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DESIGN PUBLIC HEARING
IN RE EAST HIGH STREETScape
At CitySpace
105 Fifth Street Northeast
Charlottesville, Virginia
Wednesday, June 12, 2019
7:01 p.m. to 7:26 p.m.

Job No. 39970

Reported by Gwendolyn Sugrue

1 (June 12, 2019, 7:01 p.m.):

2 MR. McPETERS: We'll call the formal public
3 meeting. As I mentioned, we had two folks sign up to
4 speak from the podium. So we'll start with those
5 folks.

6 A few notes. If we can, keep the comments
7 from the podium to three minutes or so. If there's
8 more time, if you want to come back up after everyone's
9 been given an opportunity, that's fine.

10 A few ground rules for how this is going to
11 work. If you've not been to one of those before, it's
12 your opportunity to comment on the project, to get
13 feedback on the project as far as the city folks and
14 the consultant team. We're going to listen to your
15 comments. We're going to take all of those into
16 advisement. We're going to review them. We're going
17 to document them.

18 If you've given us contact information on the
19 comment form, then at the end of our process, when we
20 review and assess that, we'll be in touch with you and
21 let you know what we did with that comment. Then all
22 of the public comments received are going to be put
23 into the public record, in what's called a transcript
24 that will be available on the website, most likely in
25 the beginning of September time frame.

1 A few things to note. Whether you give
2 comments from the podium tonight or you put comments on
3 the comment form or you e-mail to the address that's in
4 the pamphlet, or send your comment form back in or a
5 written letter in to the address in the pamphlet, all
6 of the comments are treated equally. No special
7 comments are privileged or given to those that feel
8 comfortable getting up here on the podium. Those that
9 are given from the podium will be looked at and
10 addressed and treated equally as comments.

11 Also, tonight is not the final opportunity to
12 provide public comment. In July, this project will be
13 before the BAR, Board of Architectural Review of the
14 city for the city. Not for a vote; that will be a
15 preliminary meeting to brief the BAR on the engagement
16 today, the input from tonight, as well as the design.

17 We'll be seeking a certificate of
18 appropriateness most likely in the beginning of 2020,
19 while we're acquiring right-of-way, when that'll
20 actually be an up/down vote from the BAR. Then
21 tentatively, we will be presenting the results and the
22 findings and the comments and the information received
23 to city council at one of the August meetings, which,
24 the website will have which date we chose to do that.
25 And there will be an opportunity for that, as well, to

1 comment in front of the city council.

2 With that, we'll start. The first person
3 signed up to speak is Karen Katz. Is Karen Katz here?

4 MS. KATZ: Yeah. I signed it, but I just
5 wanted to -- my only comment is really that this is a
6 wonderful thing you're doing. And I don't understand
7 why this doesn't happen with other projects that are
8 going on in our twelve-and-a-half-square-mile city,
9 that doesn't have any more land to build on, and there
10 is so much contention going on about every building
11 project in the city. And somehow or other, this kind
12 of approach seems so civilized and logical.

13 Thank you.

14 MR. McPETERS: Our next speaker we have signed
15 up is Diane Dale.

16 MS. DALE: My name is Diane Dale. I'm
17 Hazel Street. I'm with the Martha Jefferson
18 Neighborhood Association. I'm also a retired urban
19 planner and a landscape architect. So my comments tend
20 to be more towards that.

21 I have to admit that I'm a bit disappointed in
22 the large, overall approach. It seems to me that the
23 plan is a compilation of solutions that are knitted
24 together in a somewhat of an engineered approach rather
25 than a design or a larger design statement or a

1 planning statement.

2 A particular concern is how the landscape is
3 treated. I realize this is a series of compromises
4 between cars and bikes and people, but it seems to me
5 that the lowest slot on the heart here has been the
6 urban ecology and the trees.

7 I think in a time when we think about climate
8 change, urban heat island, urban ecology, and all the
9 dynamics of our environment, we're not really laying
10 out a landscape that has a chance to thrive. In
11 particular, the stretch between Market and High where,
12 I must say, I'm stunned and appalled just to see that
13 the plant pallet described is understory trees.

14 Understorey trees are understory trees
15 because they thrive understory. In other words,
16 there's big trees. And there's little trees,
17 understory, that grow under them. They're not meant
18 out to sit out in the heat and in isolated, launching
19 up as single trees.

20 They're inappropriate in terms of scale.
21 They're rinky-dink. They're small. You can drive all
22 around the city and see dogwood trees that are doing
23 very poorly because they don't belong sitting in a
24 sidewalk, next to a wide road. Redbud tree is a bit of
25 a weed. River birch like to live near a river.

1 They're understorey.

2 So I think that the plant pallet is selected
3 mostly because it's a small tree that can be stuck in a
4 small amount of space, rather than thinking about what
5 is the overall effect of the plantscape. So I think
6 that that needs to be revisited.

7 And I think there's an opportunity to do
8 something more integrative rather than people, trees,
9 bikes, cars. There are ways to treat sidewalks in
10 pre-plantings to accomplish more than one goal at a
11 time. So I really think that that block, in
12 particular, needs to really be revisited in terms of
13 what it's creating.

14 It's almost why bother? I'd rather see no
15 trees, frankly, than a bunch of little, poorly,
16 failing-to-thrive, inappropriately-selected trees. To
17 me, it's an important pedestrian way. I and others of
18 my neighborhood walk it almost every day. I'd like to
19 see it treated with the respect and dignity that an
20 important interest into our city should.

21 Thank you.

22 MR. McPETERS: Those are the only two speakers
23 we had signed up. We're here to give you an
24 opportunity and a platform to give your feedback.

25 With that, if folks would like to make a

1 comment, I'm open to that. If you'd to, raise your
2 hand or please stand up. Just be sure to speak up so
3 that the court reporter can record your comment.

4 A VOICE: You didn't introduce yourself.

5 MR. McPETERS: I'm Brian McPeters. I'm the
6 project manager for Kimley Horn, working under contract
7 for the city, Kimley Horn, the design firm.

8 MR. RYLANDER: I'll just second Diane Dale's.
9 I've just walked in. I'm a landscape architect also.
10 I just walked in and just looked at the plan, so I'm
11 not very versed in it, but hearing your assessment of
12 the trees, it seems off to me.

13 The city needs canopy trees, is what it needs
14 for climate issues and also aesthetics. So I think,
15 just as a quick glance, thinking about having more
16 space for canopy trees. And I know there's some
17 spaces -- there may be some utility concerns here on
18 East Market. As much as you can get large trees that
19 can shade the street. With climate change, we're going
20 to need the cooling of these large trees. It's also an
21 entrance corridor.

22 Having a more classic tree next to street --
23 not pedestrians -- something insightful, the
24 Charlottesville streetscape all over is this -- you
25 have the automobile. And then you have the sidewalk.

1 And then you have some greenery behind it.

2 The people walking right next to cars is not a
3 good design, if you can avoid if possible. So having
4 an edge of -- like a classic city street, where you
5 have an edge of greenery with a tree in it, and then a
6 sidewalk, and the cars on the outside of the greenery
7 would be more preferable. I know there's space
8 concerns there.

9 But I think a more-classic street, with a more
10 classic entrance corridor would be great. I second
11 Diane Dale's assessment. I'm just hearing the plant
12 pallet, but I'm a little appalled at what I'm hearing.

13 MR. McPETERS: Anyone else?

14 A VOICE: Was it intended to have a continuous
15 bike lane? Because it looks like there is part of a
16 bike lane, and then it comes to a stop and there's no
17 more. Was that intentional?

18 MR. McPETERS: So what I will say, with the
19 format of the public hearing, we're going to try to
20 avoid getting into a question-and-answer session. I'd
21 be happy to chat with you.

22 I will say, just like the SIA plan and the
23 feedback that was before us, the bike lane will be
24 continuous from Seventh Street and Market, making the
25 turn up 9th or High. It will terminate at Locust.

1 When Belmont Bridge is done and the project
2 south of Levy is done, the bike lane with this project,
3 you'll have continuous bike lanes. Different facility
4 types in different places, which we can talk about, but
5 you will have a continuous bike experience from south
6 of Tenth, all the way to Locust with this project.

7 Anyone else that would like to make public
8 comment?

9 We'll be here to 8. At the end of
10 public-comment period, we're ready to answer your
11 questions. As someone who has been a part of
12 non-logistic design process, all of last year on this
13 project, going back to 2017 on Belmont, the input you
14 give us only makes our design better. So we're here to
15 dialogue with you and answer your questions.

16 It's not just a process for us; we're working
17 on this project together with you to make what will be
18 a transformative change for Charlottesville.

19 Yes?

20 MR. RYLANDER: So I won't repeat the --

21 MR. MCPETERS: Give us your name?

22 MR. RYLANDER: It's Mark Rylander. I'm with
23 the Tree Commission, among other roles. I'm from the
24 neighborhood, as well. I live on Lexington Avenue.

25 I am really happy to see the large canopy

1 trees along CFA, this that's road right here. And I
2 think that that will go a long way for people coming up
3 East High Street, into the city. It's part of the
4 entrance to the city.

5 And I echo the comment that they really should
6 be on the other section, as well, as they are on parts
7 of Belmont Bridge. The other side of Belmont Bridge
8 has those larger trees.

9 It's hard to make comments about traffic and
10 traffic flows and turns, and those kinds of things, to
11 anticipate those conditions. We know what they're like
12 now. The intersection at Lexington has changed for the
13 better, certainly better for pedestrians. It has a
14 shorter crosswalk. No longer a left turn out of
15 Lexington won't bother too many people.

16 But possibly the left turn onto Lexington from
17 High Street now, there's not a way past that traffic
18 and it could conceivably be an issue you might
19 research.

20 The only other comment I have is really about
21 the kinds of changes that happen incrementally in
22 between these sessions and going forward. In one of my
23 side conversations, I learned that the utilities are
24 being possibly undergrounded on the east side of Ninth
25 Street where -- but it's not necessarily a sure thing.

1 Previously, the reasoning given for the
2 smaller trees was that -- for the understorey trees was
3 that there were utility lines overhead. The next
4 reason that there were small trees on the other side
5 was given because they had to match the trees on the
6 other side that had the utility lines.

7 Right now, you have an opportunity, in terms
8 of soil volumes to have those larger trees. I'm hoping
9 you can say vigilant to allow them to happen because
10 these dimensions are cast in stone. If we squeeze six
11 inches every time we meet, the planting depth has
12 gotten smaller. At some point, it won't support the
13 larger trees.

14 Right now, even if you didn't plant them, you
15 could possibly plant them later, you know, if we come
16 around to realize that it is, in fact, important.

17 So those are my comments.

18 MS. DALE: I'd like to make another comment?
19 Diane Dale, neighborhood and -- resident in the
20 Martha Jefferson neighborhood.

21 There are four trees shown on Market Street
22 around the corner. And I'd suggest that you wait and
23 do that block as a well-thought-out -- since there's a
24 construction coming here, to really think of this as a
25 new corridor. The expense of those four trees, which

1 may not survive construction of the parking garage
2 that's going to come, take that energy and money, and
3 divert it back into what is the prime intention right
4 now.

5 MR. McPETERS: Anyone else?

6 MR. KATZ: My name is David Katz. I live in
7 Belmont here in Charlottesville. I'm looking at the
8 handout, Design Public Hearing. And on the back page,
9 Section A, moving from left to right, it starts at the
10 sidewalk, and the parking lane, seven-foot bike lane,
11 two travel lanes, bike lane, sidewalk.

12 Yesterday, I was driving through downtown
13 Baltimore and noticed that, on some of the streets, the
14 bicycle lane and the parking on the left side of this
15 section were reversed. So you had a line of parked
16 cars next to a line lane of traffic, but the parked
17 cars were -- the parking spaces were denoted with
18 markers, flexible plastic markers.

19 But at 5:00 in the afternoon, those parking
20 spaces were full. So you had a seven-foot- or
21 eight-foot-wide bicycle lane that was completely
22 protected.

23 I'm wondering if you might be able to consider
24 that. I know that it's probably down the road in the
25 design process, but if we want to make the facilities

1 work for all three major constituencies, of
2 pedestrians, bicycles, and automobiles, I think it
3 might be worthwhile to consider swapping those wherever
4 possible.

5 MS. KATZ: My name is Karen Katz and I also
6 live in Belmont. Along those lines, last year, I
7 noticed two women walking in the middle of
8 Douglas Street in a motorized wheelchair because one of
9 the people was disabled. I was asking Peter a little
10 bit about disabled people for the bridge. And he
11 explained about the difficulty with the ramp and that
12 they would have to walk around.

13 But if this was set up with the way that David
14 is describing it, it would also be a much safer route
15 for people who would be in some sort of motorized
16 wheelchair. As twenty-five percent of our population
17 is over the age of 60 or 65, I think that's a
18 consideration.

19 MR. McPETERS: Anyone else?

20 MR. RYLANDER: I have one more for the public
21 record. Just a suggestion that as you're planning the
22 neighborhood, the little High neighborhood, which is
23 poised for development, is currently zoned in such a
24 way that it allows zero lot-line setbacks.

25 I know it's beyond the scope of your project,

1 but it is touching your project. So I would like to
2 ask for the city to consider changing the zoning to
3 require a setback that would make up for the fact that
4 the right-of-way is so narrow, and allow the trees to
5 grow. Zero lot-line setback is not helpful in this
6 case.

7 MR. KREBS: Peter Krebs from Piedmont
8 Environment Counsel. I would just like to note that
9 protecting bike lanes only with paint is not going to
10 be a standard, certainly by the end of this project
11 life. It's quickly becoming an unfavored treatment.

12 So consider having some kind of measure to
13 protect that can be, even occasional -- they're more or
14 less semi temporary measures that can be bolted into
15 the street as trials, like little, half-footballs that
16 be can bolted down. They provide, actually, a little
17 bit of traffic calming, but they also send a message
18 to the cyclist that they're welcome there. That's the
19 main purpose.

20 That's all. Thank you.

21 MR. MCPETERS: Anyone else that would like to
22 make public comment?

23 Last call for public comment?

24 MR. WILLIAMS: I'd like to make one more. I
25 realize I'm talking prematurely because I haven't

1 studied this closely.

2 MR. McPETERS: Start with your name?

3 MR. WILLIAMS: Calvin Williams.

4 I think the bridge is probably a done deal,
5 but I wish we could look at that model that's been used
6 in other cities, and especially the Netherlands where
7 the bikes are all consolidated into their own lane so
8 that they're separated from -- there's one of your
9 sections that has a separation of eighteen inches, with
10 a bike-buffer lane, with the bikes separated from the
11 cars.

12 I just think about, it's so dangerous in the
13 city already. In fact, our past mayor was biking down
14 the side of a road and got hit by a -- opening a door
15 from a car. So as much separation you can have from
16 bikes of vehicles would be positive. I know it's
17 difficult to put more into this tight space, but as
18 much as you could have a separate lane for bikes,
19 separating them from cars.

20 I see this being mixed up with the traffic
21 here on the bridge here. I'm thinking of children
22 biking; it seems dangerous to me. As a city, we could
23 think about separating bikes more from the traffic, it
24 would be better, such as a curb or an eighteen-inch
25 buffer between the actual lane.

1 MS. DALE: Diane Dale again. The previous
2 comment triggers me to think that -- I don't know if we
3 have this in the city, a more comprehensive approach to
4 bike lanes. And maybe one of the solutions to consider
5 is providing bike access where it makes sense and where
6 it's safe, and not necessarily trying to fit everything
7 in every streetscape.

8 So I wonder if there's the call to fit this
9 into a more comprehensive thought about what -- you
10 know, is every street intended to be a street for every
11 point of transportation? I'm not sure. It's just a
12 thought.

13 Thank you.

14 MR. WILLIAMS: Kevin Williams again. I think
15 it's a huge issue. I think cities that are very
16 bike-friendly -- like Boulder, Colorado has designated
17 bike lanes. They're often grade-separated. You have
18 these highways so that most bikes can go from the
19 suburbs, into the town on their own lanes. It's back
20 and forth with bikes. They're very often quite
21 separated from cars and --

22 MS. DALE: Yeah. So it's more -- sorry to
23 cross-talk. But a more comprehensive approach instead
24 of trying to struggle block by block by block.

25 MR. McPETERS: Anyone else that would like to

1 make a comment for the record?

2 Last call for making a public comment in the
3 public hearing?

4 With that, I'll close the formal part of the
5 public hearing.

6 As advertised, members of the city team and
7 consultant team will be here until 8 p.m. A couple
8 things to note, please make sure you take a comment.
9 If you work along the corridor or talk shop or anything
10 like that, feel free to take a handful of these
11 pamphlets.

12 If you want your comment to be a part of the
13 public record and to be formally responded to with
14 that, your comment has to be received -- see the
15 information on the back -- no later than June 22nd.
16 That doesn't mean you can't send it to us, but if you
17 want it incorporated into the public record, it has to
18 be there by that time.

19 With that, we'll go back to the boards.
20 Please feel free to grab any of the folks from the city
21 and we'll be happy to dialogue with you. As always,
22 thank you for coming.

23 If you were a speaker tonight, I'm going to
24 set this list right here. We'd like to make sure we
25 have at least an e-mail address or a phone number to be

1 able to get in touch with you, just to be able to
2 clarify and let you know how we responded.

3

4 (Public comment session adjourned at
5 7:26 p.m.)

6 (No comments given orally to reporter.)

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COMMONWEALTH OF VIRGINIA AT LARGE, to wit:

I, Gwendolyn O. Sugrue, Notary Public in and for the Commonwealth of Virginia at large, whose commission expires October 31, 2019, do certify that I was the court reporter at the aforementioned proceedings, and that the foregoing is a true, correct, and full transcript of the proceedings herein.

I further certify that I am neither related to nor otherwise associated with any counsel or party to the proceeding, nor otherwise interested in the event thereof.

Given under my hand and notarial seal at Charlottesville, Virginia this 23rd day of June, 2019.



Gwendolyn O. Sugrue, Notary Public
Commonwealth of Virginia at Large
Notary Public Registration No. 7339814

Job No. 39970

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