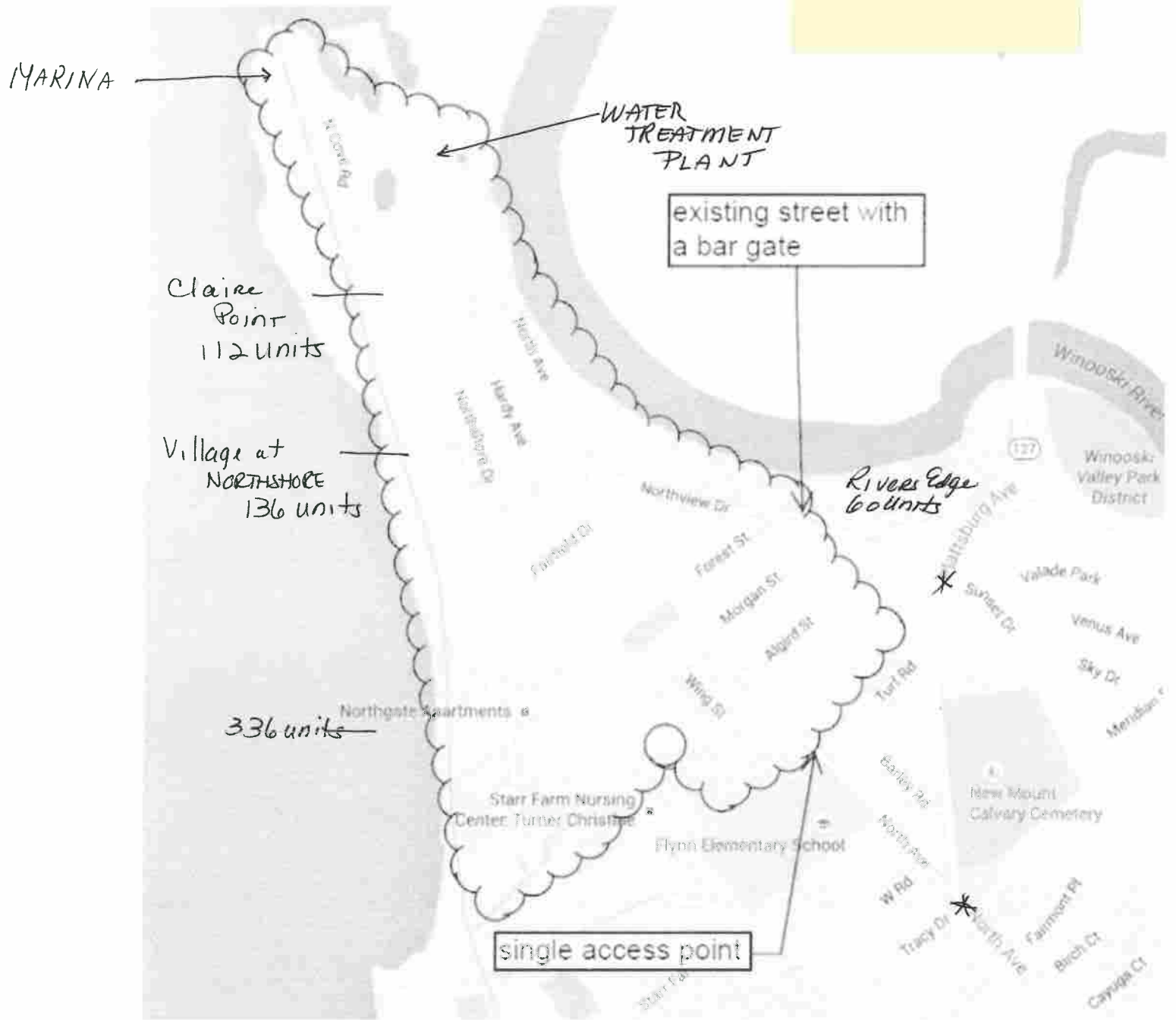


Joyce  
Walsleben



\* traffic light

Proposal: For the health, safety and welfare of Residents, we propose the city open the locked gate on its interconnecting roadway between North Ave and Plattsburgh Av known as Northview Dr / Rivers Edge Dr to allow two-way through traffic

## **Opening Northview Drive into Rivers Edge Drive 1/20/2016**

- There are approximately **770 housing units** which exist off the North Ave extension, north of Plattsburgh Ave turnoff. (Please see map) The bulk of those are north of Forest Dr.
- Additionally there is an elementary school (Flynn), two nursing home facilities, one water treatment plant, year round beach dwellers who make fires and a city bus route. **We all use ONE entrance (North Ave) and share ONE Exit on that same road.**
- There is a small one way turn- off 500 feet from the Plattsburgh light (Barley into Turf) which will allow cars to escape to Plattsburgh Ave to reach route 127.

At present we are all forced to pass the school, nursing home entrances and up to a mile of the North Ave extension to enter or exit our neighborhood. This exceeds, by far, any recommendation of the Institute of Traffic Engineers (ITE) and makes for a very sick street. We are one gas explosion, one major crash, one large fire from our 'beach people' away from disaster! (see ITE text)

**To provide some improvement in our safety, quality of life and health, we are requesting that an interconnecting city roadway between the northern end of North Ave and Plattsburgh Ave, be opened and its locked gate removed ASAP. These roadways are Northview Dr (also reached by Woods Rd and Forest Dr) into Rivers Edge Dr (see map and picture)**

History:

- The roadway in question and surrounding property was deeded to and accepted by the City of Burlington by the Rivers Edge Condo Association in two parcels in March and September 1999.
  - Property must have been acceptable to the city at that time
  - City has plowed and patched since. In fact, Rivers Edge section was just repaved over the fall
- Roadway has remained blocked off by a locked gate. The gate was excluded in the first portion donated, but as construction was completed, the second deed dedicates the entire roadway public with no portions remaining private.
  - Was the gate forgotten? No institutional knowledge of why it is locked seems to exist.
  - No longer protected after the second deed, but continued to be locked!

Concerns:

- Size of road:

- Northview Dr is 24'7" at its entry off North Ave
  - At the gate it is 27'.
  - The curve is 24" 1"
  - The road widens significantly when it becomes Rivers Edge.

That compares favorably to the well-traveled, blind curved roadway of Archibald as it enters Prospect Ave. That road is 22'3" by the cemetery entrance and 24'6" on the curve.

- Forest Dr is 29'1"; Woods is 28'9" at the intersection of Northview
  - Both Forest and Woods connect from North Ave to Northview

- Road Quality:

- I have no technical way to measure however, since it has been a city road for 17 years, one would expect it is adequate or should be made so.

- Residents response:

- Those who would benefit far outnumber those who would be unhappy.
- I would expect those living closest to the gate to have an unfavorable response at first. But, in all fairness, they have had the benefit of a free private hamlet at other city tax payers' expense for 17 years.
- Those on the Northview Dr. side of the gate may also appreciate the improvements in their safety and welfare that come with having another access route.

- Additional benefits: When the road is opened, it could significantly reduce the stress (and complaints) as the North Ave Corridor Pilot Study is under construction and begins. This may be an important consideration to its success.

I have spoken with the Mayor and his assistant Jordan, contacted Tom Ayres, councilman, and left a message for representative Cole who lives at Rivers Edge asking to meet with her regarding local roadways. *and NORM BALDWIN*

Thank you for your consideration. My neighbors and I await your input. I can be reached at: 917.355.6261(cell) and [jwalsleben@AOL.COM](mailto:jwalsleben@AOL.COM) (email). We are happy to help in any way.

“It is recommended that dead end streets (only one outlet) be no longer than 1000 feet and serve no more than 30 dwelling units. Within an otherwise connected street network, the length of dead end streets should be restricted to no longer than 200 feet”.

*ITE Neighborhood Street Design Guidelines, current 2010 edition, section 4.6.2*

The guiding principal is to minimize the number of units with only one direction of access for BOTH efficiency of traffic circulation and emergency vehicle access.

Comments

Charles  
Simpson

1. While resident-only zones are said not removed in this study, they will be subject to alteration as time goes including by the potential introduction of meters and time limits to accommodate commuter parking where the 85% occupancy standard isn't met. This remains a concern.
2. The parking system is said to generate 325,000 in fines and 55,000 in proposed permit fees, well above the 120,000 said to implement the permit system. Thus it is a revenue generator and that is a potential incentive for the City to treat residential area parking as a fee generator and set policy accordingly.
3. There is some lack of clarity on the meter issue in residential area #3. p. 68. They are "not recommended near institutions" but said to still be open to study.
4. In a practical sense, how could "residential preference" be introduced if parking hours are added to streets? p. 68.
5. The proposal to explore the introduction of in lieu fees in residential neighborhoods to allow buying out of off-street parking requirements creates pressure for increasing dwelling density. p. 18. This could change neighborhood character. Better to address densification/lot coverage issue directly as being desirable or not.
6. In the chart on p. 25, what does it mean to say a property is "partly taxable" tax"?
7. I applaud the mention of the need for satellite parking lots connected to the institutions via shuttles. Presumably this would also work for downtown employers. p. 63. But the lot mentioned is Lakeside and that is on the route of the proposed Champlain Parkway. There needs to be detailed recommendations about other intercept lots for commuters or longer-term peripheral storage lots for students and residents connected by mass transit.
8. UVM is described as seeking a pedestrian campus, including closing University Place to cars and bridging Main St. for walkers. Won't this shift campus buses to Prospect and Colchester Ave. where there are already 100 or so UVM bus trips a day? I applaud the mention of institutional structured parking away from residential areas.
9. Among the Strategies:
  - a. #2 calls for exploring a review of RPP on a five year schedule which opens the door to alterations where the 85% utilization figure isn't met. #5 opens up the possibility of removing RPP entirely in the future for some blocks. Thus the promise mentioned in point #1 is highly qualified.
  - b. #6 calls for \$100 in annual fees for a typical single family house with two cars and two guest permits. That seems significant. Contractors would be better dealt with with an annual permit allowing city-wide parking in RPP areas, not one tied to a specific residence and limited to 30 days with renewal. With subcontracting, there could well be more than 4 work trucks at a single address.
  - c. License Plate Recognition equipment is expensive--I understand a \$6,000 per year licensing fee and many tens of thousands of dollars for purchase. It will only work if the data linking car ownership to addresses to curb regulations to the permit structure to time-in-place is retained on computer. This is intrusive. Plus

only the LPR system could read which car belonged or didn't belong where, not residents, not a cop on the beat. It is a fix made necessary by an overly complex system adjusting curb use in multiple dimensions. The present simple bumper stickers and dashboard cards work well for much less cost.

Respectfully suggested,  
Charles Simpson, RPP Advisory Committee

**Subject** Suggested sentence for paragraph on p. 18, Zoning Parking Requirements section  
**From** soverby <soverby@burlingtontelecom.net>  
**To** Chapin Spencer <cspencer@burlingtonvt.gov>, Nicole Losch <NLosch@burlingtonvt.gov>  
**Cc** Valerie Ducharme <vducharme@burlingtonvt.gov>, Jeff Padgett <jeffpadgett10@gmail.com>  
**Reply-To** <soverby@burlingtontelecom.net>  
**Date** 20.01.2016 11:48



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Nicole and Chapin,

I realize that the 1/5/2016 "draft" of the Residential Parking Management Plan is the final document. But I would like to make a suggestion for a sentence to be added at page 18, in the Zoning Parking Requirements section. A statement is made about the costs of 'on-site' parking, without supporting documentation for the statement, and which will, without further elaboration, be accepted without enough thought about its further implications.

The second full paragraph on page 18 starts:

"On-site parking requirements are recognized as having the potential to place significant economic burden on prospective development, reducing the affordability of housing, and consuming valuable land that could otherwise be put to more productive use." This statement is not supported by data in the report. As this is a philosophical statement that is intended to change the historical perspective and requirement that new developments not unfairly externalize predictable costs upon the general community, I recommend that another sentence be added in the paragraph:

"Removing zoning requirements for on-site parking from private development will shift the economic burden of parking to the public parking infrastructure until Burlington has achieved a future with improved public transit, walking, biking and alternate private parking options. Thus "in lieu" payments from developers, to be applied to transportation demand management, walking, biking and public transit improvements, should be required of new developments if they include waivers of on-site parking requirements, until there is a determination that the desired balance of available options supporting a "car-free" future has been achieved."

Solveig

A yellow sticky note with the handwritten text 'Commissioner Overby' in blue ink. The word 'Commissioner' is on the top line and 'Overby' is on the bottom line.