



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Pierce R. Homer
Chairman

1401 East Broad Street - Policy Division - CTB Section - #1106
Richmond, Virginia 23219

(804) 786-1830
Fax: (804) 225-4700

Agenda item # 5- B

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

July 21, 2005

MOTION

Made By: Mr. Davies Seconded By: Mr. White Action: Motion Carried, Unanimously

Title: Location Approval **Hillsdale Drive Extension City of Charlottesville**

WHEREAS, a Location Public Hearing was advertised and conducted by representatives of the City of Charlottesville and Albemarle County, on Thursday, November 4, 2004, at the Senior Center, Inc, located in Charlottesville, Virginia for the purpose of considering the proposed location of the Hillsdale Drive Extension, from Greenbrier Drive to Hydraulic Road, in the City of Charlottesville, State Project U000-104-119, PE101, R201, C501 and Federal Project STP-5104 (151); and

WHEREAS, the localities are administering this project, proper notice was given in advance, and all those present were given full opportunity to express their opinions and recommendations for or against the proposed project as presented, and their statements being duly recorded; and

WHEREAS, the economic, social and environmental effects of the proposed project have been examined and given proper consideration, and this evidence, along with all other, has been carefully reviewed.

NOW, THEREFORE, BE IT RESOLVED, that the Alternative C alignment, as requested by the City of Charlottesville, by resolution dated March 7, 2005, and endorsed by Albemarle County, by resolution dated April 6, 2005, be approved, as presented at the Public Hearing on November 4, 2004, with the following ten conditions:

- 1) The safety of those working and living in, using the services of and traveling through the area are of the utmost importance and design features incorporated into the roadway must enhance and promote its functions as a local, low speed (posted at 25 mph) road, which is user-friendly to motorists, pedestrians, bicyclists and transit, as well as those using other modes of mobility.
- 2) A community workshop program is to be developed by the Steering Committee (a 15-member committee comprised of representatives from the Virginia Department of Transportation, the City of Charlottesville and Albemarle County Government, the Rivanna Trails Foundation, and various Homeowners Associations and businesses, formulated to guide and assist the Study Team through the project review process and to represent the interest of those directly and indirectly impacted by the outcome of the study) so the citizens of the area have the opportunity to provide input about the project and to comment on design features.
- 3) Any loss in the number of parking spaces presently existing in the vicinity of the Senior Center, Jordan Building, Laurels, or Pepsi Plant, or on the street at Pepsi Place must be replaced in any build alternative.
- 4) Sidewalks and bike/multi-use trails are to be provided throughout the project and should connect with and include safety features similar to those being implemented on Hillsdale Drive north of its intersection with Greenbrier Drive.
- 5) The possibility of separated bike paths/multi-use trails and/or alternative-vehicle paths should be thoroughly investigated, particularly in the area east of the Senior Center, the Jordan Building and the Pepsi Plant.
- 6) Traffic calming and traffic control features should be incorporated into the design to promote a safe, low speed facility and encourage its use as a local road and not as a bypass for Route 29.
- 7) Design features such as landscape/streetscape, lighting, etc, that will promote the Route 29/H/250 Phase 2 Report vision for the area should be utilized where feasible.
- 8) Every effort should be made to protect the view shed, watershed and natural features of the impacted area (including the Rivanna Trail) as part of the design and construction of any build alternative.
- 9) Every effort should be made by the City of Charlottesville to continue network and interchange improvements south of Hydraulic Road.
- 10) Every effort should be made to complete the Meadow Creek Parkway prior to completion of this project.