



Transitions and Buffers – Downtown Plan & Old Town Neighborhoods Plan Workshop

November 4, 2015 | Summary

| Workshop Overview

How can we create smooth transitions between downtown, CSU, and the surrounding residential neighborhoods? This joint Downtown Plan and Old Town Neighborhoods Plan workshop sought to bring together key stakeholders to discuss three topics affecting the interface areas between downtown/CSU and the adjacent residential neighborhoods:

- Land Use & Buffer-Area Size
- Building & Site Design
- Spillover Parking

A diverse mix of 110 residents, business owners and employees, design professionals, CSU students and more attended the event. A summary of common feedback and ideas for each of the three topic areas are presented below:



| Land Use & Buffer-Area Size

- Current transition-area (NCB zoning) may be too narrow
 - Transition-zoning should be several blocks wide
 - If expanded, preference is away from the residential neighborhoods
- Draw a “hard-line” at the transition-area edge that will not encroach into the neighborhoods over time
- First priority of the transition areas is to protect the residential neighborhoods
- Professional offices seem to work well in the transition-areas
- Multifamily may be okay, but their impacts need to be properly mitigated
- Some small neighborhood services (e.g. coffee shop) may be appropriate
- Each transition area is unique – may need tailored policies and standards



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| Building Design

- General agreement that approximately 3 stories is an appropriate maximum height in the transition areas
- Preferences to utilize converted homes & utilize existing building stock
- Transition into residential areas most important – taller and more dense development is more appropriate at the Downtown-facing edges of the transition areas than immediately adjacent to one- and two-story residential areas
- Building materials:
 - High-quality (brick/masonry)
 - Alley treatments – so neighbors aren't facing a blank wall and trash enclosures
 - Materials facing residential neighborhoods should be similar to the adjacent homes
- Building design:
 - Match or complement residential roof forms
 - Upper level step-backs
 - Residential style setbacks close to neighborhoods
 - Variation in façade, break up mass of larger buildings
- Green landscaping and walking space, interactive/natural space, neighbor friendly site design were identified as keys to transitional compatibility

| Spillover Parking

- Identification of a “ring” of Residential Permit Parking Program (RP3) areas (existing and proposed) around CSU and Downtown – does RP3 push the problem elsewhere?
- New developments need to provide adequate parking
- More diagonal parking to increase capacity; additional striping to increase efficiency
- Parking garages near the edges of transition zones; also need to incentivize employees to use garages instead of on-street parking spots
- There are several different groups with different parking needs: visitors/shoppers, residents, employees, and students. Solutions to spillover parking need to address all of these groups
- Businesses in transition areas should provide bus passes, parking, etc. to prevent spillover parking into residential neighborhoods
- Other ideas:
 - Allow parking in loading zones at peak times
 - Time-limited parking close to CSU
 - Demand-reduction strategies (bike/car share, public transit, etc.)