

April 9, 2024

City of Charlottesville
Neighborhood Development Services
PO Box 911
610 East Market Street
Charlottesville, VA 22901

RE: MACAA Redevelopment Sidewalk Waiver

This letter is to request a sidewalk waiver for the sidewalk along the west side of proposed Road C in the MACAA Redevelopment project.

The sidewalk is required by subdivision ordinance section 29-182(j)(2), which requires sidewalks on both sides of new streets and sufficient right-of-way to include both sidewalks. The proposed design of Road C and its sidewalks is unchanged from the initial submittal of the PUD for this site, and this configuration did not receive comments during the two reviews of the PUD or the first five submittals of the Final Site Plan. The approved PUD is dated November 15, 2021.

The new sidewalk would run between the parallel parking spaces on Road C and the project's central greenspace. The central greenspace is envisioned to be a shared park-like space for residents, acting as a communal front yard for dense housing types that do not have individual yards.

Adding a sidewalk along the west side of Road C would necessitate relocating the proposed light poles and trees further away from the curb line and into the park. This would result in narrowing the central greenspace, leaving approximately 23' between tree trunks on opposite sides of the open space; this in turn limits its usability for recreation.

In order to provide connectivity and avoid a dead end path, the new sidewalk along the west side of Road C would also require the addition of curb ramps and a pedestrian crossing at the southern end of Road C, near the end of the public right-of-way. This pedestrian crossing presents challenges due to the road geometry, which necessitates the crossing to be located prior to the vehicular intersection. This in turn would require placing the stop bar motorists to stop prior to the crossing, approximately 30' before the intersection itself; this distance would likely lead to motorists either stopping in the crosswalk a second time in order to check for oncoming traffic, or rolling through the stop sign entirely as its location is atypical and counterintuitive. Additionally the new curb ramp on the east side of Road C would conflict with a storm inlet, whose location was selected to avoid conflicts with the adjacent townhouse lot and provide space for a street tree.

In the current design, access to the central greenspace is provided by a crosswalk at the Road C & MACAA Drive intersection and a sidewalk running parallel to MACAA Drive along the northern end of the greenspace. The greenspace is bounded by parking on the remaining sides, creating low-speed low-volume drive aisles where motorists and pedestrians are expected to coexist.

Due to the configuration of the proposed project and Road C's location toward the center of the site, the new sidewalk would not provide any additional connections to the larger street network.

The attached sketch shows the proposed design for the project overlayed with the new sidewalk along Road C, highlighting the impacts it would have on the current site design.

Sincerely,

Kevin Flynn, PE
Project Manager

