

South District Plan Public Feedback

THRIVE

- **From the Public Meeting**

- Firehouse on 13th and Shunk presents danger
- Add Moyamensing Avenue for corridor management
- Historic Quartermaster property on Oregon is underutilized. Research opportunities for redevelopment, with appropriate stormwater management
- We need parking
- Preserve this building [fleet management building] make South Philly museum with parking and concert facility

Washington Avenue

- **From the Public Meeting**

- Need streetscaping / striping also
- Washington Avenue needs trash cans!
- Support PCPC design – 1 lane and back in parking
- Bike lanes!
- Sounds good!
- I support improved predictability of lane use: fewer sudden movement = smoother traffic
- I support the plan. Washington Avenue needs to be reimaged
- If you make 1 lane then cars are going to start driving down Ellsworth & Federal. Don't do it!
- Keep 4 lanes
- Keep as is – 4 lanes
- Leave as is!
- Please keep as is!
- Leave traffic lanes and parking as it is!
- Keep it as it is 2 lanes!
- No! No! No! 2 lanes
- Need 2 lanes
- Childcare double parkers need to go away – 1700 block Washington Ave
- No angle parking. No more condo. More businesses
- Great spot for South Philly Food Co-op
- Zoning change along Washington Ave to be IRMX zoning – excellent!

- **From ShareSouth Comments**

- Both the North and South sides of West Washington Avenue should be IRMX.

- **From Formal Written Comments**

- I am a resident who lives right near 19th and Washington Avenue. I reviewed the Strategic Plan for Washington Avenue in the draft South District Plan and I support the re-striping of Washington Avenue to one lane of traffic each way with head-out angle parking and continuous bicycle lanes. I also support the re-zoning of Washington Avenue to IRMX so that Washington Avenue can begin to transform from an industrial boulevard to more of destination for mixed use developments.
Please let me know if you have any questions. Thanks, Joe Sunderland
- On Page 62, second (brown) paragraph, a three-phase process is described:
 - 1) Restriping and rezoning;
 - 2) Strategic plan;
 - 3) Corridor management, strategic business relocation, marketing, and maintenance.
 Rezoning *before* a strategic plan is developed? Is that not putting the cart before the horse? Shouldn't rezoning happen after the strategic plan confirms/indicates what the new zoning needs to be? Thanks, Shani

CONNECT

- **From the Public Meeting**

- More permit parking on the West side of Broad in between Washington and Snyder
- Don't remove Broad St center parking without offering alternatives
- Please do not remove center parking on Broad Street. Thanks.
- Include use/greening of large and paved area at north headhouse
- On smaller residential streets mark out lines of parking spots to prevent people from parking like jerks! It's been done on some streets and it works!
- 1100 block of Watkins has it. It's beautiful and ensures a spot for all.
- How about an information center (SEPTA info)?
- Angle parking doesn't work!
- Between Broad & 23^d / Snyder & Oregon, need single family zoning only – not enough parking for more people/units
- Connect Priority C agreed.

- **From Written Formal Comments**

- I have the following comments on the South District Plan (which is great, overall):
General: The report makes no mention of I-95 or its detrimental effect on pedestrian and bike access to the waterfront in the plan area. I believe this is a missed opportunity to call for improved connections to the waterfront.

Page 37: The plan emphasizes the transit connections available at Broad and Oregon but recommends increasing parking in this area instead of creating a bike lane. The plan does not justify its recommendation for increased parking over promoting a safer and less polluting transportation mode.

Page 44: This proposal increases parking availability (off and on street) in one of the most walkable neighborhoods in the city. I recommend that the plan be modified to avoid recommending structured parking adjacent to Columbus Square. As a neighborhood resident, I would prefer that the 44 space PPA lot be eliminated with no replacement. This parking recommendation is repeated on page 59 to improve municipal service access, but improving pedestrian, bike, and transit access (via dedicated lanes on 11th street or other means) would improve access to municipal services better than a few more parking spaces, especially in a neighborhood where many households do not want or have car access but most are able to use transit or ride bikes.

Page 69: I am disappointed that the plan uses wide streets to call for more parking instead of protected bike lanes or bus-only lanes.

Thanks, Zachary Sullivan

- Thank you for the South District plan, I'm a resident of Point Breeze and a co-founder of The 5th Square, dedicated to our public space, as well as Washington Ave Advocates. I recognize that today is the last day for feedback regarding the plan.

Couple of thoughts:

I'm supportive of the restriping plan initiated by the Planning Department to reduce the travel lanes on Washington Ave and hope this continues in the plan and will be implemented.

I noticed the Broad and Oregon does not include a sidepath in this version, whereas I believe the Far South plan had a sidepath. I believe some form of cycling enhancement should be included in the plan for Broad St, be it a sidepath or center protected bike path.

Regarding the pedestrian connection crossing Marconi Plaza, I hope this can be made using a pedestrian enabled light, along with a raised crosswalk so that vehicles do not exceed the speed limit.

Given the upcoming work on the 25th St Viaduct, I believe it is beneficial for the plan to call out transitioning the center travel lanes to a protected bike path. I have been speaking to Steve Cobb at Councilman Johnson's office regarding this opportunity, who is very interested in this opportunity.

As the median parking on Broad Street is not legal and poses a safety risk to all users of the road, I believe the Planning Commission should also recommend the enforcement of vehicular parking laws on the corridors of the South District, including Broad Street, Washington Ave, and Oregon Ave.

Thanks! Jake

- I am pleased to see the many recommendations for pedestrian improvements in the draft plan for South Philadelphia, especially at problem intersections and for the Senior Pedestrian Zones.

I just wanted to make one suggestion about the wording in the introductory section. The second sentence on page 16 is unduly negative about the narrow streets of South Philadelphia. "Quaint appeal" is far from the only advantage of narrow streets. Narrow streets have significant functional advantages for non-motorized transportation, as demonstrated by the fact that you use the term "walkers paradise" twice on this page, and also by the high mode share for bicycling in South Philadelphia. A recent Streetfilm and a CityLab article described why Philadelphia is bicycle friendly despite lacking "a lot of fancy newfangled bike lanes or bike infrastructure". The narrow streets which force motor vehicles to travel relatively slowly, are a major reason. They calm traffic. Narrow streets are also easier for pedestrians to cross and allow for shorter wait times at signalized intersections, reducing delay for all users.

Thank you for the opportunity to comment, Deborah Schaaf Feet First Philly

RENEW

- **From the Public Meeting**

- Leave it like it is [South Philadelphia HS]
- Green/add public access to Tolentine Community Center (11th & Mifflin)
- 25th Street is a huge gang territory line. This could be tricky.
- Isn't Ralph Brooks already getting some love? Weinberg
- Actively preserve threatened historical structures (e.g. Mt Sinai Apts)
- Who is going to clean these parks? More places to put trash on streets equals lower quality of life
- New development should incorporate existing streets
- Renew agreed!

Historic Preservation

- **From the Public Meeting:**

- Look into the Point Breeze Conservation District – nominated with the Preservation Alliance
- How does thematic district work with CMX recs? Integrity of brownstones
- South Philly Museum! Rec for the arts
- Preserve Mount Sinai, parts of it even
- Recommendation: Perform a systematic survey; Consider South Philly diners (Melrose, etc.); Original Methodist hospital?; Create a pipeline for prioritized nominations
- Highlight preservation successes!
- Move border to 5th & Dickinson – older houses – one of oldest street in South Philly
- Preserve corridors along Point Breeze, Triangles
- Preserve: Saint Gabriel

- Preserve: St Monica Schools and St Monica Church
- Facades of brownstones in general, e.g. S 15th 500 block
- In appendix, would like to know addresses of sites for community support
- Ensure interior of building is preserved
- 11th & Reed Fleet Management building – shop for city cars – preserve, also use for parking

- **From ShareSouth Comments**

- Great work on the draft South district plan. Here are my comments: -Please ban all garage fronted homes throughout the district -The Broad St. historic district should run from the west side of 15th St to the east side of 13th St. There are a lot of brownstones and beautiful 3-story homes that should be preserved. -Can there be a design overlay that reviews facades for existing and new homes? The stucco facades have to stop. Thanks, Omar

- **From Formal Written Comments**

- My name is Kate Clark and I am Planner for Policy and Program Development at Philadelphia Corporation for Aging. I am also a mom of two in the East Passyunk Square neighborhood. I wanted to provide some feedback on the South District Plan. First of all it is excellent! Thank you for all of the work you and Keith have done on the plan. I also really enjoyed working with him on the Senior Pedestrian Zone Pilot! I wanted to know if we can include both the Tolentine Center and Southwark Elementary as potential sites for parkland in South Philly, as we do not have any parks in our civic boundaries. As you know, Green 2015 (the City/Penn Praxis Plan) specifically mentions our area as a green desert. In fact it calls out Tolentine and Southwark as potential sites for greening! http://issuu.com/pennpraxis/docs/green2015_full/search (you can do a word search there) On page 73 of your South Philly District plan, Recommendation #29 outlines the parks/playgrounds to prioritize with capital funding. None are within our boundaries, yet Tolentine could be a great addition :) #30 talks about other greening areas including schools. Southwark would be an excellent choice given that our civic is in a green desert but again none of the recommendations are within our boundaries. EPX is working with the Community Design Collaborative and OLIN and actually have a Master Plan! (we got the school yard grant) Please let me know what you think. It would be so amazing to have green space nearby - is not so convenient having to go to other neighborhoods to go to a park. Kate

- Thank you for taking the time to consider public comments on the South District Plan. I am writing to request that the South District Plan include capital investment in green space and parks in the East Passyunk neighborhood of South Philadelphia. East Passyunk is currently a "green desert" zone -- there is not a single park or green space in the entire neighborhood. It is critical that the South District Plan include investment in green space and parks in such a densely populated, growing, and diverse neighborhood. The Tolentine

Community Center and Southwark Elementary are both excellent potential sites for investment in South Philly.

Recommendation #29 of the Plan outlines the parks/recreation centers to prioritize with capital funding. None of these are within the boundaries of East Passyunk. I am requesting that the city-owned land at the Tolentine Community Center at 1025 Mifflin be added to this list of priority sites for investment. Green2015 lists Tolentine as an "opportunity site" for greening. Moreover, they recommend that Philadelphia Parks & Recreation focus initial efforts here because it is more than 90% impervious and lies in an area without a half-mile access to green space.

Recommendation #30 of the Plan talks about greening parks and schools. Again, none of the projects in the South District Plan are in East Passyunk. Southwark Elementary would be an excellent choice. Green2015 also lists Southwark as an "opportunity site" for new green space.

It is critical that we have fair and equal access to green spaces and parks in all of our neighborhoods for all of our residents to enjoy. Thank you so much for including my comments in your revisions to the South District Plan.

Sincerely, Melissa Leplon

- Plus an additional 37 emails, all similarly worded regarding the inclusion of Tolentine Rec Center and Southwark Elementary School into the plan recommendations.

FOCUS AREAS

Municipal Complex Focus Area

- **From the Public Meeting**

- No condo. Affordable housing parking
- No apartments. Redevelopment of Columbus parking is taking away green space!
- Park / open clean space
- Concern with loss of green space in front of adult center
- Concern about new construction above 33' – match existing houses
- I like what I am seeing
- Consider parking garage at Acme. Also as pay spot for neighborhood
- Ditto! City should find some way to incentivize Acme allowing parking lot for residents. It is always under capacity.
- This would cause Acme to close for at least 2 years
- All the new development will get rid of the neighborhoods
- Apartments don't belong here
- Enough apartments
- This is a single family home area. No more apartment complexes!
- Worried about too many new residents
- Worried about more properties already too much density. Need single family homes
- At fire station/parking lot: 1886 site of first ever public pool in city
- Doesn't this neighborhood have too much already? Go do in the needier neighborhoods!

- There is a garden here. This would be a shame to lose the garden.
- We need parking
- “There is housing shortage in Philadelphia” No need for more housing here
- Concern about tight sidewalks and planters on Passyunk
- Concern with saving historic building
- Hold tenants responsible for trash cleanup on their properties
- More trashcans
- More trash cans around Capitolo Park. Streets are dirty and we need help from the city to keep clean because a lot of renters on 10th
- General concern – no multifamily housing without more parking
- Build larger fire station not a smaller one. Switching safety for new development is crazy.
- Larger fire department is a good thing. Need a place for medi trucks
- Want to keep green spaces across from Columbus Square. Not enough baseball field space now.
- Prevent Triangle Tavern outdoor seating
- We need a real, larger post office. Maybe move adult center
- Across from B2 and the Pub not a good place for seniors

- **From ShareSouth Comments**

- RE: Proposed senior housing in front of South Philadelphia Older Adult Center (SPOAC)
The much larger City-owned property behind SPOAC is more appropriate for senior housing than the small garden in front of SPOAC. Keep the garden as is and do not obstruct the facade of the adult center. It is one of the few green spaces on a major street in South Philadelphia and has been well maintained.

Point Breeze Avenue Focus Area

- **From the Public Meeting**

- Mural on side of fire house
- Agreed!
- Upgrade PHA property
- We need retail please!
- No! No! Rebuild yes! 2 ways no!
- No! No! One was as is!
- No two way – keep the same
- No no two way!
- No! No! No! One way only
- One way is ok!
- Offer more grant money to existing business owners
- Add a water fountain and seating area at triangles
- Create a water feature on the two Point Breeze triangles
- Erect a water feature

- **From Written Formal Comments**

- Nice Plan - just read through it a bit and was curious if the plan talks about capacity building for neighborhood CDC's and campaigns to bring back "The Breeze". If not I had a few thoughts I'd love to share:
 Encourage the creation new events and coordinated marketing efforts to make the The Breeze a retail destination again.
 Through new community events, encourage and pursue CDC's and community groups (Newbold CDC, Newbold Neighbors, Pioneers, Diversified Community Services, Universal, All who want to join the party) to sign on to, jointly sponsor, organize, and support the campaign to revitalize the Point Breeze Avenue Focus Area.
 Possible Awareness Events: Night Market 2016 – The Breeze, A Point Breeze Avenue Team relay race up and down Point Breeze Avenue – “Breeze on Down the Road” or Point Breeze Relays for young athletes that dream to be runners, or any type of athlete. Could be a Saturday before Penn Relays event.
 Paul A. Vernon, Managing Principal, KSK Architects Planners Historians, Inc.
- I have a couple of comments regarding the South District Plan that I wanted to share specifically in relation to suggestions made for Point Breeze. Considering the conversations we have had and I know others have had with the planning commission from the area, to see some of these recommendations in the plan despite our commentary is a bit frustrating. Can you tell me if the plan was developed by majority approval and if near neighbors held any more weight? It seems like majority ruled.

I understand that the plan is just a recommendation and that there are more steps that the Councilperson will need to take to implement, yet I have to wonder why the Planning Commission would even suggest things that the local community did not want. What's the point? For us, you know depending on who wins this council race, what is implemented will be different. It seems like the Planning Commission is just passing the buck when if its not wanted by the community it shouldn't have even made it into the plan in the first place. Specifically I would like to point out the following:

1. Washington Ave. Re-stripping

The community meeting in PB showed that the neighborhood was not convinced that this was a good idea. I heard the Wash Ave Business Association has also changed their mind and do not support the updates either. So why is this still in the plan? This just feels like the Planning Commission is pushing and pushing without making any changes. Or doing additional research to show why one plan is better than the other based of neighborhood concerns. The PPA has not enforced any laws on that corridor to even see if conditions can be improved without a full re-design. I heard that temporary paint might go down as a work around to actually having to make changes since the Planning Commission is convinced this is the best idea for the Ave. I, of course, don't know all the details, but seems pretty backhanded and I really hope its not true.

2. 2010 and 2012 Wharton change of zoning from Industrial to residential

This is a MAJOR issue that cannot be resolved by making everything look pretty on a zoning map. Because the Planning Commission has put this in the draft (among other reasons I'm sure), Ori's 2010 proposal has been approved by the Planning Commission

despite VERY strong neighborhood opposition. This is an example of how putting stuff in this plan affects neighborhoods even when its not implemented. This decision is such a blow to a neighborhood in the midst of gentrification. To me, this recommendation, considering the neighborhood dynamics is completely disrespectful. It has also made the uphill battle we are already facing even harder for us at the ZBA with the Planning Commissions support. Considering the spirit of the planning process is with communities, why would the Planning Commission purposely go against the residents?

In addition, there is a whole page of the plan about access to health foods. A huge portion of Point Breeze is identified as high poverty and low to no access to healthy food. Yet, two large structures that could be an asset to our neighborhood as a grocery store, is suggested to be changed to residential!?! I will remind the Planning Commission that when PB Ave was thriving, those parcels were industrial. I point that out to demonstrate that we are not without a lack of opportunities for housing and the loss of commercial space for our future can be detrimental. We should be thinking about the PB of the future and how those parcels can compliment the neighborhood. If those parcels turn over to residential, we are never getting them back and completely lose the opportunity for a large commercial space in the middle of our neighborhood. Considering the rest of the city and the fact that parcels like this exist in neighborhoods without issue, why the desire to push everything to the edges or only on commercial corridors? What are the negative implications of this?

3. 20th St. 2way traffic between Washington and PB Ave

I don't even understand why this is mentioned. So many pieces of the plan is in support of walking, riding bikes and public transit, yet we have this recommendation that encourages car travel to Point Breeze Ave. Not to mention, nearly everyone who lived in Point Breeze on the steering committee and during the public meeting did not support this.

I know this message was long and I appreciate you taking the time to read it. I am aware of all the hard work you all put into the process and do appreciate it. I just wouldn't feel right without sharing the thoughts above and letting you know that these recommendations, although innocently made, could have negative implications for us and considering the extent in which neighborhood folks have gone to express them, I don't think they should be ignored. Thank you for your time. Best, Haley Dervinis

Broad & Snyder Focus Area

- **From the Public Meeting**

- Put benches for residents to sit on. Philly doesn't have enough benches
- E Passyunk gateway plans have benches, creating a place for vagrants to sleep
- Not true! Small slotted benches
- Bike lanes / bumpouts do not work
- Bumpouts do not work on West Passyunk Ave, traffic has become a snarled mess!
- More neighborhood parking if lot is developed
- This sterile gray façade is deadly. Look at the existing color, texture, life
- Leave historic character of 2000 S Broad St untouched
- Poor mix of retail – need grocery / healthier options

Broad & Oregon Focus Area

- **From the Public Meeting**

- Near term: Need signage to guide subway users to “back door” subway entrance
- Better for built environment and pedestrians as developed space
- Interested in: “Single-family dwelling resident owners”. Note: Due to inadequate parking spaces, we are not interested in commercial businesses and rental apartments
- Need: more police presence, no drugs/prostitution, pave potholes in streets, clean streets after trash collections each week
- Dedicated bike lanes connecting Broad & Oregon. Possibilities of that occurring?
- Sidepath to Stadium needed via Marconi
- Reconfiguration of Broad & Oregon addresses a lot of issues, great
- Fire trucks can’t get through due to congestion from school in AM and dismissal

ZONING & LAND USE

- **From Public Meeting**

- Plaza at 24th & Oregon underutilized. Lots of paving, not enough tenants, under-used areas along 24th
- This looks great!
- Some blocks [along Broad St] should be residential and not CMX-2 or CMX-3
- I like this!
- Pat’s & Gino’s lot at NW corner 9th & Wharton St – we need parking on site
- No overlay changes in this area
- Wash to Snyder, broad to 25th overlay district housing conservation NCO
- Density – not along Broad St – look at vacant blocks instead
- Keep character of South Broad Street
- No multi on Moyamensing – put on Broad Street and Washington
- Parking – where will it be?
- Good idea to remap those to sfd [single family district/dwelling?] – highlighted area
- Please include the Point Breeze Avenue business corridor from the 1300 through the 1800
- Concern – commercial impact on neighbors/neighborhoods
- Keep corner shops in residential areas – keep the existing commercial scale
- Encourage commercial on West Passyunk also!
- Moyamensing – keep commercial
- Broad = vein of the city – more density (spread along Broad)
- Pats & Genos should close at 2:00am
- Get Pats & Genos to supply bathrooms
- This is great but where are we going to park
- In new multi story building with parking built in

- **From Formal Written Comments**

- I appreciate all the work you've put into this initiative, so thank you in advance for entertaining my feedback. I've listed my input below, and with an annotated screenshot

(see attached). I live around 8th and Reed, and I'd love to hear your reaction, but I understand if you don't have time to respond.

A few un-acknowledged green spaces (SP-PO-A):

The triangle park on the 700 block of Sears and Medina. This is a 50 or 60-year old park that should be preserved.

A recently greened parcel on the SE corner of 8th and Manton. This was a condemned building that collapsed and was demolished by the city.

Karen Donnelly Park, South side of Dickinson between 2nd and Moyamensing.
(Not pictured in attachment)

Several places that definitely don't fit into RSA-5:

806, 822 Reed & 1414 S Darien - Autobody shops, etc. These are generally very large plots with large structures -- not suitable for single-family dwellings. This is 2 solid blocks of existing commercial use (albeit in the form of nuisance automotive). Doesn't it make sense to preserve as CMX-2 or even 3?

714 Reed St - Fitness Works gym. 5+ story masonry with street-fronting parking lot. Includes several active commercial uses: Fitness Works gym, dance studio, tanning studio, medical offices, and residences. Definitely doesn't make sense as residential-only; maybe CMX-2 or 3?

Several different existing commercial uses:

1401 S 8th - SE corner of 8th and Reed. Ground-floor commercial space with apartments above Should be CMX-1 or CMX-2

1316 S 9th - Chi Dance Space Active dance, yoga, teaching studio. CMX-2 or 3

1452 S 7th Live Poultry (with apartments above?) CMX-2

724 Dickinson - Louie's Appliances Furniture and sundries with apartments above CMX-1 or CMX-2

1523, 1525, 1527 S 8th St (not pictured) Termini's Bakery, and the parking lot next door CMX-2 or CMX-3

1163 S 7th (NE corner of Federal, not pictured) Tamalex - restaurant with apartments above. CMX-2

Thank you, and please feel free to contact me with any questions or further comments.

Aaron Bauman

➤ I just wanted to submit comments on the draft plan. I fully support the remapping of both sides of Washington Avenue West as IRMX. This is necessary to:

1. Allow the Avenue to thrive going forward;
2. Prevent it from being a divider between neighborhoods;
3. Stem the loss of businesses that have been and will continue to leave the avenue as they are becoming less and less suitable for the avenue;
4. Add residents to support commercial and retail uses - without more residents, businesses won't open;
5. Add amenities that the neighborhoods to the north and south will find as assets - restaurants, food stores, etc.
6. Provide for safety by encouraging more activity and eyes on the street so that it is not an abandoned strip from 8pm to 6am.

The Corner of Broad and West Washington Avenue (Northwest corner) should be remapped CMX3 or greater so that Toll Brothers or another large developer can remove the vacant blighted lot that currently exists at this prominent intersection. –Mike

- I am contacting you regarding the zoning remapping recommendations of a few properties that are in the boundaries of the Lower Moyamensing Civic Association (7th-Broad, Snyder-Oregon). Please forgive me for not using the reference blocks, as the exact addresses are more known to our constituents.

Address	ExistCode	PropZone	LoMo's PropZone
2342-50 S. 10 th Street	CA-1	CMX-1	<u>RSA-5</u> (The neighborhood is overwhelmingly residential. Developers have expressed interest in constructing single family homes.
1334 Ritner Street	RSA-5	RM-1	<u>RSA-5</u> (The current address is an enclosed (illegal) driveway and could be subdivided on Ritner and Watts into single family homes. Can the CPC recommend subdivision at the remapping stage?
1336 Ritner Street	RSA-5	RM-1	<u>RSA-5</u> . Again the question of subdivision on Ritner and Watts. The property is currently owned by the neighboring charter school and used as a playground.

Several other members are reviewing other properties and will forward their concerns asap. Best, Todd Schwartz

PCPC received multiple emails both in support and in opposition to a proposed development for parcels located at 827-829 Wharton Street:

- I own a house a couple blocks away from 9th and wharton (1176 S Darien st). While I understand the frustration that some of my neighbors feel about parking and I absolutely sympathize, I would be thrilled to see the lot at 9th and Wharton converted to apartments and stores. I do not own a car, and rely on septa and biking to move around the city. I would be happy to welcome more neighbors to my community who would advocate for increased Septa service and pedestrian and bike friendly development. Parking in our neighborhood can be pretty frustrating, I know. But the benefit of new neighbors who will live, walk, pay taxes, and shop in our community outweighs the increased parking woes they might bring. Best, Laurie Allen
- I think they did a great job with the zoning changes in my section of the neighborhood. I'm particularly psyched to see the proposal to change the NE corner of 9th and Wharton to

commercial/mixed use, unlike some people who might prefer it stays an empty, blighted lot.

- Imagine you and your family visit the outdoor Washington Mall in Cape May. Your daughter or grandfather need a bathroom quick. Then you find out there are no restrooms. That is not reality in Cape May, but for tourists visiting the cheesesteak spots in South Philly and 9th St Market, it is the real deal.

I live in the area and every weekend I see how tourists are mismanaged by the city. It's torture to park in an area that lacks public or private lots.

And the only restroom - if open - is the one in Capitolo Playground. (The playground is locked at night and the area swells with tourists after midnight too.)

Parking is top priority for most residents in the area. Coping with the tourists, the soft ball teams each night, the restaurant trade, the increase of new residents moving in because of the attractive features, this neighborhood needs rethinking.

I have mentioned to Councilman Squilla's people that the city owned four story building next to the 11th and Wharton police station is ripe for the picking.

It's currently used to fix cars (on Reed St. between 11th and 12th Sts), and I hear the city wants to sell it. Why not convert the space to a multilevel parking lot?

The city could sub contract the lot to another manager who can charge for parking.

Nevertheless, the proposed addition of an 18 to 22 unit compound at 9th and Wharton (up for review), is terrible news. It offers no parking for residents.

Locals and tourists take advantage of the nearby ACME lot at their own peril. Tow trucks are a frequent consequence. And this developer doesn't care.

His supporters will tell you that "if you don't like it move to the suburbs. To me this is a Build, Dump and Run maneuver - bad development with no insight into quality of life concerns.

So, Nicole, put me down as a neighbor against that project.

Thank you. Sincerely, Philip Battaglia

- My name is Angel D'Ippolito and I reside at 1326 S. 9th Street. I understand that, as part of the South District Plan, 827-829 Wharton Street is proposed to be rezoned to CMX-2.5 from its current zoning designation of RSA-5.

Despite the fact that the property is located across the street from Pat's Steaks, the vast majority of the 800 block of Wharton is single-family residential housing. Furthermore, most of the properties on the 1300 S. block of 9th Street are also single-family residential properties. Through the years, the Zoning Committee of the Passyunk Square Civic Association has been objecting to use variances to legalize unpermitted multi-family properties through-out the neighborhood. Allowing the property to be rezoned to permit multi-family housing and commercial use by right flies in the face of what the community has sought to achieve over the years. Furthermore, to intentionally add a commercial designation at the subject property simply results in the degradation of the single-family residential character of the community in close proximity to the property.

Neighbors have consistently come out in droves to the zoning committee meetings objecting to the use variances currently pending for this particular site. I certainly hope

that the Planning Commission has heard the community's objections to the proposed commercial and multi-family use of this site and take that into consideration when making a determination to rezone the subject site to CMX-2.5.

Thank you for your consideration.

Kind regards, Angel D'Ippolito

- As a resident of Wharton Street, I send you a vehement 'no' to the 9th and Wharton Street project slated for my neighborhood. Please help us.
Sincerely, Margo Wunder
- I wanted to express my concerns regarding the proposed zoning change for the 18 apartments that are proposed for 9th & Wharton Streets. I am adamantly opposed to the project. This project would not benefit the neighborhood or the residents. The neighborhood is already over crowded with residents not to mention parking which is impacted 24/7 by both Pat's and Geno's Steak shops and all the guests who are constantly driving by and taking up already premium parking spots.
Additionally, they are proposing retail stores on the first floor namely a bank, dry cleaner and market. All of these stores are already firmly plated in the neighborhood and are with walking distance from the proposed location (less than two blocks).
Please take our concerns into consideration when making the decision as to whether to change the zoning.
Thank you for all your attention and understanding.
Sincerely, Mary I Condora
- I have lived directly across from this lot for over 35 years, changing this property to CMX2.5 would be so destructive to our neighborhood. As a neighborhood, we daily live with the constant increasing traffic(both foot and auto) brought to the area because of Pat's and Geno's. The parking for our area has become a nightmare! Try to imagine coming home from a long day at work and driving around and around and around the neighborhood looking for a place to park, this can take anywhere from 15 to 30 minutes resulting in a parking spot blocks away. My children refuse to visit on the weekends or evenings because of this issue. This parking issue has become a real problem in the last 3-4 years. We also deal with trash, noise, public urination, property destruction and rowdy crowds. A change to CMX2.5 would allow the building of a planned apartment complex that is not including parking for its residents! Keep in mind, 18 additional apartments with their cars looking for parking? The 800 block of Wharton has always been a very neighborly block, yes we already have our share of apartments up our block, WHY do we need this?
I can understand the city's plans to have Passyunk Avenue be commercial, but we are NOT on that avenue! As neighbors, we have met with the developer of this lot and said that we could understand commercial on 9th, but Wharton Street needs to remain residential!!!
Please, Please DO NOT change this lot to CMX 2.5! VOTE NO!!!!!!
Sincerely, Toni Pelosi

- As a long time homeowner on the 800 block of Wharton Street, I am extremely troubled to hear about the proposed blanket rezoning plan. Our neighborhood already has an extremely difficult situation in that the big cheesesteak places choke our streets with traffic, noise, trash, and dare I say, human waste!

The parking situation in the area has reached critical mass with most of the surrounding neighborhoods having switched to zoned parking. We take on vehicles of those that for whatever reason can't or won't acquire the proper passes. That combined with the deluge of "sports fans" and other similar venue attendees before and after EVERY event (often leaving their vehicles parked all day to avoid stadium parking fees) has already made the situation around here critical.

I have never been a fan of "blanket" rezoning policies. I personally think that they very rarely address the needs of neighborhoods/neighbors. They are usually put in place specifically with the needs of real estate developers in mind. Philadelphia is a city of neighborhoods and the needs of neighbors should not be compromised simply to benefit the interest of developers.

My neighborhood specifically is one that will be significantly affected by a blanket rezoning and is one whose needs differ than those of the larger surrounding area.

Thank you for taking the time to consider my point of view. I would appreciate any input you might have with regards to these proceedings. I believe there is an opportunity to protect an already compromised situation from becoming a worse one.

Thank you. Kurt Wunder

- I am writing to comment on rezoning of lots on the northeast and southeast corners of the intersection of Wharton Street and 9th Street addressed by the Draft Plan.

The lots, currently vacant, should remain zoned residential. The construction of mixed use buildings including multi-family housing should only be permitted if they include plans for onsite parking. Parking in the area is already difficult, not in small part because of two 24-hour restaurants, Pat's & Geno's, that attract an enormous number of customers with automobiles (many from out of state) every hour of the day. It is already difficult to find parking in the evening that is within easy walking distance (for senior citizens like us and many of our neighbors) of our home on Sears Street.

As for contributing to the strength of the existing commercial zone, there seems to be no reason to create additional commercial zoned property given the abundance of both vacant storefronts and empty lots on 9th Street between Federal Street and Washington Avenue, contiguous to Passyunk Avenue and creating a link between it and the thriving Italian Market to the north.

In addition, the rezoning seems to reward the blatant flaunting of Philadelphia building codes by the previous owners, setting a dangerous precedent for redevelopment in the area. I haven't lived here long enough to have observed the circumstances surrounding the empty lot(s) on the northeast corner of Wharton and 9th, but I was a witness to the negligence and neglect that resulted in the collapse of the building on the southeast corner and the near collapse of the building at 1309 9th Street. Should it be acceptable to our city's citizens that property owners be allowed to let buildings crumble so that they can be rezoned as more valuable commercial property? I think not.

Sincerely, Marjorie Waxman

- Wanted to voice my concerns on South District Draft Plan. I am totally against changing our residential zoning to commercial. There are enough parking problems as it is. To change zoning to commercial will cause less parking spaces and more issues with residents of the 9th and Wharton streets area. Its already a parking problem having Pat Steaks and Gino Steaks in my neighborhood. There are many times I have to drive a five block radius for up to a hale hour just to find parking. I lived in the area for the past 60 years and do welcome change but not at the cost of losing on street parking to Commercial zoning.

Thank you Darlene

- I am a resident on 11th and Wharton Street. I have received some information regarding the 20year zoning plan for 9th and wharton and that the PCPC is considering changing the residential zoning status of that lot to commercial with no onsite parking. I would like to briefly comment about this: There is hardly enough street parking for all the current residents in this neighborhood already. Working adults like me who get home later than the rest of the people around 7pm have to round the blocks and fight for spots. Visitors to commercial places like Pats and Genos take up valuable spots. Having another big commercial lot with no on-site parking is going to make matters worse. Please do not allow any construction of residential or commercial buildings with no on-site parking because it will make the parking situation worse and drive residents away.

Thank you, Vi-Zanne Ho

- I am writing as a concerned property owner about maintaining residential zoning at a lot on the corner of 9th Street and Wharton. It is my understanding that a developer is lobbying for a change to commercial zoning. Given the neighborhood carries the weight, traffic and trash from Pat's and Geno's already further commercialization would be disastrous on multiple levels. This would include issues with parking, safety, traffic flow, trash and a negative impact on property values.

Thank you in advance for your consideration.

Sincerely, Katherine Handin

- **From ShareSouth Comments**

- I have concerns about the zoning on S. 15th St. between Wharton and Morris. These blocks are mostly large, single-family homes on beautiful blocks. Only a handful have been chopped up. Unlike other areas with similar housing stock, the market supports leaving these single-family. I certainly support increasing density along Broad St. and correcting the multi-family non-conforming along 16th St., but I would not want to see by-right flips to multi-family along the 15th St. blocks, which are already in great condition.

GENERAL COMMENTS

- **From Public Meeting**

- Any thoughts about dedicated bike lanes on sections of Broad Street to connect to other streets with dedicated bike lanes?
- Redoing the bike lanes on Washington Avenue?
- No more bike lanes...too many already...don't take our parking spaces away in South Philly!
- Moyamensing should be a beautiful green corridor with homes and commercial mix, not as commercial as Passyunk, calmer
- No development shown along the waterfront. It has great potential for public space and residential.
- None of the big plans really focus east of 7th Street except to add multifamily to Moyamensing which is not wanted
- More parking spaces
- 9th and Wharton needs more parking not more cars
- Please enforce and keep in mind public nuisance laws (dog laws and cleanup) in public spaces
- Curb cuts on W Passyunk a waste of money!
- Community planner should regularly engage with residents/business/elected officials to educate and cultivate support for the vision and refine implementation
- Please maintain more green space
- Please maintain a level of affordable housing in the area
- We need more trash can. Less street trash = less crime and drug use
- Cleaner streets
- As a gentrified community we cannot handle more residential around 20th and Wharton Streets
- 20th and Wharton Streets should remain commercial
- 20th Street and Wharton should remain commercial

- **From Written Formal Comments**

- Wikipedia defines an urban planner as a professional who works in the field of city planning for the purpose of optimizing the effectiveness of a community's land use and infrastructure; plans for the development and management of urban and suburban areas, typically analyzing land use compatibility as well as economic, environmental and social trends and impacts. In developing their plan for a community (whether commercial, residential, agricultural, natural or recreational), urban planners must also consider a wide array of issues such as sustainability, air pollution, traffic congestion, crime, land values, legislation and zoning codes. The importance of the urban planner has increased throughout the 21st century, as modern society begins to face issues of increased population growth, climate change and unsustainable development.
- In a 4 May 2015 commentary by Tom Ferrick in the Inquirer on "Important Issues Rarely Addressed in 'Mayoral' Campaign". One of the issues, he addressed was the conflict over growth. Philadelphia's population is growing with resulting impact on changing neighborhoods and housing values. The dilemma is "People want growth but not change." Although newcomers believe they are revitalizing neighborhoods, old-timers see it more as an invasion. As housing prices rise, so do taxes. Rents become pricier. Older residents get

displaced by "progress." It is a difficult balancing act coordinate the "needs" of the old and new.

I'm sure many man-hours have been used in generating this report. It lacks balance of "pro's and con's." Your assumptions and recommendations in the draft South plan are based upon very limited data.

HEALTHY COMMUNITIES

The impact of bike paths and extension of subway system to the Navy Yard are over simplified. 1. The extension of the subway will be expensive. Who will pay for this infrastructure project? The table in the HIA report that indicates approximately 6,000 less cars. If you can assume normal start times are 6:30 am to 8:30 am and one car has one person, that results in approximately 3,000 people will be arriving by train each hour. Can or will SEPTA support this? Balance? Has SEPTA input been sought?

2. The report states a biker is will to commute 10 miles to work. Given that average bike may do 6.2 miles per hour (Wikipedia). This results in 1.5+ hours. If the bike path share a major highway such as Broad Street, it will be much longer. The PA vehicle code mandates that bikes sharing the road much comply with code requirements; i.e. stop lights and stop signs. I don't think your questionnaire was properly design to elicited good valuable true information.

3. When I think of bike path that I would allow my grandchildren to use, it something like Fairmount Park. I could not find any "word" about converting the unused industrial area along the river as a park that would service "family" type functions.

DISTRICT AT A GLANCE

1. You make brash statement that "40% of households do not own a car." I don't know where you get this data. Did you contact the Parking Authority? I live on 1300 block of South 10th St with permit parking and did a count for the block. There is 1.1 vehicles per household. The area covered by the South Plan is very diverse. Painting with a broad brush statement is unfair. Where is the data for the whole area. Balance please!

2. Have you gather baseline traffic data on major streets in the South Plan, such as; Passyunk Ave.? What is the impact on volume of automobiles? Data collection is necessary in arriving at a fair and balance conclusions.

3. The Municipal Complex - Wharton, Reed, 11th and 12th streets would make an ideal multilevel parking garage. Converting to multifamily dwellings could have environmental impediments; gasoline, oil, and other hazardous waste. What is the history of repair shop (warehouse) and storage area? Have any samples been taken?

4. Retired and living on a fixed income, I'm concerned about being price out of the area. The house my wife and I live in has been in her family for over a 100 years. I looking for a balance approach to the "new" and "old." What would be the impact of the plan on people living in the Area.. Was "low income housing" ever considered. As a prime example what ever happen to people living around the old Graduate hospital as urban renewal came their way?

5. The days of "heavy industry" along the river are over! Many other cities have the same problem but are actively pursuing alternatives. Parks, bicycle paths, promenades/boardwalks, restaurants, hotels, entertainment venues, museums. This was not addressed in the plan.

As a "vision" it is a good starting point but the results and recommendations need to be justified by data collection and analysis. Surveys should be designed to obtain fair and unbiased information and data. Anthony Klarman, 1325 S. 10th St.

- Exercising my public input rights, below are my comments and questions for consideration.
Recommendation 9 (p.60): Where does 'South Delaware' begin? Anything north of Snyder (maybe even Oregon) should not necessarily be reserved for industrial
Recommendation 16 (p.66) Is PATCO still proposing transit along Delaware Ave?
Recommendation 30 (p.73): Gold Star Park (I have to), also many of these parks specifically need more/better playground equipment to serve more families staying in the neighborhood and they often double as recess areas of local schools
Proposed zoning map: Beyond Mt. Sinai, we need MORE non residential/mixed use down 5th and 4th streets area: Reed and Moyamensing; 4th street, between Reed and Tasker, etc. Great plan, Thanks!
- I've attended all the meetings and think you and your team have done an excellent job compiling all the information into a readable, interesting packet. I was particularly interested in knowing that the stone wall I walk past every day on 11th street was a remnant of the old Moyamensing prison. I have a few comments for your consideration:
A couple of the proposed designs for South Philadelphia HS contained more green space and a more creative vision for tying the school to the streetscape, I hope the City and the Moyamensing Group could phase those ideas in as the Plan progresses.
The idea of multifamily use is NOT favored for Moyamensing between Washington and Snyder, there are \$600,000 homes being built every day along that lovely avenue which the local Tree Tenders are making progress greening as a grand boulevard. To add multifamily would compromise the further development of those singles. I hope you will take a walk down there. Past Morris Street are rows of front porch houses with old growth trees. That too should remain as singles. Similarly 4th Street and 5th Street are developing into corridors of single family housing pricing at \$400,000 and up, and to allow multis would simply re-create the mess that those streets were before people began building and restoring the singles. The neighbors have worked hard to market and improve these areas of development from multiunit rentals to family owned single properties. They object to every single multi legalization or conversion that is up for a variance and are not pleased when the ZBA grants that use.
Finally, I believe the Federal Street Historic District should extend at least to the west side of 5th Street and south to at least Tasker. (I recognize the Jefferson Square homes are new builds which could be carved out) Many of the houses on the west side of Moyamensing are older than those on the east side because much of the east side was swamplike land that was filled and developed over the years. Additionally, the neighborhood in general desires the ability to suggest/regulate/push developers to build new houses more in sync with the 150+ year old historic properties. Please come visit. Thanks again for all your hard work, we appreciate what the planning folks are trying to do.
Lyn Wescott

- Passyunk Square Civic Association thanks you for the opportunity to comment on the draft of the South District Plan. We think it is a well thought-out plan, and we support the broad goals and recommendations listed under its Thrive-Connect-Renew themes. We support preserving our neighborhood's single family neighborhood pattern, while also strengthening urban commercial on key streets and allowing for greater densities around Broad Street, particularly near subway stations. We believe strongly in limiting surface parking lots and curb cuts on Broad Street. We are also in support of ideas to revitalize the Municipal Complex (such as rezoning and establishing better pedestrian access through the site), as well as safety improvements and redesign of the 10th/Reed/Passyunk intersection. We support Complete Streets policies and the related bikeway recommendations (including on Washington Avenue), as well as making the Tasker-Morris BSL station ADA-compliant. We think parking supply can be increased with better ways to design and manage existing parking as suggested in the plan.
- We are intrigued by adding senior housing and a senior pedestrian zone near the South Philly Older Adults Center. We have some concerns that senior housing would be potentially difficult on the small parcel that is currently open space and the driveway for the senior center. A better proposal might be building senior housing on top of the senior center, or a newly built senior housing with integrated senior center, while also retaining and potentially redesigning the open space. Currently that open space is not well-used, and could be redesigned as an intergenerational space with specific features for seniors (senior playground, higher-seated benches with arms that seniors find easier to manage, perhaps with extra security features to make seniors feel safe.). Also the open space that the seniors use behind the center has a lot of potential to be redesigned and better integrated with the community, particularly if new pedestrian accessways are be created next to it. We would appreciate PCPC revising the language in the draft plan to reflect these possibilities of adding senior housing without removing open space, and improving the open space.
- We also support the concept of redesigning the Acme site for better street frontage but also wish to convey the importance of the Acme as a neighborhood shopping center. While probably outside the scope of the District Plan, should Acme ever be redeveloped, care should be shown in ensuring that neighborhood residents have access to a quality supermarket should Acme close for construction of a new facility.
- We also recognize that there will still be time for additional input from citizens and civic associations once the public process of zoning remapping begins, at which time we may have more input on specific rezoning recommendations.
- Thanks, Karin Morris, Passyunk Square Civic Association

PUBLIC MEETING INSTAGRAM STATION – I LOVE MY NEIGHBORHOOD BECAUSE ...

- **From Public Meeting**

- It is growing. It is diverse. It is highly accessible. It is exciting.
- The history, the people and the possibilities!
- It has everything I need.

- It's diverse, my neighbors are awesome and I can walk to everywhere necessary. It's the first place in the city that made me feel that I had a community!
- I can walk everywhere = shopping – subway – restaurants – parks!
- I live very close to Marconi Plaza
- My neighbors – how they cooperate traditions
- Great neighbors, tree-lined, bird song, walkable, connected to commercial corridors
- It's quiet, the neighbors are great and it's convenient to everything!
- Cultural Resources – Kimmel, Art Museums, U of Arts; Affordable housing – Casa Farnese; Mix of income levels and age groups – Seger Park; Transportation
- I've lived there over 30 years so I should love it because that's where I am.

May 21, 2015

Nicole Ozdemir
City Planner, Planning Division
Philadelphia City Planning Commission
One Parkway Building
1515 Arch Street, 13th Floor
Philadelphia, PA 19102

Dear Nicole:

I am writing to express our opposition to the proposed remapping plan for South Broad Street. The plan calls for significant increases in density under the guise of corrective remapping and "furthering the plan" but it does not make any provisions for remediating any of the problems that we already have because of the high density of apartments on South Broad.

We have already documented some of the problems created by this density which include:

- There are enough apartments. Approximately 85% of the residential properties on Broad Street already have variances for apartments. We cannot lose the last single family homes, which are a stabilizing influence.
- We do not need additional apartments in already overbuilt properties that do not have the accommodations for tenant trash and parking.
- The absentee landlords who convert and manage these buildings have no concern for the type of tenants they rent to, they do not clean up their tenants' trash and they do not maintain their properties. The change to RSA-5 (formerly R10A) stopped these poor quality conversions and encouraged single-family redevelopment, especially on the cross streets. This has improved the neighborhood, reduced trash, reduced tenant problems and encouraged better care and maintenance of new buildings.
- There are between 800 and 1600 apartment units being built at Broad and Washington, another 50 at Broad and Wharton (former Armory), and apartments that are not filled at 777 South Broad. There is no need to add to the density of existing apartment conversions along South Broad and the cross streets. No one has ever moved out of this neighborhood because they could not find an apartment.
- Poorly designed converted apartment buildings, suffering from poor maintenance bring down property values.
- There is no more parking. We understand that city planners like to believe that new residents are not bringing cars into the city with them. This is incorrect. Students bring cars registered at their parents' address. Many residents insure and register their cars in the suburbs to avoid high insurance cost. These cars will not show up on any survey and give a false impression that there are no cars here. Since the car owners are committing insurance fraud, they will not answer a survey honestly about car ownership.



SOUTH BROAD STREET
NEIGHBORHOOD ASSOCIATION

- Even if only half of new apartment residents have a car (which is a falsely low assumption), it is too much when you look at the number of apartments that would be allowed by right in RM-1.

We are also opposed to the change to CMX3 and the expansion of CMX3 properties especially in areas directly adjacent to residential streets. The only areas where this should be considered is between Washington Avenue and Federal Street, Passyunk to Snyder and Shunk Street to Oregon Avenue. Expansion of commercially zoned property on blocks that are mostly residential is inappropriate and damaging to neighbors' property values. Amongst other issues, CMX-3 permits group practice drug treatment clinics (which are already a problem in this neighborhood), nightclubs, and take out restaurants.

Attached is a copy of a revised plan that we hope to review with you. The base plan is your first draft and our suggestions are sketched on top of it. I hope you will have the time to review this with us and see that adding additional density problems to this area is unfair and destructive.

Please consider our input and revisit the plan with these thoughts in mind.

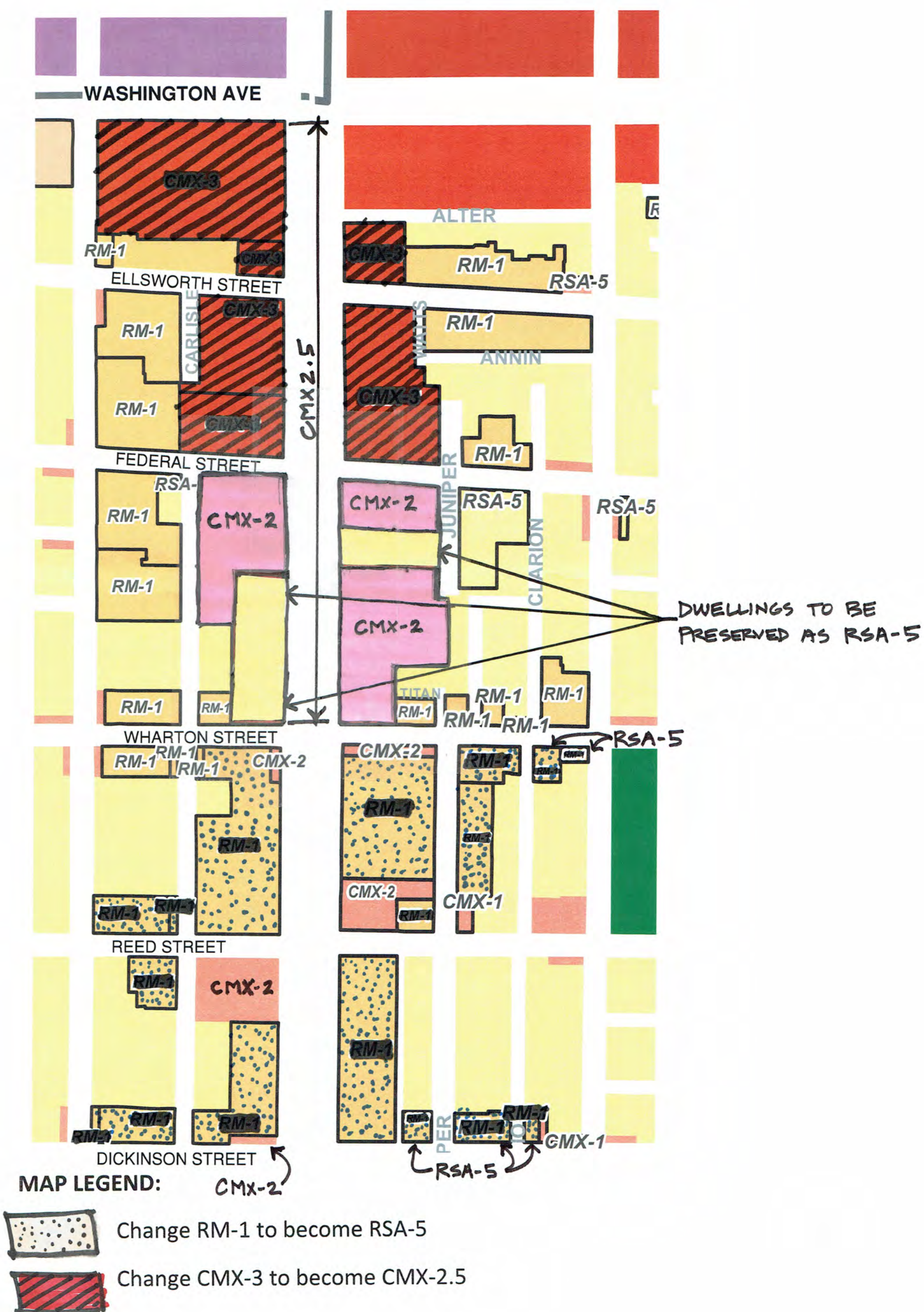
Sincerely,

Peter Zutter
South Broad Street Neighborhood Association
PO Box 54784
Philadelphia, PA 19148

267-761-2190

Cc: Cm. Kenyatta Johnson
Cm. Mark Squilla

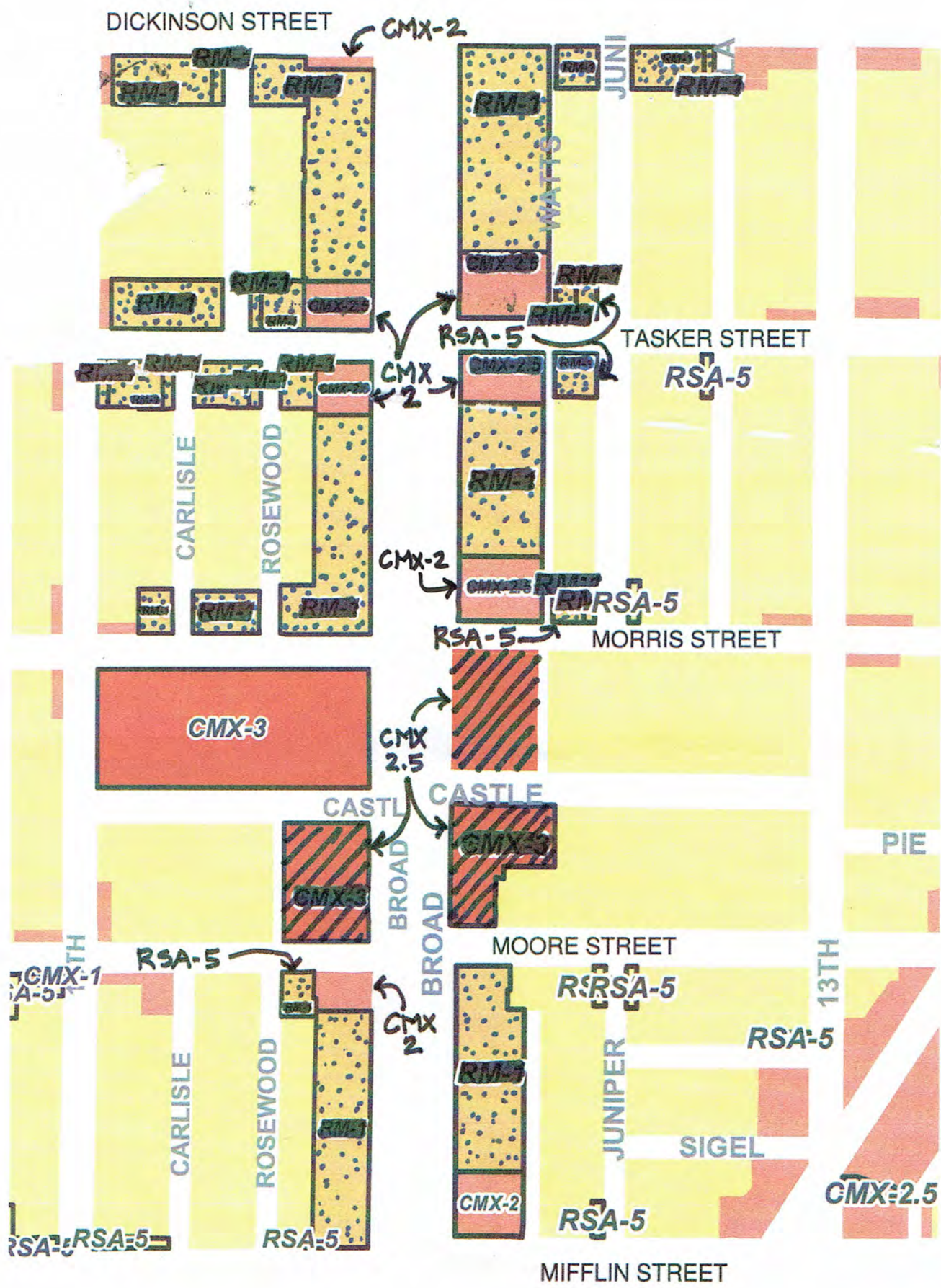
Requested Changes to the PCPC Draft Plan



SOUTH BROAD STREET NEIGHBORHOOD ASSOCIATION

SOUTH DISTRICT PLAN

Requested Changes to the PCPC Draft Plan



MAP LEGEND:



Change RM-1 to become RSA-5

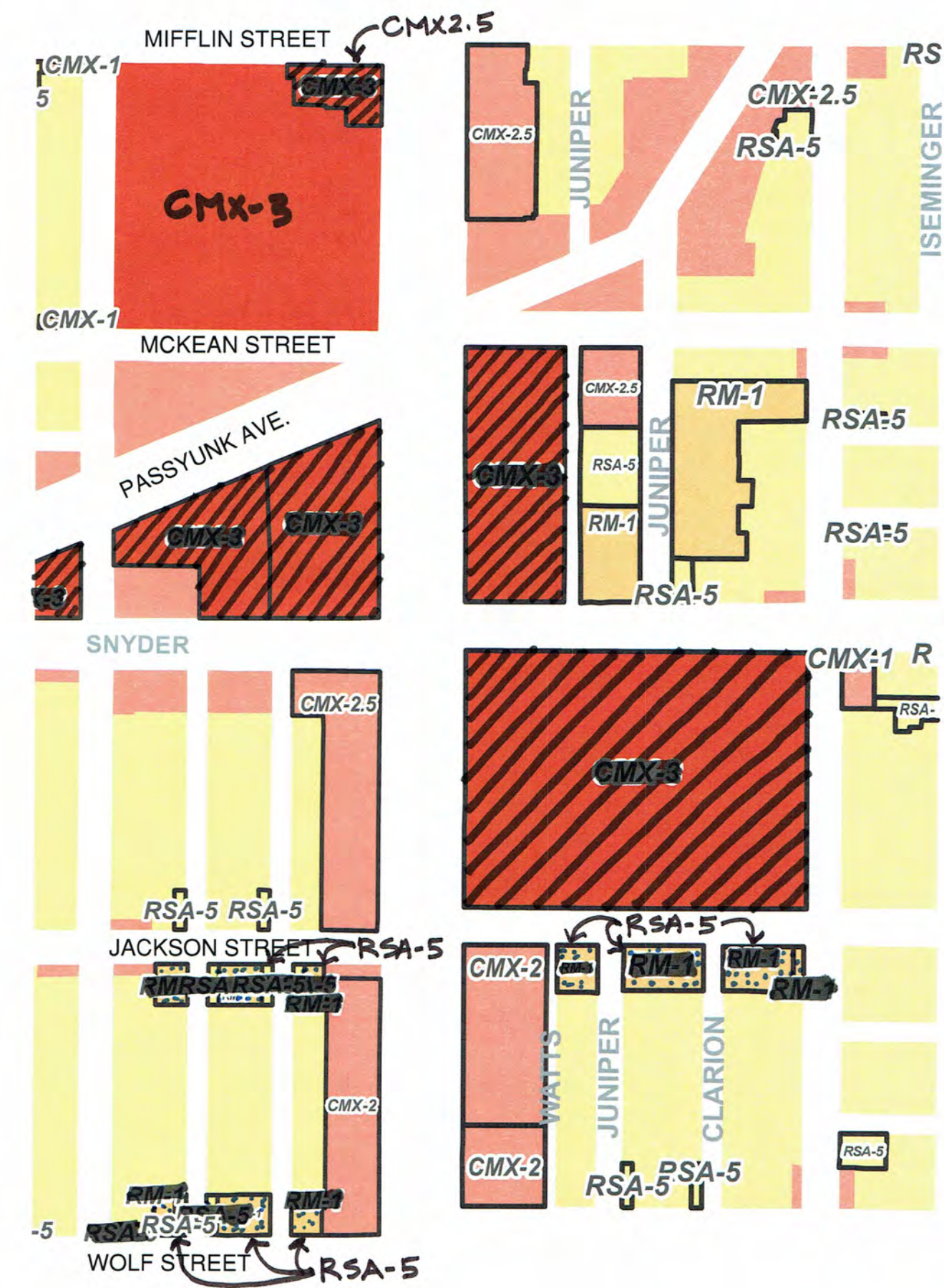


Change CMX-3 to become CMX-2.5

SOUTH BROAD STREET NEIGHBORHOOD ASSOCIATION

SOUTH DISTRICT PLAN

Requested Changes to the PCPC Draft Plan



MAP LEGEND:



Change RM-1 to become RSA-5

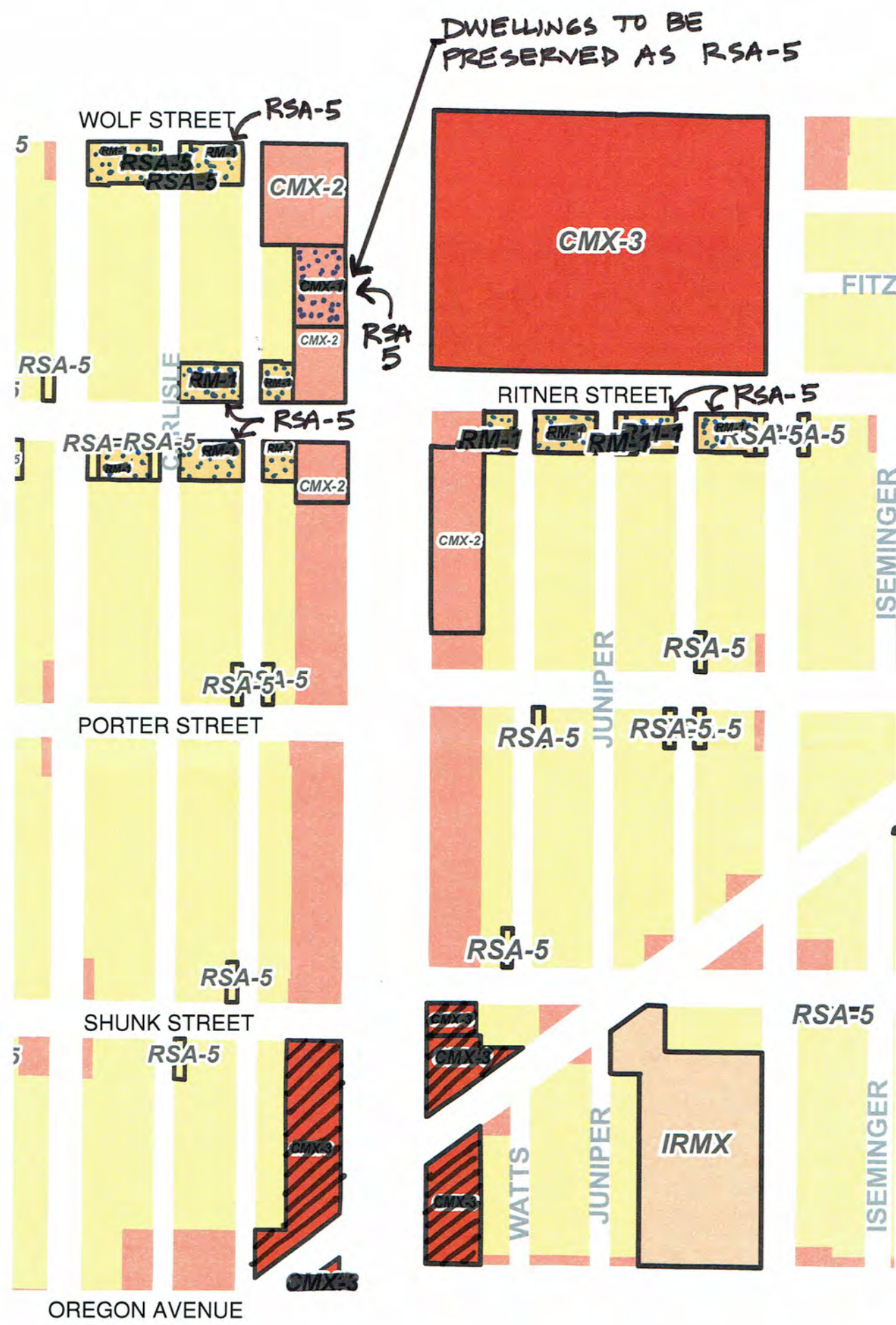


Change CMX-3 to become CMX-2.5



SOUTH BROAD STREET NEIGHBORHOOD ASSOCIATION

SOUTH DISTRICT PLAN

Requested Changes to the PCPC Draft Plan



MAP LEGEND:

-  Change RM-1 to become RSA-5
-  Change CMX-3 to become CMX-2.5

Christopher T. Chadwick, SBSNA
Angela Hunt

1220 South Broad Street, Philadelphia PA 19146
919.280.3950 | ctchadwick@gmail.com

Items of Concern Related to South District Rezoning Recommendations

- Impacts of high-rise, high-density development on sunlight penetration to public streets and on adjacent properties. Center City (CCRA) have been given zoning controls which require specific building spacing and building widths on main drags like JFK Boulevard and Market Street, plus the historic 1600 block of Locust Street.
- Right-sizing: impacts of large-scale buildings that are out-of-scale with their context. Center City demanded and got zoning height limits for high-density commercial, mixed use and residential areas. Similar height thresholds should be established for the SBSNA area to provide opportunity for community input into the scale and design of tall buildings that will have a significant impact on the streetscape.
- Guidelines are required to better inform property owners about appropriate design of deck structures, including encouragement of green roofs and green garden area, which will help with poor storm water drainage.
- Parking permits for residents of South Broad, to encourage out-of-towners to either change registration or park elsewhere. Poorly located parking restriction signs eliminate potential additional legal on-street parking spaces. What happens when we have to clear South Broad for events, we get parking tickets!
- As a potential historic district, SBSNA should be able to review and approve new construction as well as alterations to preserve the historic context and pedestrian scale of new development. EX: 1317 & 1319 S. Broad. What is going to be built there? What happened to the Cornice Line rule-of-thumb.
- Street-scaping and trash issue should be solved.
- Street lighting improvements. Proposed lighting should be lower than in commercial areas but significantly higher than present levels
- New high rise (former Armory) should contain retail that serves the community.
- Failure to provide transparency as to who the stakeholders are who have proposed these plans, why is this information not available to the public.
- Ignoring or discounting the positive influence single family ownership has had in transforming the area with respect to tax base, crime, and appearance
- Ignoring the implicit behavioral consequences these changes will have which strips the community of its say in what takes place within its boundaries. Some of the zoning recommendations allow for certain use and structure (right-sizing) that can bypass community involvement.