

Old Town Neighborhoods Plan

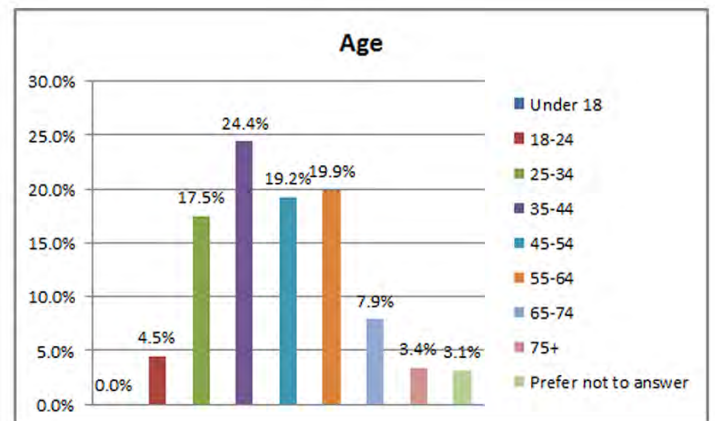
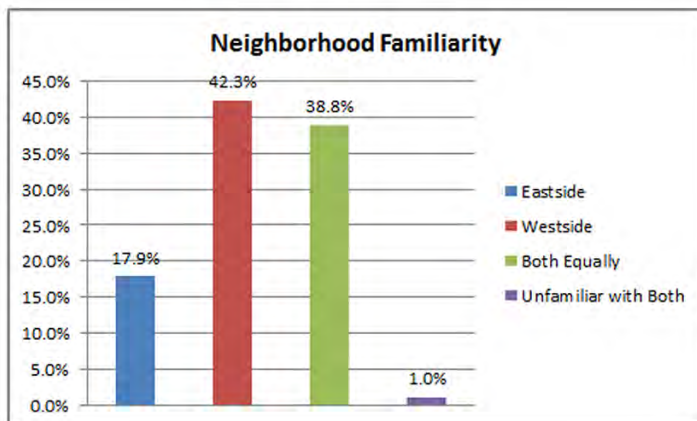
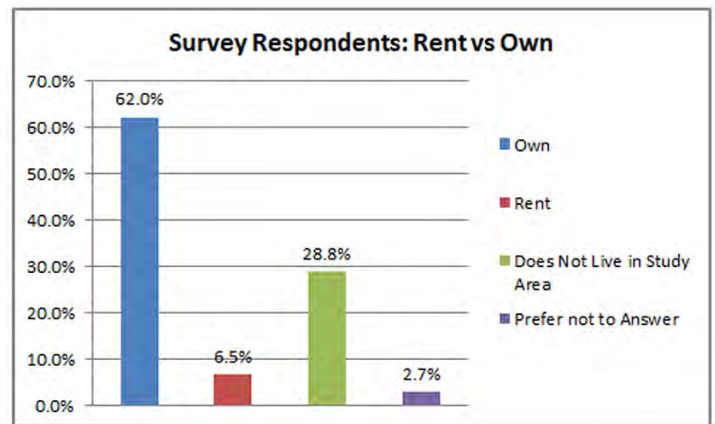
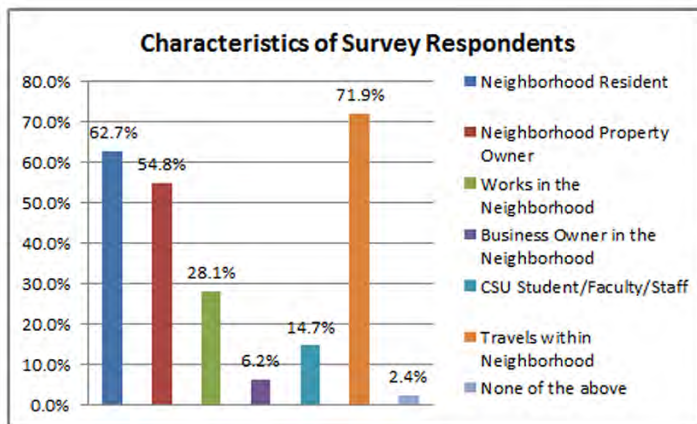
Stakeholder Group Meeting #3 - 9/28/15 & 9/29/15 Visioning Survey Summary

The following pages summarize responses, comments, and general observations from the three Old Town Neighborhoods Plan Visioning Surveys, including:

- Part 1: Transportation & Mobility
- Part 2: Land Use & Transition Areas
- Part 3: Character & Compatibility

The surveys were available from July 3rd through September 7th and recorded a total of 292 completed responses.

Demographic Information



Part 1: Transportation & Mobility

Overall Observations & Additional Respondent Comments

Walking & biking are rated as highly convenient within the neighborhoods, but respondents feel their safety could be improved to match, especially for bikes along arterial streets.

Respondents cite smaller blocks and the street grid pattern of the Old Town Neighborhoods as one of the unique elements of the neighborhoods that make alternative travel methods easier to utilize.

The most desired transportation improvements by respondents are for bike and pedestrian enhancements, especially along arterials. Other desired enhancements include specific intersection improvements, arterial street crossings, and better access to Lee Martinez Park.

There is some willingness to consider reducing vehicle lanes on Shields/Mulberry for bike and pedestrian improvements. In the comments for this question, many strongly encouraged parallel routes as an option to consider and/or wanted clarifying information on specific locations and tradeoffs contemplated with a road diet.

Old Town Neighborhoods Plan

The Old Town Neighborhoods Plan is studying the North Shields and Mulberry Street corridors. Many stakeholders have expressed a desire for improved bicycle and pedestrian infrastructure along these routes.

KEY CONSIDERATIONS:

- Shields/Mulberry have limited right-of-way for enhancements
- Making improvements for bikes & peds may mean tradeoffs for vehicles
- An alternative is to enhance a parallel route for bikes & peds (ex: Remington Street parallel to College Ave)

If resources were available for only one option...

What's your preference?

OR

ARTERIAL IMPROVEMENTS
Bike/ped improvements & enhancements on Mulberry / Shields Street

PROS

- + May be a quicker or more direct route
- + More destinations fronting the street

CONS

- Less room for enhancements (e.g. room for narrow bike lane only)
- May require greater tradeoffs (e.g. higher costs or reducing vehicle lanes)

Prefer this choice? Add a sticky-dot below

PARALLEL ROUTES
Bike/ped improvements & enhancements on adjacent parallel streets

PROS

- + More room for enhanced infrastructure (buffered or priority bike lanes)
- + Comfortable & safe (less traffic, slower speeds)

CONS

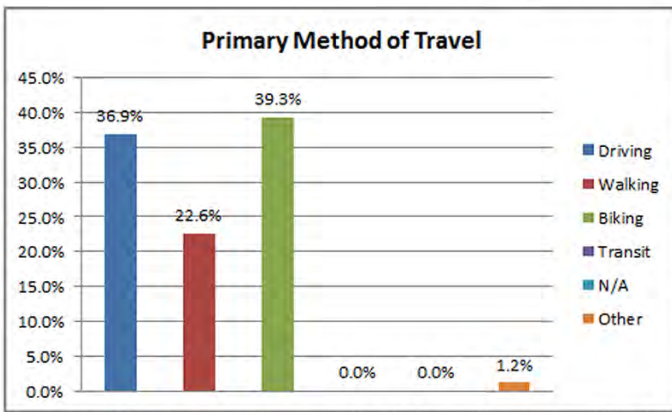
- Off the main route
- Many need to cross arterial to begin using parallel route

Prefer this choice? Add a sticky-dot below

The slide includes a map of the Old Town area with streets labeled: TWINE, TAFT HILL, SHIELDS, MULBERRY, COLLEGE, RIVERSIDE, CSU, PROSPECT, and LEMAY. The Westside Neighborhood is shaded blue and the Eastside Neighborhood is shaded green.

(Parallel-route question posed at Open Streets 9/20)

Part 1: Transportation & Mobility



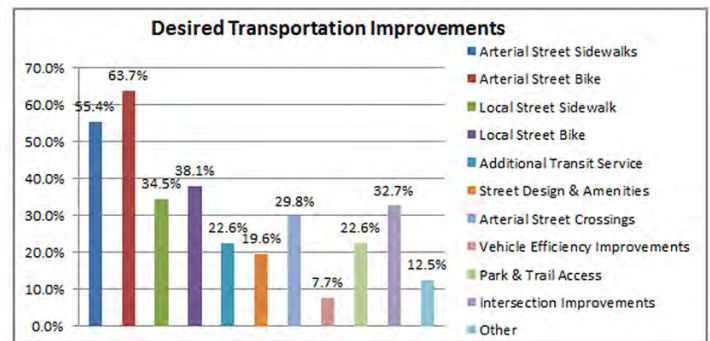
Question: What is your primary method of travel for trips within the Old Town Neighborhoods?

	Not Convenient	Moderately Convenient	Very Convenient	Not Applicable
Driving	11.3%	52.4%	34.5%	1.8%
Walking	2.4%	26.8%	68.5%	2.4%
Biking	6.5%	29.2%	57.7%	6.5%
Transit	32.1%	33.9%	11.9%	22.0%

Question: How would you rate the convenience of each of the following travel modes for trips within the Old Town Neighborhoods?

	Not Safe	Moderately Safe	Very Safe	Not Applicable
Driving	3.6%	37.5%	57.7%	1.2%
Walking	3.0%	38.1%	57.1%	1.8%
Biking	14.3%	57.1%	24.4%	4.2%
Transit	1.2%	15.5%	44.6%	38.7%

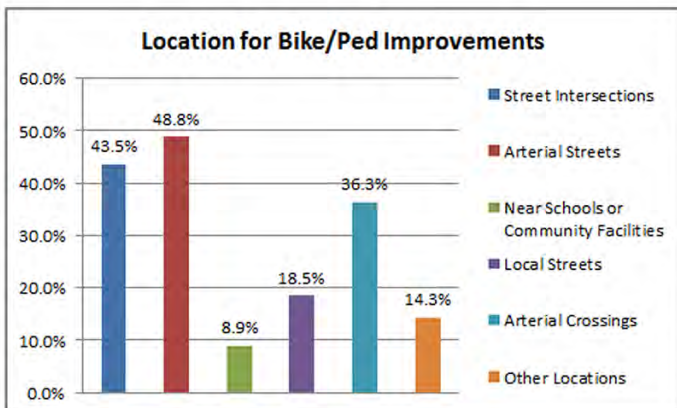
Question: How would you rate the safety of each of the following travel modes for trips within the Old Town Neighborhoods?



Question: What types of transportation and mobility improvements would have the most positive impact on travel within the Old Town Neighborhoods? (Select up to 4)

Other Comments / Common Themes:

- Improved transit & biking wayfinding & signage
- Neighborhood traffic calming: reduce speeds & noise
- Better enforcement of existing traffic regulations
- Sidewalks on Sherwood to Lee Martinez Park



Question: Where is the greatest need for pedestrian or bicycling improvements within the Old Town Neighborhoods? (Select up to 2)

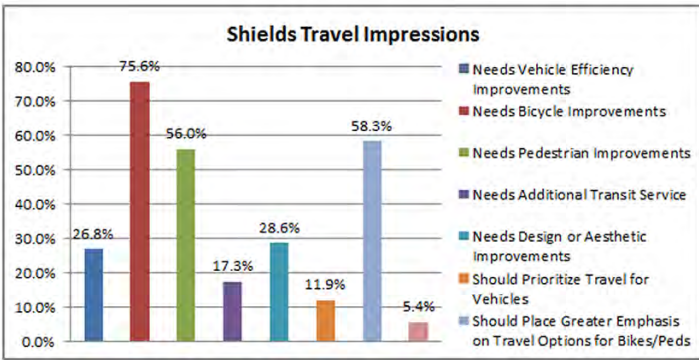
Other Comments / Locations

- Lee Martinez Park entrance
- Mulberry & Shields intersection
- Prospect & Remington intersection
- Elizabeth & College intersection

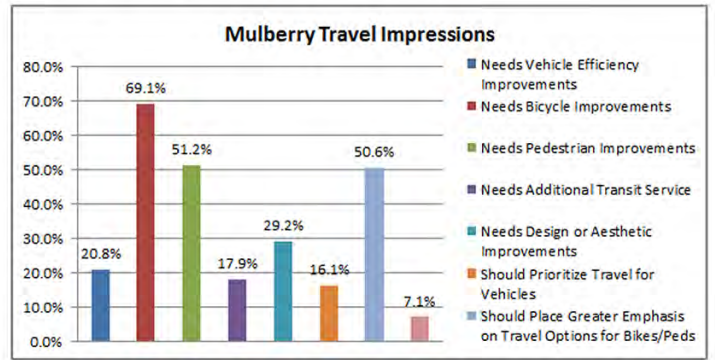
	Daily	A few times each week	A few times per month	Almost never
Mulberry Laurel-Mulberry	22.0%	32.1%	33.9%	11.9%
Mulberry-Laporte	22.0%	32.1%	30.4%	15.5%
Laporte-Vine	9.5%	20.8%	41.1%	28.6%
Shields Riverside-College	21.4%	37.5%	30.4%	10.7%
College-Shields	22.6%	41.1%	29.2%	7.1%
Shields-Taft	10.7%	26.8%	36.3%	26.2%

Question: How frequently do you travel on the following sections of Shields or Mulberry Street?

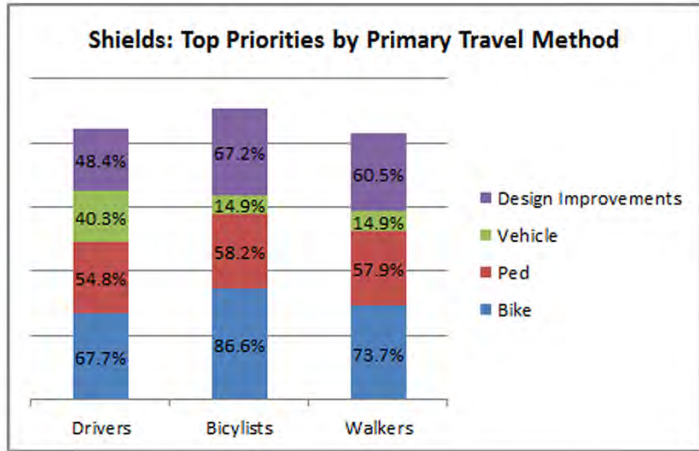
Part 1: Transportation & Mobility



Question: Which of the following statements describe how you feel about travel along Shields Street? (Select all that apply)



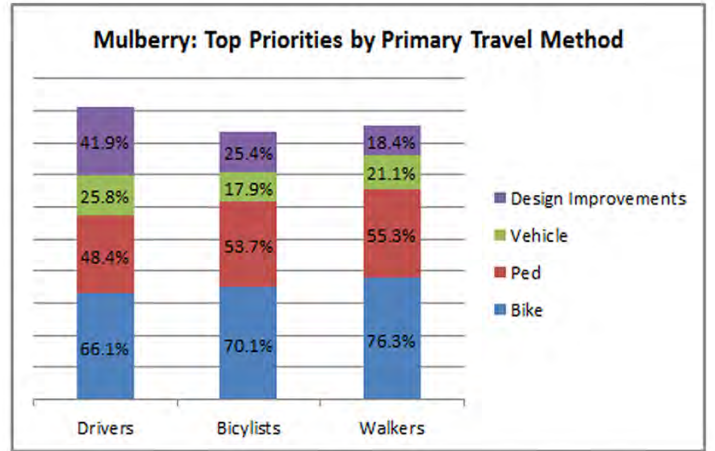
Question: Which of the following statements describe how you feel about travel along Mulberry Street? (Select all that apply)



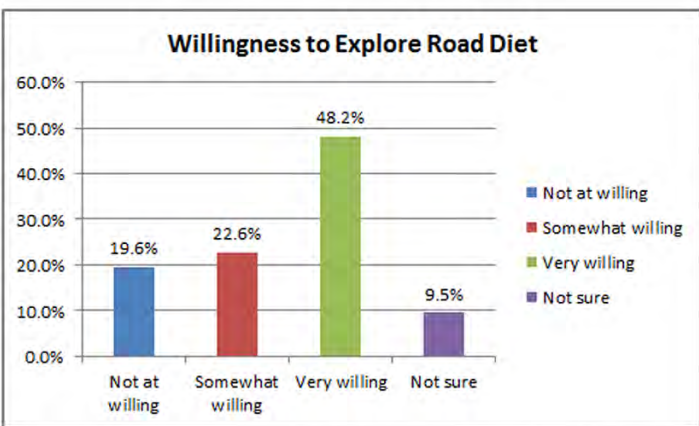
Crosstab results of top 4 priorities along Shields Street by primary travel method.

Observations:

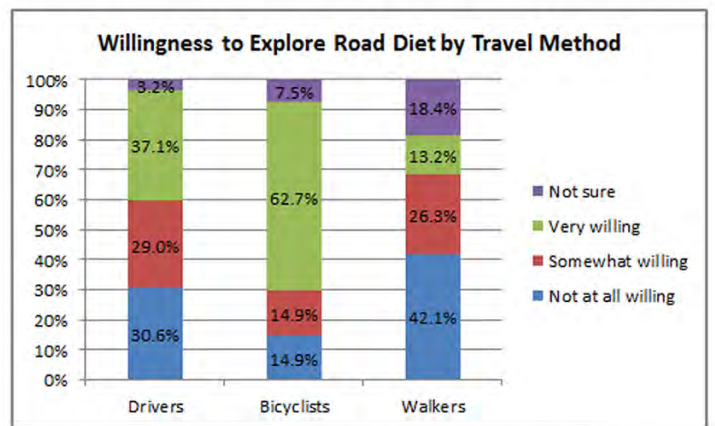
Bike & ped improvements strongly valued by all travel users on Shields & Mulberry
 Drivers identify prioritizing vehicle improvements for Shields at a higher rate than Mulberry
 Shields is identified as a higher priority by all users for design/aesthetic improvements compared to Mulberry



Crosstab results of top priorities 4 along Mulberry Street by primary travel method.



Question: Mulberry and North Shields are constrained corridors with limited right-of-way. How willing would you be to consider reducing vehicle travel lanes in certain sections for bike and pedestrian improvements?



Crosstab results of willingness to consider reducing vehicle travel lanes for bike/ped improvements by top travel method.

Part 2: Land Use & Transition Areas

Overall Observations & Additional Respondent Comments:

Respondents recognized the unique nature of the neighborhoods (hard to find the same character elsewhere in the community). Many want to celebrate & preserve these unique neighborhood aspects.

A large majority support the preservation of the existing land-uses and intensity of the core of the neighborhoods. Most wish to see these areas remain primarily single-family areas, with few changes. There is mixed-opinion whether additional neighborhood services & non-residential activities are important within the neighborhoods. Many comments were received that there are adequate services Downtown or along neighborhood edges.

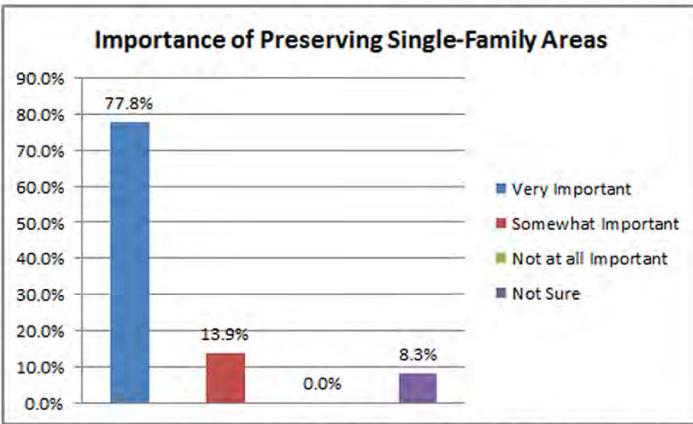
There is greater variation in the responses about preservation and change in the transition areas. Many comments identified a lack of design standards or guidance for this area that leads to inconsistency from project to project or block to block. Building height was identified as the most important standard for the area, limiting it to 2 or 3 stories max.

A plurality of respondents believe it may be moderately or very important to consider additional flexibility for accessory dwelling units. Comments for this question raised the issue that accessory units may help with neighborhood affordability, while many wished to see stronger standards on accessory units if lot size requirements were altered.

In comments for the Low Density Mixed-Use Neighborhood (LMN) Zone Pockets, many were okay with the current intensity/size of the smaller scale multifamily buildings that exist now, but don't necessarily want to see redevelopment that results in larger buildings or more density. Many felt the pockets should be similar in their intensity to surrounding zone districts, but there may be opportunity to assess each pocket individually based on their unique context.

Comments and feedback received appear to reconfirm elements of the original neighborhood vision developed for the Westside Neighborhood Plan.

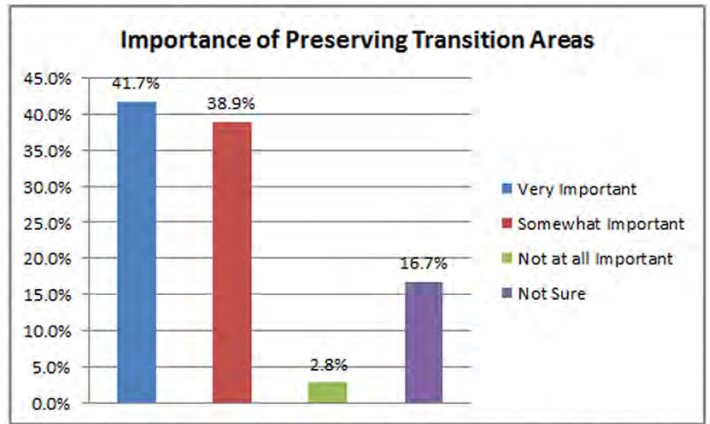
Part 2: Land Use & Transition Areas



Question: How important is preserving the existing land-uses, styles and intensity of the predominantly single-family neighborhoods?

Other Comments / Common Themes:

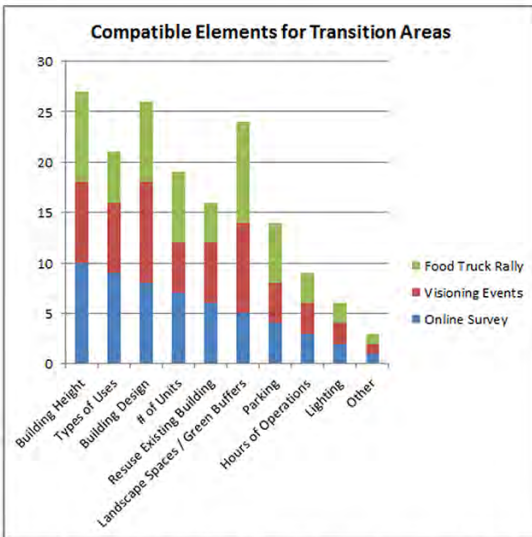
- The look and feel of the neighborhoods are not found elsewhere in FC; preserve unique neighborhood elements
- Already too much neighborhood encroachment
- Worried about short-term rentals



Question: How important is preserving the existing land-uses, styles, and intensity of the transition areas near Downtown/CSU?

Other Comments / Common Themes:

- No strong design standards/guidelines for these areas
- Need to ensure softer transitions to single-family neighborhoods
- If higher intensity is allowed, should have affordable component
- Some higher intensity in these areas may help preserve SF-areas



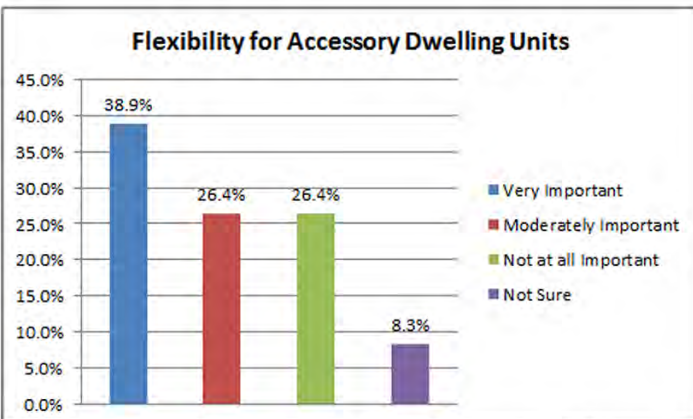
Question: Which of the following development standards or site elements are most important in achieving a compatible transition to the residential neighborhoods? (Select up to 3)

This question was asked at multiple events in addition to the online survey. Top choices for the aggregate data include:

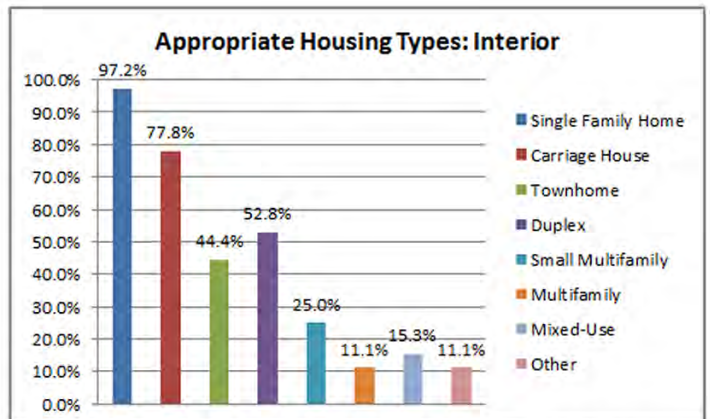
- 1- Building Height
- 2- Building Design
- 3- Landscaping/Buffer
- 4- Types of Uses
- 5- # of Units
- 6- Utilize Existing Buildings
- 7- Parking
- 8- Hours of Operations
- 9- Lighting
- 10- Other

Other Comments / Common Themes:

- # bedrooms more important metric than unit density
- Substantial landscaping to reduce canyon effect
- Need better integration/materials facing alleys
- Mixed-use in commercial zone districts only
- Emphasize environmental/social sustainability in these areas
- Need a balance of landscaping/parking

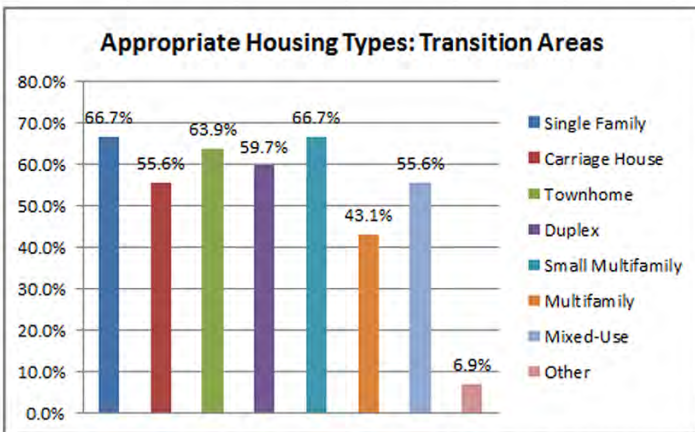


Question: How important is it to you to allow greater flexibility (e.g. reduce lot size requirements) for accessory dwelling units?

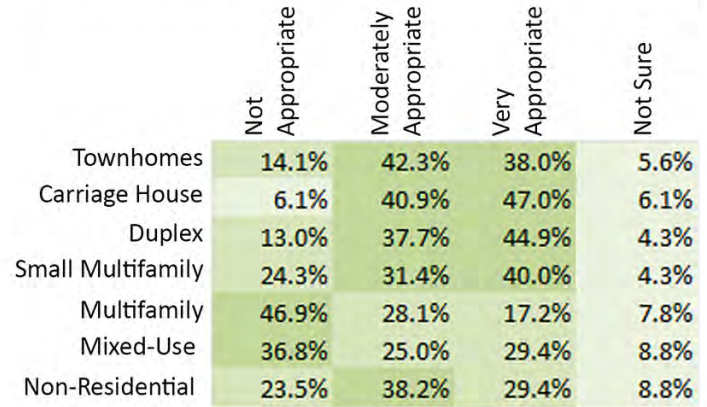


Question: What types of housing are appropriate in the interior areas of the Old Town Neighborhoods away from Downtown or CSU (select all that apply)

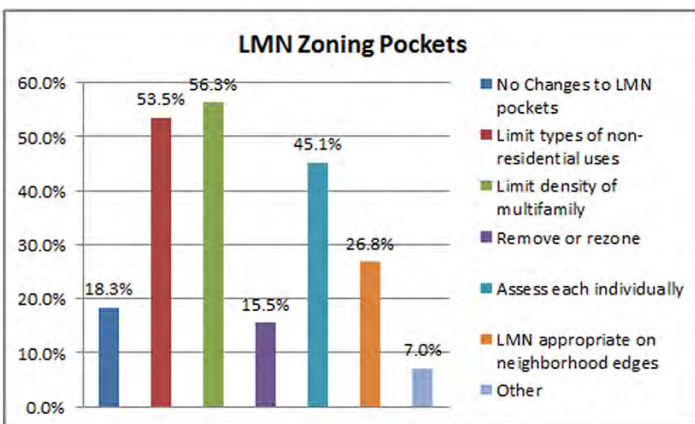
Part 2: Land Use & Transition Areas



Question: What types of housing are appropriate along neighborhood edges, major streets, or near Downtown & CSU? Select all that apply.



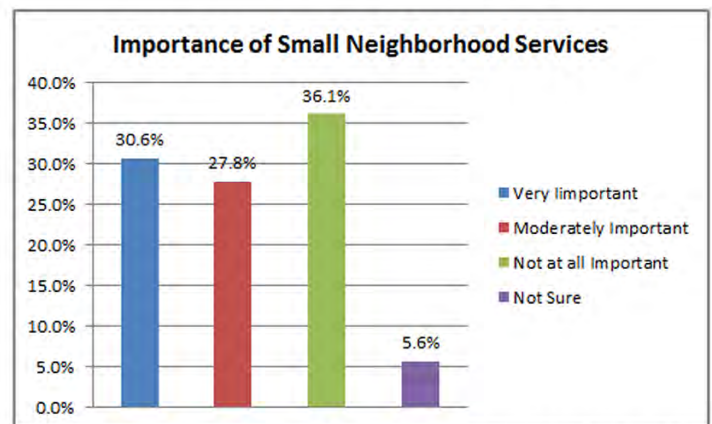
Question: How appropriate are the following types of land uses in the LMN pockets within the Old Town Neighborhoods?



Question: Regarding the LMN pockets, which of the following statements do you agree with? Select all that apply.

Other Comments / Common Themes:

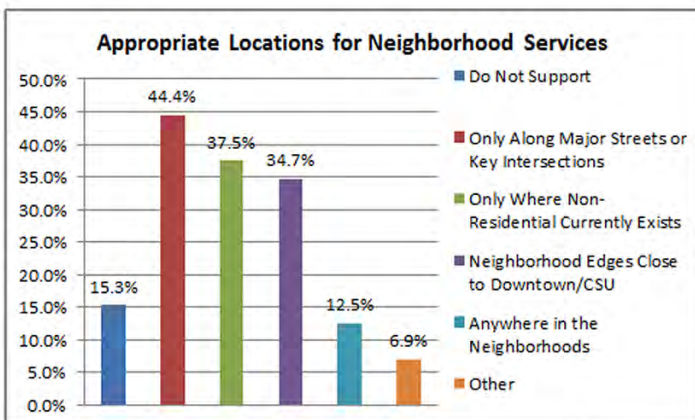
- Worries about redevelopment given the higher densities and housing types permitted by LMN zoning
- Preference to limit larger building sizes to what is found in surrounding zoning



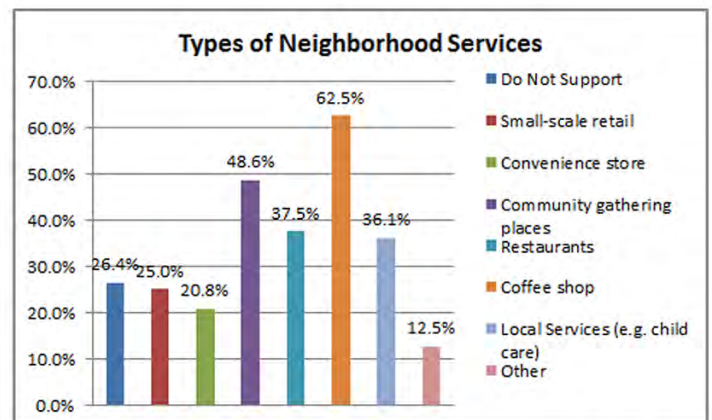
Question: How important is it to have small-scale neighborhood services (e.g. coffee shop, child care) located within the neighborhoods?

Other Comments / Common Themes:

- Plenty of services closeby already
- Only in very specific situations or locations
- Don't add to residential zoning
- CSA/Urban Ag focus



Question: Which of the following locations are appropriate for small-scale services? Select all the apply.



Question: Which types of neighborhood services would you like to see? Select all that apply.

Part 2: Land Use & Transition Areas

Question: What do you like about the Old Town Neighborhoods that should be preserved for the future?

Top Responses:

- Mature trees & landscaping
 - Diversity of home sizes & styles
 - Walkable street pattern
 - Quiet residential
 - Proximity to Downtown
 - Historic properties
 - Smaller homes
 - Friendly neighbor interactions
 - Wide roads
 - Green spaces
-

Question: Do you have any other comments or ideas?

Common themes:

- CSU/Downtown growth continue to put pressure on the neighborhoods
 - Small scale lighting would help improve safety/visibility
 - Emphasize restoring older structures rather than building new
 - Worried about growing number of short term rentals
 - Would like to see mother-in-law apartments allowed
 - Neighborhoods should be kept primarily residential
 - Find opportunities to keep/make the neighborhoods affordable
-

Part 3: Character & Compatibility

Overall Observations & Additional Respondent Comments:

There remains a wide split between those seeking additional protections or design standards for new construction and those who do not believe the City should be adding additional regulations or should be reviewing the design for single-family homes.

Solar access & privacy are prominent concerns when larger buildings are built.

Many commented that the traditional “Old Town Charm” comes partially from the amount of space left between buildings, and this dynamic is changing as larger structures (additions or new construction) are built.

Many comments recognizing the importance landscaping plays in mitigating visual impacts from new construction. Better protection of existing landscaping or requirements for more landscaping would help continue mature landscaping as a unifying element of the neighborhoods.

Part 3: Character & Compatibility



Question: Which of the following NCL properties are compatible?

All of the Above: 17.7% None of the Above: 0%



Question: Which of the following NCL properties are compatible?

All of the Above: 51.9% None of the Above: 1.9%



Question: Which of the following NCL properties are compatible?

All of the Above: 40% None of the Above: 10%



Question: Which of the following NCM properties are compatible?

All of the Above: 54.9% None of the Above: 2%



Question: Which of the following NCM properties are compatible?

All of the Above: 46% None of the Above: 6%



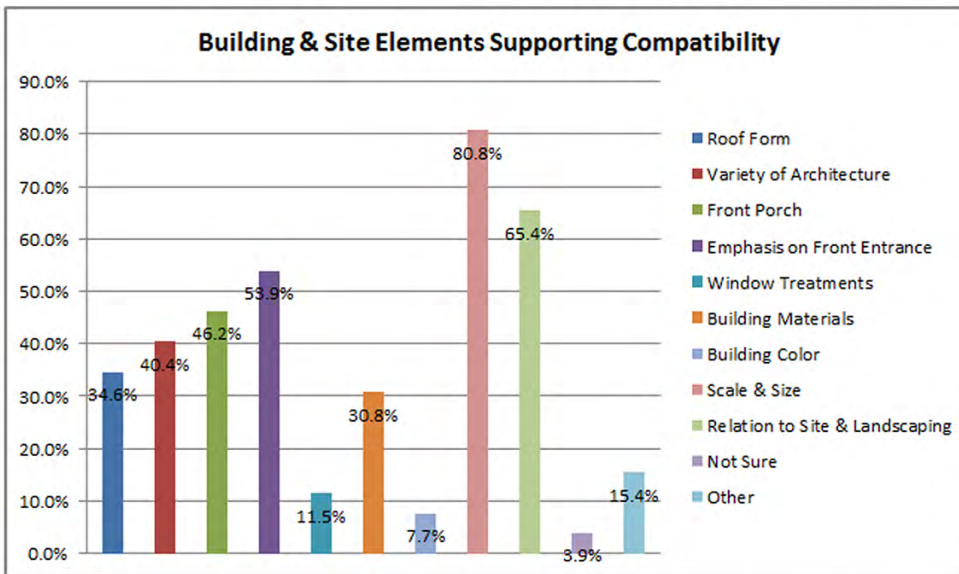
Question: Which of the following NCM properties are compatible?

All of the Above: 36% None of the Above: 28%

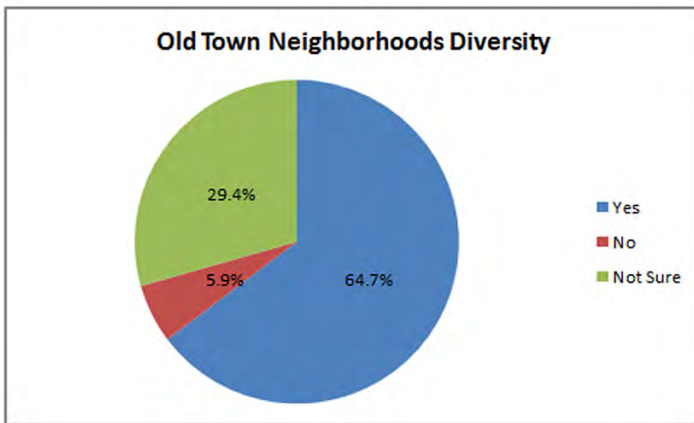
Comments / Themes:

- Context & size may be more of an issue than design itself
- City shouldn't be reviewing design of single family houses
- Shed roofs not appropriate on houses in Old Town
- Prominent garages/wide driveway not compatible (suburban look & feel)
- Use character areas for design standards; no one size fits all approach
- Color has a large impact on perception of compatibility

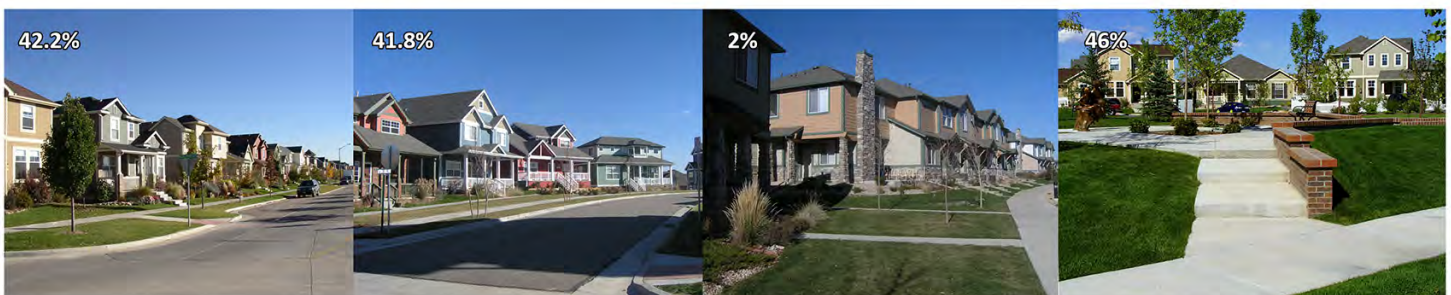
Part 3: Character & Compatibility



Question: What characteristics of building design best support compatibility? Select all that apply.



Question: Do you support the variety and diversity of architectural styles, building size, and character found in the Old Town Neighborhoods?



Question: Above are recent examples of LMN homes/neighborhoods outside the Old Town area. Which of these examples is compatible with the Old Town Neighborhoods?

All of the Above: 22%
None of the Above: 16%

Part 3: Character & Compatibility



Question: Which of these NCB properties are compatible as a transition between the neighborhoods and Downtown or CSU?

All of the above: 38%

None of the above: 2%



Question: Which of these NCB properties are compatible as a transition between the neighborhoods and Downtown or CSU?

All of the above: 20%

None of the above: 8%

Other Comments / Common Themes:

- Context: some can image slightly larger buildings along Laurel, but not "interior" NCB areas
- Larger buildings (footprints, height) don't buffer the neighborhoods without well designed massing, or if the transition areas are too narrow
- Prefer the utilization and reuse of existing buildings
- Prefer residential-materials and forms (e.g wood siding or pitched and gabled roofs)