within the project limits?

Mike

On Thu, May 13, 2021 at 11:14 AM Kling, Kyle <klingk@charlottesville.gov> wrote:

Mike,

Thanks for reaching out... We did receive your survey monkey response and will be certain to add it to the comment transcript for a formal response. In the meantime if you have any additional questions or comments please feel free to pass those along.

Best Regards,

Kyle Kling

Transportation Project Manager

Department of Public Works

City Hall, P.O. Box 911

Charlottesville, VA 22902

(O) - (434) 970 -3394

(C) - (330) 361 - 0906

From: Mike Callahan <mpcall20@gmail.com>

Sent: Thursday, May 13, 2021 10:59 AM

To: contact@fontainestreetscape.com

Subject: New Fontaine Streetscape Contact Form Entry

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.

Name

Mike Callahan

Email

mpcall20@gmail.com

Comment or Message

Hi, I just submitted some comments for the design public hearing via the Survey Monkey Survey, but I am not sure it went through. If you don't see my responses, can you please let me know? Overall, great work. Really like the design. I just had a couple ideas, especially for the Fontaine/Maury/JPA intersection.

Thanks,

Mike

Sent from [Fontaine Streetscape Project](#)