APPENDIX C

LARGE-GROUP CITYWIDE DESIRED OUTCOMES

The results of the Community Design Workshop's large-group exercise to discuss citywide desired outcomes are summarized as follows:

- ◆ Diamond items are desired outcomes suggested during the large-group exercise. Participants used colored dots to vote for their favorite ideas.
 - Bulleted items are comments about the preceding desired outcome.
 These ideas were provided by individual participants after the large-group exercise. Participants did not rank or discuss them.

A. Built Features

- ♦ Higher-density housing near transit (23 dots)
- ♦ Prohibit high-impact development near residential areas (17 dots)
 - Maintain livability of Residential Areas
- ♦ High-density around employment/mass transit (13 dots)
- ♦ Preserve small houses on large lots (11 dots)
 - The key is small houses, not big 2500 sq ft + stucco mansions, because
 not only are they unattractive & reduce greenness and unpaved area,
 they also usually don't attract families & diversity, don't increase
 people density (typically vacation homes, wealthy childless couples,
 etc) & reduce neighborhood "face time". Rezone to allow lot splitting,
 but not big edge-to-edge homes
- ♦ Limits on building height (10 dots)
 - Make height restrictions so that sunlight on neighboring parcels isn't reduced by new buildings or additions. Same for size restrictions – max sq ft for lot size
- ♦ Underground utilities (9 dots)
 - Complete already approved underground of Mission St from Highway 1 to Town Clock
- ♦ Affordable, small-scale housing with common spaces (8 dots)
 - Increased density with community spaces I am very frustrated by the
 folks who do not understand that density and high (3 story) residences
 are essential to meet the need for the lower income as well as upper income who cannot afford the big house big lot. We also compromise

when we build out and not up. Urban infill, high density is critical to maintain out open space and provide affordable housing. I lived in Switzerland where communities and how they are structured made sense. At the same time, we need to provide many more community gardens and park spaces, so that people who line in neighborhoods and "condo" like environments without yards may have the ability to be in nature, garden etc. Especially cohousing type with "community" shared central areas & main building. Thus = create permitting for more of these projects

- ♦ Car-free housing (8 dots)
 - Minimize mobility not auto centric
- Design criteria that capture existing character (8 dots)
- ◆ Equitable distribution of density (East vs. West) (7 dots)
- ♦ Disperse businesses in centralized nodes to reduce driving (6 dots)
- ♦ Make sidewalks more usable (6 dots)
- ♦ Maintain existing character (5 dots)
 - Accommodating new growth & housing but keeping with the "quality and not the quantity" meaning same style of housing, unique architecture, no big box stores
- ◆ Safe siting of cell phone towers (5 dots)
- ♦ Green roofs (4 dots)
- ♦ More housing (4 dots)
 - Change out planning requirements so that all new development must use passive solar at least through orientation of windows
 - More small housing for empty nesters and students, put high density housing downtown and on the best transit routes
- ♦ Solar landmark (4 dots)
 - How about a series of them, educational as well as artful, sprinkled throughout the city
- ◆ Pedestrian crossings over freeway School and DeLaveaga especially (3 dots)
- ◆ Recognize historic character of Branciforte (3 dots)
- ♦ Consolidate parking/replace with mixed-use (2 dots)
- ♦ Development along rail corridors (2 dots)

♦ Focused development away from coast (2 dots)

- Development ideas like a conference center are great but belong at least a few blocks away from the coast, like Front St. minimize lighting addition of stoplights, obstructed views, and traffic right along the coast to preserve unique character, protect coastal wildlife
- ♦ More street vendors in retail areas/parks/beaches (2 dots)
- ♦ Recognize historic resources (2 dots)
 - 1340 Villa Markers &/or Landmarks recognize it as a historic area, it was a horse racetrack maybe an adobe foundation
- ♦ Second youth hostel (2 dots)
- ♦ Appropriate location of multi-story housing (1 dot)
- Gateway markers for the highways (1 dot)
- ♦ Preserve solar access (1 Dot)
 - Part of mandatory design criteria showed be bright restrictions where solar access for neighbors is an issue
- ♦ More connections non-motorized and motorized (0 dots)
- ♦ Permeable paving (0 dots)
- ♦ Miscellaneous comments:
 - Extra taxation on vacant parcels for key locations, implement legally
 defensible tax/fee charges to force desired public policy development
 of vacant/under-utilized parcels. Possible basis might be requiring lowassessed parcels to share cost of public infrastructure allowing for use
 of vacant land in the future

B. Natural Features

- ♦ Dam river to make more usable (8 dots)
- ♦ More accessibility to open space (8 dots)
 - Connection of open spaces such as Moore Creek, Antonelli's Pond, Derby, Rail Line and Neary Lagoon with better pedestrian/bike access
 - Better connections of bike/ped/green space
- ♦ Restore Branciforte Creek (6 dots)

• Restore river mouth to natural condition (6 dots)

• When we require public land now a parking lot on 3rd street (currently a lawsuit action) we can set back the levels at this point, giving a more natural area back to the river. Growth have been and are still avoidable for this process. (see river task force's last chapters)

♦ More dog parks, especially off-leash (5 dots)

- Keep Lighthouse Field Park under City control. Persuade current use for dogs off leash
- These should be dedicated dog parks, like Scotts Valley has (fenced, not mixed with other activities like family beach) NOT at multi-use beaches like Mitchell's Cove & It's Beach, where off-leash dog use negatively impacts wildlife, water quality, hygiene (think toddlers picking up poop), safety (my oldest son has been bitten twice now at the beach) and other uses. How about dog parks (fenced) at Harvey West Park, other bigger parks
- ◆ Maintain river corridor/more accessible (4 dots)
 - Maintain San Lorenzo River parking
- ♦ Natural/green storm drainage (3 dots)
- ◆ Public art/murals/shared open spaces (3 dots)
 - Public Art Murals + public art scattered throughout city + art designated "gateway" locations = showing Santa Cruz as green, thoughtful, and sustainable
- Native plants on river banks/lighthouse field mission Street Medians (2 dots)
- ♦ Access for mobility-impaired (0 dots)

C. Neighborhoods, Districts, Corridors and Precincts

- ♦ Riverwalk with shops, restaurants near San Lorenzo river (37 dots)
 - Include planting, with emphasis on native plants
- ◆ Infill development/renovation on Ocean/Water/Soquel (19 dots)
 - Beautify + develop Soquel Ave businesses/facades

- Get rid of all "traffic calming" & open up Soquel Ave as a traffic corridor get traffic moving (not stopped w/ exhaust to cutting thru residential streets)
- Implement new design for Morrissey/Soquel/Water intersection with adequate pedestrian protections

♦ Close Pacific Ave. to vehicle access (18 dots)

- Look at developing Pacific Ave as a meeting node/ town center, like Boulder, Colorado
- Pacific = pedestrian blvd Signs and roadblocks keep street opened for delivery. build parking structures on existing parking lots

♦ Dense mixed-use downtown/south of Laurel/Front St. (16 dots)

- Consolidate parking/ replace with mixed use for Front St my comment is about Front Street & East Side, I am opposed to this idea small businesses rely on these small pocket parking areas. Large multi story garages draw bad elements that discourage people from other areas coming to those areas
- More commercial residential mix along river (Front Street) integrate
 river with downtown by somehow raising water level. Beautify river
 + bridge this would create a potential mixed use along the river on
 Front Street, commercial + business uses below a la Santana Row with
 condo's + apts. above, therefore creating two Pacific Avenues +
 stronger tax base + a live work atmosphere. This would also allow for
 restaurants + business to face river walk.

♦ Trees/green on corridors (13 dots)

- More street trees please! Encourage development along Mission St to require street trees between Hwy 1 and pedestrian access for more "safe" feel
- More greenery along corridors use native + low water plants for landscaping – end lawns as landscaping elements in new development commercial – develop more demonstration gardens and encourage landscaping innovation
- Trees develop policy + will to plant fruiting trees on public streets (I know they can be intensive work, but policy could include recruiting community volunteers to maintain)

♦ Make Westside industrial better for small businesses (9 dots)

- Industrial areas all enhanced with special consideration for providing
 the infrastructure they need close by: (reduce the need to businesses to
 drive to other parts of the city for necessary products + services)
- ♦ Beautify Ocean St. (8 dots)
- ♦ Green Tech Center in Westside/Harvey West (8 dots)
- ◆ Public plaza downtown (7 dots)
 - Plaza downtown + public space downtown Connect river to downtown and make the place around the river or anywhere. Build parks/plazas in empty lots downtown
- ♦ Clean bathrooms downtown (5 dots)
- ◆ Preserve view corridors on Mission Street, ≤3 stories(3 dots)
- ♦ More nodes in neighborhoods (2 dots)
 - Better defined "nodes" in addition to Pacific Ave. Rio theater area: benches + planting to define a "mini plaza" could have a "coffee cart"
- ♦ Balance infill development (1 dot)
 - Survey Eastside businesses/neighbors to gauge what businesses are acceptable
- ♦ City initiation for design on corridors (1 dot)
- ♦ Gateway on Ocean St. (1 dot)
- ♦ More community gardens (1 dot)
- ♦ More free public parking near beaches (1 dot)
- ♦ Repaint yellow street lamps River Street (1 dot)
- Better shopping along main corridors (0 dots)
- ♦ One stop/centralized parking for tourists (0 dots)
- ♦ Miscellaneous comments:
 - Improve "livability" of Santa Cruz and the Eastside / Seabright area in particular – increase opportunities for inclusions of neighbors in planning – lower density in Eastside neighborhoods – increase number and maintain "pocket parks" in Eastside
 - Redevelop Albertsons shopping center
 - Redevelop Albertson's/Rite Aid shopping center, institute mixed use
 - Light rail/ bike path along the Union Pacific Corridor between Watsonville + Santa Cruz Fund more Public Transit projects locally, CA + federal

Artful gateway to Beach Flats – Designate / identify the neighborhood
 + residential neighborhood of Beach Flats, give tourists a feeling for being kind, leaving it clean, being thoughtful of noise + garbage

D. Other Issues

- ♦ Personal rapid transit (18 dots)
 - More alternative transit options (safe/efficient)
 - Efficient, frequent, small feeder buses (SCMTD) to serve seniors, children, disabled, everyone in neighborhood that are with bike racks
- ♦ Planning for mass transit (13 dots)
- ◆ Conference center/Coast hotel site/Front St. (11 dots)
- ♦ Dedicated bike paths (11 dots)
 - More bike lanes separate from vehicular traffic, encourage cycling –
 just fund them + start planning vehicular noise + fumes reduce quality of life for everyone
 - Bike accessible from West to East, N to S create designated paths, safe for bikers and walkers to move from one part of town to another along main bike paths. put money into these paths
- ♦ Improved sidewalks/bikeways (10 dots)
 - Improve bike/ped friendly access
 - Have designated bike path across Arana > Broadway > Westside
 - More funding for bike + pedestrian paths + PRT to UCSC from Harvey West
 - Improved Bicycle Access & Bike Paths, like the ones in Davis, CA
 - Make sidewalks more usable require zero lot lines for new buildings on major thoroughfares – require these buildings to have ground-floor commercial uses – require sufficient glazing to encourage windowshopping – require parking in rear and alleyway access for deliveries – provide all-weather paths along major thoroughfares – use vehicle parking and street trees / green areas as safety buffers
 - I have noticed a tremendous increase in dangerous vehicle traffic, even in 25 MPH neighborhoods with "children at play" signs like Upper

West Side. There are neighborhoods without sidewalks. Each time my son and his friends go out to play, I am fearful that a person will hit them despite their paying attention while walking down out street (THERE ARE <u>NO</u> SIDEWALKS) or bicycling (NO BIKE LANES) These should be everywhere on every street.

- ♦ Family bike days with road closures (6 dots)
- ♦ Improved mass-transit on I17/880 (6 dots)
- ♦ Bike crossing for Harbor (5 dots)
- ♦ Better bicycle facilities (4 dots)
- ♦ Bicycle lift (4 dots)
- ♦ Bike connections along Ocean and River (4 dots)
- ◆ Rail line to boost tourism (4 dots)
- ♦ Zoning for intentional communities (4 dots)
- ◆ Extra taxation on undeveloped parcels (3 dots)
- ♦ UCSC assistance with development (3 dots)
- ♦ Affordable housing (2 dots)
- Better design for major North-South Streets (2 dots)
 - Reduce cross-town (non-stopping) traffic
- ♦ More homeless facilities (2 dots)
- ♦ Recognize peak oil (2 dots)
- ◆ Storm drains on Branciforte and Water St. (2 dots)
- ♦ Upgraded hotels (2 dots)
- ♦ Better transit on Eastside (1 dot)
- ♦ Improve East-West corridors over San Lorenzo (1 dot)
- ♦ Maintain air quality (1 dot)
- ♦ Remove visual barriers (0 dots)
- ♦ High-density (0 dots)
- ♦ Mass transit centers (0 dots)
- ♦ Miscellaneous comments:
 - Volunteerism use to improve + promote sense of community for all
 - Regular ways for neighbors to proactively plan + work out decisions
 - Business licenses must be required for seasonal rentals (of SFRs) and TOT collected
 - Less federal funds for war; more federal funds for public transportation

• Insist that mid county create additional off-ramp from Hwy 1 in vicinity of 17^{th} Ave + redesign Soquel Ave off-ramp

CITY OF SANTA CRUZ COMMUNITY DESIGN BACKGROUND REPORT APPENDIX C: LARGE-GROUP CITYWIDE DESIRED OUTCOMES