

ATTACHMENT D: STATEMENTS AND COMMENTS

As of July 21, 2015, at 1:03 PM, this forum had:

Attendees: 150

On Forum Statements: 8

All Statements: 11

Minutes of Public Comment: 33

This topic started on April 10, 2015 3:27 PM.

This topic ended on July 21, 2015 1:03 PM.

Name not shown Inside District 3 May 8, 2015, 5:33 AM

"CODE ENFORCEMENT

Policy1: That the environmental code of the City which requires land owners to maintain the landscaping of rental property, including renter-occupied single-family residences, be strongly enforced to preserve the well- maintained character of the neighborhood and to protect owners from adverse impacts of poor maintenance."...

...In the Ketring Park area, it seems that this policy is not strongly enforced. In passing by a property, one can easily surmise whether it is a rental or not, simply by viewing the quality of landscape maintenance. Similarly, enforcement of the code regarding the timely shoveling of sidewalks has been lax. We've many pedestrians/students that walk throughout the neighborhood daily.

5 Supporters

Name not shown Inside District 2 April 17, 2015, 2:52 PM

Reference Neighborhood Goal 2 & Transportation Policy 1.

Last summer, we polled the neighborhood, door-to-door, along the length of W. Lake Avenue from Windemere to Prince, to determine our neighbors' opinions about the existing 30 mph speed limit in this residential and park area. With very few exceptions, residents were irate about issues of speeding, the higher speed limit here vs. other areas (Caley Ave., etc.), stop-sign runners at Bemis and W. Lake, and traffic volume and

noise. Some have previously tried to get the City's attention on issues, without results.

As a result, we presented a petition from 21 of the neighbors to the Director of Public Works to change the speed limit to 25 mph. Charlie Bloston agreed to the lower limit, and also provided a temporary speed-check trailer at Sterne Park to facilitate the change.

While this was appreciated, and a good first step, speeding, pedestrian safety, traffic volume, and noise issues persist. W. Lake Avenue is a popular pedestrian and bicycle route for adults, teens, small children, parents with strollers, the visually impaired and otherwise handicapped people, who walk to and from the Museum, Pioneer Farm, Ketring Park, Library, Sterne Park, and ACC. This is a public school bus route, picking up and dropping off children.

Addressing the City's planning process, additional traffic controls should be seriously considered along W. Lake Avenue and eastward to eliminate dangers from traffic, and to improve the quality of use of the area. Please consider in your planning process the following improvements:

1. Enforcement of the 25 mph limit – including flashing 25 mph signage at various places along W. Lake Avenue (such as on Caley Avenue);
2. At Sterne Parkway and W. Lake Avenue, consider effective speed reduction devices such as a speed hump, raised crosswalk, median, traffic circle, or neckdown;
3. Pedestrian crosswalk, with pedestrian right-of-way signage at Sterne Parkway and W. Lake Avenue, across Windemere at W. Lake, and across Gallup at the Library Lane exit across from the Museum. (Crossing Windemere at W. Lake can be particularly harrowing).
4. Extension of a sidewalk on the north side of W. Lake Avenue, east of Spotswood, where people have to walk in the street.
5. Noise-reduction signage. The traffic noise can be deafening from the garbage trucks, Fed Ex and UPS trucks, school buses, motorcycles, and diesel pickups in particular. Traffic volume significantly adds to the noise problem.

We hope and assume that the planning process is not simply a routine administrative process, and that there will be actionable remedies forthcoming on input such as from the Sterne Park neighborhood. As we are fortunate to be retired and live near Sterne Park, we can see all of the traffic, motor and pedestrian, during the day, and we feel that conditions are such that an accident is waiting to happen. Thanks to the City for giving us an opportunity for input.

Name not shown inside District 2 May 11, 2015, 11:40 AM

This seems like an exercise in futility. While everyone would agree that single-family neighborhoods are not going to be rezoned, change is occurring elsewhere and affects many neighborhoods positively and negatively. For example, deteriorating commercial areas along Littleton Boulevard and Broadway have negative impacts while the presence of light rail has potential positive impacts. The aging of the population presents challenges. Also, are there more single-family rentals (usually in poor shape) in the older neighborhoods and what is their effect on the neighborhoods? These are just a few subjects that this update process should provide opportunities for discussion. Lord knows that after the debacle of the urban renewal election these matters need lots of discussing!

1 Supporter

Name not shown inside District 4 May 18, 2015, 12:40 PM

Can you please share any plans you may have for the neighborhood of TrailMark?

Sharleen Williams Inside District 2 May 12, 2015, 10:19 PM

In the 1981 plan Progress Park was subdivided, the northeast is between Broadway, Huron St, east to west, Littleton Blvd to the south, Belleview to the north. The northside neighborhood, commonly known as Starksdale is Huron to Windemere, east to west, Littleton Blvd to the south, Belleview to the north. In northside it is stated very clearly that the northside neighborhood will never allow an apartment building. I hope the Board takes the time to look at northside and decides to stick with the 1981 plan and treat the northside as a separate and distinct area separate from the northeast as we are a single family area with a small area of duplex/triplex as well as 1 town home development with 36 HOMEOWNER OCCUPIED homes on 5 and 1/2 acres which is less dense than the rest of our area. They each have double car garages with additional visitor parking in a well landscaped, park like atmosphere. We are not in any way akin to the rest of the Progress Park area namely the northeast community. We are very concerned the Board will not understand the division or honor the split as the 1981 plan clearly did.

Name not shown inside District 4 May 12, 2015, 1:49 PM

Would like to have the terms "commercial" and "industrial" defined in the document. Could someone build and operate a heavy manufacturing facility? A commercial/industrial facility open 24/7? A theme park? A drilling/fracking operation? A race track? (Etc.)

South Neighborhood, Goal #2 (p. 50) - do the owners of McClellan Reservoir agree that they also have a responsibility to prevent degradation of the water quality?

South Neighborhood, Land Use Policy #1: in addition to visual and auditory impacts, there should be mention of physical impacts, such as vibration, land shifting, and the introduction of physical, chemical and other contaminants into the residential and non-residential areas.

South Neighborhood Land Use: Commercial/Industrial development should also preserve and enhance the existing residential areas.

Name not shown Inside District 3 April 16, 2015, 3:33 PM
South Neighborhood plan.

Transportation - Policy 2 (old policy 2). I am glad to see this is to be removed. I would strongly object to any attempt to re-introduce it or a variation of it.

Land Use - Policy 3. I would like to object to the potential placement of "Industrial" development north of Mineral Avenue. I can put up with commercial as there is already some of that, but I think industrial use would be too close to the Southbridge II neighborhood's southern boundary. Commercial and industrial are not the same thing.

Land Use Policy 4. This sounds to me like an attempt to increase housing density development. I would remove the phrase "provides a mix of housing types" and simply replace it with the word "proceeds".

Name not shown Inside District 3 April 15, 2015, 2:55 PM

Question related to the Sterne Park neighborhood. It says prohibiting commercial zoning beyond what is already zoned commercial. I'm not necessarily for sweeping through and making the neighborhood more commercial, but I'd be curious what some areas slightly off Littleton blvd are zoned. It seems having some flexibility in this statement might be a better idea depending on what the current zoning looks like.
