



**Neighborhood Stakeholder Group**  
Meeting #1 | May 21 & May 26, 2015

Meeting Agenda

1. Welcome / Introductions
2. Stakeholder Groups: Purpose & Expectations
3. Old Town Neighborhoods Plan Overview
  - a. Plan goals & objectives
  - b. Prior planning efforts & outcomes
  - c. Existing neighborhood conditions & trends
  - d. Phase 1 outreach summary
4. Group Discussion Activity

Meeting Summary

The purpose of the first stakeholder group meetings was to introduce members to one another, City staff working on the project, and to provide background information on the purpose of the Old Town Neighborhoods Plan. Members were briefed on the role and expectations of the stakeholder group and given a project overview for the Old Town Neighborhoods Plan.

The project overview included information on Plan goals and objectives, a history of prior neighborhood planning efforts, and existing neighborhood conditions and trends data. A summary was also provided of the issues and concerns staff has collecting at recent outreach activities.

Discussion Activity

The last half of the meeting was devoted to in-depth discussion of issues relevant to the neighborhoods and the Old Town Neighborhoods Plan. Group members were split into two groups; one group discussing neighborhood character, land use and the transition areas, and a second group discussing transportation and mobility.

Each group was asked to provide specific examples and details about frequently-voice neighborhood opportunities or concerns to provide a more detailed foundation and understanding of these topic-areas. A summary of these discussions is presented on the following pages.

Materials

The following stakeholder group materials are available for review on the project webpage at [fcgov.com/otnp](http://fcgov.com/otnp).

- *Stakeholder Member Packet*
- *Neighborhood Existing Conditions & Trends*
- *Stakeholder Meeting PowerPoint*

## Discussion Activity Summary

### Neighborhood Character, Land Use & Transition Areas

#### What works well in the neighborhoods...

- Historic design review process & Landmark Preservation Commission design review of development projects
- Sense of community in the neighborhood
  - People willing to work together outside a homeowner's association
  - Cooperative neighborhood spirit: can talk to one another to resolve minor issues
- General lack of crime – neighborhood feels safe
- There are some great examples of recent additions/new construction
  - Highlight these examples as a path forward, don't focus only on poor examples
  - Home additions are preferred method to increase size rather than new buildings
- Exciting to see restoration of older properties and homes made more sustainable
- City should continue to preserve solar access and help maintain tree canopy
- Implementation of the Residential Parking Permit Program has been a big help with spillover parking where it has been implemented
- Less concerned about non-residential uses like offices when they retain the original structure

#### What isn't working well in the neighborhoods...

- More commercial/multifamily creep into single-family areas
  - Larger structures in the buffer zone – feels like we now have to buffer the original buffer zones
- “Triangle Area” between College, Riverside and Mulberry identified as an area undergoing lots of change with a host of issues
  - Spillover parking, size of new developments, overall intensity
  - Concentration of social services on northern edge
- Late night safety after Downtown bars/stores close
- Still many examples of new construction that does not fit as well with existing neighborhood character
- Fewer people can afford the neighborhoods
  - Seeing fewer young families
  - Investors converting homes to rentals or AirBnB/vacation rentals
  - Higher densities doesn't necessarily translate to more affordability
- Increase and concentration of rental housing; worried about absentee owners, inconsistent maintenance
- Need to balance regulations with property owners' rights
  - Balance between standards and incentives
- Variances granted too easily/frequently
- Change of use process – are our voices being heard?
- Would like better communication with CSU
  - Parking strategies
  - Worried about transfer of CSURF properties to CSU

## **Transportation & Mobility**

### **Mulberry Street**

- Connectivity for bike & peds ends at Riverside with no access to the Poudre River
- Grade differences make non-vehicular travel feel uncomfortable or unsafe
- Biking between travel lanes and the diagonal-parked cars near City Park feels unsafe
- 90-degree vehicle turns at Shields and Washington intersections
  - Activation signals are too close to where cars turn and go over the curb
  - Need larger “landing pads” for bikes/peds or proper turn lanes
- The crossings at Jackson and Bryan don’t line up or don’t work well for both directions

### **Shields Street**

- Needs bike/ped infrastructure to connect the areas between Laurel and new construction north of Vine
- Lack of turn lanes creates problems with people turning left across the street – dangerous and inconvenient to have cars completely stopped behind you
- Snow is plowed onto the sidewalks and the road only functions for vehicles
- Preference to try to “right-size” the street before attempting any additional property acquisition for expanded right-of-way

### **Local Neighborhood Network**

- Wide streets have led to higher speeds and a safety risk for kids, dogs and parked vehicles
  - Identified as a concern on Whedbee, Cherry, & Wood streets
  - Would like more traffic-calming measures (stop signs, speed bumps, bulb-outs)
    - Traffic-calming needs to be consistent everywhere, otherwise people move one block over and the problem shifts
- Lots of offset intersections, investigate design improvements to improve safety and flow
- Connectivity to Poudre River and Spring Creek trails is difficult. Need connections across Riverside to Poudre River and across Prospect south to Spring Creek.
  - Utilize existing light/crossing of Prospect at Leshner/Stover to access Spring Creek?
- Need traffic and parking enforcement during school pick-up and drop-off times or at large City Park events – people are blocking driveways and alleys
- Examine ped/bike connection on the side of Putnam Elementary for better north-south connectivity in the vicinity
- Spillover parking near Lincoln Center & Otterbox continues to be a problem
- Loomis enhancements could make it a more attractive north-south corridor, but also be respectful of the neighbors living along this increasingly-utilized street

### **General Thoughts**

- Need better spacing of arterial crossings and wait times should be decreased and crossing time increased
- Not as many opportunities for parallel bike/ped routes in the neighborhoods due to intersection offsets and lack of arterial crossings for College or Mulberry
- Traffic feels like it’s increasing and more industrial (larger, noisier, dirtier trucks)
  - Lots of City service vehicles traveling through the Westside Neighborhood
- Could enhance wayfinding with unique or larger street signs
- Stadium construction traffic should be limited to the arterial roads
- Laporte road diet worked well