



City of Decatur- Garden Ln



Public Comment Result		
Garden Ln	NORTH	14+5=19
	SOUTH	11+11=22

AECOM SUGGESTION BASED ON TECHNICAL REVIEW	(* SOUTH)
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Comments on Garden Ln	Response
*Please clarify with all homeowners how their trees will be impacted.	We will work with City and the City's Arborist to minimize impacts to existing trees to the best of our ability.
*Please make sure that after suggestions are reviewed. Your final proposal is reviewed with neighbors prior to project approval.	The City intends on additional outreach on this project prior to final design and implementation phases.
* If there are no sidewalks and bulb-outs are added, it would make it very difficult for a pedestrian to walk in the street.	The project's main purpose is to develop a sidewalk on one side of the street. The proposed bulb outs support the project by minimizing impacts to trees and properties where possible, traffic calming and utilizing them for storm runoff water quality improvement.
*If sidewalks are placed on the south side, a bulb-out should be created to preserve the large existing majestic water Oak trees. Priority should be given to necessary trees, not gardens which only have small shrubs.	We will work with City and the City's Arborist to minimize impacts to existing trees to the best of our ability.
* Can you limit sidewalk width to 3'? Please	According to City's Ordinance_o-18-z-17, the minimal sidewalk width is 5' at local residential street. Were conflicts arise a 4' wide sidewalk maybe considered.
*Please look at this project and try to make similar as Glendale Ave. : narrow sidewalk, no buffer, sidewalk abutting curb.	We will review the sidewalk conditions on Glendale to determine if they are acceptable for this project.
*What is the material of the proposed walls on north side? Will rails be required? This will have a huge impact on the street character.	At this time, the materials for the walls and use of railings have not been determined. The City and the design team are very sensitive to the street's aesthetic appeal and will work within the City's budget to utilize materials that are best suited for the street.
* Can the sidewalk be placed back of curb to minimize impacts to yards? Like Glendale Ave.	According to City's Ordinance_o-18-z-17, the minimal sidewalk width is 5' with minimum 2' buffer between the back of the curb and the edge of the sidewalk at local residential street. We will evaluate Glendale Ave as a potential reference for the final design.
*Please build the sidewalk within the existing road. This was reviewed last year at neighborhood meetings. Many neighbors will be surprised.	Comment noted, will be discussed and explored with the City.
* How wide does Garden Lane actually need to be? Is there an option to put all of the sidewalk on part of the sidewalk within the existing roadway?	Garden Ln will be minimal 20' per GA fire safety standard. We will evaluate the comment and determine if this is a feasible option.
* The City of Decatur has a very strong tree ordinance to protect our majestic aging trees. So why would we ever consider an option that kills more trees?	We will work with the City Arborist to preserve existing trees to the best of our ability.
*Plases look at width of road required to meet code, then place new curb at that line. Please place/ start sidewalk at curb to minimize yard taken for sidewalk.	Comment noted, will be discussed and explored with the City.
* Aren't the speed bumps doing enough for traffic calming? Both seems like overkill, bad for tress and drainage.	Speed bumps do slow down traffic, however, in addition to traffic calming, bulb outs, provide additional benefits which minimize impacts to existing trees and improve storm water quality. The use of bulb outs on the project is still being evaluated.
* Can Garden Ln be removed from Waze? Can we restrict cars from turning onto Garden Ln during rush hour, like Wilton and Ponce Place?	We will pass this comment onto the City for their input.
* I think the City should use other traffic calming measures like bulb-outs and not construct sidewalks, too many trees will be lost on the south side of Garden Ln.	The primary purpose of the project is to create a safe pedestrian facility which gets pedestrians out of the street. We will work with City's Arborists to minimize impacts to existing trees to the best of our ability.
(Online)North. Again with the caveat that would seek fewer or no bulb-outs. Or more cyclist friendly bulb outs.	Comment noted. Many factors have to be evaluated in determining the side of the street for the sidewalk, existing utilities, trees, costs and on street parking.
(Online)Based on current designs, north because more trees will be preserved; however, the plan popular with some Garden Lane residents, which involves building the sidewalk in the street and adding a natural barrier to plant trees, could be very successful on the south side. I recall seeing a historic photo of a street in Decatur with many small trees planted along the sidewalk that are now very large, providing shade and adding value to the community. Garden Lane has an abundance of trees, and it would be wrong for the government to consider taking them away when a great solution exists allowing for the preservation of existing trees and the addition of new trees that can ensure the surrounding neighborhood continues to enjoy shade and trees.	Comment noted. We will coordinate with the City to determine if this option falls within the provided budget of the project.
(Online)North better visibility but utilities	Comment noted.
(Online)As proposed, the north side to save more trees. Trees have a major impact on the beauty and enjoyment of a community. Trees are beneficial in managing runoff and controlling flooding. The current proposal would remove multiple trees at the lowest elevation on the street; this is counter to all best management practices. The current plan would also increase impervious surfaces, which will have a negative impact on both sides of the street, which experience significant flooding to homes and yards, perhaps requiring the Code or the county to purchase more homes on the street due to chronic flooding.	We will work with the City Arborist to preserve existing trees to the best of our ability.

<p>(Online)I do not support traditional sidewalks on Garden Lane. Please consider the benefits of narrowing the existing roadway to construct the proposed sidewalk along with a sufficiently wide buffer between the new sidewalk and the road to plant shade trees and create water gardens the length of Garden Lane. The benefits of doing this are:</p> <ul style="list-style-type: none"> - Avoid adding additional impervious surface. Adding more impervious surface will exacerbate the existing flooding issues. - Preserve existing trees and add new trees which will improve absorption of storm water, provide shade, and improve the microclimate - Narrow roadway to slow cut through traffic which will create and preserve the feel of a residential street <p>I believe this could be done cost effectively, especially if you consider all of the costs of tradition sidewalks (increased impervious area, loss of trees). I'm sure that concerns with parking and emergency vehicle access could be addressed.</p>	<p>Comment noted. We will coordinate with the City to determine if this option is feasible to design and implement.</p>
<p>(Online)Please survey residents of the street to find out how they see this plan working</p>	<p>Comment noted. We will coordinate with the City for future outreach efforts.</p>
<p>(Online)Please consider minimizing or not using bulb-outs. Again, the bulb-outs depicted are not bike friendly. Bulb-outs generally work best when they are integrated with other cycling infrastructure, like a bike lane, that is not interrupted by the bulb-out. This retrofit is not one of those situations.</p>	<p>Comment noted. We will reevaluate the need and use of buld outs on the project.</p>
<p>(Online)Every effort should be made to preserve and add trees when possible. Healthy trees are directly linked to the desirability and enjoyment of a neighborhood.</p>	<p>We will work with the City Arborist to preserve existing trees to the best of our ability.</p>
<p>(Online)Please consider placing the sidewalk on Garden Lane within the existing roadway to avoid adding impervious surface and save existing trees. Please also consider adding a buffer between the sidewalk and the road to collect and absorb all runoff from that sidewalk to avoid aggravating existing flooding to homes along Garden Lane. Please use this buffer to plant new trees and other vegetation to absorb rainwater, create shade, and improve air quality.</p> <p>Per the City of Decatur Stormwater Management Plan, "When dealing with urban impacts to storm water, there is more than one issue to be considered. First, the amount of pavement and other impervious areas associated with a City environment causes the amount of runoff to increase. This increase in storm water runoff can lead to: (1) flooding by exceeding the capacity of the City storm drains, (2) streams overflowing out of their banks, and (3) erosion and scouring along the stream corridor such that the natural habitat is lost or degraded. To control these increases, Decatur adopted ordinances requiring developers to capture the extra storm water they generated and to release it back to the environment slowly. This type of storm water management is important and should be carried forward as development continues." Decatur, please take action and follow these recommendations to limit impervious surfaces. Now is the time to act, not to keep paving!</p> <p>Per the City of Decatur Community Forrest Management Plan, "Our</p>	<p>We will coordinate closely with the City to determine if this is a feasible alternative to design and implement.</p>