

Land Use	Building Design	Spillover Parking	Other
I'd like to see higher density without sacrificing neighborhood character	NCB: 3-stories in buffer. Design important	CSU provide more parking	
Feather from College and Mason/Howes out to neighborhoods	Each buffer zone should be treated as individual zones. Don't bucket them all.	Turn Jefferson Park into a parking lot for business employees	
Olive + Meldrum: Mix of commercial and residential	Up to 3-stories	Discovery Museum, Cherry Street Lofts, Downtown Events, Washington Park, etc.	
Buffer zone is now 1/2 block and inconsistent; some areas have no buffer	Limit to 2-stories in NCB so as not to create economic incentive for destruction of 1 or 2 story historic structures	Scraope/relocate the mission on Linden & Jefferson & build a parking garage for businessess	
Quality of building and apperance	Consider sound implications of taller structures - echoing trains getting much louder since Downtown going up. Another reason to limit NCB to 2 stories.	CSU needs to build more garage for student parking	
Parking at high density for apartments and condos	Building height 2 stories in NCB, but try to keep in context with surrounding buildings		
Affordable residential in Old Town max 3 stories	Consistency in guidelines for building design. 600 square foot versus 800 square foot garage when just separated by a block one side of Mulberry to other		
"Buffer Zones" that will creep since there is no hard line.	Buffer zone 2.5 stories residential, 3 story commercial		
Firm Lines			
Industrial/commercial against residential zone near Magnolia/Riverside			
Train traffic at switching yard at Riverside & Mulberry			
Consider broadening permitted business uses without major parking demand (like dentist who restored old home for office			
Ease rental tension for central business			
Increase buffer zone along Whitcomb and Mulberry	Tall building create a wind tunnel (near Discovery Museum)	Library Park overflow from Downtown - especially on weekends	
Buffer seems ok - height, density and design considerations are key	Max: 3 stories	Incentives for bikes/transit	

Don't expand NCB	Old Town: let the character expand out, not build taller just outside	Rooftop restaurants and bars often exceed noise standards	
Buffer needs to be more well defined in terms of height limits	Hotel: too tall, impacts on historic buildings	Validation system for garages - convenient and an incentive	
Need to incorporate ideas re: buffers from old town neighborhoods plans (E & W side) - there are maps	Heights need to be lowered dramatically	Students, visitors, residents, need a combo approach	
Uses in NCB fine now, wouldn't want to see more uses added	Height and size for buildings should be considerate and appropriate for the context and location of the building	20% of on-street parking are employees moving every 2 hours. Make garages 2 hours free?	
Don't expand NCB into NCM - Retain same NCB uses as currently allowed	Where is the tipping point of Downtown's success?	More permit parking adjacent to Downtown	
Maybe introduce a buffer near Canyon?	Attainable housing along MAX, but South	From my experience, the parking garages seem to be used at full capacity	
What about neighborhood on E&W side? Will creep make it disappear?	Sprawl in 90's creating density now, what does developer get from a bigger building? ROI	If you meter parking Downtown it will encourage more parking in adjacent neighborhoods - must use permits in conjunction with metering	
Uses can be a benefit or a liability	Does it make sense to go to 10 stories in Downtown or south (ex: Harmony)	Parking management tools: charge for on-street parking, charge less/hour for parking garage than on-street parking, revenues generated used to construct additional garages	
Concerned re: impacts - early AM trash trucks, parking, traffic, pedestrian friendliness	Some 2-3 attractive story residential - especially when replacing an old gas station is a good transition	Help residents create their own off-street parking	
Concerned about commercial creep	Like stepbacks and space, no problem from L-R except height (housing pic)	Explore public-private partnerships to utilize surface lots of banks along Mason Street	
There are several blocks on the west side of downtown between Mountain and Mulberry with no buffer zone. Why?	Keep 3-story limit in NCB	Taller buildings generate parking impacts that can't be adequately accommodated on downtown streets	
There is value in having a buffer on the downtown side but it's hard to down zone	Avoid 7+ stories adjacent to 3 stories unless across the street from each other on arterial street	Parking garage rates should be consistent for all facilities	
Problem is impacts good vs. bad office - need to define land use in terms of impacts	Concerned about tall buildings blocking solar access to smaller buildings		
Concern that no matter what buffer zone it will be overlooked when plan submitted	Build guidelines in for increased common open space in higher density areas		

Reduce commercial area to include transition zone on west side	3-story max		
Include Riverside corridor in considerations	Engine vs ladder		
	Roof solar 100% power		
	Downtown: less setbacks, smaller units, not taller, footprint size not an issue		
	Reduce height limits to the west of College to maintain and expand the desirable nature of Old Town		
	Smaller units, more density, not necessarily taller		
	Maintain historical design, not this contemporary design		
	Use street median for green space, not developable property		
NCB will creep and creep and Old Town will be very small	3 stories okay height with setbacks	Need enforcement for bicycles downtown	
The 2 block buffer zone is toast, inadequate	Higher floors setbacked	Arterial-crossings (grade-separated) to connect with public transportation and encourage ridership and reduce parking demand	
4 block buffer	Building design more important than building height	change loading zones downtown into parking areas at off-loading hours	
Commercial impacts may be less than multifamily (only in use 8 hours per day)	Entry/gateway features into buffer	Reduce parking demand by increasing options for alternative transportation	
Wayfinding/signage so you know you are in the buffer area and transitioning to neighborhoods	Use more brick, dormers, and gables	Spillover parking by CSU students and Otterbox	
Buffer area: 3 blocks	Do not like the style of recent Brinkman buildings - no window treatments, looks cheap	Increase public transportation on north college and east-west connectivity to reduce parking demand downtown	
More historic preservation review of buildings in buffer zones	Like warmer, earth tone colors, not bright colors	Time-limits as an alternative to parking permits zones	
Move buffer zone into Downtown to protect single family homes	Recent buildings have too many materials; look disjointed	Domino-effect as more areas enlist in parking permit program	

NCB will continue to spread	New buildings look "cheap"	Don't make existing parking problems worse - ensure new development has adequate parking	
My block: 9 lots, 32 living units (24 apartments) at least 40 people and more than 36 cars	Massin & scale matters	Explore more diagonal parking on streets to increase capacity	
Buffer zone size should be whole blocks	Design elements: upper story setbacks, examine shadows and shading, tree-canopy height as upper hieght limits, setbacks and buffers help		
Keep current buffer zones as long as possible to prevent single family dwellings decline			
Abrupt transitions - too narrow to achieve goal	Polarized opinions	Don't like metered parking idea for downtown	Problem intersection - Mulberry and Canyon
NCB zone too narrow one lot wide is a problem	Housing continuum shows NCB much wider than reality in some cases	Change from 2-hour to 3-hour plus parking meters	Crosswalk ignored at Mulberry and Sherwood, get rid of it or signalize it
No highrises grouping up against existing neighborhoods ie NCB zone	European model - lower caps on size	Library park area should not be RP3	Nice midblock crossing at Laurel near Sherwood
Transition zone should be no more than 3 stories on the downtown size and 1-2 stories where it abuts NCM and NCL zones	The transition zone should be sensitive to historic character of the houses in the area by simulating the roof designs, front proches, and vertical windows	Spillover parking: City needs to collect parking impact fees for new high density housing and office buildings plus use funds to build a parking garage on the west side by first national bank, key bank on stryker lot	
NCB should be a larger zone	Not appropriate to pick up elements of adjaent historic homes, size & scale okay	Expand transit	
Mulberry should be CC zone	NCB transitions should have 2-3 story max and townhouses without total lot coverage.	Do we actually have a parking problem? How big is the problem?	
Older homes on Mulberry and Remington good for small offices	Multiplexes are too big scale, mass, and height for transition zones	Expand Transfort making it efficient to reduce need for automobile parking	
Mulberry east of College should be CC, not NCB	Cap downtown zone with cap of 7 stories 0 3 stories transition zone	Residents should not have to pay for parking	
What is the ideal future of size of downtown area? Need to evaluate	Building adjacent to residential transition should step down. 5-6 stories too high	Problem areas: CSU (daily) and Downtown events (occassionally)	

Retail and restaurants should not be in NCB	Cherry Street transition houses look good	RP3 is shifting parking to next neighborhood over	
Downtown district should not grow to a larger footprint. Size of buffer depends upon uses allowed	7-9 max, no more 12 stories	2 hour parking along Meldrum + College	
	Like multi-texture and multi-color new buildings	East side streets SE of Mulberry need diagonal parking instead of parallel	
	Projects with max buildable size would be ok if shadow effect controlled to 24' wall as prescribed	Put diagonal parking on Meldrum between Mountain & Mulberry both sides	
	Transition zones should have similar setbacks to residential houses and would be better to have setbacks with height	CSU students leave cars at home - don't bring to FC	
	Maintain the setback to be compatible with the residential area in transition zone	Structured parking next to MAX	
	Both contract and compatible can be successful. Neither should be required	RP3 only helps neighborhoods where it exists, creates problems elsewhere	
	NCB should be 4 story. 2-4-5 progression.	City should support development that will bring in parking to identified nodes	
	Stepback idea does not always achieve its goal	RP3 makes home owners pay for permits to park in front of their homes -instead we should require businesses to provide bus passes, car shares, bike showers for employees	
	Lack of transition on Meldrum block to alley between Oak & Mountain. Needs modification, steps down or 3-4 stories	Problem area- Library Park	
	Block bounded by Meldrum, Oak & Mountain (where Otterbox proposed a 5-story parking garage) should be made into NCB with a 3 story max height	On W. Mountain, W. Oak, W. Olive St & Sherwood. The Otterbox employees are parking in front of houses everyday. It's employees, not students	
	Meldrum between Oak and Mountain seems too high	No RP3 zone on Oak & Whitcomb due to public facility (Touchstone)	
		Businesses need to encourage biking, alternative transportation	
		More events away from Justice Center	
		Residential streets - look at more 2-hour parking	

More intense uses on downtown side. Closer to neighborhoods - more in scale with residential buildings	Add fee for extra large houses to support construction and preservation of smaller/more affordable housing	Otterbox spillover parking pushes out other residential uses. Also Lincoln Center area.	
Transition area is a patchwork, adds to greatness of community; appreciate the diversity	Big houses make housing less affordable, changes the social character of the area. People now prefer smaller houses as part of ethos/social values	Parking is a major issue	
Use streets to define transition areas	Want a mix - not everything the same. Keep some of the funkiness.	All new construction should have its own parking	
Transitional buildings - moderate to small in size. Art studios, uses that don't make much noise or create much traffic/parking. Parking for offices should be in back if possible.	Fewer variances to setbacks. New buildings should match existing setbacks, contextual setbacks based on surroundings	RP3 punishes those affected by spillover parking, not those causing the problem	
"Patchwork" should be better defined, a more clear transition	Keep housing away from the floodplain	RP3 - send notifications to areas around a proposed area that could eventually be more impacted	
Small houses being converted to larger houses	NCB edges - height more appropriate on north side of block than south side of block	Don't make it hard for developers to build a parking structure - Otterbox was shot down, and has no caused spillover	
Like the new project for the old Perkins site	Protect solar access and minimize shading	Performance standars/Transportation Demand Management	
Mulberry converting to businesses - good use along Mulberry	Pasadena - angled setbacks	Build a parking garage on Lincoln Center parking lot	
Buffer zones shouldn't get bigger toward neighborhoods	Conversation from 5 years ago about heights for each block - look into this, use those recommendations	More areas for parking storage	
Downtown is nice because it's concentrated, not sprawling into neighborhoods	Don't allow full blocks to be built at maximum heights	Transit system not evolved enough to not use cars	
Otterbox is different from law offices and similar uses in existing buildings	More density is appropriate on some corridors/intersections	Diagonal parking in buffer zones is dangerous for bikes, families, and kids biking	
Change from homes to businesses - yards get converted to parking. Creates heat island, runoff impacts.	Downtown has a unique feel; don't want to lose that	Parking garage at Mulberry Pool and Lincoln Center, 3-4 stories - use for employees during the day	

Commercial along arterial streets no longer pleasant to live by	Like the concept of stepping down in transition areas, but the buildings on the continuum seem too big. Need to use more setbacks so bigger buildings aren't looming	Build a structure at the Key Bank lot?	
College & Mulberry intersection - appropriate for more density	Towers have enough setback. As long as there aren't that many of them, it's ok. But if you fill whole blocks with tall towers...	Longer term - parking may no longer be as much an issue. May need to convert parking areas to other uses	
	Setbacks as buildings get taller are important	Large trucks/vehicles stick out into street - shouldn't be allowed to extend past line	
	Developers need to come up with creative solutions	Many streets in Old Town don't have sidewalks - makes it difficult for walking, even major streets	
	Concern that Old Town will be a donut hole in shadow or a canyon from the surrounding area	Parking required by new construction and businesses moving in	
	10-12 stories too high in Canyon Ave district	Possible locations for parking garages - Canyon and Sherwood, Meldrum and Oak, CSU campus along Laurel, College and Pitkin	
	"canyon effect" on Mason with the trains		
	Core of downtown won't get taller (historic) - how tall is appropriate on the edges of the core?		
	Protect central core as a historic space		
	Uncommon - height made sense, good solution for that space		
	Steele's Market site - 5-6 stories more appropriate		
Buffer? The first row always takes the brunt - so why does size even matter?	Setbacks not one size fits all, need to consider setbacks that are unique to each street. East Sherwood between Olive and Oak for example - all homes on same line	Seems like all redevelopment projects result in more congestion, less parking	
Make sure impacts (trash, light, parking) are addressed not necessarily categorized by use	Positive: updating old and unmaintained housing	Parking - other city departments must be considered e.g., streets, forestry, etc.	
Transitions - setbacks room for trees in transition	No infrastructure provided for parking, biking people, etc.	Both commercial and multi-family must be required to provide adequate parking	

Historic preservation must be a priority	Intense lighting increase on multi-story buildings	Spillover parking from Otter Box on Magnolia is ruining adjacent neighborhoods	
Building height impact on neighboring mature landscape - particularly trees	Large incompatible designs encroach on old homes w/ classic design	Charge for parking downtown	
Look to existing historic multi-family units as inspiration for newer buildings, not large multi-story. See NW corner of Sherwood and Magnolia or SW Oak and Sherwood	Variety of styles, heights, etc.	Definitely do RP3	
Weigh the impact of mixed-use business/residential integration and require developer to mitigate impact to reduce any big issues	Density is better for transit, keeping the area lively, cheaper housing, business rental space	More frequent bus service and service on Sunday will reduce parking needs	
Uncommon approved despite recommended denial by 2 City agencies - doesn't fit architecturally - Old Town like the Old Town Square	How to make things compatible as they are now	To increase density while reducing parking: require parking permits, allow new structures to be built without new parking but do not provide parking permits to residents of those buildings	
Does the Uncommon project enhance or improve on the Old Town Square architecture and desirability?	Taller buildings allow increased density, increasing vitality and walkability of the downtown area		
	Tall buildings can still integrate with the existing urban fabric		
	New buildings should be compatible with the surrounding structures		
	Required setback need to be half the distance of the the height of the building. Otherwise, space and light are lost		
	Howeowners not aware of ordinances		
Good process now	Form based code	Perplexing why on-street is free and garage is pay	
Affordability of transition areas? Young professionals -> future	Materials maintain character	On-street paid parking and garage free	
Higher active uses on far side (DT) side of buffer	Back of buildings at alley with single family shouldn't be "back"	RP3 will increase prices & be unaffordable	

Transition blocks will encroach/change into neighborhoods	Affordability	Future transit plans?	
Mixed-use residential, office more appropriate, not industrial	Less auto oriented pedestrian orientation is more compatible	MAX	
Restaurants appropriate, not bars	1st 2 floors from pedestrian view are most important	Park at old stadium and shuttle in	
One block too small for transition	Context and character district design	RP3 will hit neighborhoods and no longer have spillover parking	
Mixed-use street level design! 3-4 stories	3 stories is a good height	Public-private partnership garages	
Protected buffer you feel as you go through	Where will 100,000 sq. ft. buildings go? (10 stories)	RP3 and garages at edges	
Diverse housing types: duplex, tri (density)	Lot line development with height maybe inappropriate	Bike at CSU cost	
Low-income, affordable housing (young professionals, mixed-use co)	Parking lots take from density	CSU fees are too high	
Multi-family types: rowhouses, flats, duplexes	Shadows and solar access important	Developer and city have to coordinate spaces in downtown	
Mixed use types: office, retail only on intense side of buffer	More gradual height transitions	Business responsibility? CSU?	
Mixed use: office, residential, retail	Architecturally soften edges	Parking still needs to be addressed	
	Different buffers have different densities	Parking req. drive building size - garages req large footpring thus super block/bldg	
	Could be taller than currently zoned with stepbacks on sensitive side		
	Lot size may or may not permit stepbacks, the market will dictate		
	Does the future have less cars? Downtown is walkable		
	Density: look ahead 20-25 years		
	Height transition can occur mid-lot/block to create		
	Small rowhouses - narrow & deep: street fronted (where do you park)		
	Size of parkway to soften the feel		
	Building heights in code are good		

In my opinion, the best buffers are created through adaptive reuse of older buildings. That way the buildings still mesh well with residential but give clear sense of changing activity/use	You get used to a lot (something you never get used to)	Traffic calming measures to make bicycling more comfortable so that more people will bike than drive (especially people who don't bike much now)	
Sherwood block - S. Sherwood 300 block between Olive & Magnolia -> change to NCB	Block by block design	Old Town West permitted parking should extend to Whitcomb and Magnolia	
Infrastructure age, type, condition - what is the unemployment rate of area?	City staff meet with block or small areas to discuss these plans and transition areas	Game day permit parking for residents on certain blocks/sides of streets reserved when stadium opens especially Eastside	
Areas between downtown and residential should all have buffers. Some areas don't right now. Buffers need to be added.	Even half block make a huge difference in compatibility	RP3 in Library Park needed. For festivals neighbors can network on nextdoor.com, etc. to find a neighbor who has off street space to share or create one side of a block or two for residents with permit required for festival only	
In a buffer zone noise (sound) pollution is important	Issue: difference between what you think is creative and what I think is creative	How do we incentivize people to build garage spaces or off street parking pads/spaces (off alleys) or clean out their existing garages and actually use them for parking instead of storing stuff	
Extend low height commercial on Sherwood near Lincoln Center as well as to north of Otter Box	The transition from commercial to residential could have zoning like PDOD to get better, more useful, and more sustainable	Library mak available more short term parking for returns and pick up reservations	
In the NCB area because uses that have lots of people should also allow restaurants and retail to keep people out of cars	PDOD best thing City has come up with - more flexibility	To clean out garages maybe have an incentive for sheds - building permit incentives	
Focus on middle class housing - beginning to be all expensive or student	Low impact uses only in buffer, no restuarants or cafes.	No bike lanes on College - put on side streets	
Reason for living downtown - diversity and multigenerational	Stepbacks where buffer buildings are facing single-family residential homes (even if that means across an alley)	Businesses need better signage for parking	
Front views from house more important than view from rear of house	Multi-colored floors are questionable - Be sensitive to building materials in design	Traffic calming measures to encourage slower speeds and make biking safer	
Density - what is optimum capacity (based on infrastructure) and when will we know when we're there? Numbers?	Uses make a difference even though City code doesn't distinguish within zone - will lights be on all night? Traffic?	Incentivize students to forego care i.e, towards bike	
Should we have limits on development based upon new infrastructure like new development required?	Live/work good	Overpasses ruin community	

Mixed-use as a requirement	Currently allows for immediate pop-up next to short buildings - need more buffer between two	Add more 15 minute spots in front of in and out businesses	
Only low impact uses in buffer - respect residents	Metal not as compatible with residential (others disagree)	Underground parking comes with issue of water table	
Flexibility as we age and needs/wants change	Width of sidewalks - need to be wider in many areas - walkability	Crazy during day: cause of Otter Box - not a parking problem at night	
Protect parks or small green space areas in each block - % of open (green) space	Everyone likes flowers/green	Need to pinch parking more to encourage other uses	
	Grass strip like Otter Box	Should be maximum number of parking	
	Landscape on both sides of sidewalk	Did Otter Box accept TIF for its parking?	
	Need more transition between historic and existing and intensity	RP3 - every household should get 2 free and only on weekdays, not weekends	
	Stepbacks and setbacks - increase make sure on both sides of alley too	Some houses in Old Town don't have driveway/garage: get signage? Like a handicapped sign but for parking	
	Deep lots - what's on back has less impact than shallow lots	MAX needs to run all days and longer hours - Nights would solve a lot of problems	
	Ambient issues - i.e. Otter Box AC noise all night	CSU should provide many more bussing opportunities to mitigate student impacts	
		Off-site parking and then bus (or walk) in	
		Train issues if go to quiet zone, increased accidents	
		Parking structure needed by Lincoln Center	
		Metered parking leads to vibrant downtown	
		No it doesn't	
		Add ride share and bike share	
		Toxic waste coming through downtown	
		Discourage students from bringing cars	
		More MAX connections	
Need wider buffer	Courtyard apartments in NCM	Car share	

Expand buffer into west edge of downtown	Acknowledge micro-neighborhoods	Education and marketing	
Maybe two levels of buffer	Peaked roof for smaller buildings	TOD parking requirements shouldn't apply near downtown	
No large retailers	Roof type is important - articulation	Lots of cars parked during the week	
Existing uses are ok	Side setbacks are important	Downtown spillover is less of a problem	
Multi-family shouldn't be too big	Rear alleys might allow less setback	Incentives for employees to park in garages	
NCM shouldn't allow large duplexes and triplexes	Character study of NCB	Creeping permit program	
	Maintain consistent front setback	Price of parking at CSU increased	
	Student housing - rent by the bedroom	Parking along MAX (for CSU)	
	Buffer should better mimic residential neighborhoods		
	Step up gradually to downtown (1 floor at a time)		
	Buffer should require setback for more height		
	NCL should have more open space		
	Owner occupied property		
	Xeriscaping		
	Pervious surfaces		
	Street trees		
	Landscaping requirement		
Small home-based businesses ok	Buildings across the street from the Edwards house - "You know, the ones that look out of place."	Shared use parking	
Lower densities/intensities for office (Otterbox = too much)	Bad example is Summit and Penny Flats; looks cheap	Mantz - 2 hour parking is working. Do this for the whole buffer zone?	
Concern about parking impacts	Stone is good (re: materials)	Color zones - Palo Alto example	
Lower densities for multifamily	Height could increase closer to Downtown; closer to neighborhoods should feel more residential	Lincoln Center needs a parking structure for retail, commercial, and residential	

Concern about commercial encroachment into neighborhoods	Don't want sterile building design. Should be welcoming - green, entryways/courtyards, breaking up the mass of buildings, bike racks	Otterbox parking structure at Oak and Meldrum	
Residents shouldn't be pushed out by businesses	Housing continuum looks good	Parking structures external to Downtown with shuttles	
More commercial in transition areas along Mason	Lighting impacts within buffer - not in support of	Striping of parking to help increase efficient use of parking space - red zones=enforcement	
Kind/size of business in transition area is important - number of employees and companies	Cultural diversity - distinctive can be good. Houses not all the same, no cookie cutter development, support heritage	Car and bike share	
Fear that buffer zone will push out single home affordable housing for big expensive buildings	Feels like there is no buffer around Canyon where building heights go from 2 story max to 12 story max	Driveway blockages - City can't or won't tow (might get ticketed)	
Scale is important	Size of building isn't as much an issue, it's the aesthetic	Want places/businesses with more parking than they use to share with the community (shared parking arrangements)	
Otterbox campus - Otterbox doesn't provide anything for the neighborhood	If a building is flat and boxy, choose interesting building materials - brick, wood, not painted cement, not all glass	Parking structures with retail below	
Want small businesses, community-supporting businesses (the kind of business is important)	Concern that the buffer hasn't worked well as a buffer	Cost to neighborhood (of no parking) should be of greater importance than the cost to development	
Require on-street parking for businesses	Want less extreme height differences of buildings in the buffer zones; buildings that are aesthetically compatible with the neighborhood	Concern about student "car storage" on streets	
Need mechanism for making buffer even/equal between commercial and residential	Neighborhood friendly design; variation in design. Building should look homey and timeless		
Want a diversity of uses	Don't want big boxy buildings, bright lights from huge buildings next to neighborhoods, obnoxious signs		
Don't want high density/huge apartment buildings - bad for the buffer			
Notes on maps			

NCB should continue to allow everything it does now. Single family, single family attached...	Include varied roof features or varied fronts - dimensional features, not big boxes	Required off-street parking for commercial uses?	
Current Downtown zoning at Whitcomb and Magnolia should be rezoned NCM	Transitional compatibility = green landscaping and walk space, interactive/natural space, neighbor friendly	High-density housing could offer "courtesy shuttles" for residents to workplace	
Downtown zoning at Meldrum between Oak and Mountain should be rezoned NCB	Build buildings that look like the kind of structure in 50 years people would say "it looks like it belongs"	Residents only from 8-5	
Retail and restaurant should be allowed in NCB with conditions	Comments on photos on height map: apartment building is ok, varied roof forms would be better (instead of flat). Third photo (brick building) - "nicer". Blue Ocean building - "okay". 419 building - "we don't like this. Too big, blocky, institutional." Brendle Group building - "we like this! Home-like and modern! GOOD."	Striping for parallel parking	
Two additional comments: Downtown zoning at Meldrum between Oak and Mountain should be rezoned NCB	Transition to Old City Center from Canyon Ave - setbacks are important.	2 hour limit in problem areas	
Parcels along Mulberry (east of Remington) should be rezoned CC; NCM should be rezoned NCB for the rest of the block to the north and south of Mulberry	Ensure more effective transition zones from residential - Canyon	Parking structure near Otterbox/Downtown District	
No transition zone and lots of commercial around Canyon Ave - where is the buffer?	Canyon Ave is questionable at 10-12 stories...lower heights along Mulberry	Paid parking with one hour free?	
Expanding buffer shouldn't be a way to push out homes	Solar setbacks adjacent to residential	How long do most cars park in Old Town?	
Is "transition" just making the NCB bigger?	Use alleys for density in CC zone	Paid kiosks?	
Why tamper with what is already a very successful neighborhood?	Quality is equally important to height	Utilize vacant or underdeveloped properties along Mason corridor south of Prospect as surface parking and use parking revenues to support transportation demand management to access downtown (fares on MAX)	
Does the City have a stated policy regarding infill/density?	Consider views to mountains with Canyon Ave building heights	Charge more for parking on-street in the downtown	
Low traffic businesses and low employee numbers - home based businesses or serving the neighborhood - are ok	In CC zones, streetscape/pedestrian oriented with setbacks, then 5 story is ok	RP3 could push impacts further into neighborhoods	

Businesses with high employee parking needs are not ok in the transition areas	Housing continuum: Courtyard Apartments and Bungalow Courts should be NCM, then Townhouse starts NCB.	Need more online resources for parking and wayfinding	
What happened to our buffer? (around Canyon Ave)	If Northern Hotel, Armstrong, and Opera Galleria are celebrated examples of downtown architecture, why does code prohibit similar buildings from being built today?	Offer transit to popular destinations outside the city	
"Feather" the NCB zone. Have a "heavy" zone in the current boundary. Have "light" zones as it borders the neighborhood side	On streets that run diagonal to NSEW grid pattern, allow stepbacks on infill buildings to be less prescriptive (currently requires horizontal stepback only). We're missing design opportunities to embrace architecture that better matches context of diagonal streets	Tow for parking violations in neighborhoods as opposed to ticketing	
Can NCB have a minimum percentage of green/undeveloped land as a requirement? (Large medians, xeriscaped between curbs and sidewalks)	Average setbacks of block face - throw out biggest and smallest - to determine appropriate setback	Expand the use of street oversizing fees collected on projects in downtown to be used in funding downtown public parking infrastructure	
Retail in NCB: coffee shops, neighborhood services, Beavers Market	Stepbacks should be focused on side abutting residential	If you think CSU parking is an issue now...what is going to occur with the new stadium?	
	Stepbacks on both sides of buildings	1 hour parking as opposed to 2 hour parking	
	NCB - require setbacks and wide sidewalks	Better public transit	
	Limit transition from NCM to NCB to one story height difference	Better enforcement of parking violations	
	Please keep maxes (max building stories) under 12, ideally under 10	Enforce parking on streets in downtown on Saturdays	
	By building high rises in/near downtown it overpowers our historical beauty. Our historic buildings appear diminished and small, underwhelming	Incentives for downtown employees to not use on-street parking	
	Need more consistency of "context" in enforcement/approval	Parking garages are underutilized. Need to provide incentive for use. Limit on-street in downtown to 1 hour. Provide downtown bus with voucher for employees in parking garages.	