

# DC-18-0004 Niwot Rural Community District - Dec. 17, 2018 Community Workshop Participant Feedback

Exercise 1 - Lot Access and Alley Treatment		Exercise 2 - Rear Lot Conditions		Exercise 3 - Front Lot & Land Use Mix	
Questions	What is your Preferred alley condition? Do you have any ideas? Should conditions rules apply? (restrict hours, users, spaces)	What is your preferred rear lot condition? Why did you choose that option? Do you have any other ideas?	What is your preferred rear lot condition? Why did you choose that option? Do you have any other ideas?	What do you think is an appropriate setback? (keep 20' minimum or reduce 15', 10') If reduced, should it be across entire lot or percentage of lot frontage? What is your ideal treatment of the setback area? (fence, garden/lawn, café seating/retail activity)	What do you think is an appropriate setback? (keep 20' minimum or reduce 15', 10') If reduced, should it be across entire lot or percentage of lot frontage? What is your ideal treatment of the setback area? (fence, garden/lawn, café seating/retail activity)
<b>Group</b>					
<b>1</b>	<ul style="list-style-type: none"> <li>Ideally buffer on residential side of the street to block noise from cars.</li> <li>Trees are nice for the buffer, which should occur in the ROW and not in setbacks</li> <li>If the alley does not connect through on each end, there should be 2-way traffic on the alley.</li> <li>The alley needs circulation, the dead end is not good.</li> <li>Reduce or eliminate curb-cuts, consolidate driveways</li> <li>Mitigate speed in alley</li> <li>Continue alley to Niwot/ a singular curbcut or entrance to alley off 2nd Ave</li> <li>If increasing setback in rear for buffer, give more land in front</li> </ul>	<ul style="list-style-type: none"> <li>Individuals were concerned with the representation of the build out (Constraints such as existing historical structures and accommodating parking)</li> <li>3rd Ave residents bought properties backing to commercial, should not reduce what is allowed.</li> <li>Requiring parking in the rear maintains buildable area for business owners and achieves reducing neighbor concerns for shadowing, preserves residential privacy</li> <li>If you reduce the rentable square footage of these properties, owners increase rent and push out affordable spaces for businesses and residents</li> <li>Design guidelines for the properties so they don't look like boxes</li> <li>Balance hardscape/ landscape in parking areas</li> </ul>	<ul style="list-style-type: none"> <li>Have a 0' front setback but don't have solid plane across lot lines, require modulation</li> <li>Patio areas should be w/in lot lines to reduce shops/ restaurants from sprawling onto sidewalks/ pedestrian access.</li> <li>Front setbacks should be used for active or open lawn/ greenery</li> <li>Fences are not inviting and should not be allowed</li> <li>Reducing front yard setback allows massing to move forward on property and avoid shading/ looming over the alley and 3rd Ave. residents</li> <li>Side yard setback should be 0'</li> <li>Land Use mix should be governed by the market</li> <li>Having mixed use allows for continuous use rather than only day/time use, encourages walkability</li> <li>Ground floor and front should be commercial, residential upstairs or in the back</li> </ul>	<ul style="list-style-type: none"> <li>Have a 0' front setback but don't have solid plane across lot lines, require modulation</li> <li>Patio areas should be w/in lot lines to reduce shops/ restaurants from sprawling onto sidewalks/ pedestrian access.</li> <li>Front setbacks should be used for active or open lawn/ greenery</li> <li>Fences are not inviting and should not be allowed</li> <li>Reducing front yard setback allows massing to move forward on property and avoid shading/ looming over the alley and 3rd Ave. residents</li> <li>Side yard setback should be 0'</li> <li>Land Use mix should be governed by the market</li> <li>Having mixed use allows for continuous use rather than only day/time use, encourages walkability</li> <li>Ground floor and front should be commercial, residential upstairs or in the back</li> </ul>	<ul style="list-style-type: none"> <li>Have a 0' front setback but don't have solid plane across lot lines, require modulation</li> <li>Patio areas should be w/in lot lines to reduce shops/ restaurants from sprawling onto sidewalks/ pedestrian access.</li> <li>Front setbacks should be used for active or open lawn/ greenery</li> <li>Fences are not inviting and should not be allowed</li> <li>Reducing front yard setback allows massing to move forward on property and avoid shading/ looming over the alley and 3rd Ave. residents</li> <li>Side yard setback should be 0'</li> <li>Land Use mix should be governed by the market</li> <li>Having mixed use allows for continuous use rather than only day/time use, encourages walkability</li> <li>Ground floor and front should be commercial, residential upstairs or in the back</li> </ul>
<b>2</b>	<ul style="list-style-type: none"> <li>Safety is a priority.</li> <li>Limit ally usage hours.</li> <li>One-way alley would work, however there needs to be an outlet.</li> <li>Two-way alley is a concern for residents ability to open their gates as well as speed.</li> <li>Want to see actual data gathering for the alley and 2nd Avenue.</li> <li>Speed reduction is important.</li> <li>Bury lines to allow trees to grow.</li> </ul>	<ul style="list-style-type: none"> <li>Remain commercial presence on 2nd Avenue</li> <li>Allow some residences</li> <li>Give the property owner the decision.</li> <li>Use parking as a setback.</li> <li>Address looming concerns through design / bulk plane</li> <li>Design fitting in w/ existing character is important (small bldg.'s / beautiful old bldg.'s)</li> <li>One-story garages help with looming but still create a traffic concern</li> </ul>	<ul style="list-style-type: none"> <li>Street activity and places to sit are good.</li> <li>Residents like front yard and options to walk places.</li> <li>Fences should be optimal for residences (design low and match current character).</li> <li>Public sidewalk is still access.</li> <li>If taking setback from rear, add to front.</li> <li>Porch front is a good example of mix of uses.</li> <li>Keep commercial on 2nd Avenue as much as feasible.</li> <li>Make sure the mix is sustainable for Niwot (prefer commercial)</li> <li>Prefer vertical mixed use (ground floor commercial with residential above)</li> <li>Keep it local, Slater building is a good example.</li> <li>Placement and scale matter (aesthetics).</li> <li>Mixed feelings with Southpaw (residents felt surprised).</li> </ul>	<ul style="list-style-type: none"> <li>Street activity and places to sit are good.</li> <li>Residents like front yard and options to walk places.</li> <li>Fences should be optimal for residences (design low and match current character).</li> <li>Public sidewalk is still access.</li> <li>If taking setback from rear, add to front.</li> <li>Porch front is a good example of mix of uses.</li> <li>Keep commercial on 2nd Avenue as much as feasible.</li> <li>Make sure the mix is sustainable for Niwot (prefer commercial)</li> <li>Prefer vertical mixed use (ground floor commercial with residential above)</li> <li>Keep it local, Slater building is a good example.</li> <li>Placement and scale matter (aesthetics).</li> <li>Mixed feelings with Southpaw (residents felt surprised).</li> </ul>	<ul style="list-style-type: none"> <li>Street activity and places to sit are good.</li> <li>Residents like front yard and options to walk places.</li> <li>Fences should be optimal for residences (design low and match current character).</li> <li>Public sidewalk is still access.</li> <li>If taking setback from rear, add to front.</li> <li>Porch front is a good example of mix of uses.</li> <li>Keep commercial on 2nd Avenue as much as feasible.</li> <li>Make sure the mix is sustainable for Niwot (prefer commercial)</li> <li>Prefer vertical mixed use (ground floor commercial with residential above)</li> <li>Keep it local, Slater building is a good example.</li> <li>Placement and scale matter (aesthetics).</li> <li>Mixed feelings with Southpaw (residents felt surprised).</li> </ul>
<b>3</b>	<ul style="list-style-type: none"> <li>Prefer one-way</li> <li>Prefer two-way – 20 foot easement – just as it functions on the west side of Franklin</li> <li>Prefer option 3 buffered and one way.</li> <li>Residential vehicles only, deliveries and services would be off of second</li> <li>There should be no restrictions</li> <li>All parking should be on 2nd Ave.</li> <li>Most people wanted access to occur as it does now for both sides</li> <li>There was a wish to allow access through lots to the back by some.</li> </ul>	<ul style="list-style-type: none"> <li>Allow bulk to be developed as is currently contemplated. (Current property owners need to use their property as they intended when it was purchased) (The bulk distribution as now contemplated would allow for highest and best use)</li> <li>Either stepped back or bulk at an angle, must reduce bulk on the northern property line (This is more likely the best way to maintain a buffer for residents on 3rd)</li> <li>Only one story should be allowed throughout all of the NRCD (This would mimic some of the buildings already in the historic district)</li> <li>One way to manage bulk would be to contemplate a single setback number that could be balanced between the front and rear of the lot</li> </ul>	<ul style="list-style-type: none"> <li>Setbacks should be where they are now with some ability to move them back and forth based on the idea above...However, treatments should remain as they are now, with no real restrictions but a preference for human scale open lawn areas and patios.</li> <li>The mix of uses should either remain the same or trend more toward commercial.</li> <li>The group generally preferred allowing residential above commercial with only the commercial accessed from 2nd Ave.</li> </ul>	<ul style="list-style-type: none"> <li>Setbacks should be where they are now with some ability to move them back and forth based on the idea above...However, treatments should remain as they are now, with no real restrictions but a preference for human scale open lawn areas and patios.</li> <li>The mix of uses should either remain the same or trend more toward commercial.</li> <li>The group generally preferred allowing residential above commercial with only the commercial accessed from 2nd Ave.</li> </ul>	<ul style="list-style-type: none"> <li>Setbacks should be where they are now with some ability to move them back and forth based on the idea above...However, treatments should remain as they are now, with no real restrictions but a preference for human scale open lawn areas and patios.</li> <li>The mix of uses should either remain the same or trend more toward commercial.</li> <li>The group generally preferred allowing residential above commercial with only the commercial accessed from 2nd Ave.</li> </ul>
<b>4</b>	<ul style="list-style-type: none"> <li>Group agreed buffer is a nice feature</li> <li>Buffer treatment to be defined by the property owner (ie owners to select plant types, hardscape vs greenery, fences, etc)</li> <li>One opinion was that a privacy fence should be installed on resident property line. Then resident can choose how they would like to buffer on their own property.</li> <li>A few folks like the idea of buffering on both sides of alley</li> <li>There was a recommendation to use alley as community space (ie art installations, garden beds, plant pollinators, etc)</li> <li>Bike friendly alley</li> </ul>	<ul style="list-style-type: none"> <li>Parcels should not be built out to the max</li> <li>Break up massing through design and building articulation</li> <li>Setbacks (Opinion 1: Yes, 1st floor setback. Yes, additional 2nd story setback) (Opinion 2: 0' 1st story setback, 20' 2nd story setback)</li> </ul>	<ul style="list-style-type: none"> <li>Most of group supported a minimum 15'-20' front setback</li> <li>Most participants were fine with either private, passive, or active front yard treatments. If private, there should be a height restriction on fences</li> <li>One participant thought there should be no change to what currently exists</li> <li>Group almost unanimously agreed that all parcels should have commercial component with residential option</li> <li>Most participants also agreed that parcels should be primarily commercial in make-up.</li> <li>One recommendation that commercial be no less than 75%</li> <li>Another person stated, 60% commercial and 40% residential</li> <li>One person liked what currently exists and does not want change</li> <li>Another person stated that the property owner should decide (ie any mix is fine)</li> <li>Group largely agreed that uses should be mixed within one structure</li> </ul>	<ul style="list-style-type: none"> <li>Most of group supported a minimum 15'-20' front setback</li> <li>Most participants were fine with either private, passive, or active front yard treatments. If private, there should be a height restriction on fences</li> <li>One participant thought there should be no change to what currently exists</li> <li>Group almost unanimously agreed that all parcels should have commercial component with residential option</li> <li>Most participants also agreed that parcels should be primarily commercial in make-up.</li> <li>One recommendation that commercial be no less than 75%</li> <li>Another person stated, 60% commercial and 40% residential</li> <li>One person liked what currently exists and does not want change</li> <li>Another person stated that the property owner should decide (ie any mix is fine)</li> <li>Group largely agreed that uses should be mixed within one structure</li> </ul>	<ul style="list-style-type: none"> <li>Most of group supported a minimum 15'-20' front setback</li> <li>Most participants were fine with either private, passive, or active front yard treatments. If private, there should be a height restriction on fences</li> <li>One participant thought there should be no change to what currently exists</li> <li>Group almost unanimously agreed that all parcels should have commercial component with residential option</li> <li>Most participants also agreed that parcels should be primarily commercial in make-up.</li> <li>One recommendation that commercial be no less than 75%</li> <li>Another person stated, 60% commercial and 40% residential</li> <li>One person liked what currently exists and does not want change</li> <li>Another person stated that the property owner should decide (ie any mix is fine)</li> <li>Group largely agreed that uses should be mixed within one structure</li> </ul>
<b>5</b>	<ul style="list-style-type: none"> <li>One-way going east</li> <li>Make more pedestrian friendly with gardens/green space no additional use</li> <li>Power lines and utilities might limit alley improves behind 3rd Ave residences (trees can't be too tall and digging might be difficult)</li> <li>Come in on all properties or multiple locations and exit using alley</li> <li>One-way but exit at multiple points</li> <li>Keep existing code and policies-Niwot Inn and Slater worked well</li> <li>Use alley, not 2nd for access</li> <li>Better maintenance is desirable by most</li> </ul>	<ul style="list-style-type: none"> <li>Parking should be in the rear-provides for both setback and buffer-like Slater and Niwot Inn buildings</li> <li>Try to retain existing older buildings so be flexible on rear when these need to be retained-decide property by property</li> <li>Landscaping is desirable</li> <li>Possibly less setback in front</li> <li>Have some setback in rear-at least 10'</li> <li>No setback</li> <li>Use west block as example</li> </ul>	<ul style="list-style-type: none"> <li>Smaller setback in front ok if larger in the back.</li> <li>Setbacks should vary and not all line up</li> <li>2nd floor could be closer or farther from front than 1st floor</li> <li>Retain at least a 15' front yard</li> <li>Keep 20'</li> <li>Having some green space in the front is good</li> <li>If fences in front-limit height.</li> <li>A high % of commercial is desirable</li> <li>Keep 1st floors commercial</li> <li>60C/40R or 50/50</li> <li>Ok to have residential if part of live/work space</li> <li>If commercial properties could condominiumize business owners could own a smaller more affordable space</li> </ul>	<ul style="list-style-type: none"> <li>Smaller setback in front ok if larger in the back.</li> <li>Setbacks should vary and not all line up</li> <li>2nd floor could be closer or farther from front than 1st floor</li> <li>Retain at least a 15' front yard</li> <li>Keep 20'</li> <li>Having some green space in the front is good</li> <li>If fences in front-limit height.</li> <li>A high % of commercial is desirable</li> <li>Keep 1st floors commercial</li> <li>60C/40R or 50/50</li> <li>Ok to have residential if part of live/work space</li> <li>If commercial properties could condominiumize business owners could own a smaller more affordable space</li> </ul>	<ul style="list-style-type: none"> <li>Smaller setback in front ok if larger in the back.</li> <li>Setbacks should vary and not all line up</li> <li>2nd floor could be closer or farther from front than 1st floor</li> <li>Retain at least a 15' front yard</li> <li>Keep 20'</li> <li>Having some green space in the front is good</li> <li>If fences in front-limit height.</li> <li>A high % of commercial is desirable</li> <li>Keep 1st floors commercial</li> <li>60C/40R or 50/50</li> <li>Ok to have residential if part of live/work space</li> <li>If commercial properties could condominiumize business owners could own a smaller more affordable space</li> </ul>
<b>6</b>	<ul style="list-style-type: none"> <li>None of the participants really liked the conditions given</li> <li>A few people liked the idea of making the alley into a pedestrian/bike only access with landscaping and garden plots</li> <li>Several other want to keep the alley (two-way) as is and just clean up the edges to make the travelway clear and beautify it</li> <li>There was not much discussion regarding how to access the alley from 2nd Ave or traffic flow</li> <li>Some noted that there are utilities along the alley, specifically powerlines, that would make tree planting difficult</li> </ul>	<ul style="list-style-type: none"> <li>Most participants liked the bulk restrictions of samples 2 and 3 along the alley</li> <li>Put the parking in the rear (all support) (Not garages, due to massing effect of garages)</li> <li>Another person said two stories along the alley was okay if setback farther and the ground level could be used for parking</li> <li>No one really cared for the 10-foot buffer setback on the alley</li> <li>They started getting into Exercise #3 talking about trade-offs between bulk and setback</li> </ul>	<ul style="list-style-type: none"> <li>Very popular idea among the group was to increase the setback along the alley as the structure got bulkier/taller and shift the footprint forward on the lot, decreasing the setback along 2nd Ave</li> <li>No one had a strong opinion about the use/condition of open, setback spaces along 2nd Ave except they didn't want parking in the front (active commercial or passive residential preferred)</li> <li>Everyone seemed to agree that the market should decide the mixture of commercial and residential, but there was little discussion about how to meet parking minimums other than shared Niwot/County-provided public parking by the railroad</li> </ul>	<ul style="list-style-type: none"> <li>Very popular idea among the group was to increase the setback along the alley as the structure got bulkier/taller and shift the footprint forward on the lot, decreasing the setback along 2nd Ave</li> <li>No one had a strong opinion about the use/condition of open, setback spaces along 2nd Ave except they didn't want parking in the front (active commercial or passive residential preferred)</li> <li>Everyone seemed to agree that the market should decide the mixture of commercial and residential, but there was little discussion about how to meet parking minimums other than shared Niwot/County-provided public parking by the railroad</li> </ul>	<ul style="list-style-type: none"> <li>Very popular idea among the group was to increase the setback along the alley as the structure got bulkier/taller and shift the footprint forward on the lot, decreasing the setback along 2nd Ave</li> <li>No one had a strong opinion about the use/condition of open, setback spaces along 2nd Ave except they didn't want parking in the front (active commercial or passive residential preferred)</li> <li>Everyone seemed to agree that the market should decide the mixture of commercial and residential, but there was little discussion about how to meet parking minimums other than shared Niwot/County-provided public parking by the railroad</li> </ul>
<b>7</b>	<ul style="list-style-type: none"> <li>Vacate the alley (resulting in adjusted lot lines) and potentially establish new setbacks (4 supported)</li> <li>Leave as-is (no improvements), as outlined in the '96 Alley Study (3 supported) (No access except service vehicles (garbage trucks) (Key benefit: would limit traffic)</li> <li>Improve alley to accommodate both commercial and residential uses (4 supported) (Like idea of consolidating driveways) (Potential access for transit end of 2nd Ave.) (Commercial vehicles currently have trouble getting into alley)</li> <li>Allow pedestrian use only (4 supported)</li> <li>Shared access to alley – westbound, one-way traffic on alley (2 supported (Concerns it might increase alley traffic)</li> <li>Shared access to rear parking with NO alley access (3 supported) (Would be multiple points of shared access, presumably to shared parking in the rear)</li> <li>Most like the idea of shared access to parking</li> <li>If existing driveways (curb cuts) from 2nd Ave to alley were vacated, some concerns about how that space would be used.</li> <li>Need wider sidewalks</li> <li>Accidents tend to happen at driveways; should limit driveways cutting across sidewalk on 2nd Ave to minimize hazards.</li> <li>If limit alley access to certain types of vehicles how would that be enforced?</li> </ul>	<ul style="list-style-type: none"> <li>Encourage more bulk in front than rear of lot (all support) (A hybrid of the bulk plane concept)</li> <li>Put the parking in the rear (all support) (Not garages, due to massing effect of garages)</li> <li>New residences with frontage to 2nd Avenue should follow the same setback requirements of residential properties elsewhere (2.5 support)</li> <li>If build out to 0 setback on alley, keep height lower (setbacks should depend on site conditions)</li> <li>Replicate zoning / character of 1st block (west of Franklin) on block east of Franklin (No curb cuts) (Properties have own parking)</li> <li>Vacate alley and apply setbacks to new/adjusted property lines</li> <li>General support for stepping back setback on 2nd floor</li> <li>Recognize business owners need to maximize profit</li> <li>Residents want to limit development close to their property</li> <li>Avoid building to max height in the rear lot</li> </ul>	<ul style="list-style-type: none"> <li>If utility of parcel is low in the rear, gain increased level of utility in the front (For example, set a percentage of usage/lot coverage allowed on the lot as a whole, recognizing that it could be applied with greater utility in the rear or the front)</li> <li>Encourage green spaces east of Franklin (Xeriscaping, utilizing space for things other than buildings- tied to use of property (e.g., outdoor seating at Trepedas')</li> <li>Reduce front setback to 10' (No parking in front except bikes; just landscaping)</li> <li>Stagger / modulate setbacks from one property to the next (Solid/consistent front seems excessively urban; would like to avoid that in section east of Franklin)</li> <li>Need wider sidewalks</li> </ul>	<ul style="list-style-type: none"> <li>If utility of parcel is low in the rear, gain increased level of utility in the front (For example, set a percentage of usage/lot coverage allowed on the lot as a whole, recognizing that it could be applied with greater utility in the rear or the front)</li> <li>Encourage green spaces east of Franklin (Xeriscaping, utilizing space for things other than buildings- tied to use of property (e.g., outdoor seating at Trepedas')</li> <li>Reduce front setback to 10' (No parking in front except bikes; just landscaping)</li> <li>Stagger / modulate setbacks from one property to the next (Solid/consistent front seems excessively urban; would like to avoid that in section east of Franklin)</li> <li>Need wider sidewalks</li> </ul>	<ul style="list-style-type: none"> <li>If utility of parcel is low in the rear, gain increased level of utility in the front (For example, set a percentage of usage/lot coverage allowed on the lot as a whole, recognizing that it could be applied with greater utility in the rear or the front)</li> <li>Encourage green spaces east of Franklin (Xeriscaping, utilizing space for things other than buildings- tied to use of property (e.g., outdoor seating at Trepedas')</li> <li>Reduce front setback to 10' (No parking in front except bikes; just landscaping)</li> <li>Stagger / modulate setbacks from one property to the next (Solid/consistent front seems excessively urban; would like to avoid that in section east of Franklin)</li> <li>Need wider sidewalks</li> </ul>