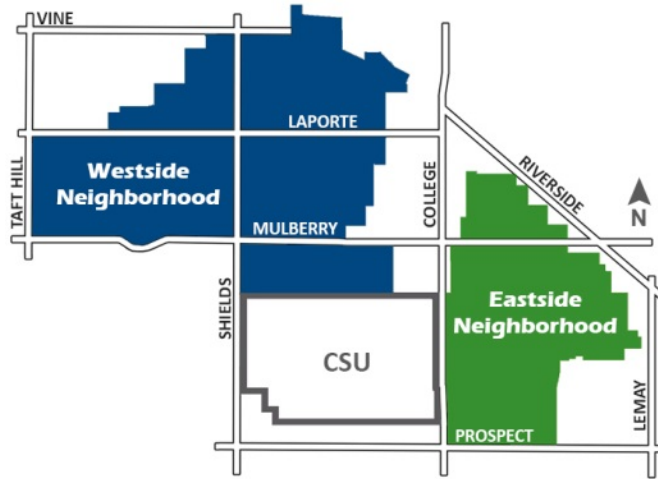




## Listening Sessions Summary

### Plan Overview

The Old Town Neighborhoods Plan is a combined update of the Eastside and Westside Neighborhood Plans adopted in the 1980's. The Old Town Neighborhoods Plan will study recent trends and provide a new neighborhood vision and priorities that reflect current conditions. The plan update is anticipated to last approximately one-year with a heavy emphasis on neighborhood and stakeholder involvement.



### Listening Sessions Overview

The public kick-off to the Old Town Neighborhoods Plan began with two listening sessions the week of March 9<sup>th</sup>. Over 5,800 postcards were mailed to neighborhood property owners and residents inviting participation and discussion to help identify and prioritize neighborhood issues and opportunities.

Interested participants were also asked to complete application forms for neighborhood stakeholder groups. The groups, to be comprised of neighborhood residents, business owners, and other stakeholders, are intended to help guide and inform the project with targeted discussions and feedback throughout the planning process.



Each listening session began with a project overview and project timeline. Following the presentation, the group was split into thirds and rotated through discussion stations to share feedback and ideas in three topic areas:

**Neighborhood Character & Compatibility**

**Land Use, Form & Transition Areas**

**Mobility, Access & Amenities**

## What We Heard – Neighborhood Issues & Opportunities

### Neighborhood Character & Compatibility

- Residents enjoy the diversity found in the neighborhood (house size, style and socioeconomic characteristics)
- Newer construction can be too large
- Certain contemporary building styles, materials and roof forms are seen as incompatible
- Neighborhood affordability continues to decline
- The neighborhoods should continue to be preserved predominantly as single-family homes
- Existing regulations and standards are confusing and hard to understand
- Concerns that additional regulations may exacerbate neighborhood affordability issues
- Alleys need better enforcement and maintenance. Parked cars or trash cans block access, litter can build up, and non-paved alleys become rutted
- Neighborhood lighting is inconsistent; examine safety while still preserving dark skies

### Land Use, Form & Transition Areas

- Concern with fit and scale of new construction
- Preserve the neighborhoods predominantly for single-family homes
- Varying support for existing neighborhood-oriented businesses; concerned about any new commercial
- Concerns about the process of adding non-residential land uses (e.g. addition of a permitted use, definition of 'mixed-use')
- More flexibility for accessory dwelling units (ADU) and carriage houses are needed
- Need better enforcement of occupancy violations
- Need context-specific solutions in transition areas for design, parking, lighting, intensity, etc.
- Worried about safety in Eastside Park
- New developments need to provide sufficient parking; spillover parking is of great concern
- Allow in-law apartments for related persons as a means for aging-in-place
- Transitional areas need to have parking and are greatly impacted by changes that occur in downtown or the CSU campus
- Concerns over increases in density or large-scale multifamily projects

### Mobility, Access & Amenities

- Do not widen Mulberry & Shields Streets
- Arterial streets are barriers to intra-neighborhood travel and difficult to cross
- The spacing and timing of arterial street crossings should be reviewed
- Parking is a problem in hot spots near CSU, downtown, and the library
- Concerns about increased traffic and parking pressure from a new on-campus stadium
- Portions of the neighborhood sidewalk network is missing, too narrow, or in disrepair
- Better connectivity east/west is needed to MAX stations
- Mulberry and Shields are uncomfortable and unsafe for bikes and pedestrians; many multi-modal users avoid the roads
- Examine parallel roads near Mulberry/Shields for enhanced multi-modal infrastructure
- Better connections to parks and the Poudre Trail are needed
- Many intersection feel unsafe and could use crossing improvements
- Explore road diets on Shields north of Laurel (similar to Laurel and Laporte).
- A four-way stop at Laurel and Stover would be helpful