

Woolen Mills Neighborhood Association Meeting

10/03/2013 at Woolen Mills Chapel

Present – Huja, Norris, Galvin, Szakos and Smith

6:38 p.m. - Opening remarks by Bill Emory

Huja – welcome and open meeting to any topic, no time limits

Szakos – ask for staff to introduce themselves.

Smith – Thank you to the Historical Society for the copies of the history booklet.

Karl Ackerman – 1611 E. Market Street. Wants to speak about the sewage treatment plant and the odor. He has lived in the neighborhood for 21 years and the last 2 months have been worse than any other occurrence in the 21 years. There have been many council and staff changes throughout the years, as well as the residents. How do you make odor mitigation or how do we institutionalize it? That is the challenge. One of the ways to do it is to create a metric that shows it is getting better. Searching on line for something to measure, there are E Noses. How much do they cost? Why can't we actually quantify it on the site at a distance from the site? Why can't public works report this? So that we know every year it is getting better. So everyone has the information to find out why. This should be part of the way the city functions. Our city staff, the Director of Public Works understands that is it part of her job to monitor and push it forward.

Huja – will bring up at next council meeting

Galvin – It will be discussed at next RWSA meeting. The complication is that it is the governing body of our water and sewer. It is not only the director of public works that can disburse those funds. The idea of the E Nose that can actually measure, like we measure noise. This is a really good suggestion I would like to pursue that and what it would take. This council perhaps can make a formal letter to the RWSA that this is a serious concern. There is a phase 1 that will deal with 95% of the odor mitigation. We broke that down into sub-phases to slow it down so that it is less money over time. I have asked, what is the implication as a cost to the RWSA to accelerate that. I haven't received an answer back yet. I hope to have one at the meeting this month.

Female citizen – can't sleep outside at night due to the smell. No one likes to complain. But it really feels like unless we do, we will be ignored. The absurd bridge idea. People are looking to get the shortest work commute.

Kyle Savage, 439 Fairway and Jeffy Burke, Meade – Bike Safety presentation. (They will email it to council along with all the data). Bill helped to put this document together. This traffic problem really spurred me to research. Petition for traffic calming on Fairway Ave between Meade and short 18<sup>th</sup> and Caroline Ave and Arbor Circle. Positive response that traffic is way too fast. Everyone that was asked signed the petition and that it is dangerous. Fairway has curves and hills; people go way too fast and don't stay in their lane. What spurred me to do this was a car accident in front of my house where a parked car got hit. Car was parked perfect and it was hit. Fairway and Caroline – speeds. Fairway is a cut through to 20. People fly down the street. Also affects Franklin Ave. On Caroline Ave, speed down the hill. There is a cut through at Jack&Jill. Investigate traffic calming. On Fairway near Chesapeake

there is a 300 foot section where the sidewalk ends. Motion capture software – guesses on speed. 9:15 am to 6:30 pm there were 780 cars moved through the neighborhood. Seems like a lot coming through Fairway Ave over 180 were speeding over 30 mph according. Today, between 7 am and 3:15 pm had 570 cars go through the neighborhood and 92 were speeding. The average speed is 28 mph. Going Fairway to Market to Franklin to 20. A street light would be nice there, as it is not lit and there is a sharp curve.

Very excited about the multi modal plan. Pedestrian safety is a big issue. Working with Officer Durette to work with officers on traffic calming and working with Donovan Branche.

Barrier to entry is very high - 50% of people sign the petition, then the city sends out a survey and 50% of the people have to respond and 66% of all need to approve for traffic calming. The cards are stacked against the neighborhood in getting traffic calming. This is an impediment and the city might want to consider updating that criteria.

Galvin – other city staff would be very valuable to engage with this problem would be the Bike Ped Coordinator and the people implement our Storm Water system. The focus of this street and quality of the street – narrowing the roadway by adding a tree lawn. Priority needs to be mapped in some ways. You are bringing up safety issues.

Male Citizen – need sidewalks down Market Street.

Nat Holland – 1339 E. Market Street – Very glad speed bumps were put in. Still a lot of cut through traffic when there is a train. Stop sign at Fairway (west towards downtown) even with speed bumps seen city buses fly up the hill. Train there is ton of cut through traffic – never ending line of cars. Would like to make Franklin a 1 way road and there are not sidewalks, would like the city to examine this again. Need sidewalks down Market Street all the way. Would be willing to give up some of my lawn to help facilitate.

Szakos – longtime sentiment not to put sidewalks in down Market. Wondering if a lot of families with small children that this is changing.

People are walking, walking dogs and jogging. It seems to be a safety issue to put in sidewalks.

Cathy Stone – 423 Meade Ave – support traffic calming measures. I was pulled over on E. High doing 32 mph. It is embarrassing, as I didn't see the 25 mph signs. Is there any way to increase the visibility of the signs? I feel like am holding up traffic when driving the speed limit. I have seen big trucks just flying through. One company in particular is Charlottesville Wrecker – not just them. Is there some way police can work with business owners.

Huja – Look at more signage.

Longo – increase truck enforcement on Meade Ave.

Galvin – the design of High street facilitates speeding due to the design. Just a cautionary note. Very wide street and won't get the visual cues that you do when you get a narrower street with on street parking and with street trees and sidewalks that will slow traffic down. It is very complicated. The things that need to be done to fix the design are capital investment. Will ask staff to help prioritize with the town hall information. We are hearing that there are at least a couple of streets like this.

Mamie Westkirk – need to find out what the city context how sidewalks are put in. The traffic doesn't make if a very rural setting. Thank you for not putting in the Free Bridge.

Judy Ziegler – Cville Village – A pilot program in Woolen Mills. Neighbors helping neighbors aging in place. Hoping in the next few months starting the program which is a nonprofit. In Woolen Mills from the 2010 census there are 247 seniors over 65, 294 over 55. This volunteer movement membership organization of helping people age in the home with one stop shopping – call a coordinator and people can get help.

Cville Village is getting their 501c3 and not under the sponsorship of the TJPDC. Meet once a month on the 4<sup>th</sup> Friday at the Jefferson School Mary Williams Center. Have brochures if anyone would like some.

Bill Emory – Speak about the river trail. Woolen Mills letter to the city to prepare an RFP to map the valuable, natural and cultural resources along the 7 mile river front which 42% is in Woolen Mills neighborhood.

Overheard someone at UVA saying they were afraid to walk on the river trail because of an incident that occurred.

Longo – Was speaking to Bill before the meeting about the conversation that was overheard about people being afraid to walk along the river due to an incident that happened about a young woman who was attacked. We investigated and were able to get video. We were able to dispel this incident. While it was widely reported throughout the city, unfortunately the vigor in the report of the incident in the first place was never reported back out that this incident never occurred.

We have increased our visibility, as I told the neighborhood we would. If you spent time on the trail during the summer you might have seen a community officer down there every day. I, myself, have been down there about 15 since the summer and will continue to go down there. It is important that when you are down there and you see things like encampments, to bring that information to the attention of the police department so they can deal with it.

Had a number of larcenies of automobiles in the neighborhood recently. We are finding that many people don't lock the doors on their vehicles. The larcenies that are happening are going through vehicles unlocked and leaving the doors partially open. So, if you come out of your home and see your neighbors or your car door ajar, please call the police. Best advice is to keep the doors locked and keep valuables out of sight.

Norris – commend Bill's in pushing the city regarding the river trail and the river as a resource. Like the idea of inventorying the assets up and down the river.

Smith – love the idea too, but would like to add Moore's Creek and Meadow Creak too. The historic assets alone on those water ways are spectacular and need to be recognized. A few years ago there was an inventory of our public of our trees.

Szakos – live on the other side in the Locust Grove neighborhood. I think the inventory is a great idea.

Galvin – as you assess this asset, it will attract people to the area. We need to do the walkability inventory of that corridor as it connects to city walk and the downtown and the river. This is an area that creates interest with our city.

Julia Marie Johnson – 1702, have lived there the past 25 years. I have heard a lot of discussion about traffic bumps. Personally, I was one of the people who were not in favor of that. And it was not passed overwhelmingly either. And from what I am hearing, people slow down for the traffic bumps, but then they take off. I work on the gardens I am thinking about the simple safety solution. 1) Make Franklin Street one way. That takes care of half the cars a day. A very simple solution that many people have advocated for. 2) Put 2 stop signs at the intersection of Franklin and Market. Can't tell you the number of times I have been almost hit, whether in a car or on foot. Cars have to stop. The visibility that intersection, see where the stop line is, cars don't stop at that stop line. They can't possibly see what is coming down Market Street certainly not to the right.

Smith – is Chief Werner still here? Can you repeat what you said at a previous town hall meeting about putting up more stop signs?

Chief Werner – sometimes the solution to traffic calming has a negative impact on the fire trucks and creates issues when responding to a fire. They can significantly slow the trucks down and/or cause damage to the undercarriage of the trucks.

Ms. Johnson – the only reason I mention that intersection is because that is where the cut through traffic comes in. There is an enormous amount cars going through that intersection.

Female Citizen – About the car break ins. The little spur of E. Market that is past the turn to Riverside where it is two way but it is one way width. We have not had any car break ins. We thought that it is because there is no easy getaway. It is so narrow, no easy way to turn around. I was wondering when Kathy was talking about the visual cues that tell people to slow down. Is all of this tied in that as we are talking about well-designed streets, are there also visual cues that make it a less desirable spot to hit for car larceny? If it looks more residential, is it all part and parcel? I think the reason we haven't been robbed down there because of this.

Galvin – is this community policing by design – it is very much about that. Windows and porches facing the street, doors facing the street and people walking, well lit. I have learned what facilitate lower crime are interconnected streets that are narrow and highly pedestrian oriented. If you look at that data of traffic fatalities, the wider the street the more likely you are going to have a fatality when a person is hit. This is because the cars are going faster. The objectives of the fire department are opposite. They want the wider street to get to the fire. You do have to look at the comparative statistics, how many fatalities you get because of traffic. It is a balancing act. It is something you have to look at comprehensively.

Robin Haines – 1709 E. Market Street – First I want to echo the opinions of Franklin Street which I have been coming to Charlottesville a lot longer than the 5 years I have lived here. The traffic from Franklin Street to Market is scary. It has increased – and now I walk into town and I am really nervous in that particular area. If we could have it just one way, it would solve a lot of problems for our residential neighborhood.

I want to speak about the park. I have done a lot of personal sweat equity, as well as, financial work down at the park. It is an amazing place. I go down there twice a day with my dog and there are always 10 cars parked there. I would like to ask you guys to spend a little bit of money down there. The center of the loop is a jungle and I am afraid your budget on invasive removal has just been ceased. Sometimes in the summer, the poison ivy will reach out and get you as you walk by. Right now they

have mowed it way back and it is kind of ugly. I am sorry they had to do it the way they did it. I would like to put it in your mind that this could be a beautiful place.

Szakos – Sounds like that might be a good job for goats. They love poison ivy.

Norris – Many years ago, there was a lot of discussion about sidewalk, can you give us an update on where we are in finishing the project.

Tolbert – It is in the priority list in process. We have had a lot of discussions lately about coming back to council for a one way proposal and doing some things there. We are doing traffic counts now, trying to see where most of the cars are going – if there is an imbalance or equal amounts both ways. It is very narrow there. So there is not a lot of room. We think there is a way to get good sidewalk and get a good 2 directional bike path and allow for one lane of traffic until you get to the bridge. We haven't figured that out. My hope is in the next 30 days is to have some ideas on what do about that and have the data to come back to council.

Norris – The sidewalk, can be done?

Tolbert – The sidewalk could be done. But we don't want to do that until we make those other decisions. It is in process. We don't want to commit ourselves.

Smith – can I ask Vic if he know whether Riverview Park is in the cue or where it is in the cue for park renovations?

Garber – In regard to the lady that was talking about the bush hogging and the mowing of the invasive species. That was just done today. And I did speak with Chris Gensic about that today. That was a safety problem. We had complaints of runners along the park that really was a sight/distance type. Where you had plants growing too high. Basically removing those invasive that was in the way. We can plant grass seed and make sure it is a little more esthetically pleasing along the trail. That is our goal.

Smith – We have a list of our parks in the master plan?

Garber – I can certainly find that out. We are working right now with 3 other parks.

Smith – With the elimination of the pump station in the future, but in the short term work with temporary easements. That was what we were going to discuss on Monday through the park. It may get a little worse before it gets better. We have a great opportunity.

Garber – We are working to upgrade the playground area. Make sure the mulch is at a certain safety level and certainly the overall esthetics of the park. Will check into the overall master plan.

Szakos – Are you all working with the folks that who are planning that pipeline, public works, who are going to be digging in there?

Garber – I will have to get back to you on that.

Chris Hazel – 1900 Chesapeake Street – First, would like to thank you for standing up to county forces and making sure the pump station did not get expanded in place. That is a huge thing the for the neighborhood and the city. Really appreciate it. Would like to know where we are in the negotiation with the county on how that gets paid. I was about to make the point that you made there is an

opportunity there as part of the potential upgrade that there is a big parcel there that could be developed in the future.

Szakos – We are currently in cost negotiations with the county and RWSA with mediators.

Female Citizen – I would like to just say a word about development. As we look at the pump station or the circus grounds, I like that some areas are wild. It scares me when I hear “Oh we can develop that.” Because I think it is a shame on Main Street that we are going to lose some very cool buildings because we are developing. On Market, we have that groovy pre-school going in. I don’t know what the structural soundness of the houses that was there, but there were great trees that if that building shifted a little bit they probably could have been saved. And even with that enormous apartment complex thing, it is a shame that we couldn’t work around the trees. I know that even though I grew up in a town that was next to a city that had a tree ordinances. It does seem some places are able to have a certain number of trees required per certain amount of space. And if there are existing older trees that those are respected and you have to shift the building. Voice for a little more of keeping the wild and the old buildings.

Smith – We are considering a tree ordinance on Monday.

Matas Frankovich –I have been in Woolen Mills for about 6 years now and I have been running the Moto Salon in the Linen Building with my partner Anna for 2 years now. The question, touch base on 2 points on what we are doing and zoning. I am surprised we only had one mention of City Walk tonight. I have concerns about the future of the zoning district at the southeast corner of Meade and Market that contains both my business and home. This area currently zoned M1 mixed use and believe it is under proposal business technology corridor area. Is that correct, is that what is on the books?

One thing we are doing down the street. We are preparing to open for lunches again. And we are going to re-enact a branding of sorts. We are going to become the Woolly Mammoth to make it a little softer and a little more digestible for the neighborhood. We understand we are in front of the access to Woolen Mills. Everyone feels comfortable with what we are doing down there. The past 2 years have had variety of meet up groups, arts and cultural groups with the VFH, Piedmont Council of Arts. Several entertainment this with UVA student groups, Monthly storytelling group, this past weekend had a very fun and successful outdoor event. Featuring local food trucks and vendors and live music.

Need to work around the prohibition of having live music there due to the zoning restrictions. Looking at the future of the area. As I review the comprehensive plan and try to understand the goals of land use, feel like there is a lot of black and white language in there – find a few things like maintaining a zoning ordinance that incorporates newer forms of mixed use type of development desired by the community.

When I applied for my special use permit last year, I presented a petition of nearly 600 signatures on what they preferred as a zoning use in that area. The planning commission felt that with the zoning restrictions concerning the neighborhood that it was a zoning change that should be made. The comprehensive plan states an zoning classification that allows mom and pop style businesses to flourish.

What do you see is an appropriate use of the M1 area at Meade and Market keeping in mind the 350 residence, City Walk that is well underway, coming down Meade Ave we’ve got a pedestrian walkway and a bike path passing through the intersection being evaluated?

Galvin – Comp Plan talks about small area planning. IX building is going on right now. West Main Street will also be going through this. It is a different way of envisioning the future. This area is included and is an opportunity for the public, businesses and residents to come together and talk about what actually the future needs to look like.

Donna Blessing – concern about the beautiful community. Noise, traffic, safety and maybe zoning laws. The traffic on Meade has tripled. Worried about new development – 360 units. If everyone gets a roommate, that is 600 people - more Traffic, more noise, more safety issues. The council is really charge with how to build an infrastructure that protects what we have here. What is the city's intention for our neighborhood, how to preserve it, protect it and keep safe.

Szakos – Hear what you are saying. You have a very well organized neighborhood association. When developing, this council thinks about the need for housing, need for jobs or the need for walkability. This is a quality of life issue or a services issue rather than a tax issue.

Bill Lankford – 1400 E. Market – We really don't need another road and bridge into Woolen Mills. Charlottesville can be a livable city with a neighborhood like Woolen Mills close to the middle of the city without the need for more roads. We are tired of protesting everything that is a threat to us. What can we do specifically to address this threat of another bridge across the river through the circus grounds and into our neighborhood that we can work with you to make sure that doesn't happen?

Huja – Come and speak at meetings and show at public hearings. Especially the NPO

Szakos – Just got a grant to work with the Center for Environmental Negotiations at UVA to look Freebridge traffic issues to see what people in the neighborhoods. It will be a citizen body going through the process of that. As that happens let you know and it will come to the neighborhood.

Norris – the building of the bridge won't happen unless the city lets it. So you as citizens need to continually let the council know that is not what you want.

Smith – there is a meeting on 10/25 to look at the 2040 long range plan.

Galvin – can this be discussed Monday night as a report?

Gabe Silver – 1412 Chesapeake – Really beautiful river. Moved from Richmond. Like to continue to see the city to move towards the river. The city should purchase the circus grounds. To use it as another access to the river. Another park and parking with river access. Great things happen to the river – healthier and people to enjoy.

Louis Schultz – 7what does it take to get anything done in this city? Trying to get Steep Hill Street resolved for many years now. Steep Hill originally recorded in deed 1887. The city attorney opinion regarding alleys within the city. Steep Hill is private property - Jones, Mueller, Hildebrand, and others conspired to April 2010 seized the property for public use under cover law. This was the 4 such seizure since 2000. A city official determined the improvement of the property was a danger to the public. There is supposed to be a procedure to follow. April 2010 the officials were informed that Steep Hill Street was private property and they should follow procedures as such. Frank Shifflett was unaware that Steep Hill wasn't private property. There was a problem with repairs to the bridge and they went about repairing without consultation to the private property owners.

Invited Craig Brown to discuss the Steep Hill bridge.

Sarah Shula – needs to cross everyday with twin boys. Concerned about who is responsible for the bridge and the current condition of the bridge. I know the city has done some work on the bridge. Would like clarity on the issue.

Grace – Riverbluff Circle - encourages the community to think of Riverside Ave and Riverbluff Circle. So many children that live there. There is no basketball hoop. Replace 4 or 5 times over the years.

Smith and Szakos – This is going to be fixed. Just allocated 300K to housing authority for parks and recreation.

Jones – Play structure is primary – basketball hoops – secondary. Bring to the housing authority.

Female Citizen – a drunk ran into house. When they put in the new water line in, would like to request to pave the road.

Emory – could public works drive around and inspect roads. There is a 70' expanse that needs to be repainted. CRHA encouraged to participate to our meetings. They are not ignored.

Laura? 1809 E. Market Street – ton of new developments coming into town. My concern about infrastructure is not there. Increase of cars. Our public transportation system is appalling. I can't believe that anybody who uses it came up with the plan of changes to the bus routes. There are a few improvements, but it makes it impossible to get to work in a reasonable amount of time or on time. I have to leave more than hour of when I need to be at work. Route 1. You miss the buses by 2 minutes, you have to wait. Those choices over time are not helping promote public transportation. Once an hour service – unusable. When transportation becomes easier, people will use it. Really put some thought into this. Disappointed in the consultants that came in. Got from 1 to 7 or Trolley.

Jones – John Jones to get in touch

Brandon Collins – 418 Fairway Ave - Route 1 further reduced. Access for people who are transit dependent. It is going to be harder on the particularly on Saturday – when service is out. A lot to process when changes. 3 household on transit dependent blind people. It is going to be rerouted to Chesapeake. Traffic calming on Fairway would be great. People come zipping thru around the corner. Cut through for traffic and pedestrians. Always great to hear the housing authority can't fix a basketball hoop when in essence they should.