

## Konveio Comments

User name	Comment
Jeremy Scott Hoffman	This is fantastic, and could easily be the "first phase" of this project.
Wyatt Gordon	Agreed. This could be done cheaply as a pilot with just some planters and paint. City staff could hang out there one Saturday and ask folks who pass how they feel about the new intersection.
Christopher Banks	Second this! Loved the Better Block in Church Hill a few years ago. Can we close the street one weekend, map things out with hay bales and cones, then ask for feedback on comment boards? Advertise it nearby, but don't make it an event with vendors.
Hannah	I'd love to enhance this green space- it's really the only green area my children and I can walk to. It would be nice to have something more safe, attractive and inviting to spend some time in.
Katherine	Love this rain garden. The whole plan looks really cool. I hope it can be executed with the art. What is the plan for the installations?
Tom Crabbs	It is a great space. Picnic tables and plantings are welcomed. Don't over crowd it.
Wyatt Gordon	Eliminate this intersection and close Cutshaw off to vehicular traffic, at least to Wayne St. No one needs to turn right here just to head back to Wayne. They can simply turn right at Wayne. This just leaves one more intersection to manage and work to avoid pedestrian fatalities when folks drive down Broad going 45 mph.
Christopher Banks	Or at least add removable bollards so that they can be replaced during high usage time or in place all the time and removed only for Fire / EMS. Fill the space with street furniture, outdoor cafe, a neighborhood bike locker facility.
Matt Raggi	I strongly support this plan. As a property owner in Scott's Addition as well as long time board member of SABA, it is great to see the City taking the initiative to increase green space in the neighborhood. We are appreciative of these efforts and are happy to help get this project completed in anyway we can. Thanks for your efforts.  Matt Raggi Thalhimer Realty Partners SABA Board Member
Christopher Banks	Is there any way to make cumshaw or portions of it permeable?
Dave Robinson	What a great space for a set of pull-up bars to encourage activity and healthiness in this day and age! Low impact, low risk, low maintenance, low initial cost.... a fantastic win-win. Please keep this space green!!!!
Daniel Klein	Connected tree wells to support more stormwater infiltration?
Valerie A L'Herrou	yes, and that helps the trees during times of stress as well, so they'll live longer.
Christopher Tabor	Please include provisions for pet waste bags and disposal

Christopher Tabor	This could be a potential nice spot for small events and food trucks. Has there been any consideration for being able to easily limit/stop traffic on this small section of Cutshaw ?
Bill Rider	This is awesome!! I'm a neighbor and I love everything about it. More greenspace is good headspace. Build it and we will come.
Shari Bennett-Speer	I love the concept of more walking spaces as well. We just need to take into consideration how people are able to enter the Museum District from Westbound Broad St.
John Longnaker	Is there an opportunity for linear quality/quantity control SWM and reduce the 16' foot wide walk to 12', maybe 6' on each side of a 4' green space? ADA access to lawn areas?
Christopher Banks	Add lots more benches. Along Cutshaw and Belmont. These are your typical, not quite long enough to sleep on metal bench? What about "L shaped corner benches, closely coupled opposing benches or omni directional circular benches around a tree or a planter? Create a chicane of benches on Cutshaw.
Robert Sullivan	Agree that this should be depaved.
Christopher Tabor	Will the median on Broad Street be continuous to prevent traffic from attempting to turn onto Wayne Street?
Jeremy Scott Hoffman	Love this as well! I feel like this could get done as a first or 2nd phase implementation by simply cordoning it off and depaving it.
Christopher Banks	Are the trees enough to signal this is no longer a street? Will there be a curb?
Daniel Klein	Extend the bumpouts to be large enough to support a medium or large canopy tree.
Christopher Banks	With one way traffic, the bump outs can be different shapes, which could better support trees.
Patrick McBride	what was the minimum turning space need for a truck with an 30ft trailer, strait trucks ect?
Daniel Klein	Depave it to save it. Could this just be more lawn or at least pervious pavers?
Susan Ann Miller	How about a drinking fountain for people and dogs? There should be water here to keep the plantings going.
Scott	Can you add a callisthenic area (ex. pull-up bar/dip bar/sit-up bench)? Long-term low maintenance and it assists with health & wellness and access to those assets.
Scott	It also takes up a small area of the park.
Warren White	Great idea !,
Doug Allen	Hard barrier (bollards, etc) between sidewalk and Broad Street to protect pedestrians. Lack of on street parking in this section leaves pedestrians exposed to speeding vehicles.
Patrick McBride	It needs an entrance for our parking lot, trees removed. This will not work if this doesn't happen, we talked about this in the last meeting so are you able to update the drawing?
Matthew Bolster	I agree, and by adjusting the tree placement you could probably have just as many trees in regular rhythm while accommodating the curb cut. The curb cut has to be where it is, so adjust around that.

Christopher Banks	Cutshaw seems wide to still be one-way. Consider adding A mid block chicane of bollards or other obstacle that reduces the crossing distance from this small plaza
Christopher Banks	Add a public restroom. EXELOO makes park friendly units.
Daniel Klein	Highlight local artists, specifically under represented POC, women, or minority local artists.
Matthew Bolster	With a bit wider roadway you could preserve the 12 or so on-street parking spaces that are visible on the aerial photo, without significant impact to the plan. These spaces are important to patrons of local businesses, including the ones immediately across the street in Scott's Addition. The aerial proves that the spaces get a lot of use.
Joseph Carlisle	The parking spots are unnecessary. You can find additional parking elsewhere, or find another way to get to Scott's Addition. I prefer to ride my bike or walk, but the Pulse is also a great way to get there. Your typically drinking anyways, so that's probably a better idea.
John Smith	Belmont/Altamont is the only low-stress, fully-connected, two-way bike route between Carytown and Scott's Addition. There should be a diagonal two-way path connecting the two streets, wide enough to have space for walking and biking (to avoid mixing and the inevitable frustration). Currently you have to make some very sharp turns on the sidewalk.
Ryan Traylor	I am a director for MOSAIC catering & events and I understand that Patrick McBride, another director, has express concerns in making sure this amazing project does not impede on our day to day business activities at both 3015 and 3001 Cutshaw Ave. Can we please get a list of all meetings and hearings on this project so that we can attend and be a part of the development?
Patrick McBride	how often does the city cut the grass and or perform any maintenance for this area? As of now, it looks completely overgrown and I would hate for you guys to do all this work only to have it look unkept down the road. Is there a long-term plan for this?
Jeremy Scott Hoffman	I personally like the more natural meadowed look!
David Latan	It was quite unkempt a couple of years ago but not now.
Christopher Banks	Add more bollards. What is the current spacing? Is it large enough for wheelchairs but small enough to keep out cars? Are the lamp posts reinforced?
Doug Allen	Close Cutshaw to car traffic between Belmont & Broad

Matt Lisk	<p>Second this. This short strip of road is superfluous for vehicular traffic and with the geometry of the space it only creates an unnecessarily difficult traffic pattern to create/maneuver through for cars. The only benefit is the on street parking spaces, but eliminating that only removes a small handful of parking spaces and I don't care what anyone says, there's still ample parking in the area, you may just need to walk one block further than you'd prefer.</p> <p>Leave Belmont open to vehicle traffic and include Cutshaw Ave. as part of the park space.</p>
David Latane	<p>Coming back home later at night, the Cutshaw spaces are sometimes the only ones within 5-6 blocks of our house. People parking in the neighborhood to access Scott's Addition nightspots close to Broad has made this worse. The question of what sort of development will occur on the last block of Cutshaw will also have an impact, as all that land has been sold and closing Cutshaw would have an impact.</p>
Haley	<p>I agree, this area does not need to be used for car traffic nor car parking spaces.</p>
Lizzie Garrett	<p>I agree. I realize there is a business parking lot that is currently only accessible via Cutshaw. However, it seems that the parking lot could instead be accessed via the alley behind. I know that street parking is also a concern for some. I think a larger, safer park that feels built for pedestrians (vs. trying to accommodate everything) will only pay off for pedestrians and businesses alike.</p>
Christopher Banks	<p>What about adding removable bollards so the plaza can be closed for events, days, or permanently if the parking lot is no longer an issue.</p>
John Smith	<p>Belmont/Altamont is the only low-stress, fully connected, two-way bike route between Scott's Addition and Carytown. It would be great to have a two-way path diagonally through this triangle between the two streets. The current route requires sharp turns on the sidewalks on biking on Broad.</p>
Christopher Banks	<p>The pulse stop also lets off here. This might be a better location for the art plaza. Put durable surfaces in high usage paths.</p>
Christopher Banks	<p>Also add a bike corral to this side of the park.</p>
Patrick McBride	<p>this area has also become a hot spot for some homeless, is there a plan for them? maybe a sign with info for help?</p>
Taylor	<p>Any consideration for additional benches and/or picnic tables in this lawn area, as is existing? Although the ones currently there are run down, the gathering space is nice and those tables are definitely used!</p>
Donna Jacobi	<p>I like this plan as long except for turning Belmont pedestrian. As others have stated, as a resident of the Museum District, the pulse project already cut off a lot of the access into the neighborhood from Broad. Losing the Belmont light and turn would make access even more difficult.</p>
Doug Allen	<p>All-way stop sign at Belmont &amp; Cutshaw. Current configuration has no stop sign for E-W traffic on Cutshaw and creates safety issues</p>

Matthew Bolster	It's unclear what paving material is proposed for Belmont. Since this is going to remain a regular through street, I think it should just stay regular asphalt, for ease of maintenance and to integrate it with the surrounding through streets. It's a project expense that could easily be eliminated with no detriment to the overall plan.
Valerie A L'Herrou	the good thing about changing it, though, is that changing the pavement can signal to drivers to slow down.
Christopher Tabor	No indication of permeable pavers - has this been discussed and/or will these be provided? (I do recognize that this is not in the MS4 portion of the City)
Shari Bennett-Speer	<p>Is the plan to stop vehicle access to Belmont on this strip between Broad and Cutshaw? If so, I have a concern:</p> <p>Now that the Pulse lanes on Broad St have reduced the number of places a person can enter the Museum District area south of Scott's Addition, Belmont is one of the few places where it's possible. There's currently a left-turn lane and traffic light on the Westbound side of Broad where one can turn onto Belmont and into the Museum District. I am concerned that if Belmont Ave is included in this new green space, we will be further cut off from accessing our neighborhood.</p>
Shari Bennett-Speer	I really do appreciate that the City is thinking about this area and making it more attractive, walkable, and usable. I just want there to be adequate entry areas from Westbound Broad into Scott's Addition. Right now that includes Arthur Ashe Blvd, Belmont, and Roseneath I believe. Stopping entrance from Belmont means only 2 entrances on either edge of the Museum District.
Geoff Bennett Speer	The construction of a dedicated Pulse lane down the middle of W Broad St made it difficult enough for people in my neighborhood on the parallel blocks on W Grace St to turn west on Broad or to cross it to Scotts Addition. In general, N Belmont St is a MAJOR north-south artery for getting in and out of the Museum District; vacating N Belmont will only compound the neighborhood access problem, boxing us just a little more into our street and making it necessary to drive even further out of ones way to get to where one is going, while it will also significantly increase the car traffic on W Grace, a totally residential area, as drivers coming northward up N Belmont suddenly encounter a dead-end that forces them to turn either eastbound or westbound on W Grace, instead. Wayne St is relatively unused, especially as a thoroughfare to W Broad and could be easily vacated with little inconvenience to traffic flow. Why not revise this design to maintain N Belmont as a dedicated road right-of-way? I'm a huge fan of "walking streets" where they make sense, but this neighborhood was originally designed to function as an open-ended grid; great care must be taken when you start altering that grid.

Doug Allen	Close Belmont to car traffic between Broad & Cutshaw. The Belmont & Broad intersection is dangerous & can be confusing/frustrating for drivers. I have seen drivers on multiple occasions turn left onto Broad by driving into the bus only lane and through the stations creating an incredibly dangerous situation for themselves, bus riders/drivers, and other drivers heading West on Broad. Nearby Cleveland and Sheppard are both controlled intersections which can better handle traffic turning onto and off of Broad
Mary-Helen Sullivan	I agree with this street closure.
Tom Klug	I agree that Belmont should be closed. It would reduce traffic on Belmont which has become very busy and has added safety issues in and around the intersections with Cutshaw and Grace.