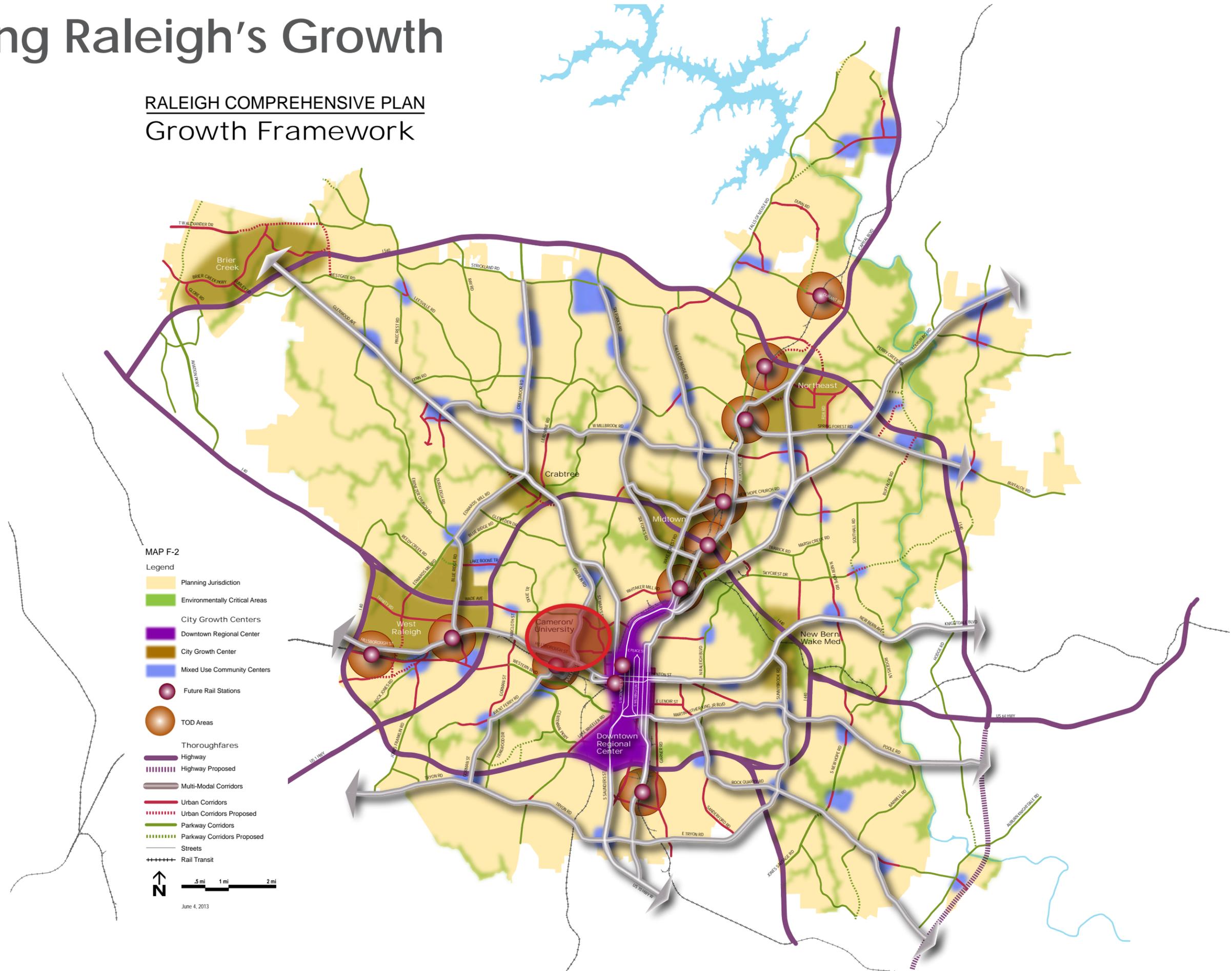
    
Cameron Village
Hillsborough Street

Public Meeting

DECEMBER 09, 2014

Guiding Raleigh's Growth

RALEIGH COMPREHENSIVE PLAN Growth Framework



Meeting Agenda

INTRODUCTIONS

CONTEXT & HISTORY

LAND USE & PLANNING ANALYSIS

ECONOMIC ANALYSIS

MOBILITY ANALYSIS

COMMUNITY OUTREACH

PUBLIC INPUT



Context & History

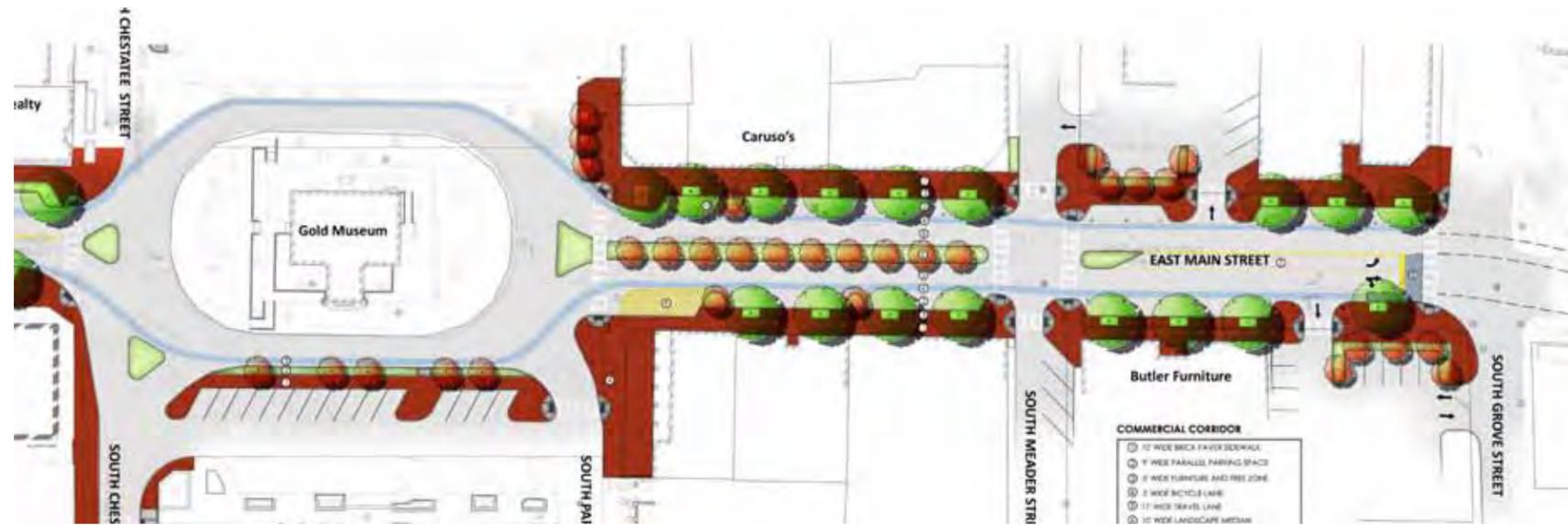
Team

LORD
AECK
SARGENT

LORD AECK SARGENT
Urban Design and Planning



STANTEC
Transportation Planning and Engineering

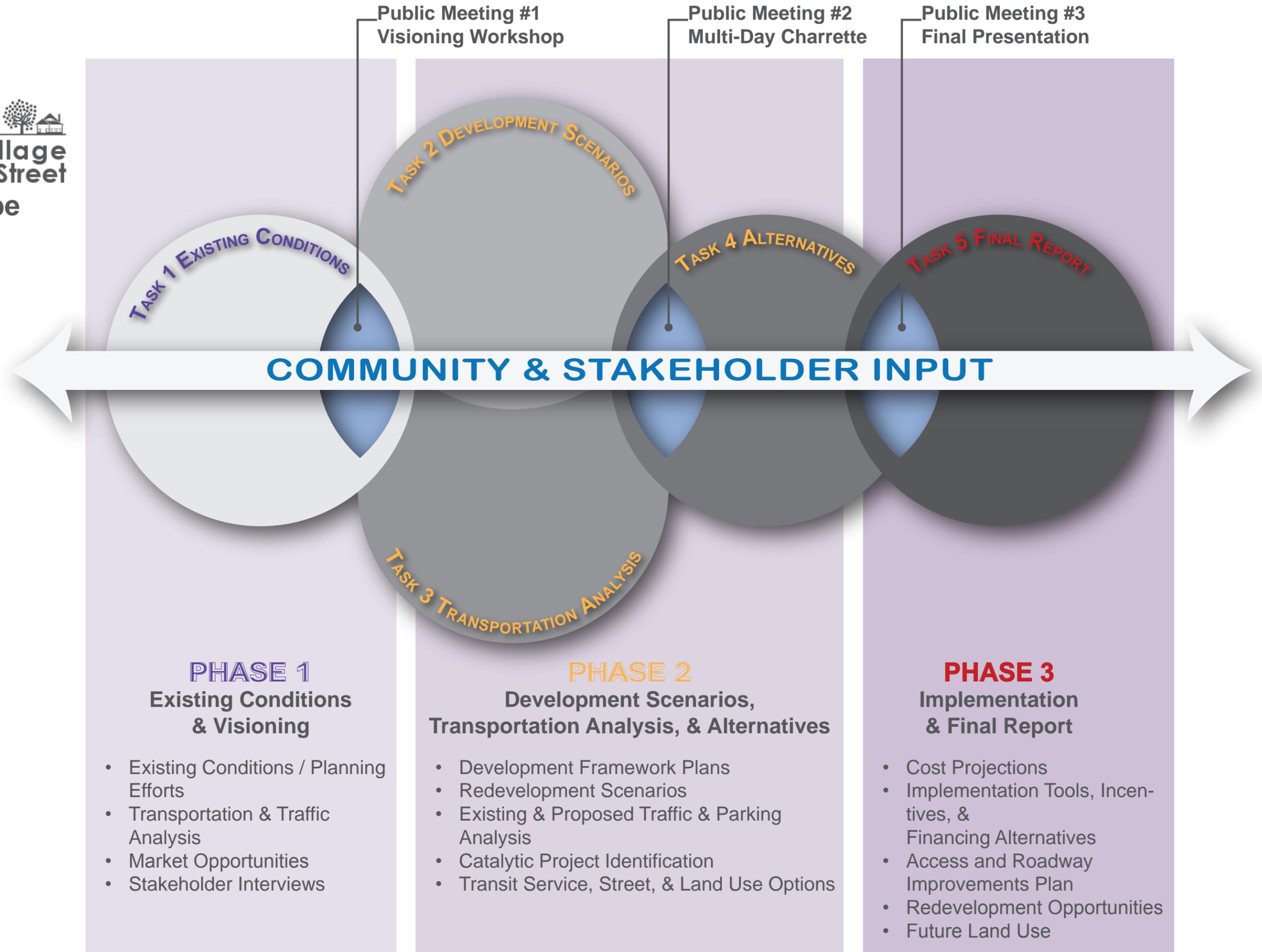


NOELL CONSULTING GROUP
Economic and Market Analysis

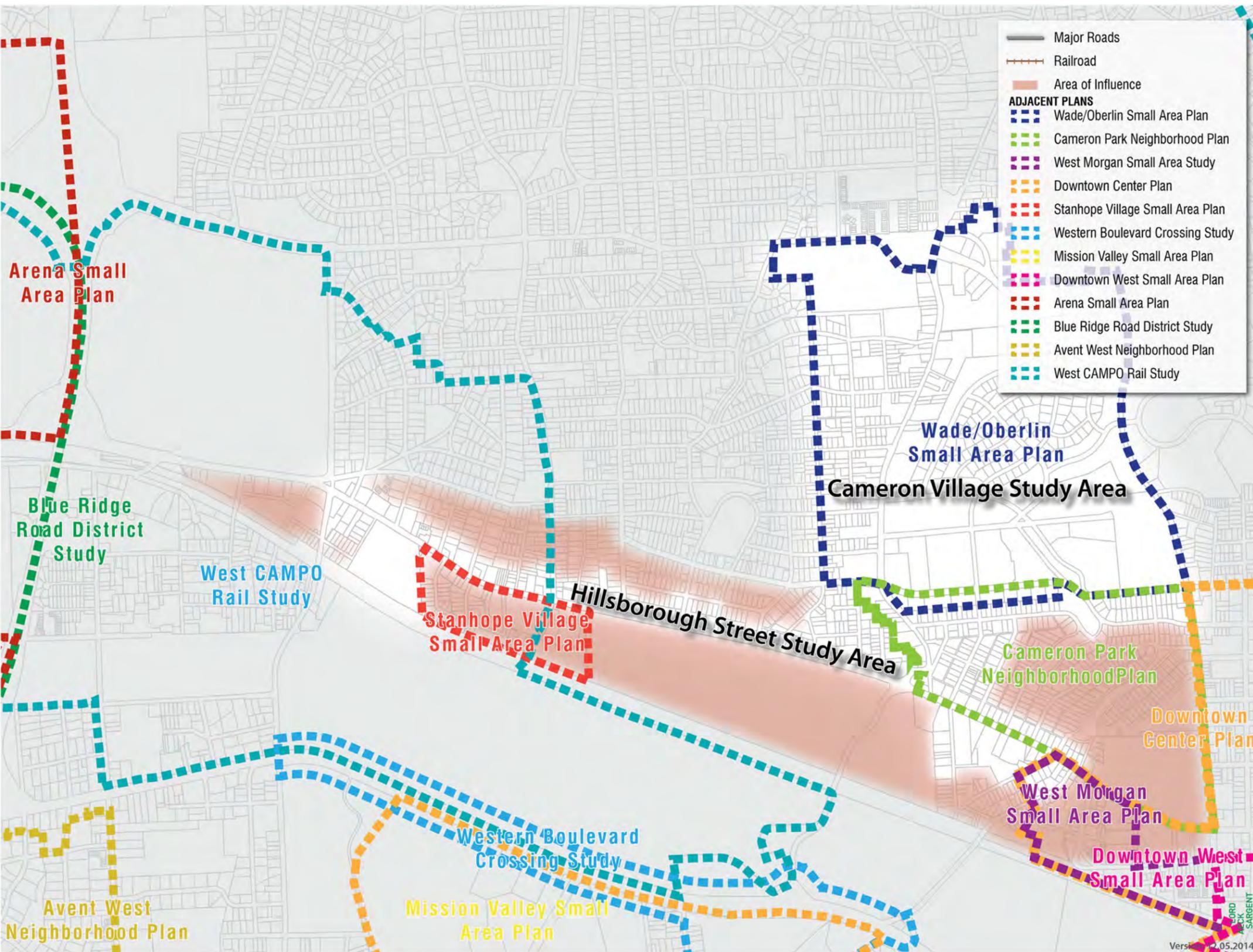




**Cameron Village
Hillsborough Street
Project Scope**



Study Area Context



AREAS OF INFLUENCE

- North to Clark Avenue
- East to St. Mary Street
- North Carolina State University North Campus
- West to Meredith College

ADJACENT PLANS

- Wade/Oberlin Small Area Plan
- Cameron Park Neighborhood Plan
- West Morgan Small Area Study
- Downtown Center Plan
- Stanhope Village Small Area Plan
- Western Boulevard Crossing Study
- Mission Valley Small Area Plan
- Downtown West Small Area Plan
- Arena Small Area Plan
- Blue Ridge Road District Study
- Avent West Neighborhood Plan
- West CAMPO Rail Study

Study Area Boundary & Key Features

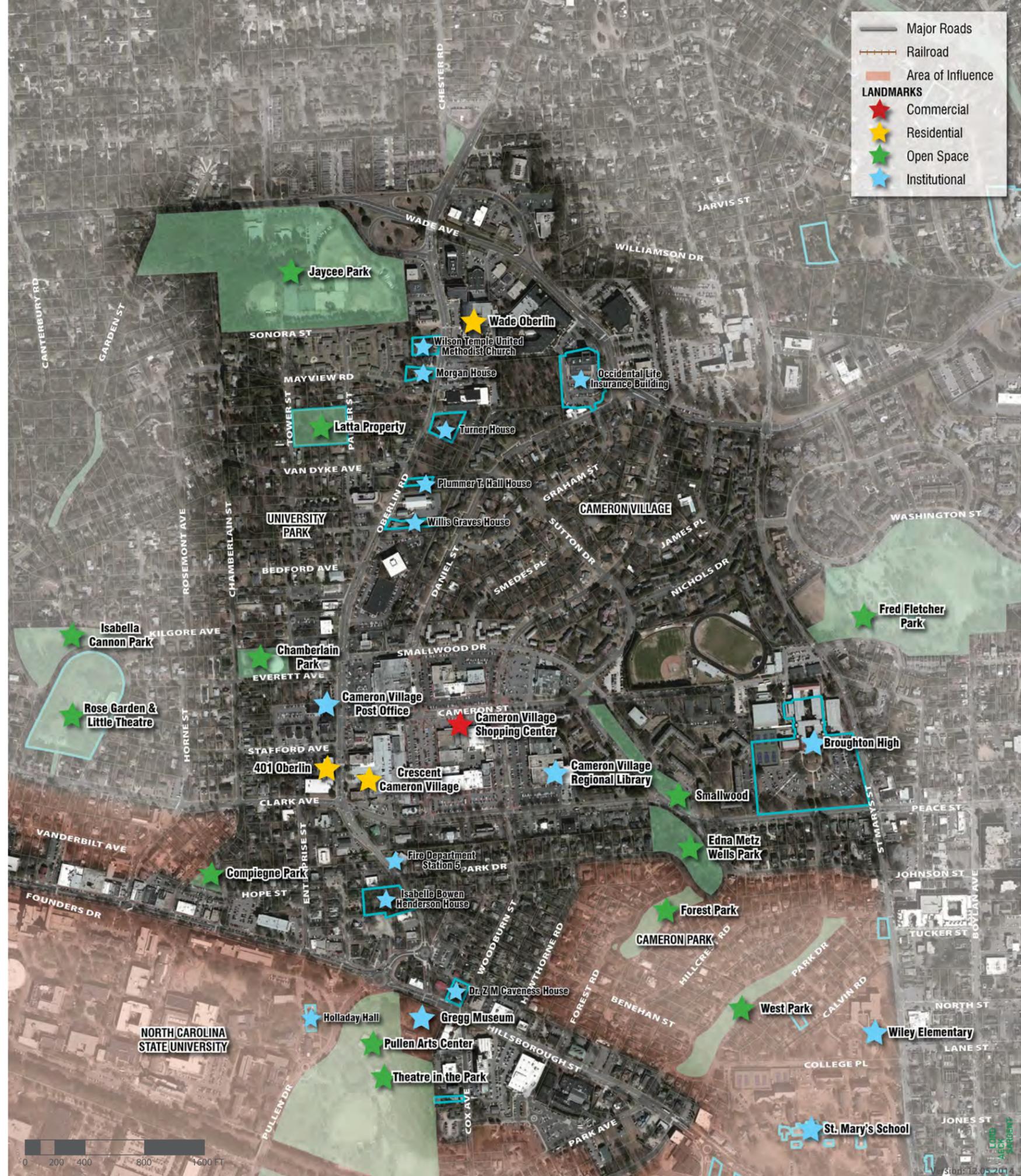
CAMERON VILLAGE

- Approximately 380 acres
- Older residential neighborhoods, such as Cameron Village and University Park, with new infill developments
- One of the oldest outdoor shopping centers in the country

Area of Influence

LANDMARKS

- Commercial
- Residential
- Open Space
- Institutional



Study Area Boundary & Key Features



HILLSBOROUGH STREET

- Approximately 105 acres
- Mainly retail/office centered around student activities

Area of Influence

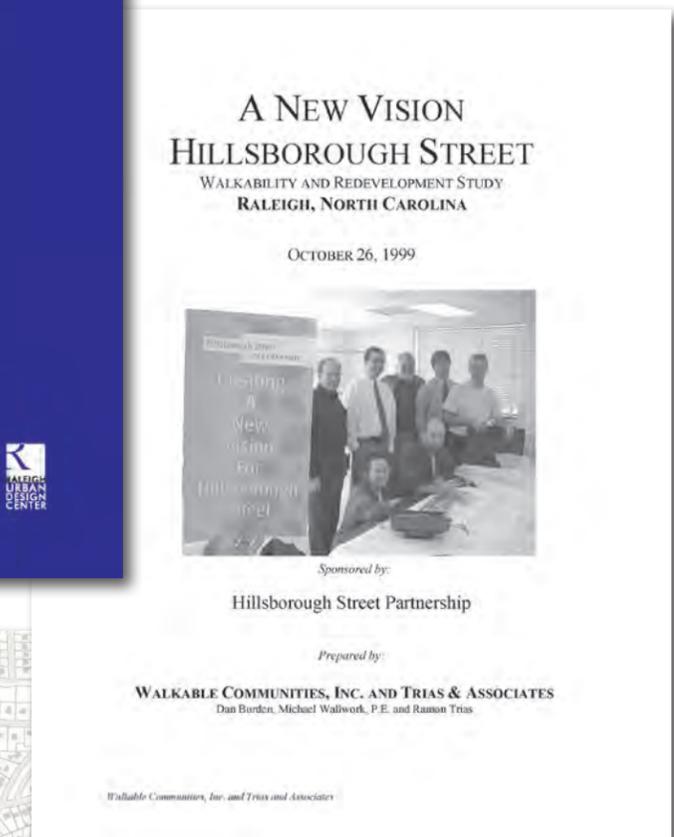
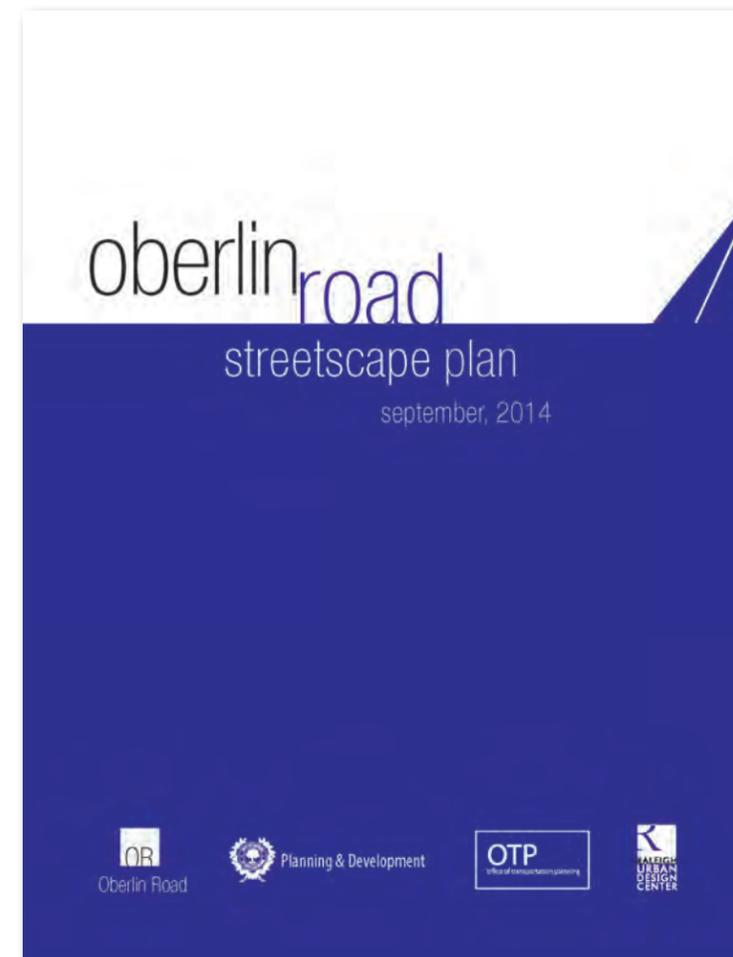
LANDMARKS

- ★ Commercial
- ★ Residential
- ★ Open Space
- ★ Institutional

Previous Studies

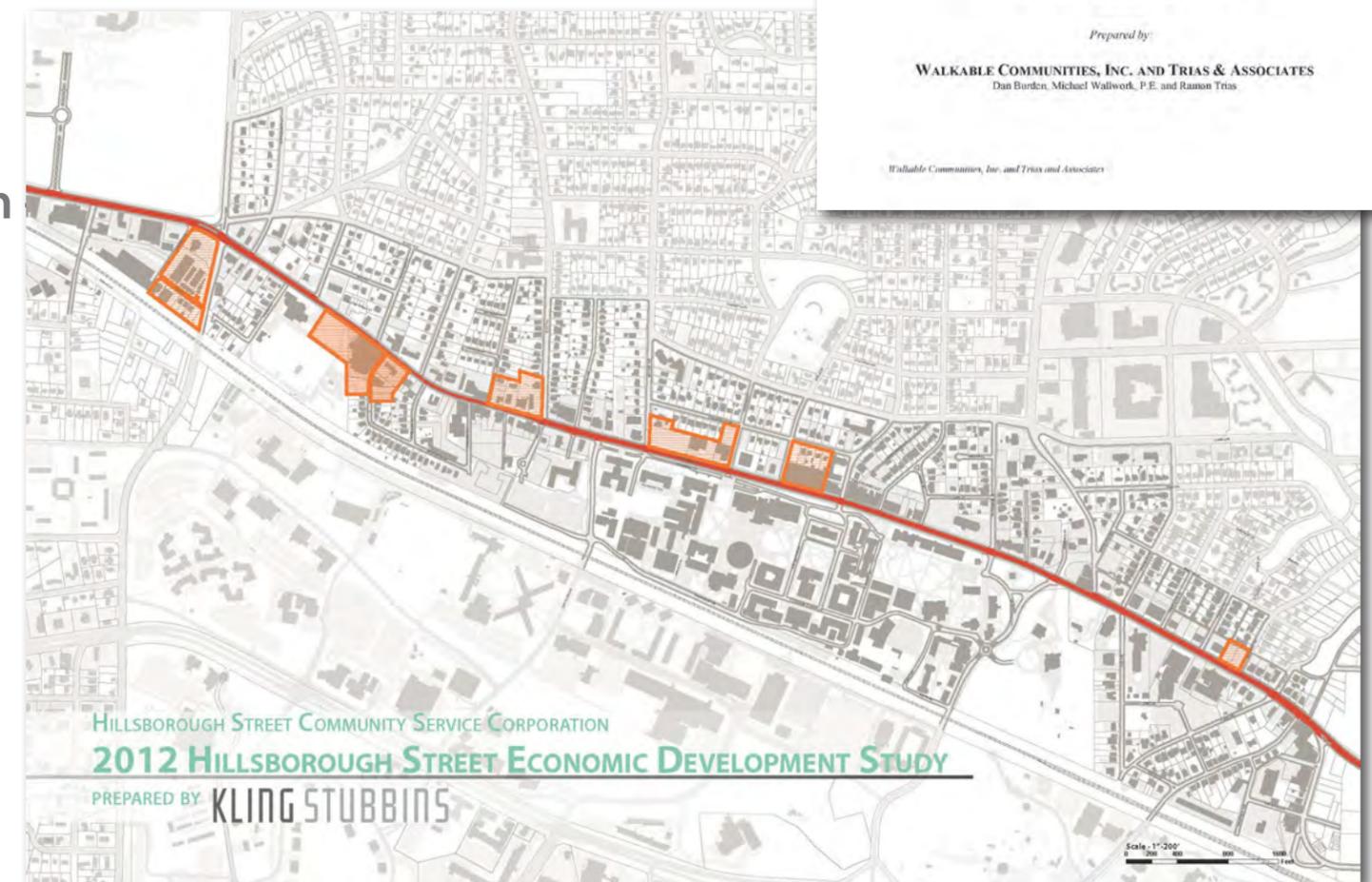
PREVIOUS STUDIES IN & AROUND THE STUDY AREA

- 1999 Hillsborough Street Partnership - A New Vision Hillsborough Street: Walkability and Redevelopment Study
- 2014 City of Raleigh Parks, Recreation Cultural Resources Department - System Plan
- 2014 Oberlin Road Streetscape Plan



OTHER RELEVANT STUDIES TO CONSIDER

- 2007 NCSU Campus Master Plan
- 2012 Hillsborough Street Community Service Corporation Hillsborough Street Economic Development Study
- 2014 Raleigh YIMBY – An Urban, Pedestrian Vision for Hillsborough Street
- 2014 CAMPO West Raleigh - East Cary Rail Corridor Study



A Historical Legacy

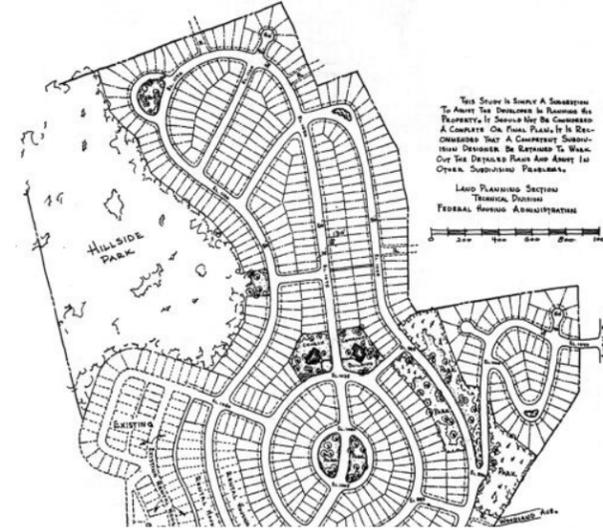
The area is rich in history and boasts numerous historic landmarks and several National Register Historic Districts including: Cameron Park, Cameron Village, and West Raleigh

OBERLIN VILLAGE (1866)

- Post Civil War one of the largest slave owners in the state had his land divided
- One of Raleigh's first freedmen communities
- A former slave, James E. Harris, established Oberlin Village in 1866 and named it for his alma mater, Oberlin College in Ohio
- The 149 acres primarily consisted of farmland
- Only a few of the original Victorian homes remain today
- The historic Oberlin Village Cemetery remains today



A Historical Legacy



COUNTRY CLUB DISTRICT (1908)

A groundbreaking residential neighborhood and city planning icon designed around the first shopping center in the world organized to accommodate the car

CAMERON VILLAGE (1947)

A postwar suburb that blended cutting-edge city planning principles with the spirit of Country Club District to bring high design to Raleigh's middle class

A Historical Legacy

HILLSBOROUGH STREET

- Formerly known as Hillsboro Road
- First constructed from the plantation of David Cameron (original founder of St. Mary's College, now St. Mary's School) in 1792 as part of the Capitol's original layout
- Meant to connect Raleigh to the town of Hillsborough
- One of the four original streets designated to radiate outward in the cardinal directions from Capitol Square, each leading to one of the former State Capital Cities

TODAY

- Hillsborough Street is home to numerous events that include: Homecoming Parade, Hillsborough Hike, State Fair and many others.



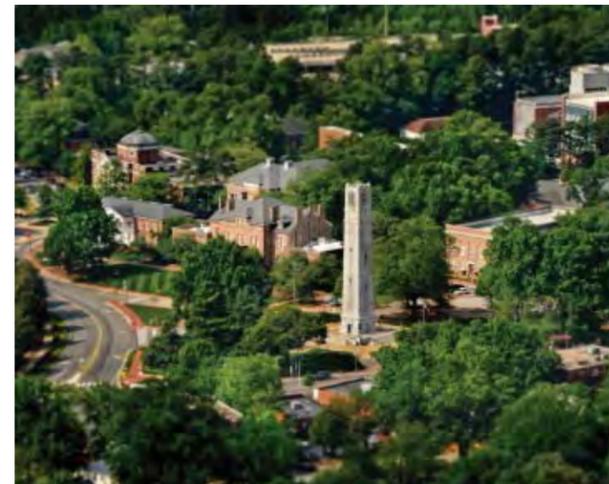
E Establishing the Vision

WHERE ARE WE NOW?

Just like the inspiration for the original Cameron Village, this process will seek to reconnect to the idea of an integrated, well-functioning, harmonious physical environment – except designed around a new model of mobility.

Our approach will...

- Cultivate a shared vision balancing growth and preservation
- Chart a path between regional and local priorities
- Help residents connect around their commitment to the area



E Establishing the Vision



IMPROVING MOBILITY

Improving overall mobility and safety for all users with a focus on:



PEDESTRIANS



TRANSIT



BICYCLES

TRANSIT INTEGRATION

- CAT and Wolfline routes
- Low Ridership / lack of amenities
- Planned Light Rail

TRANSIT APPROACH

- Potential shuttle service / amenities
- Shelters / lighting / shade trees
- Buy-in from business community

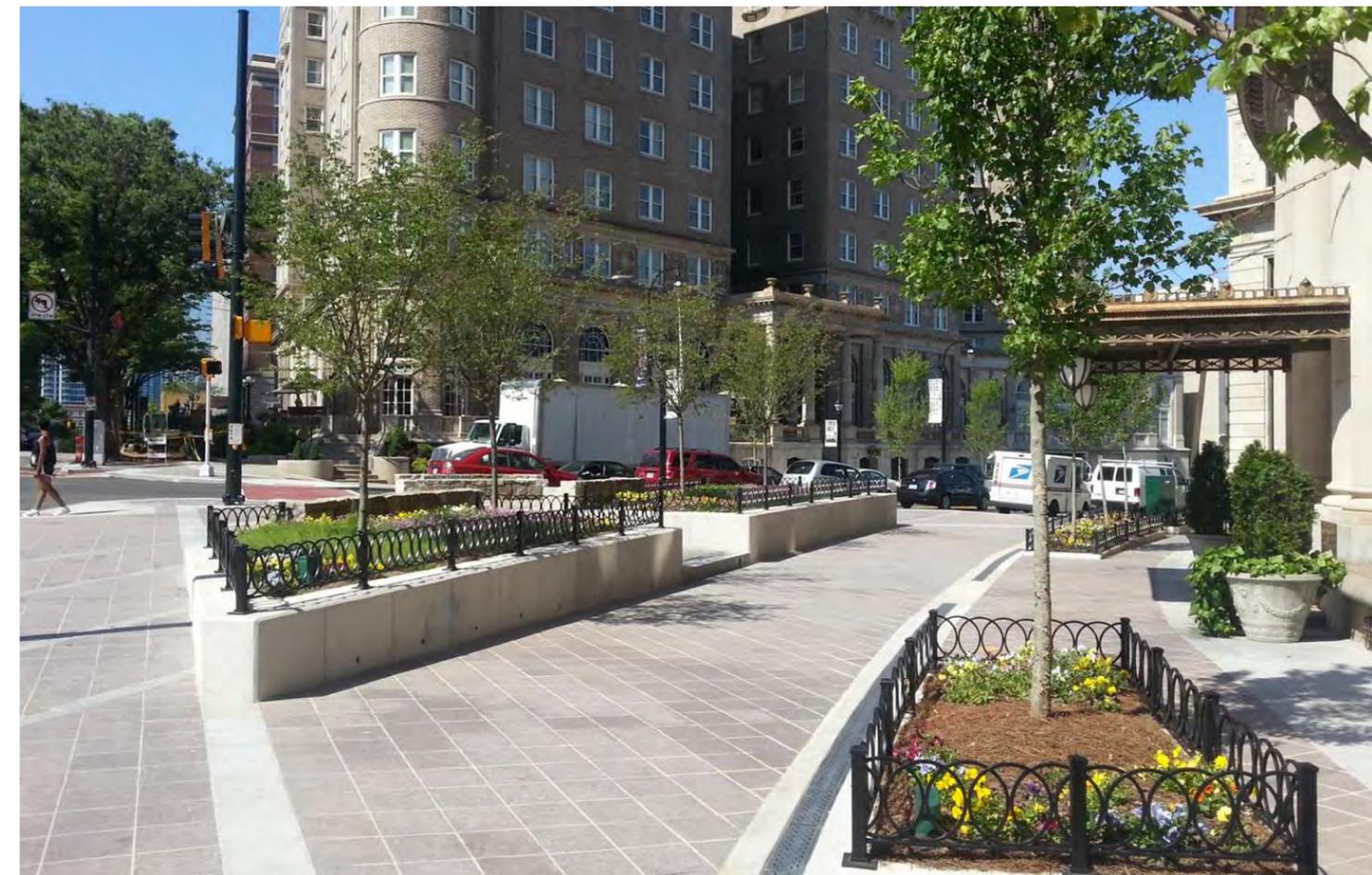
BIKE/PEDESTRIAN

- Shade trees/bike boxes/lighting/on-road provisions/bike racks/lockers/fountains
- Make it more walkable and limit confusion
- Focus on intersections / mid block treatments
- Pedestrian refuges

Designing the Details

IMPORTANCE OF THE DETAILS:

- Use
- Scale
- Form and massing
- Public space
- Wayfinding



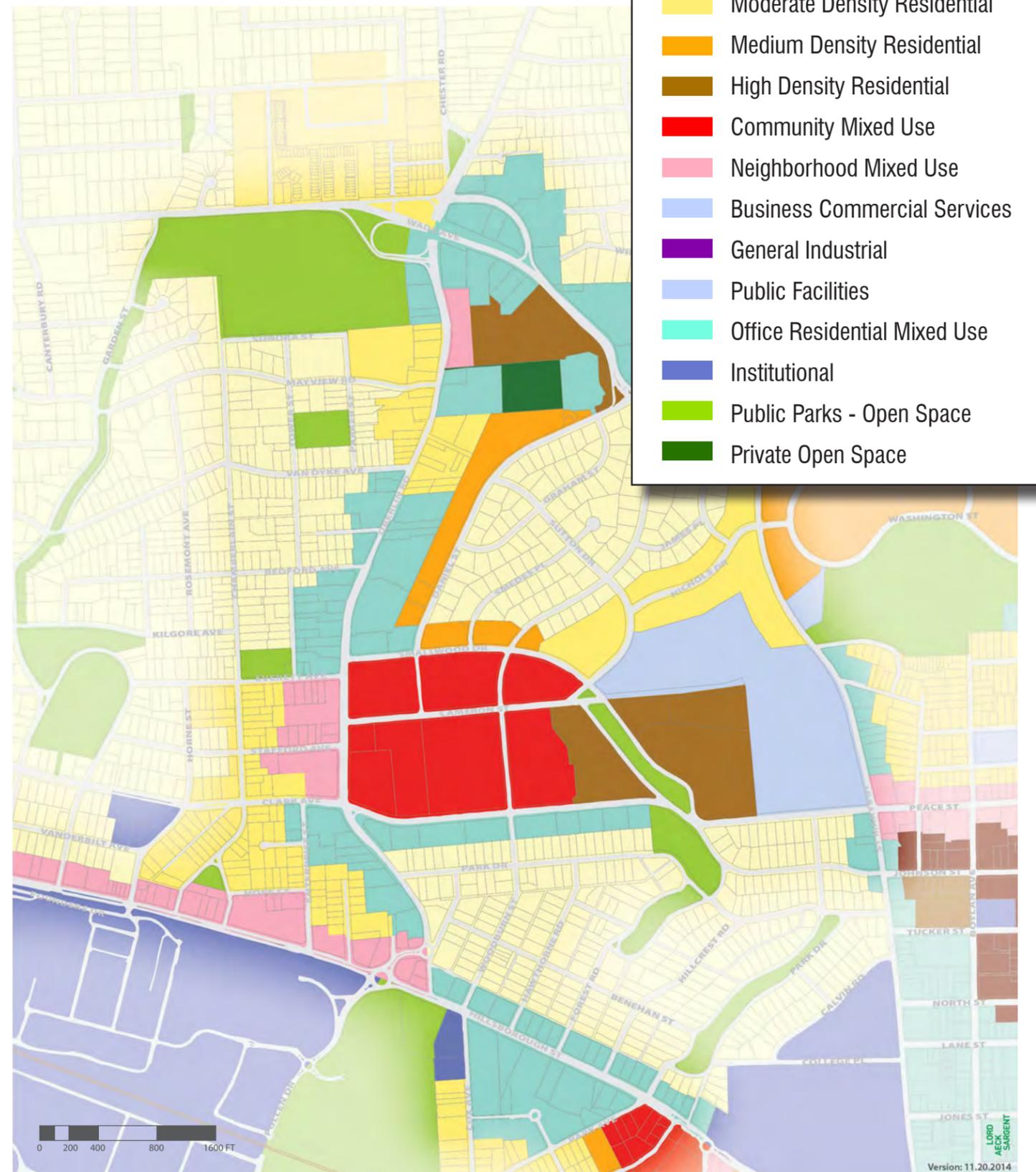


Land Use & Planning Analysis

Land Use



Existing Land Use

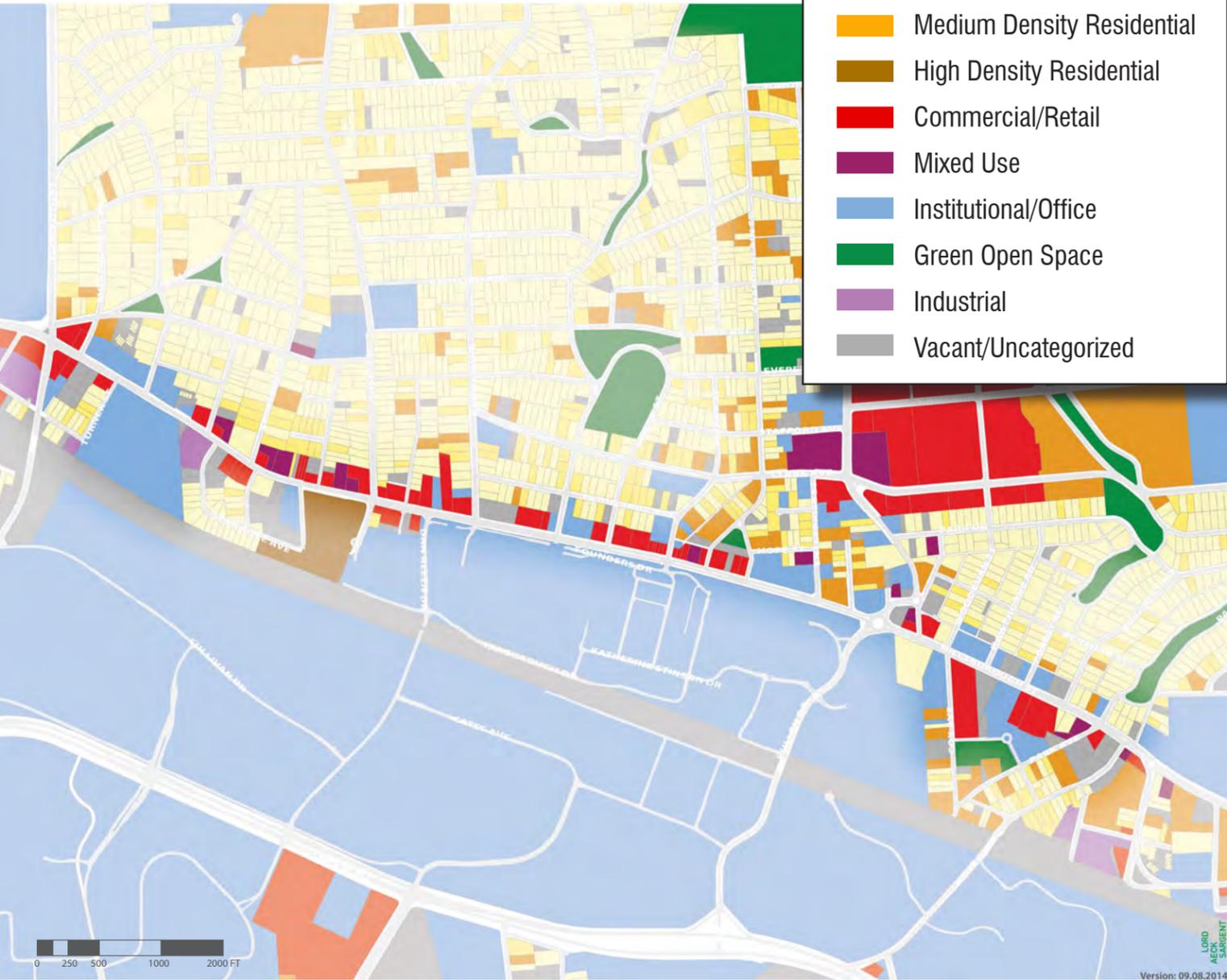


Future Land Use

Land Use

EXISTING LAND USE

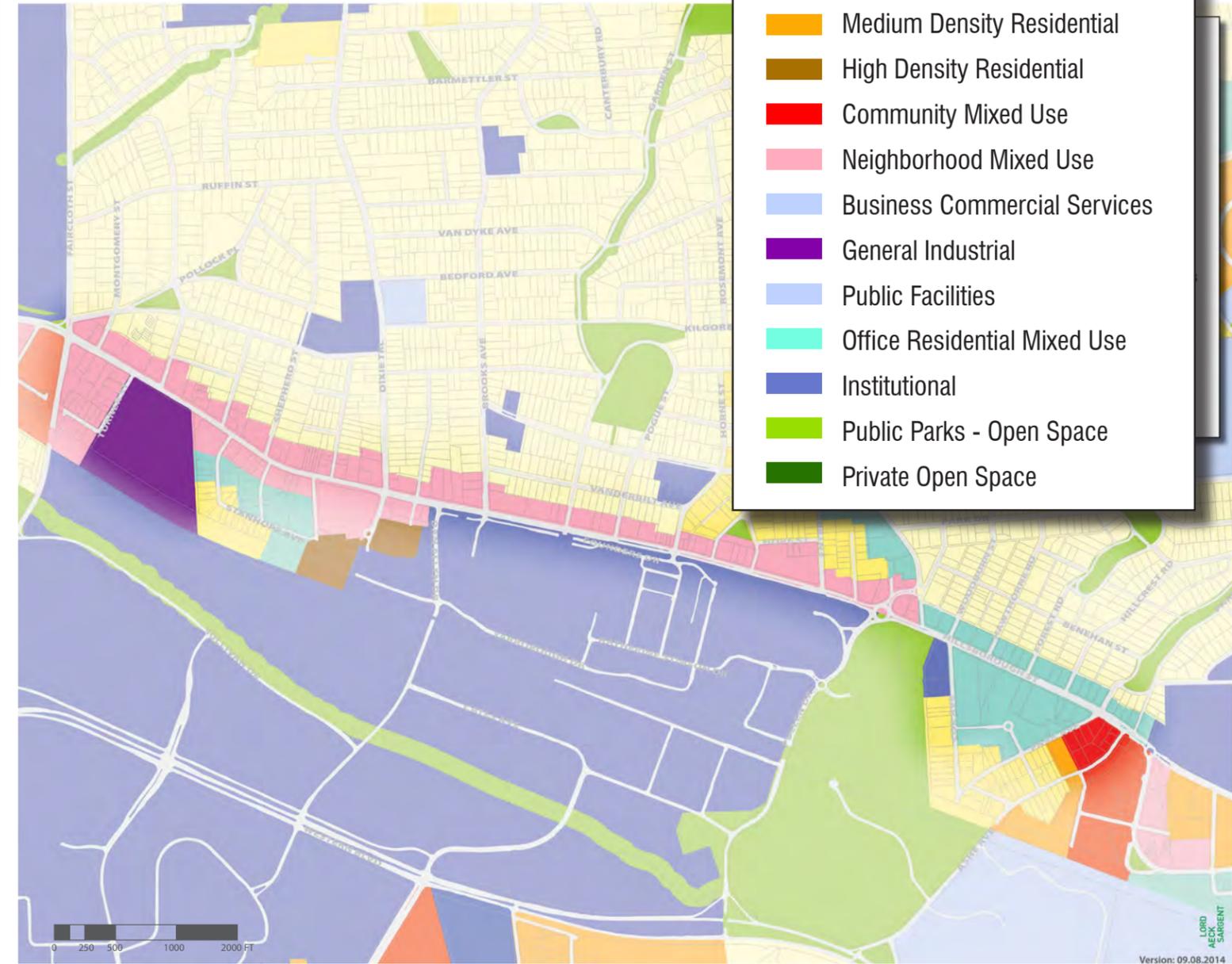
- Low Density Residential
- Moderate Density Residential
- Medium Density Residential
- High Density Residential
- Commercial/Retail
- Mixed Use
- Institutional/Office
- Green Open Space
- Industrial
- Vacant/Uncategorized



Existing Land Use

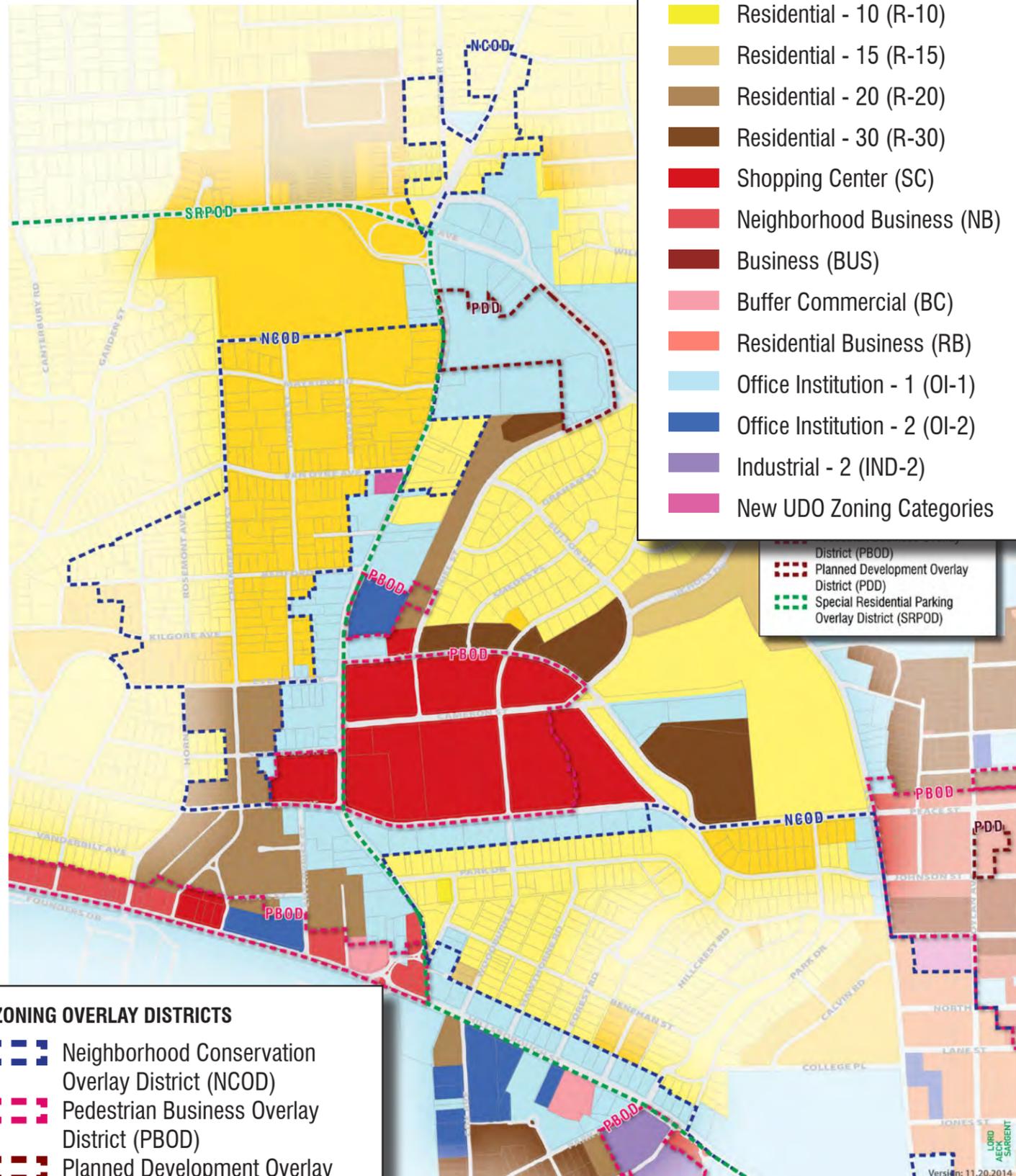
FUTURE LAND USE

- Low Density Residential
- Moderate Density Residential
- Medium Density Residential
- High Density Residential
- Community Mixed Use
- Neighborhood Mixed Use
- Business Commercial Services
- General Industrial
- Public Facilities
- Office Residential Mixed Use
- Institutional
- Public Parks - Open Space
- Private Open Space



Future Land Use

Zoning

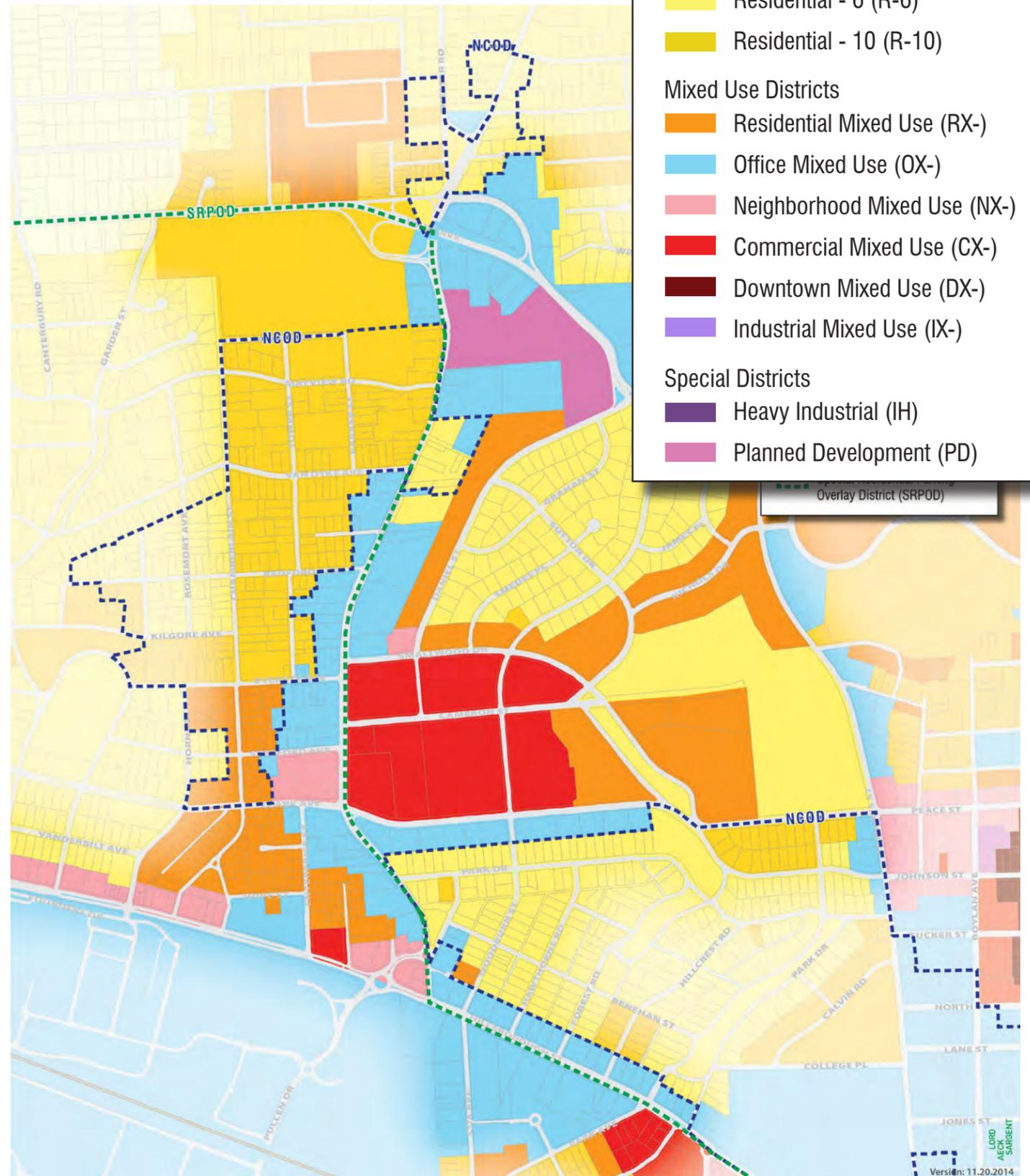


- ZONING**
- Residential - 4 (R-4)
 - Residential - 6 (R-6)
 - Residential - 10 (R-10)
 - Residential - 15 (R-15)
 - Residential - 20 (R-20)
 - Residential - 30 (R-30)
 - Shopping Center (SC)
 - Neighborhood Business (NB)
 - Business (BUS)
 - Buffer Commercial (BC)
 - Residential Business (RB)
 - Office Institution - 1 (OI-1)
 - Office Institution - 2 (OI-2)
 - Industrial - 2 (IND-2)
 - New UDO Zoning Categories

- District (PBOD)
- Planned Development Overlay District (PDD)
- Special Residential Parking Overlay District (SRPOD)

- ZONING OVERLAY DISTRICTS**
- Neighborhood Conservation Overlay District (NCOD)
 - Pedestrian Business Overlay District (PBOD)
 - Planned Development Overlay District (PDD)
 - Special Residential Parking Overlay District (SRPOD)

Existing Zoning



- PROPOSED UDO ZONING**
- Residential Districts
- Residential - 4 (R-4)
 - Residential - 6 (R-6)
 - Residential - 10 (R-10)
- Mixed Use Districts
- Residential Mixed Use (RX-)
 - Office Mixed Use (OX-)
 - Neighborhood Mixed Use (NX-)
 - Commercial Mixed Use (CX-)
 - Downtown Mixed Use (DX-)
 - Industrial Mixed Use (IX-)
- Special Districts
- Heavy Industrial (IH)
 - Planned Development (PD)

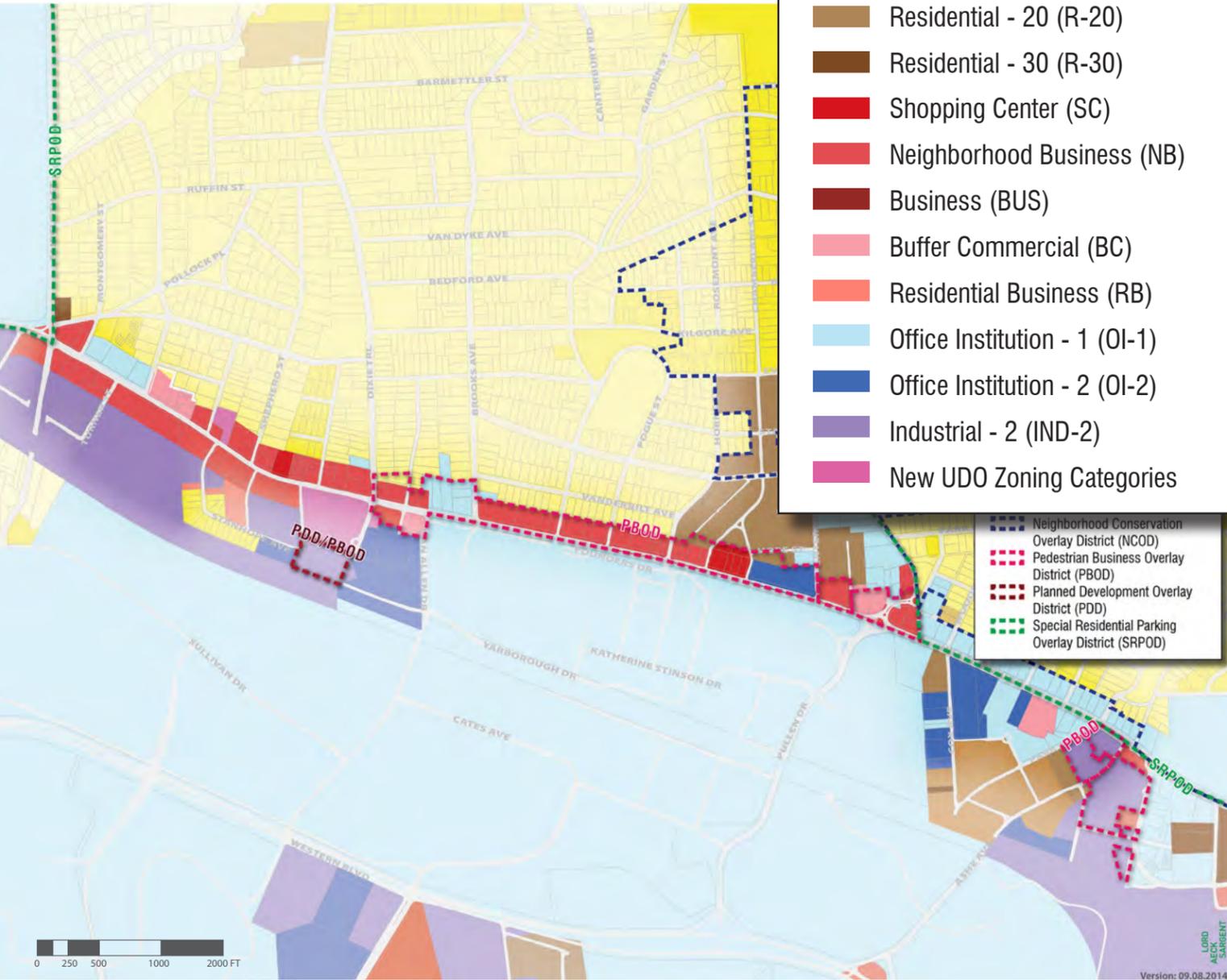
Proposed Unified Development Ordinance (UDO) Zoning

Zoning

ZONING

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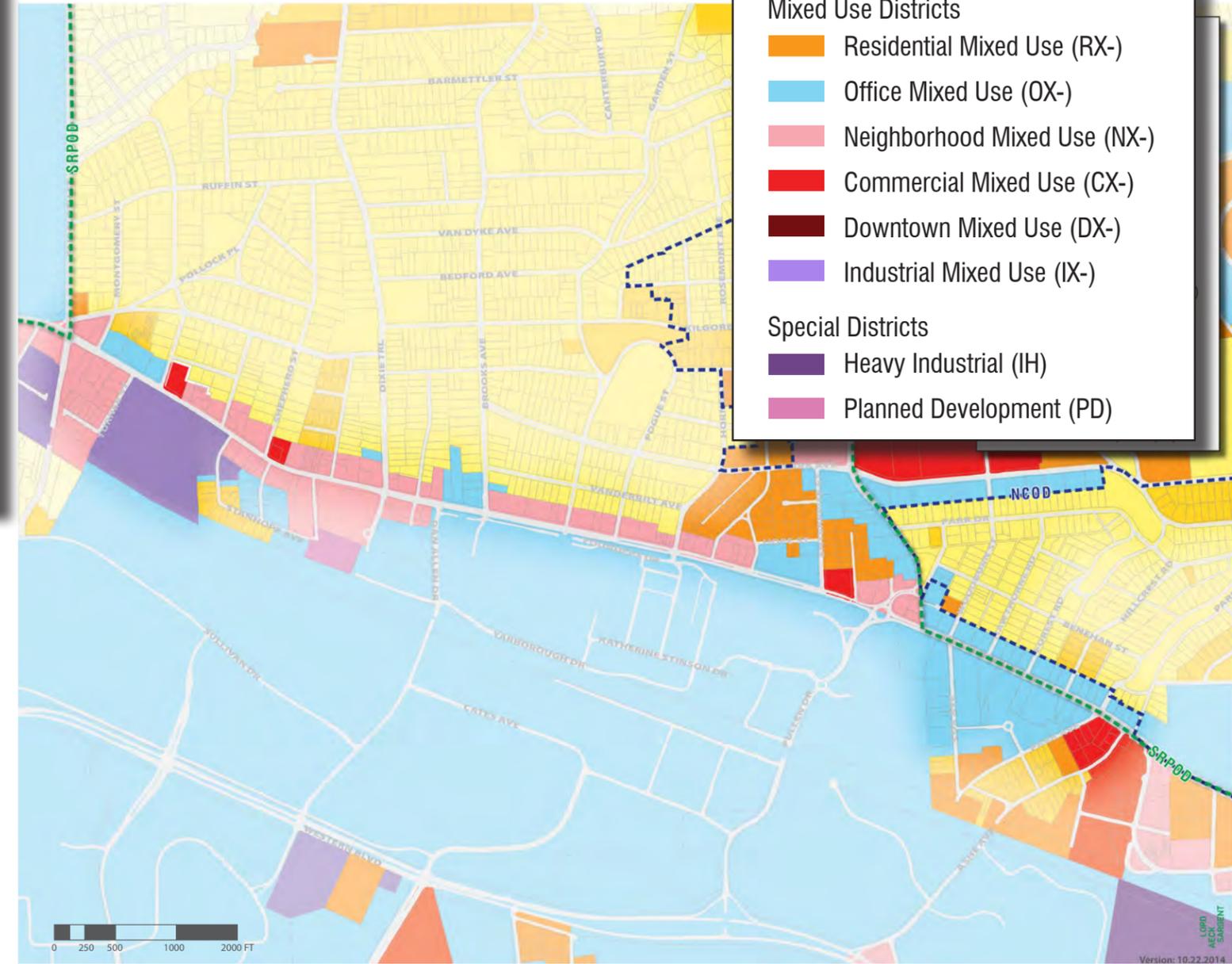
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Existing Zoning

PROPOSED UDO ZONING

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Proposed Unified Development Ordinance (UDO) Zoning

ZONING OVERLAY DISTRICTS

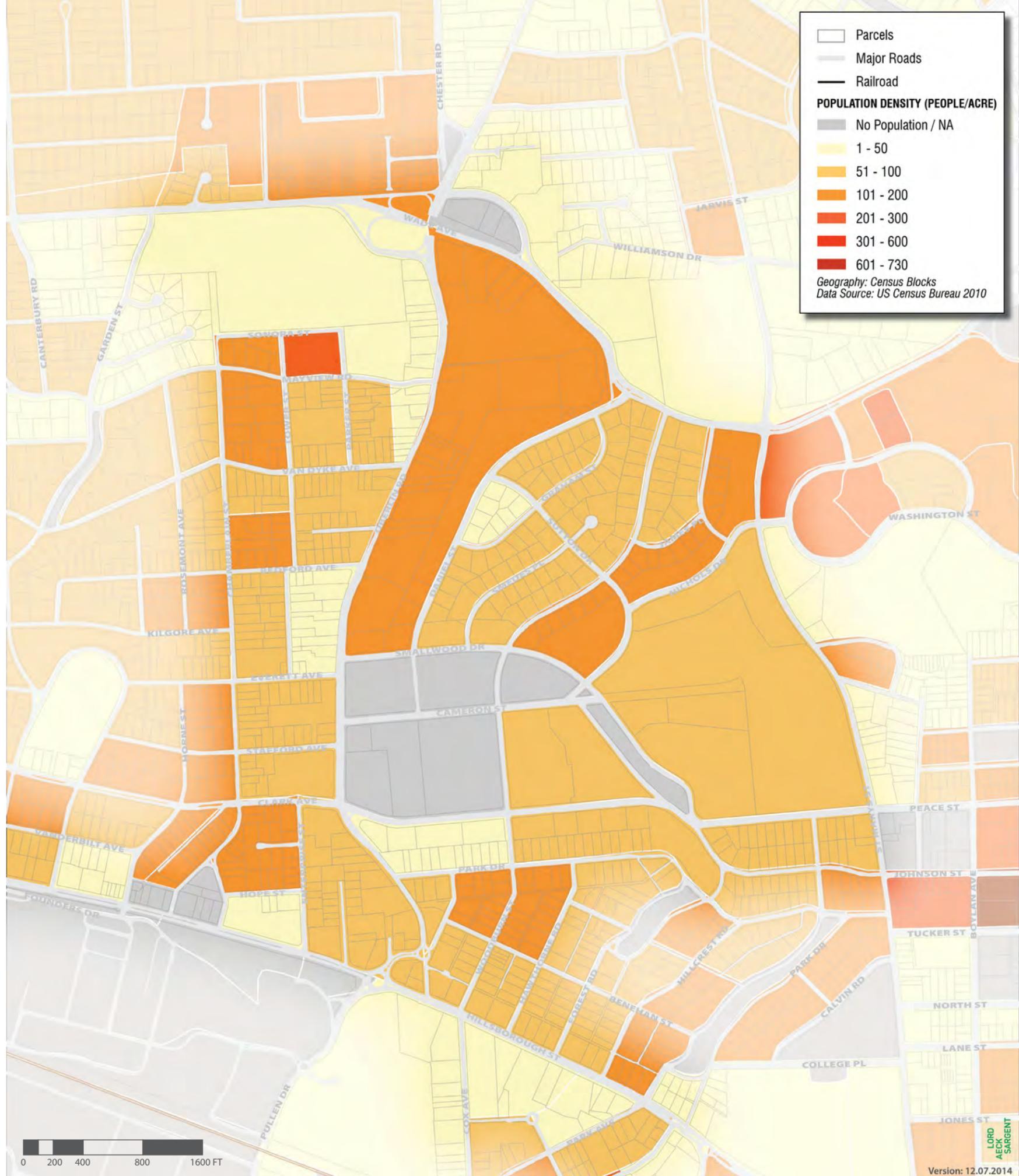
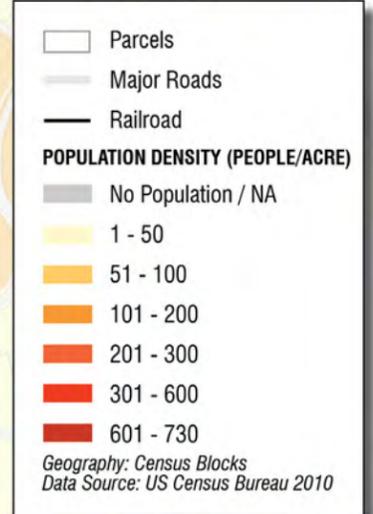
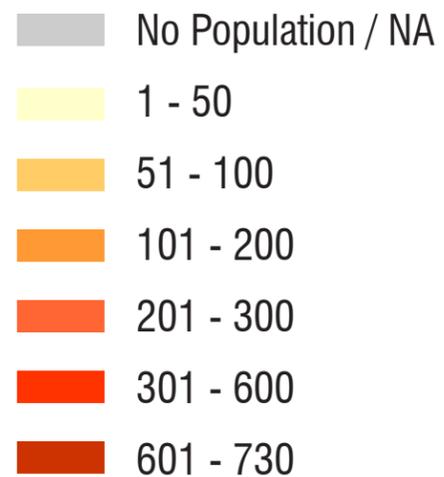
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Population Density

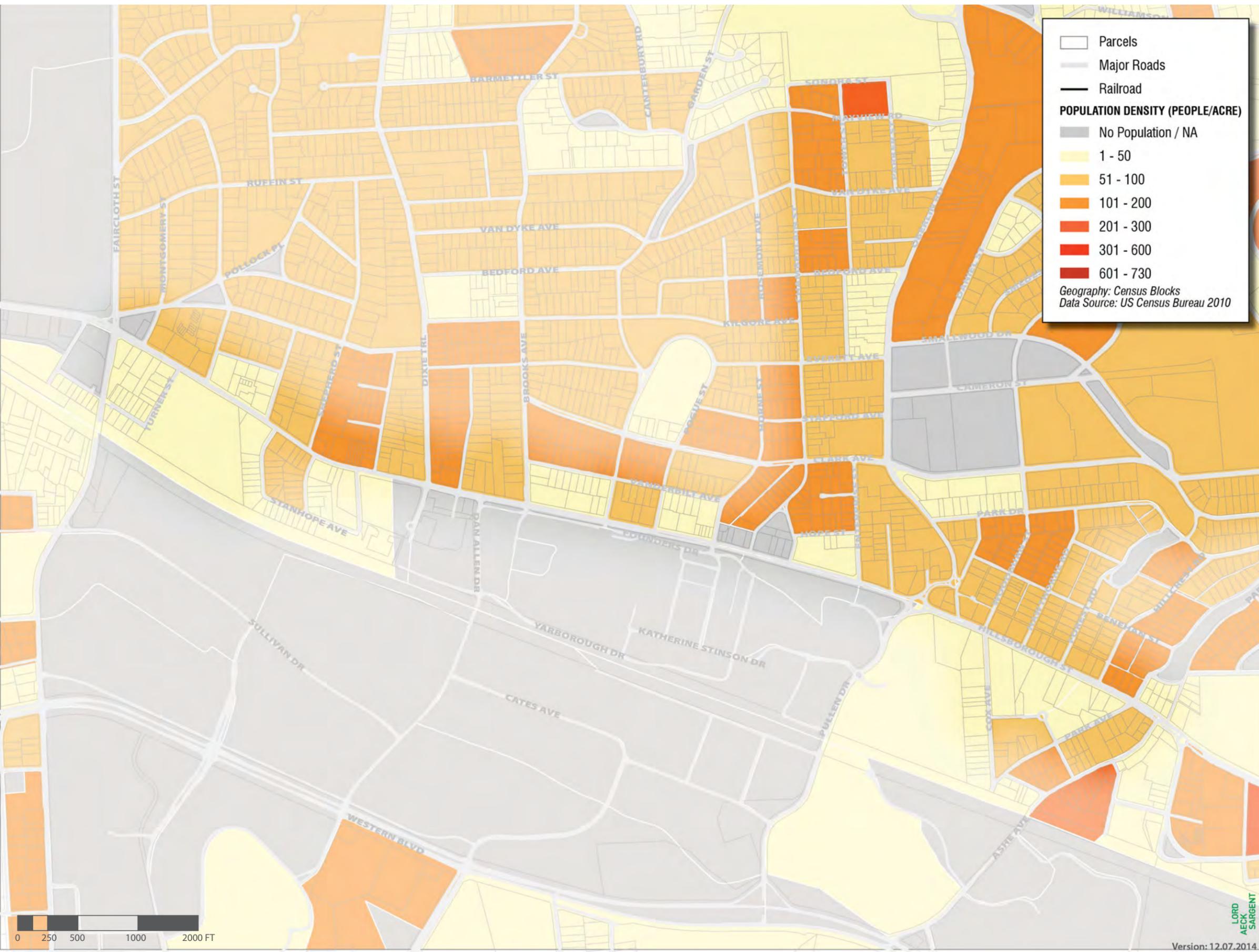
CAMERON VILLAGE

- Population has increased with new recent developments
- Higher population density along Oberlin Road and Wade Avenue, near multi-family development
- Expect this map to look different in upcoming census with new development

POPULATION DENSITY (PEOPLE/ACRE)



Population Density



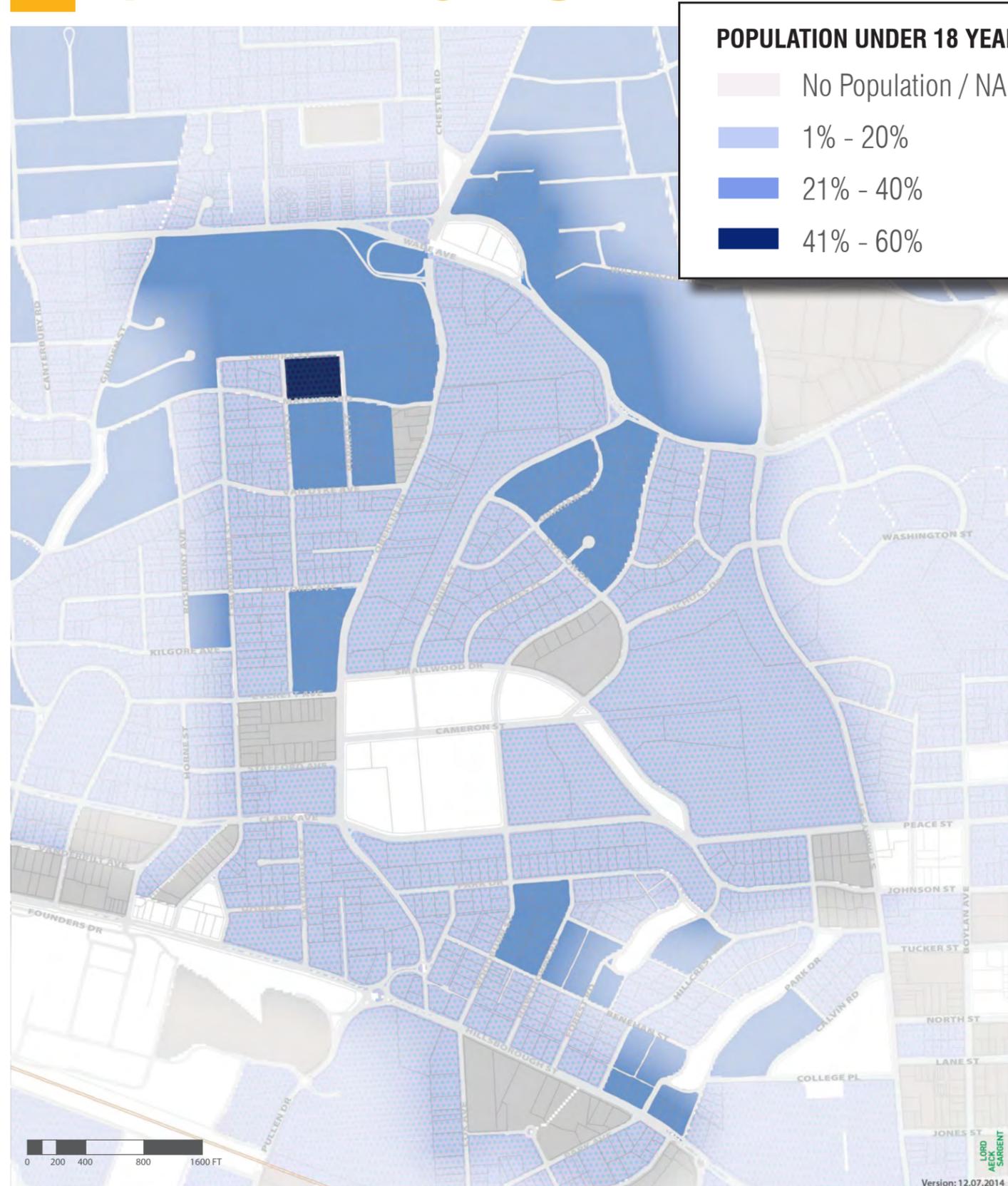
HILLSBOROUGH STREET

- Little residential exists along Hillsborough Street

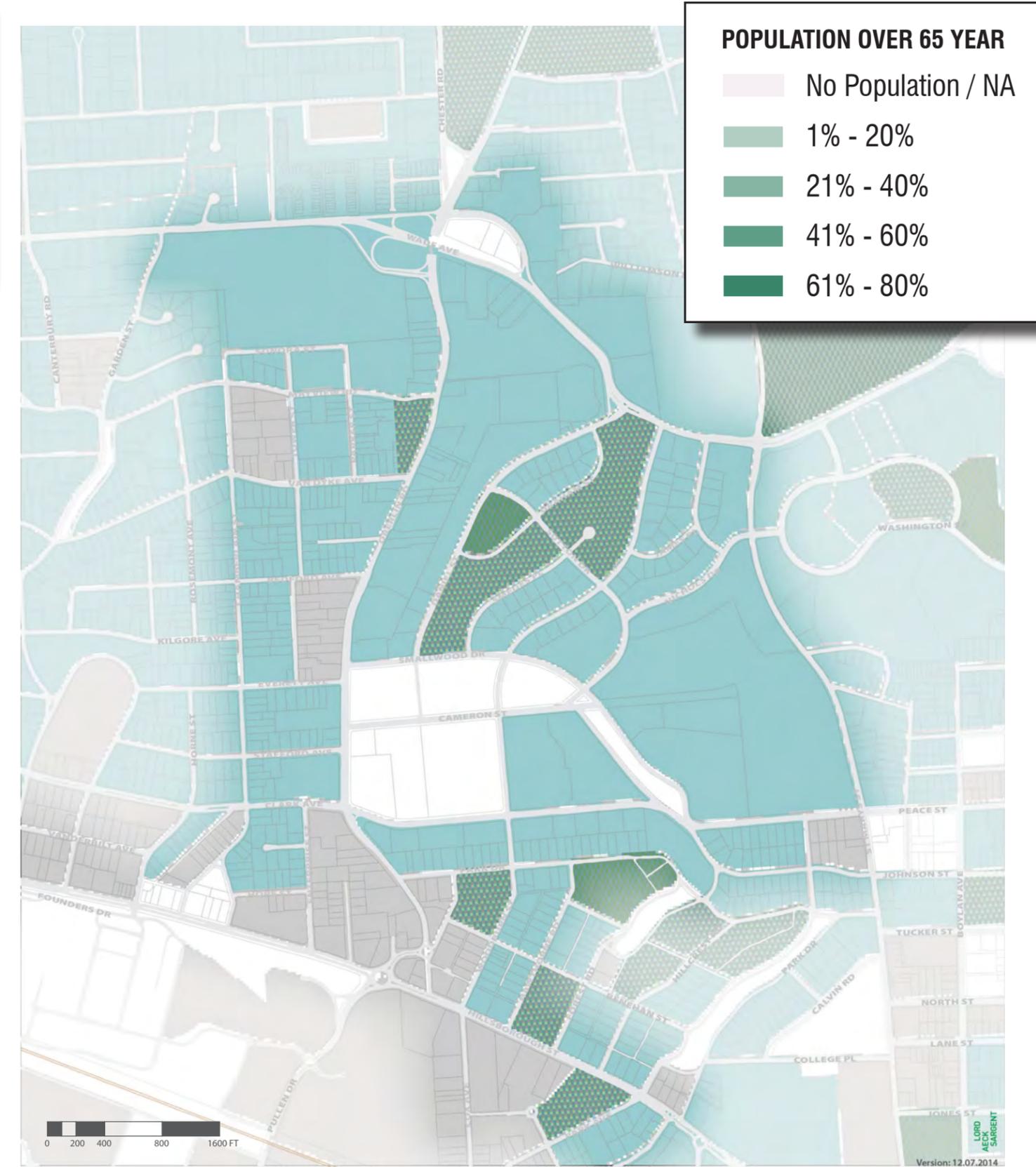
POPULATION DENSITY (PEOPLE/ACRE)

- No Population / NA
- 1 - 50
- 51 - 100
- 101 - 200
- 201 - 300
- 301 - 600
- 601 - 730

Population By Age



Population Under 18

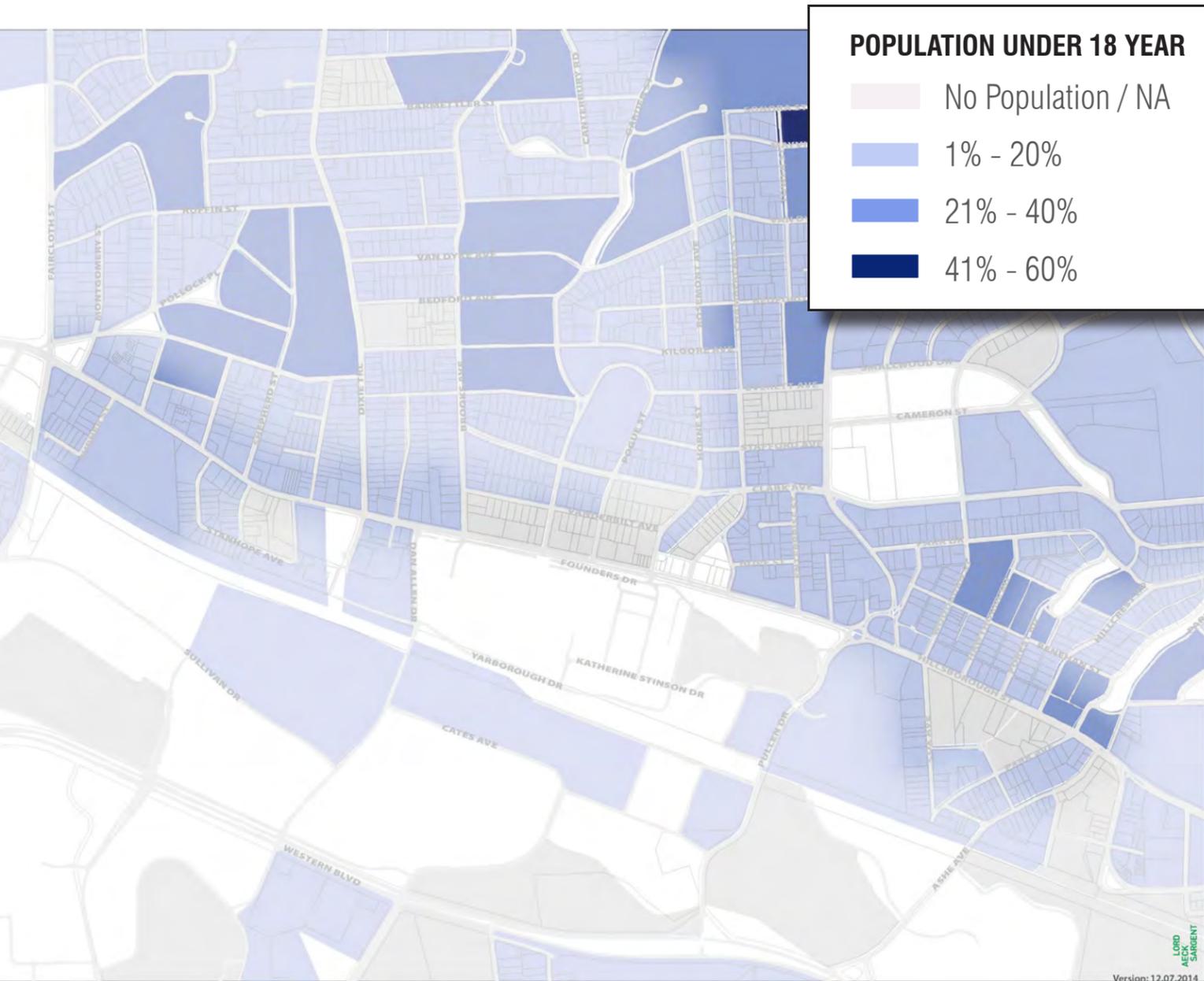


Population 65 and Over

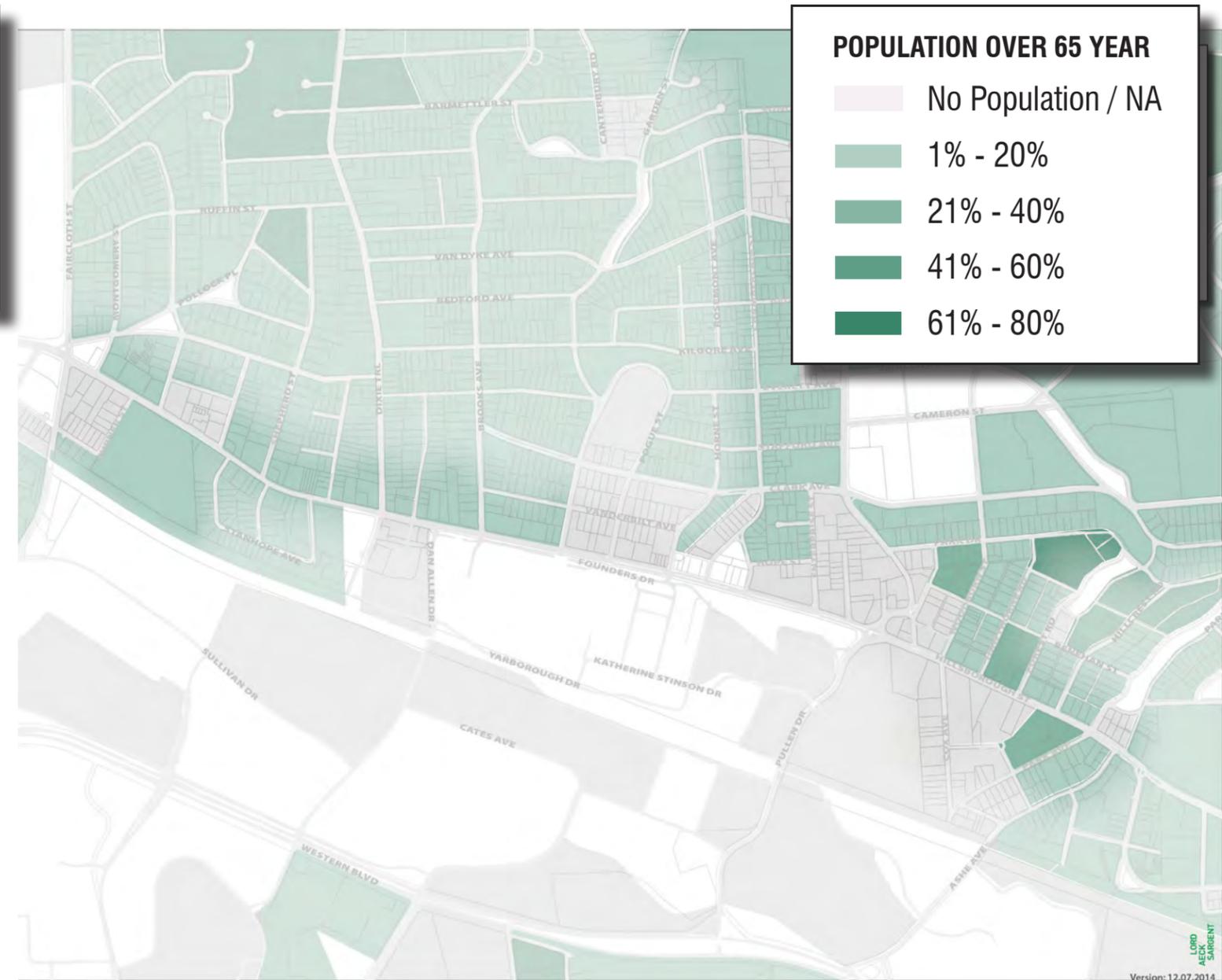
- Population under 18 mostly concentrated around Jaycee Park and north of study boundary

- Population over 65 years age located in Cameron Village and east of St. Marys Street

Population By Age



Population Under 18



Population 65 and Over

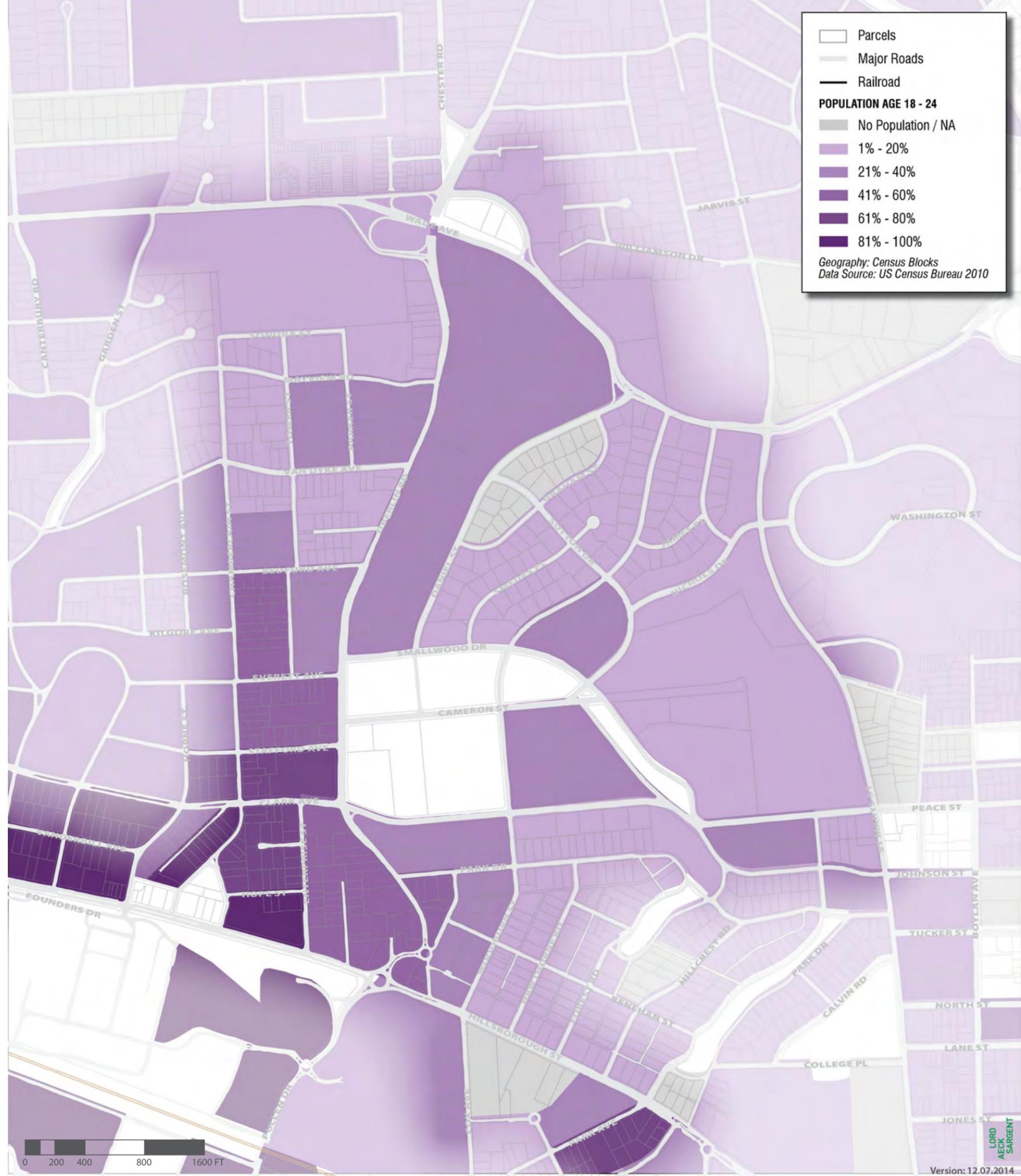
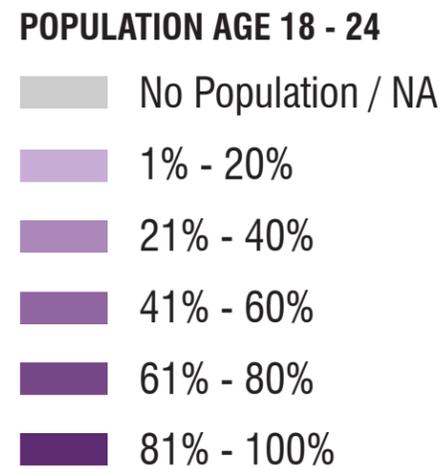
- Very low number of population under 18 years of age, except areas close to St. Mary's School

- Very low number of population over 65 years of age, with some presence around Cameron Park

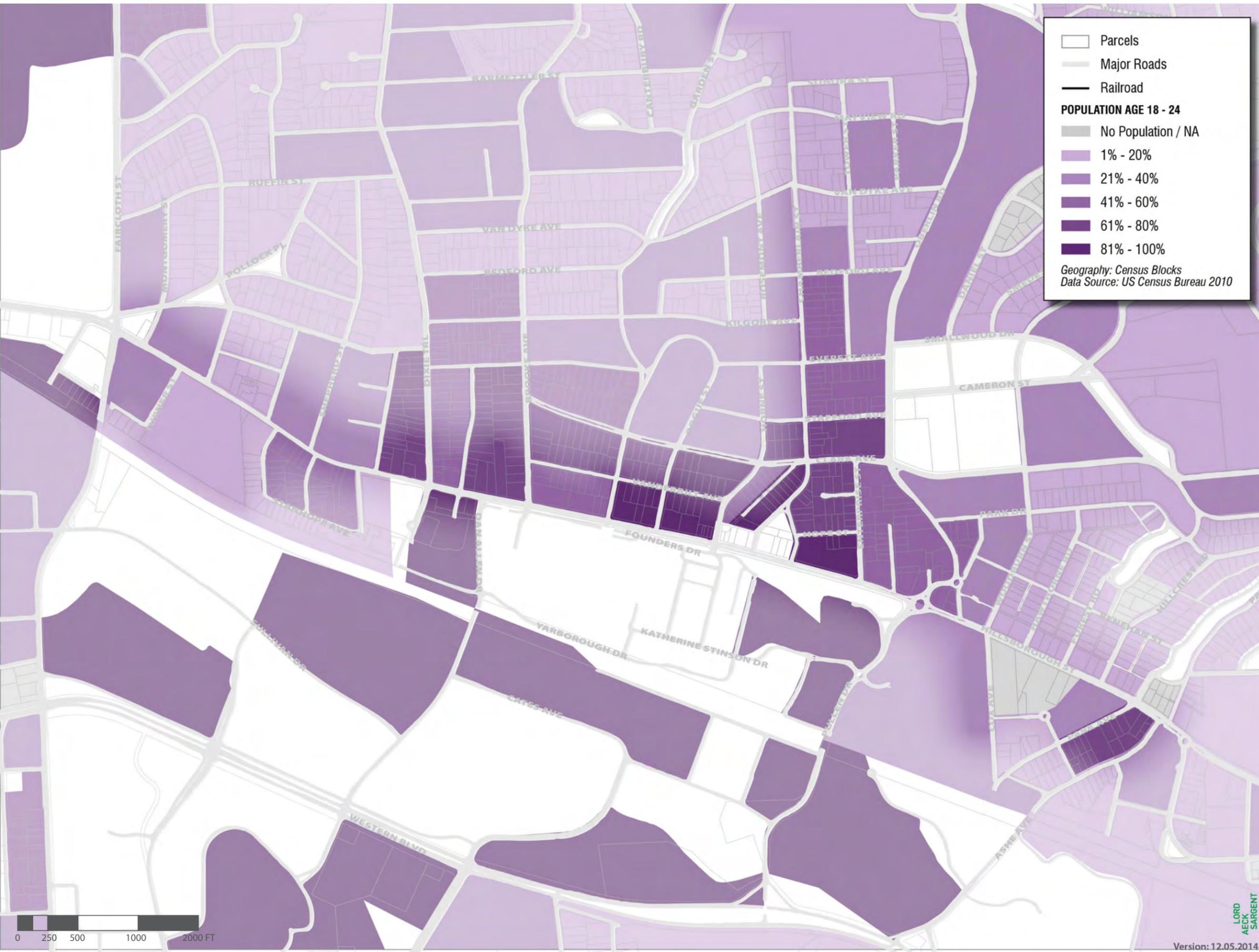
Student & Young Adults

CAMERON VILLAGE

- Students and young adults are concentrated along the Oberlin corridor and closer to the NCSU campus

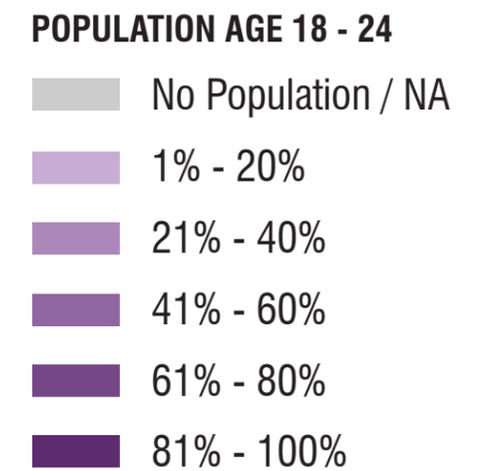


Student & Young Adults



HILLSBOROUGH STREET

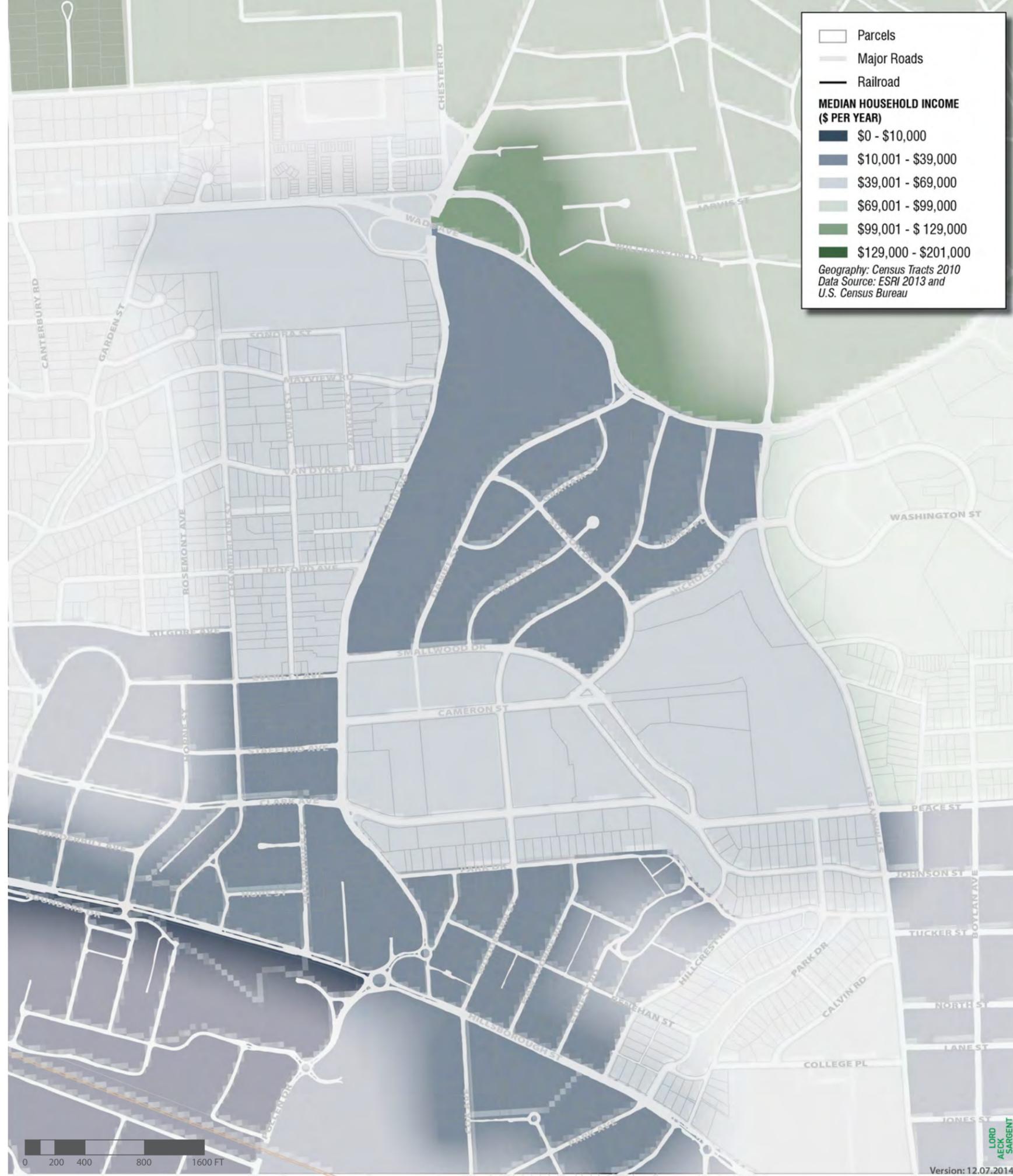
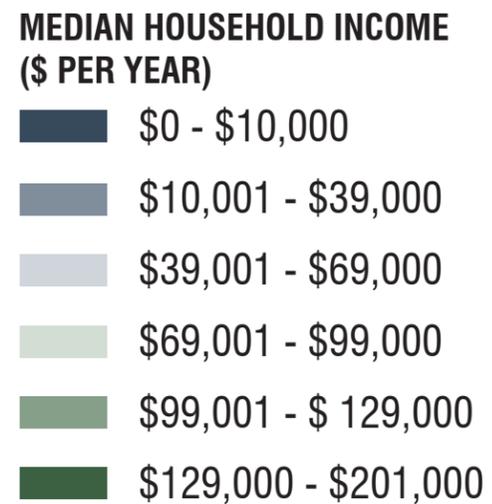
- Largely students and young professionals in the blocks to the north of Hillsborough Street



Median Household Income

CAMERON VILLAGE

- Lower to moderate median household income compared to the northern and eastern neighborhoods
- Range \$10,000 - \$69,000



Median Household Income



HILLSBOROUGH STREET

- Lower to moderate median household income compared to the northern neighborhoods
- Range \$10,000 - \$39,000 towards eastern portion
- Range \$39,001 - \$69,000 towards western portion

MEDIAN HOUSEHOLD INCOME (\$ PER YEAR)

- \$0 - \$10,000
- \$10,001 - \$39,000
- \$39,001 - \$69,000
- \$69,001 - \$99,000
- \$99,001 - \$129,000
- \$129,000 - \$201,000

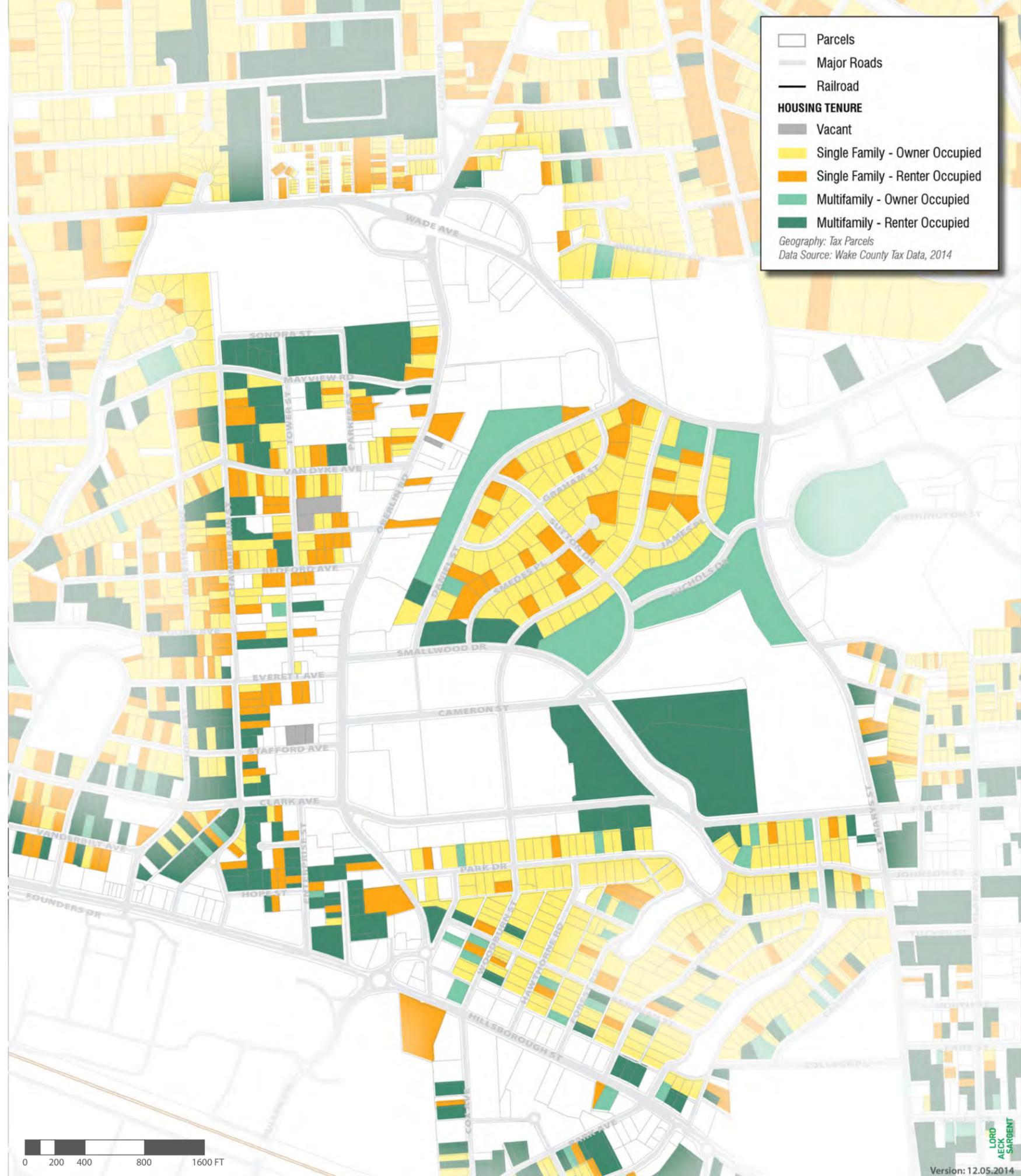
Housing Tenure: Parcel-Based

CAMERON VILLAGE

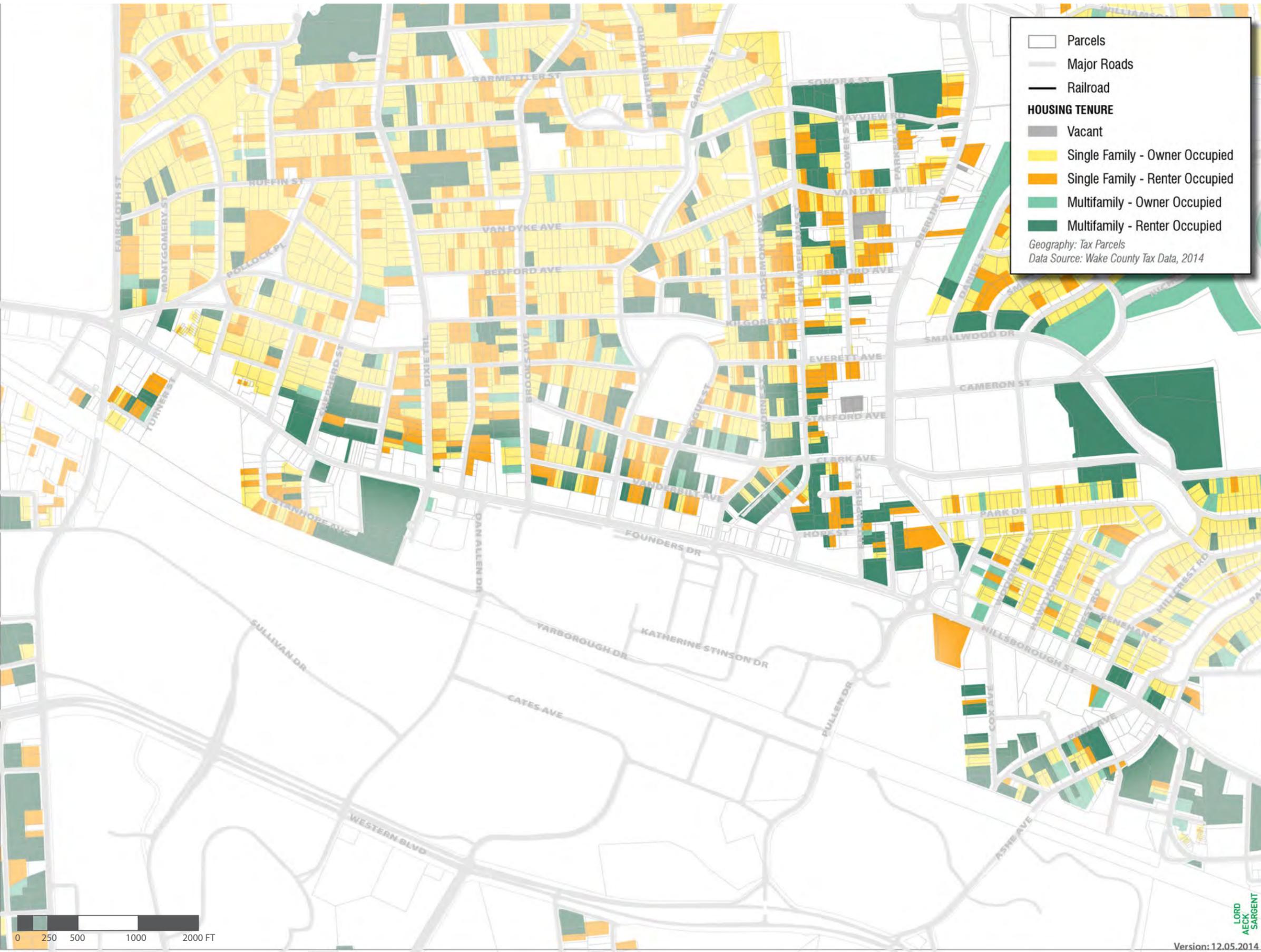
- Established neighborhoods are heavily owner occupied, especially in Cameron Park
- The presence of renter-occupied houses and apartments increases the closer to campus

HOUSING TENURE

- Vacant
- Single Family - Owner Occupied
- Single Family - Renter Occupied
- Multifamily - Owner Occupied
- Multifamily - Renter Occupied



Housing Tenure: Parcel-Based



HILLSBOROUGH STREET

- Little residential located directly on Hillsborough Street
- Most of the nearest adjacent residential is rental property of some type

HOUSING TENURE

- Vacant
- Single Family - Owner Occupied
- Single Family - Renter Occupied
- Multifamily - Owner Occupied
- Multifamily - Renter Occupied

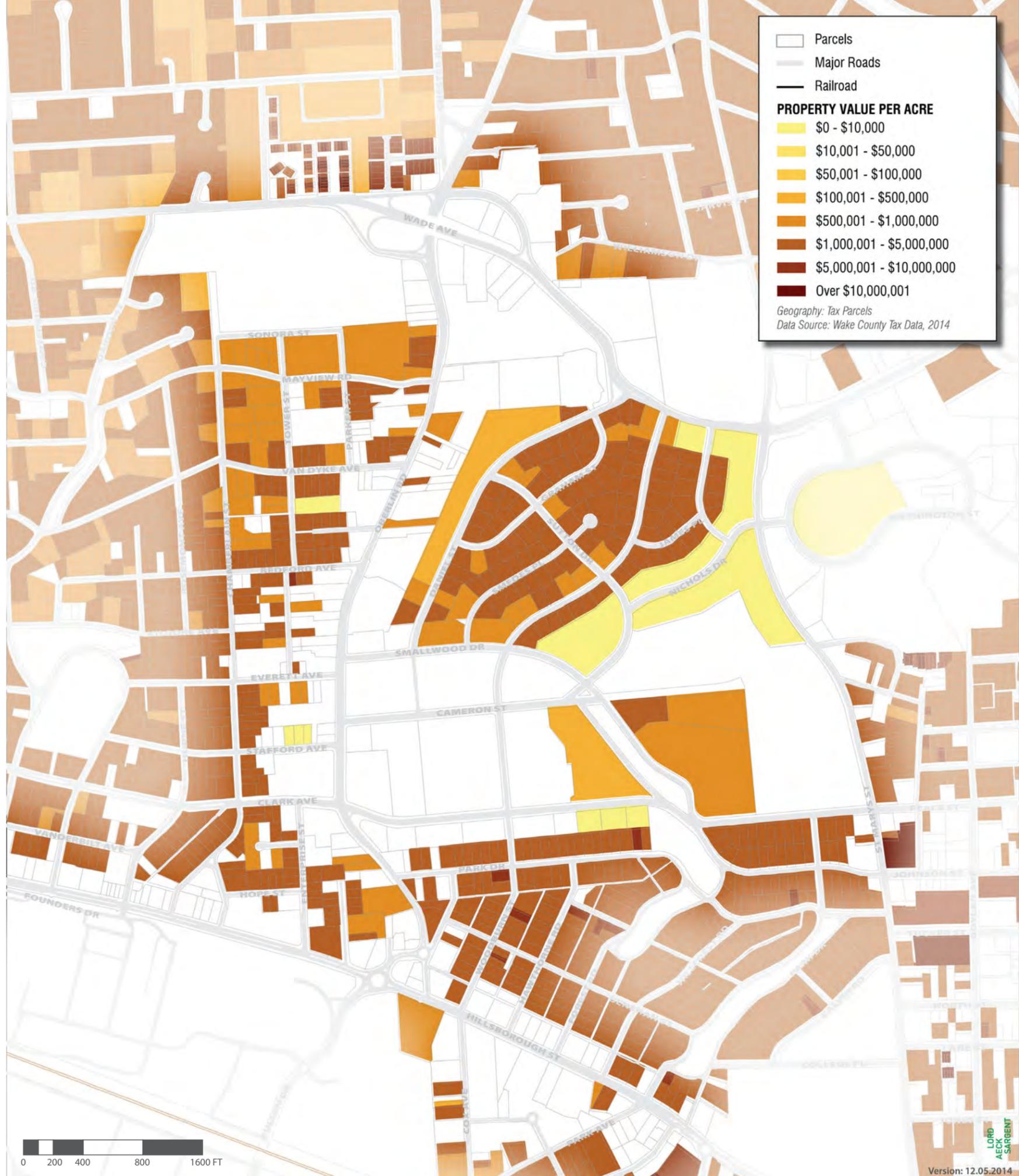
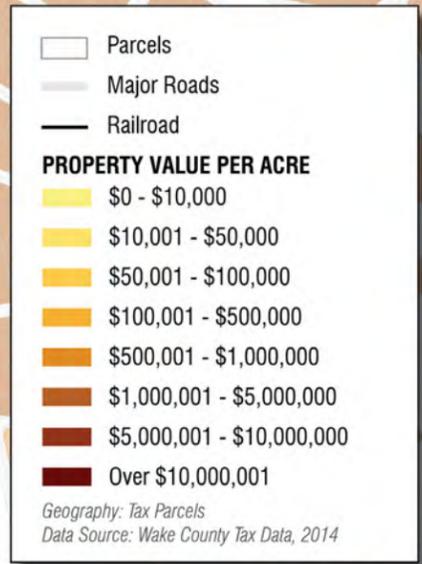
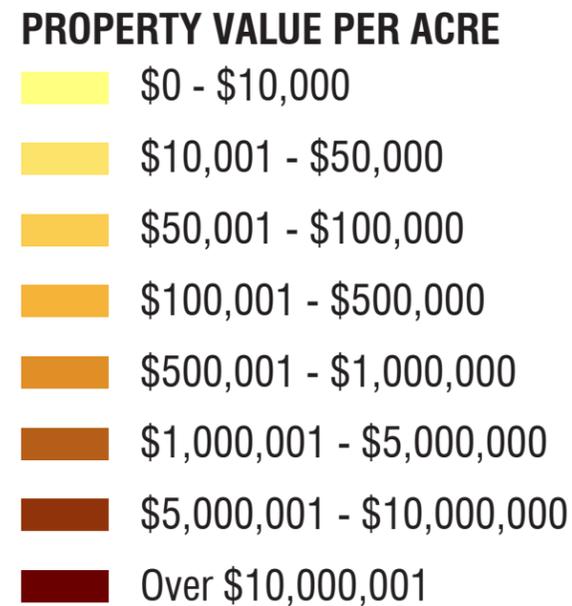
LORD
AECK
SARGENT

Version: 12.05.2014

Property Value Residential

CAMERON VILLAGE

- There is a correlation between the more established neighborhoods and the property value
- Cameron Park shows overall higher property values per acre than Cameron Village and University Park

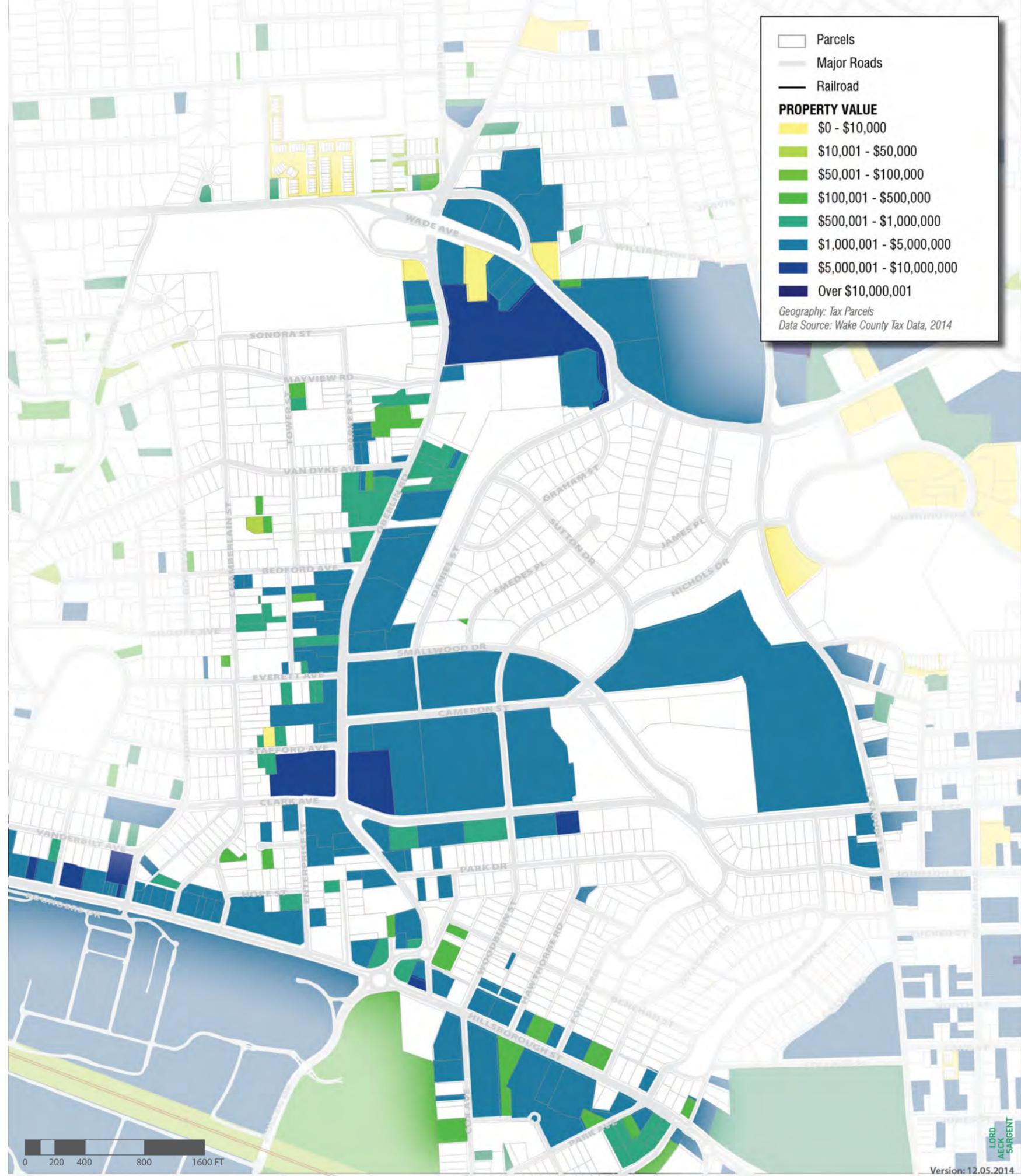


Property Value Non-Residential

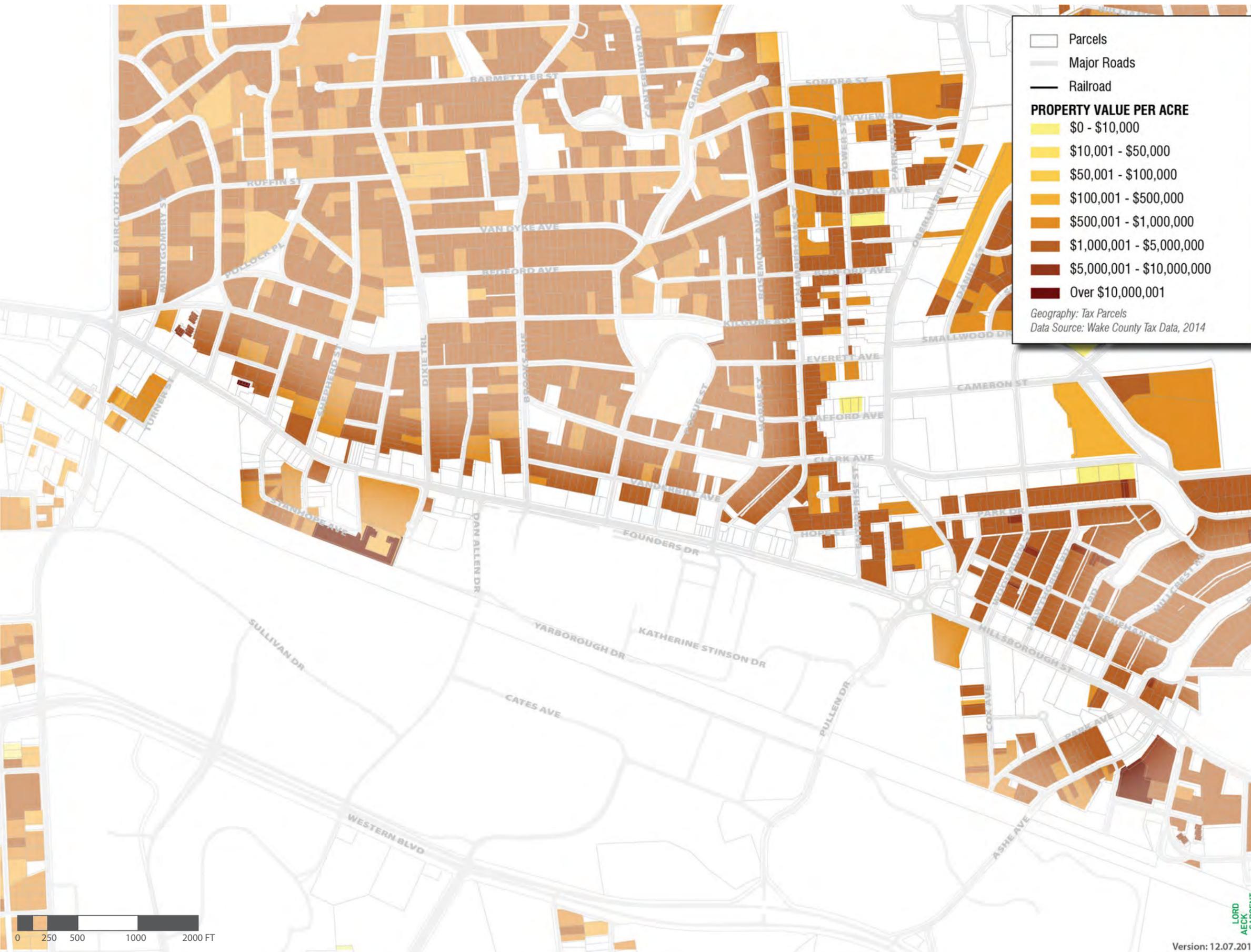
CAMERON VILLAGE

- Property values are highest at the newest developments like Wade-Oberlin, 401 Crescent, and Crescent Cameron Village
- Overall the value per acre is fairly even throughout except in parcels that are surrounded primarily by residential neighborhoods or with access issues

PROPERTY VALUE PER ACRE



Property Value - Residential



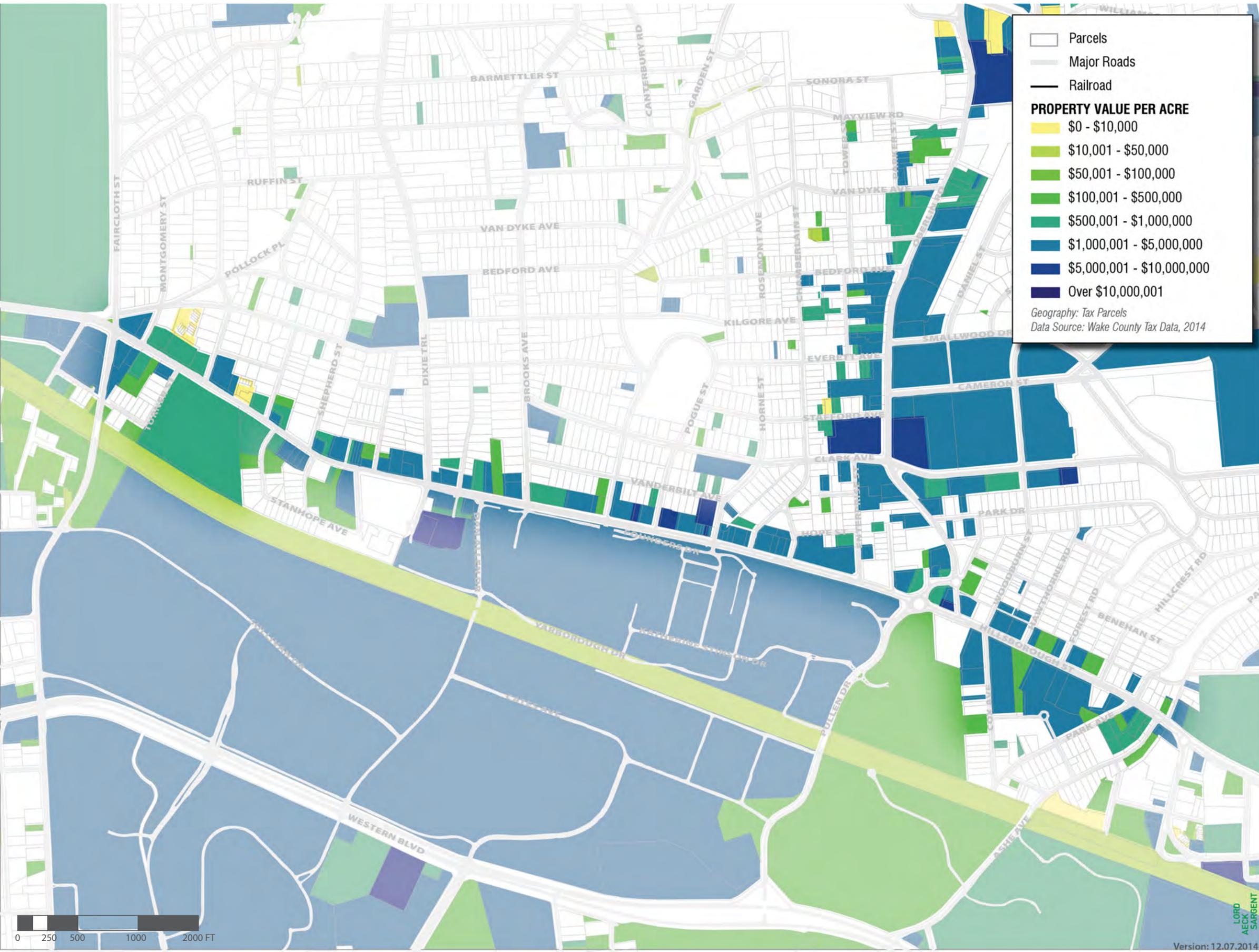
HILLSBOROUGH STREET

- Residential values throughout University Park and Cameron Park are consistently meeting over a half million per acre and higher

PROPERTY VALUE PER ACRE



Property Value - Non-Residential



□ Parcels
 — Major Roads
 — Railroad

PROPERTY VALUE PER ACRE

- Yellow: \$0 - \$10,000
- Light Green: \$10,001 - \$50,000
- Medium Green: \$50,001 - \$100,000
- Dark Green: \$100,001 - \$500,000
- Teal: \$500,001 - \$1,000,000
- Blue-Teal: \$1,000,001 - \$5,000,000
- Dark Blue: \$5,000,001 - \$10,000,000
- Very Dark Blue: Over \$10,000,001

Geography: Tax Parcels
Data Source: Wake County Tax Data, 2014

HILLSBOROUGH STREET

- Property values per acre along Hillsborough Street fall in the mid-range
- Value begins to fall a bit on the Western end of Hillsborough

PROPERTY VALUE PER ACRE

- Yellow: \$0 - \$10,000
- Light Green: \$10,001 - \$50,000
- Medium Green: \$50,001 - \$100,000
- Dark Green: \$100,001 - \$500,000
- Teal: \$500,001 - \$1,000,000
- Blue-Teal: \$1,000,001 - \$5,000,000
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Building Height

CAMERON VILLAGE

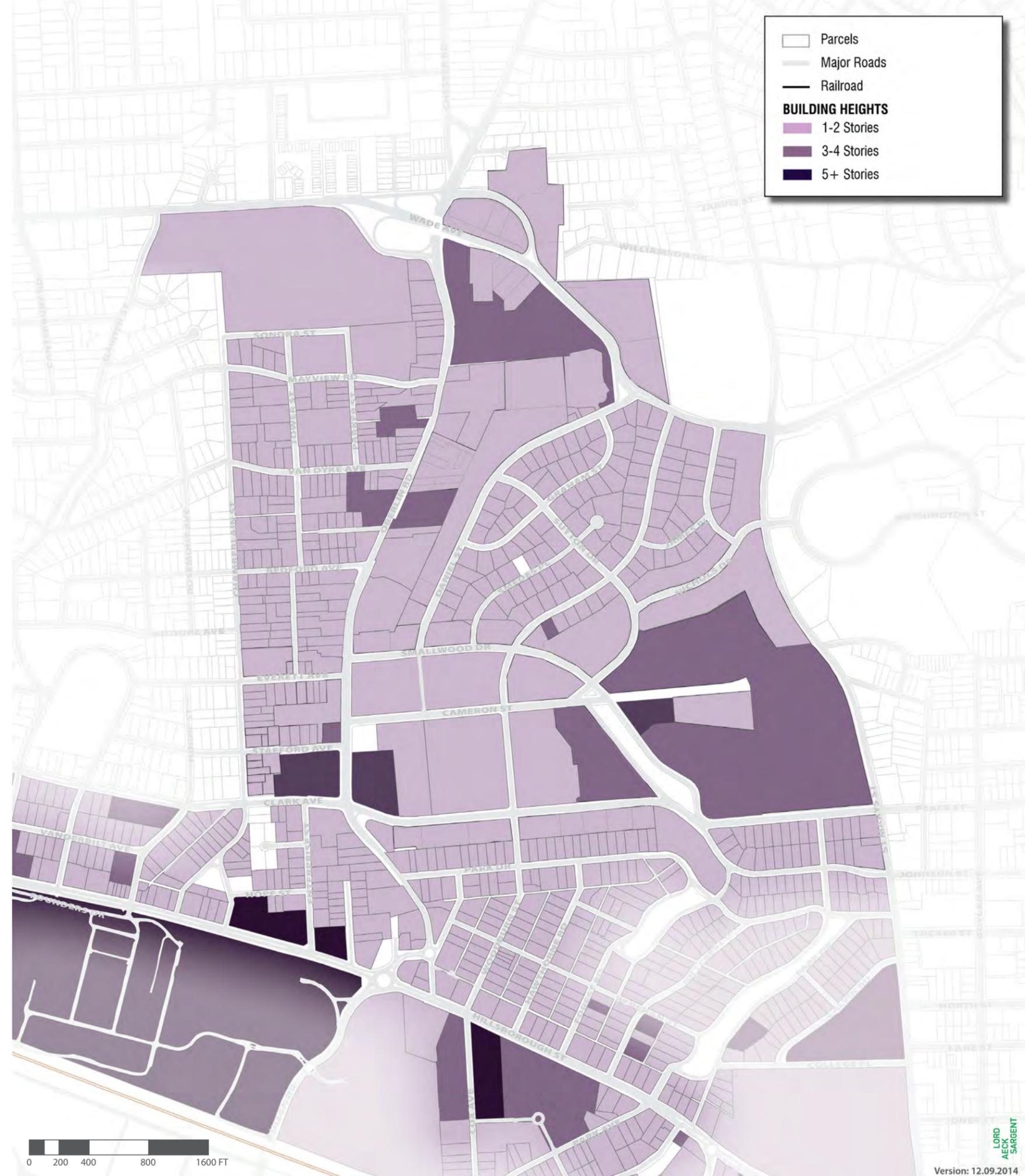
- Building heights ranges from 1-8 within this area
- Higher density along Oberlin Road and areas of lower topography like along Smallwood Drive

BUILDING HEIGHTS

- 1-2 Stories
- 3-4 Stories
- 5+ Stories

Parcels
Major Roads
Railroad

BUILDING HEIGHTS
1-2 Stories
3-4 Stories
5+ Stories



Building Height



HILLSBOROUGH STREET

- Buildings mostly in the range of 1-2 stories.
- A few buildings in the eastern portion of the study area are higher density

BUILDING HEIGHTS

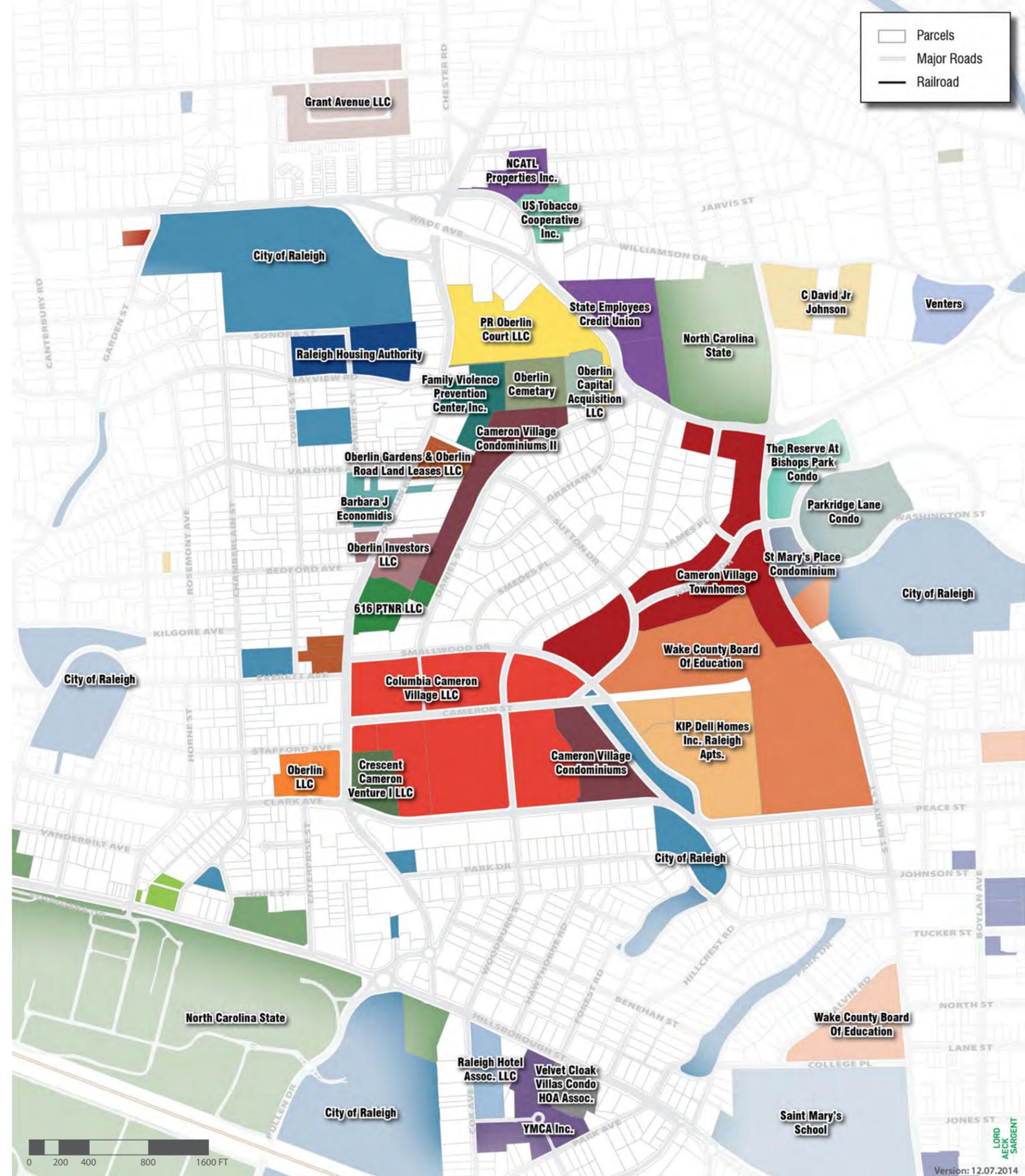
- 1-2 Stories
- 3-4 Stories
- 5+ Stories

PUBLIC MEETING - 12.09.14

Property Ownership

CAMERON VILLAGE

- Multiple property owners
- Major owners include commercial and multi-family developments



Property Ownership



HILLSBOROUGH STREET

- Major property owner in the vicinity includes North Carolina State University and the City of Raleigh
- Aside from large institutional owners, parcels are small and have multiple owners

The image shows a multi-story brick building with a prominent glass facade on the left side. The Manpower logo, consisting of three slanted bars followed by the word "Manpower", is mounted on the upper part of the brick wall. The building has a curved corner on the left and a series of rectangular windows on the right. In the foreground, a person is riding a bicycle across the street, and several cars are parked or driving nearby. The entire image has a red color cast.

Manpower

Economic Analysis

CAMERON VILLAGE

Key Strengths:

- Area is highly affluent, creating opportunities for all types of housing.
- Cameron Village well-established as a location in the market.
- Also an “authentic” location in the market.
- Highly proximate to major employment cores: Downtown, NC State/Centennial Campus
- Highly convenient to the regional destinations.

Key Challenges:

- Outside of Cameron Village, retail and office rents are relatively inexpensive.
- Lack of significant development parcels—all redevelopment of smaller properties.
- Area lacks strong sense of walkability and most uses are “detached” from one another.
- Competition with Glenwood Avenue and resurgent Downtown markets—both more walkable.



Market Analysis

HILLSBOROUGH STREET

Key Strengths:

- Area is highly walkable and connected to both NCSU's main campus and adjacent neighborhoods.
- Corridor features some significant destination uses, including the YMCA, Pullen Park and NCSU facilities.
- Significant new investment in the corridor, mostly residential.

Key Challenges:

- Area is perceived, and largely so, as being student-dominated;
- Parcel depths for development and redevelopment are largely narrow and shallow, limiting the potential to add major destinations (retail particularly) to the corridor;
- Parking is a significant consideration in the corridor, particularly when competing with areas like Downtown, Glenwood Ave, and Cameron Village.
- Retail quantity and quality of existing spaces lacking.



Market Analysis

MARKET DEMAND

- One of the stronger Retail markets in Raleigh
- Growth potential for Retail given population and incomes
- Challenging market for Office- target small businesses of less than 25 employees with more contemporary space
- Strong demand for Rental Housing
- Strong demand for Ownership Housing, but condos will likely be small-sized projects



Redevelopment Pressure

THE CITY'S SOFT SITE ANALYSIS

“Soft sites have a likelihood of being redeveloped if public sector actions and/or market trends raise the value that can be realized through new development versus maintaining the status quo.”

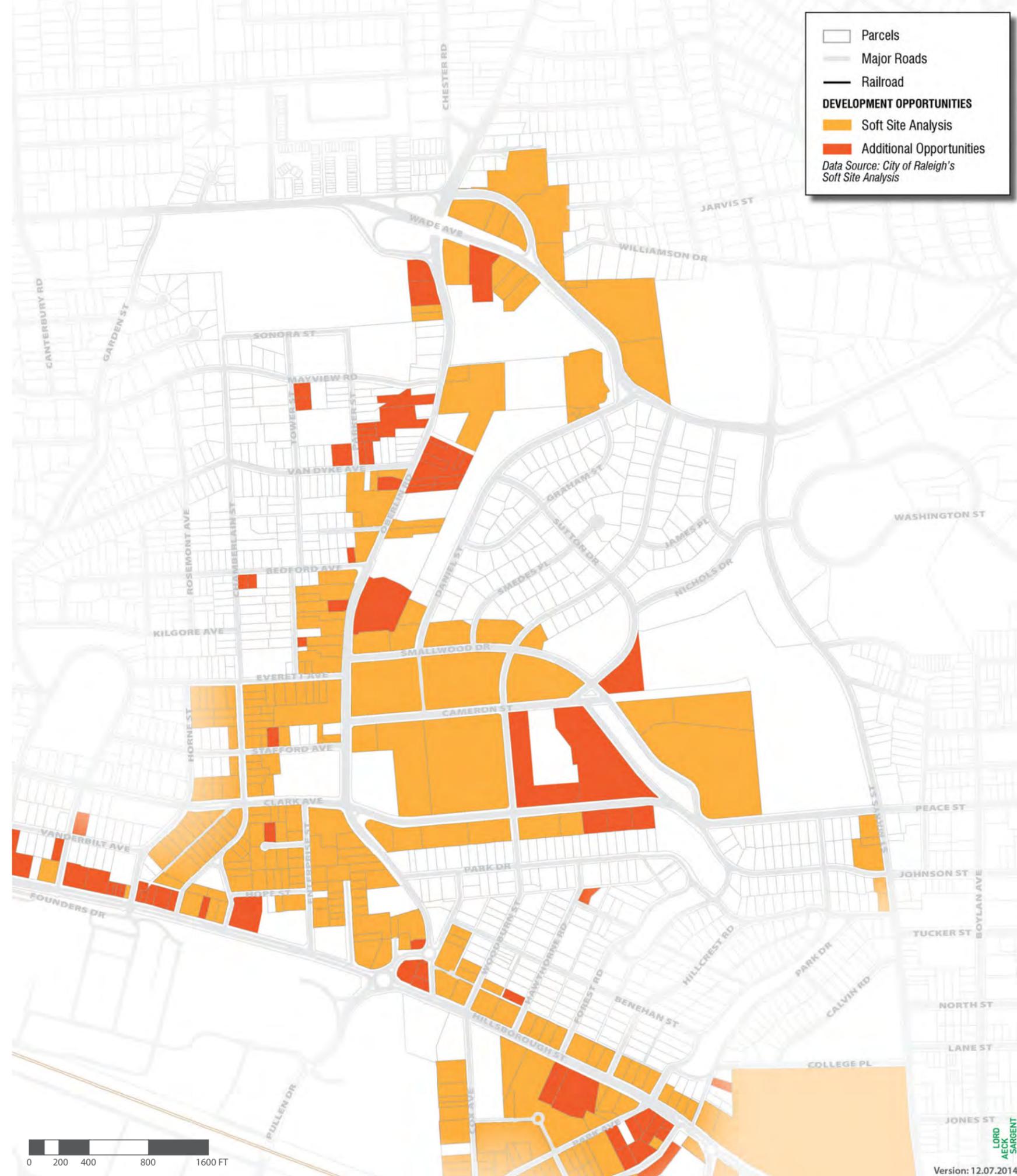
- Soft sites include vacant sites, sites which are “under built,” and sites with vacant or deteriorated structures.
- Starting point for discussion
- Some results indicate pressure on property with community value

ADDITIONAL POTENTIAL REDEVELOPMENT SITES

- Opportunities for residential infill within existing neighborhoods

DEVELOPMENT OPPORTUNITIES

- Soft Site Analysis
- Additional Potential Redevelopment Sites



Redevelopment Pressure



HILLSBOROUGH STREET

- Large portions of the corridor are not being used to their highest and “best” use and may be considered for redevelopment
- Parking is currently piecemealed throughout the study area and could be addressed in a more strategic fashion

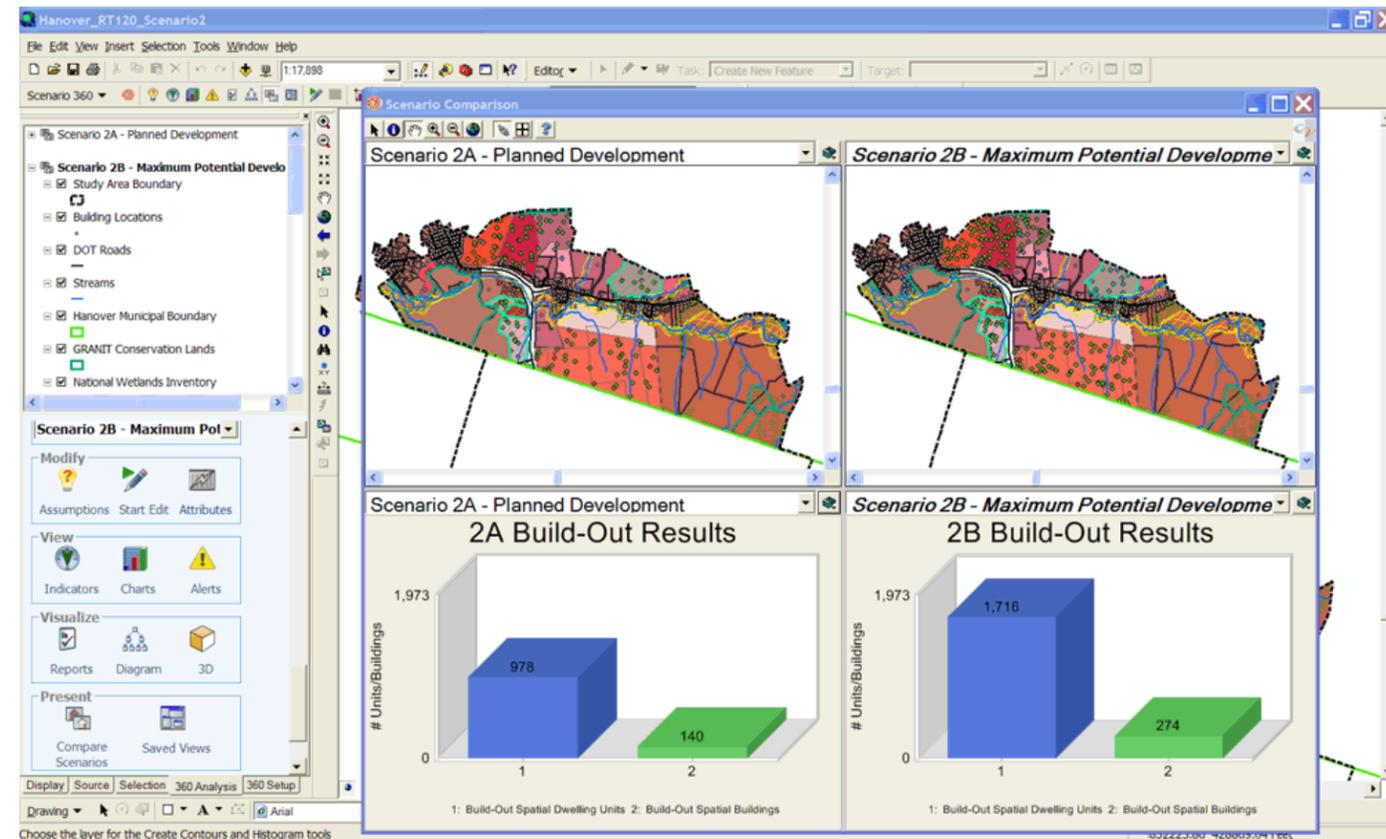
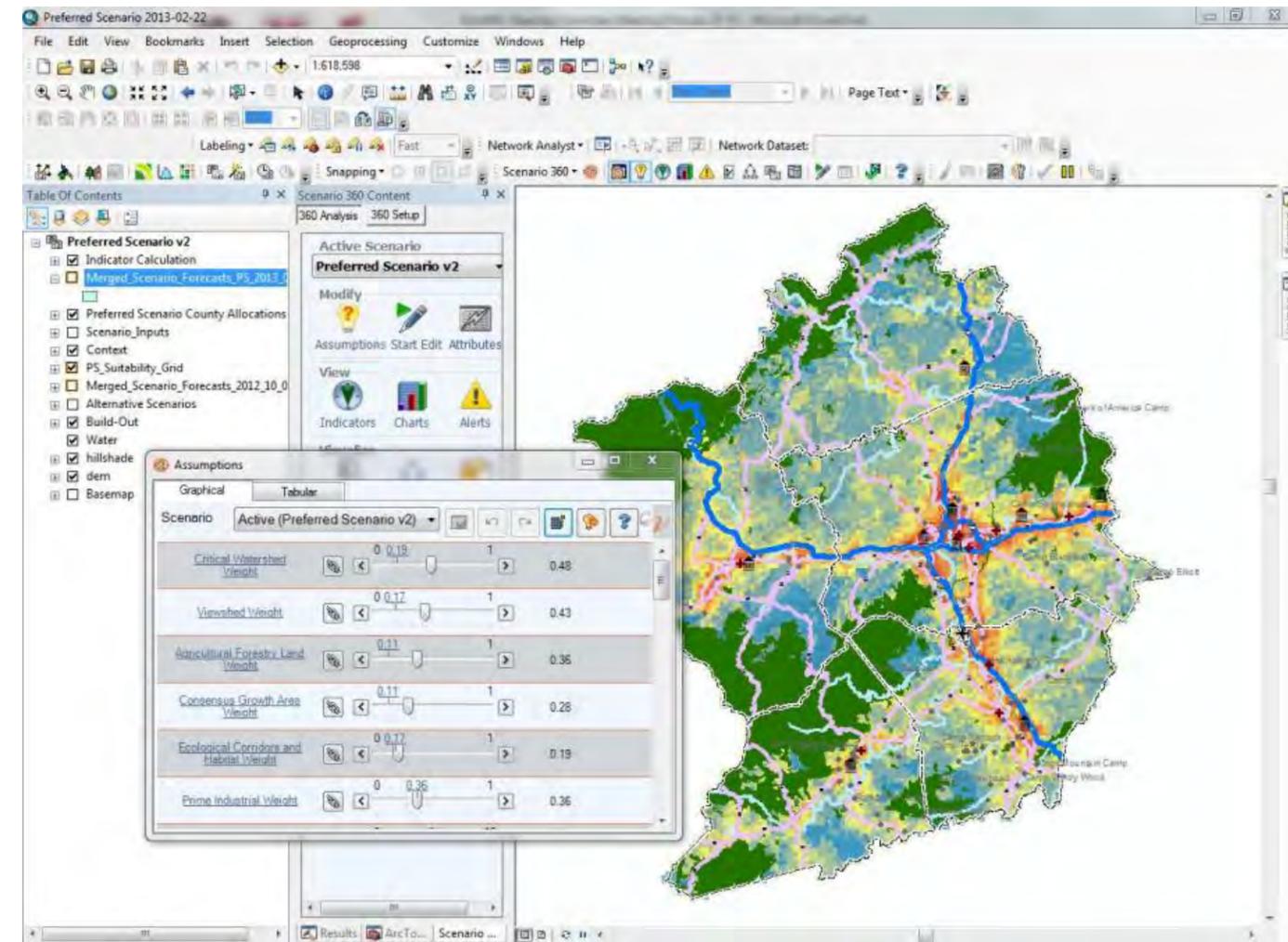
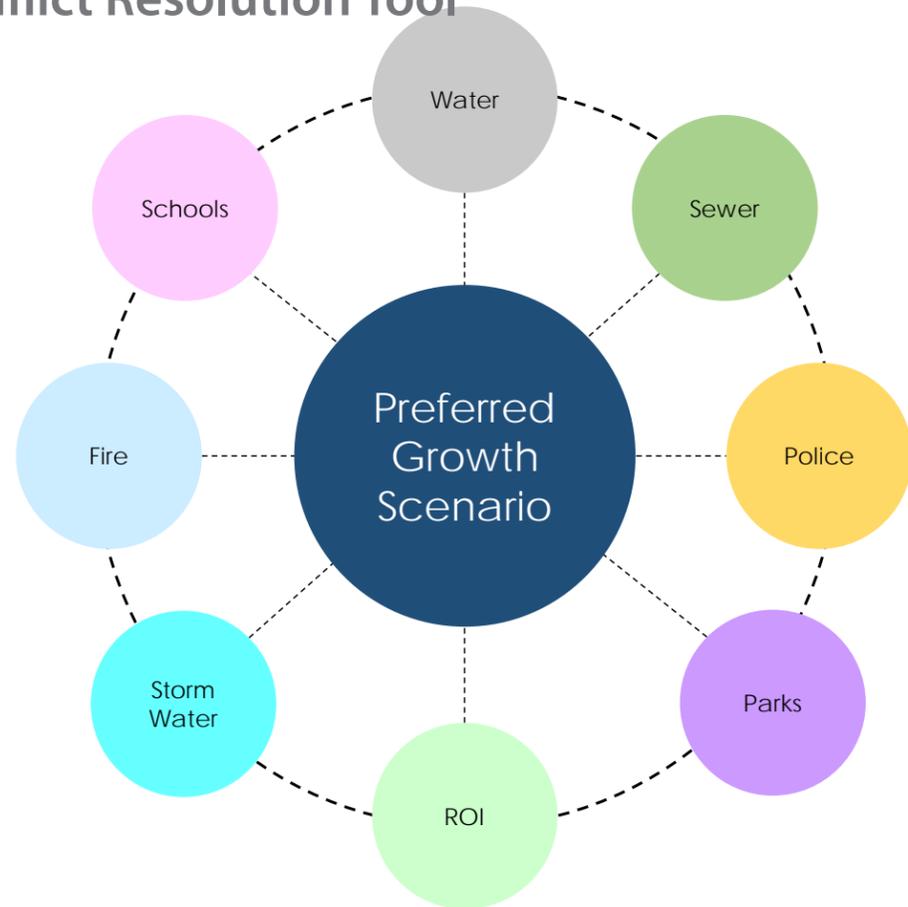
DEVELOPMENT OPPORTUNITIES

Soft Site Analysis

Additional Potential Redevelopment Sites

INFORMED SCENARIO PLANNING

- Community Impact Analysis and Alternative Comparison
- Data Management, Visualization, & Step-One Analysis
- More Informed Decision Making
- Conflict Resolution Tool





Mobility Analysis

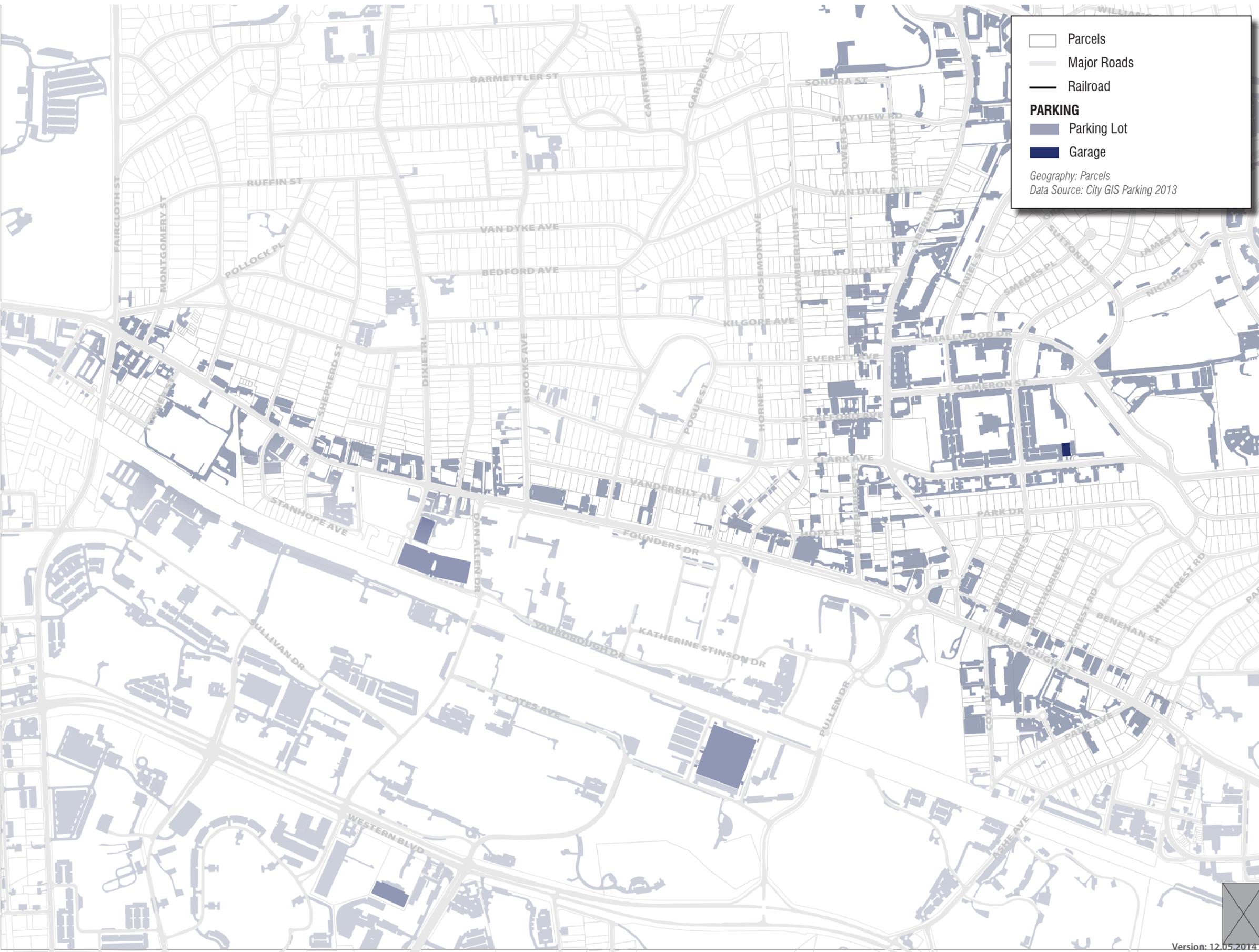
Traffic Operations



HILLSBOROUGH STREET REVITALIZATION PROJECT, PHASE II



Parking



PARKING

- Each business handles its own parking needs through a series of small surface lots
- Metered parking along Hillsborough
- Decks are being created for newer developments

DESIGN DEFICIENCIES

- Percieved issue of lack of parking
- Wayfinding to parking

PUBLIC MEETING - 12.09.14

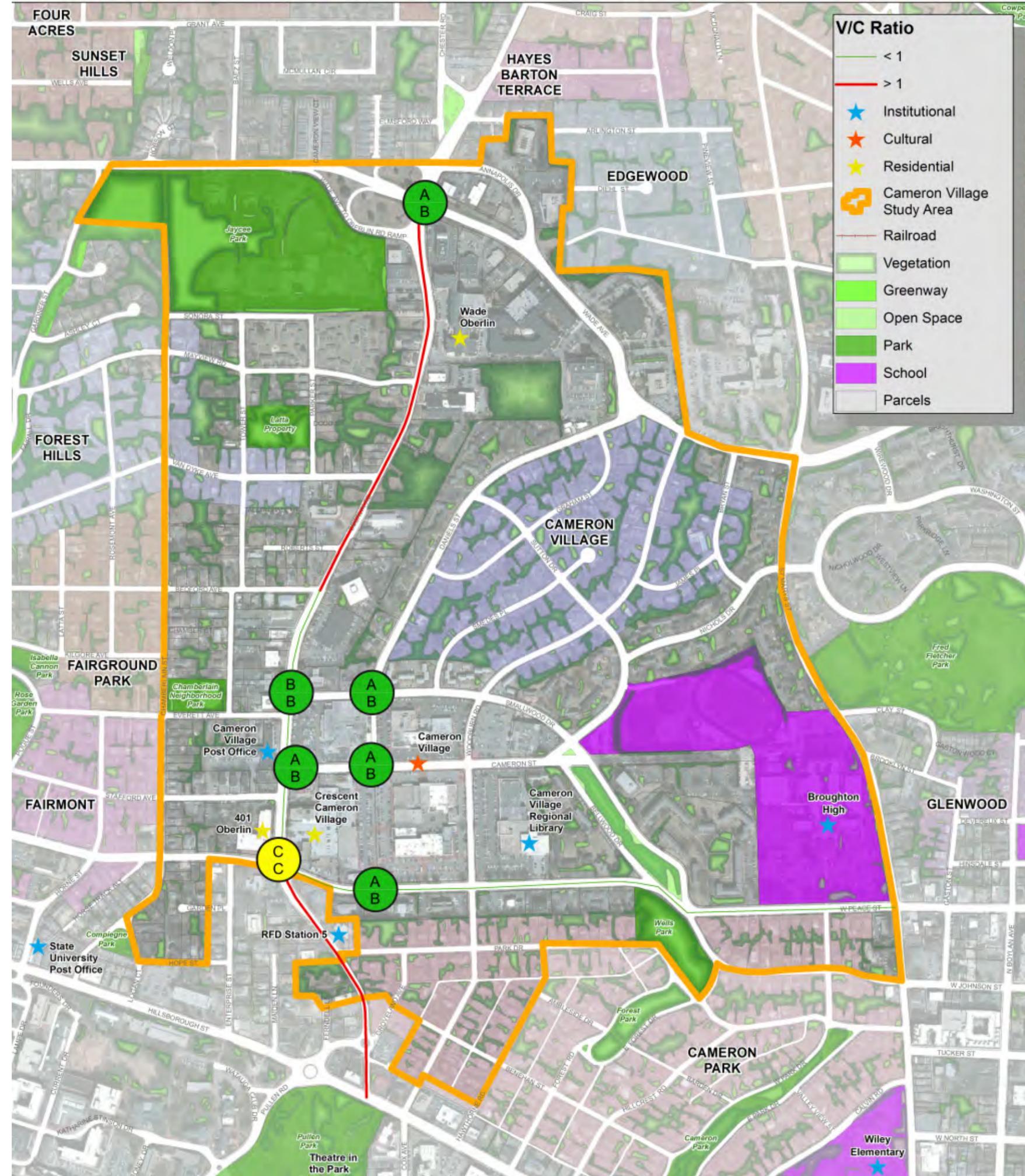
Traffic Operations

MOBILITY

- Moving Cars
- Moving People

“TOP DOWN” APPROACH

- Vehicle Mobility – “B”
- Pedestrian – “C”
- Bicycle – “D”
- Transit – “F”



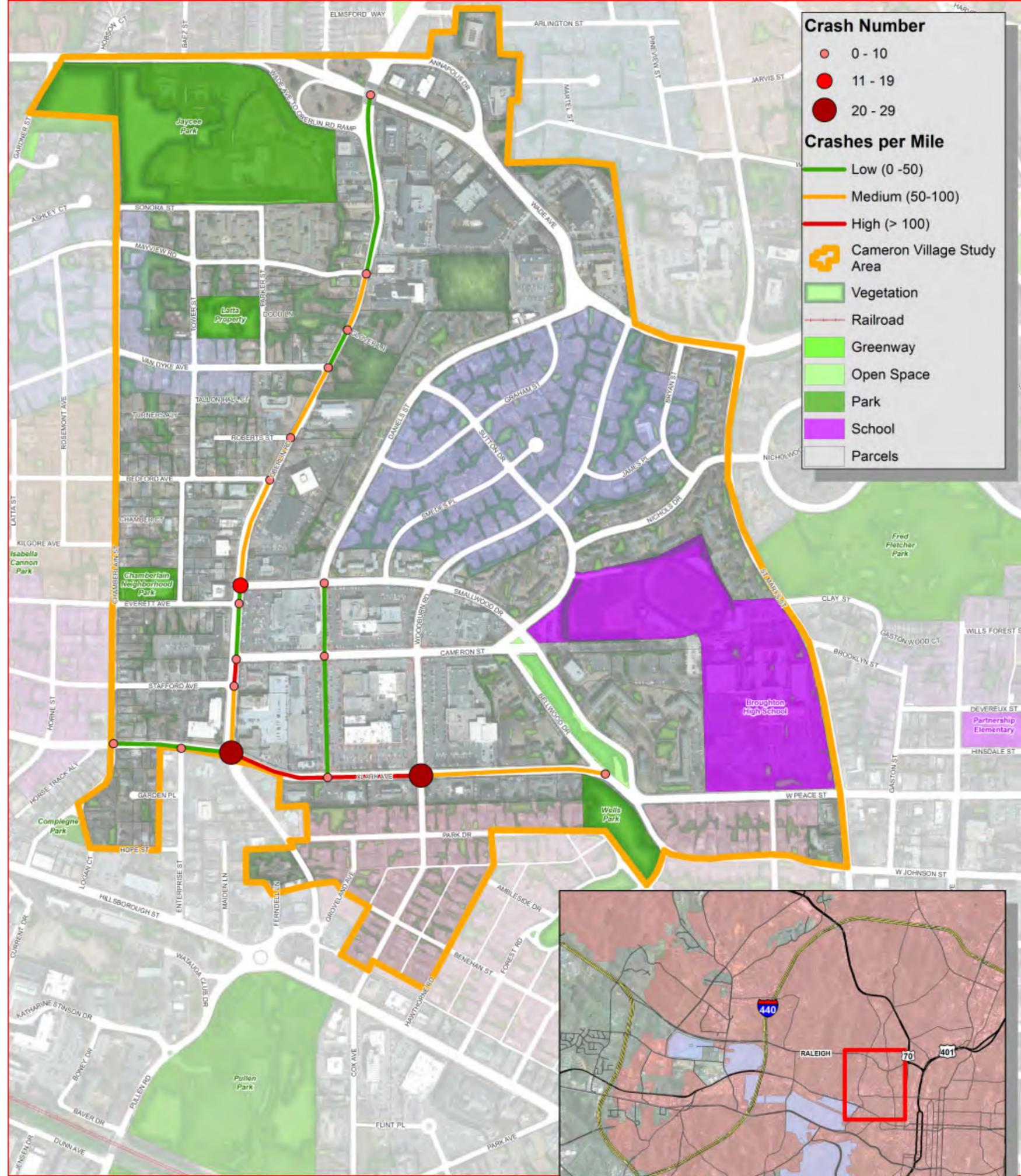
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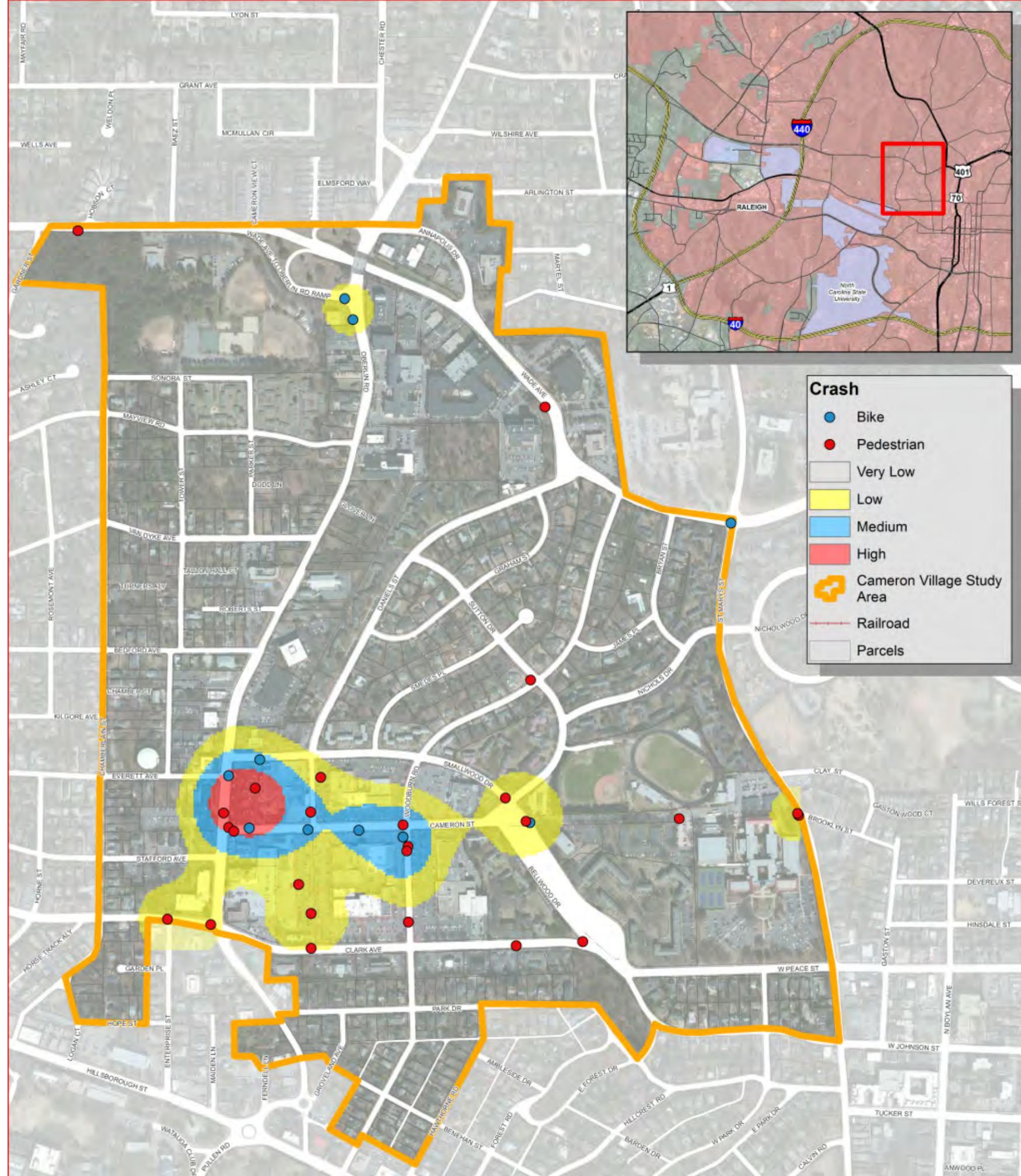
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- Vehicle Mobility – “B”
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VEHICLE MOBILITY

- Car dominated
- Good job at moving cars
- Perception of speeding (not speeding)
- Parking efficiency

DESIGN DEFICIENCIES

- No speed limit signs
- Lack of gateways/traffic calming
- No Splitter islands/bulbouts
- Pretimed signals (automated?)
- Lack of parking technology

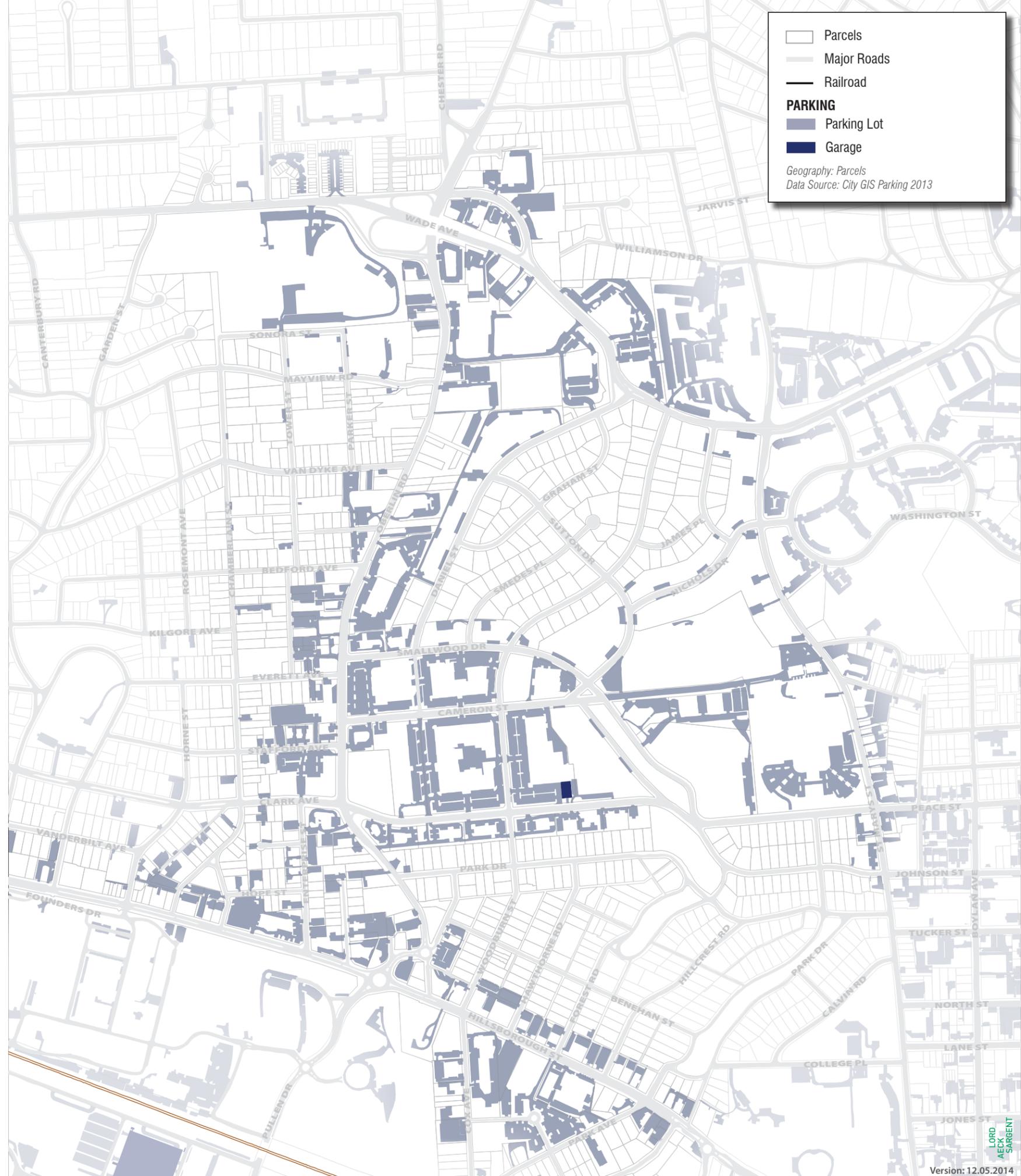


PARKING

- Parking once mentality
- Underutilized parking

DESIGN DEFICIENCIES

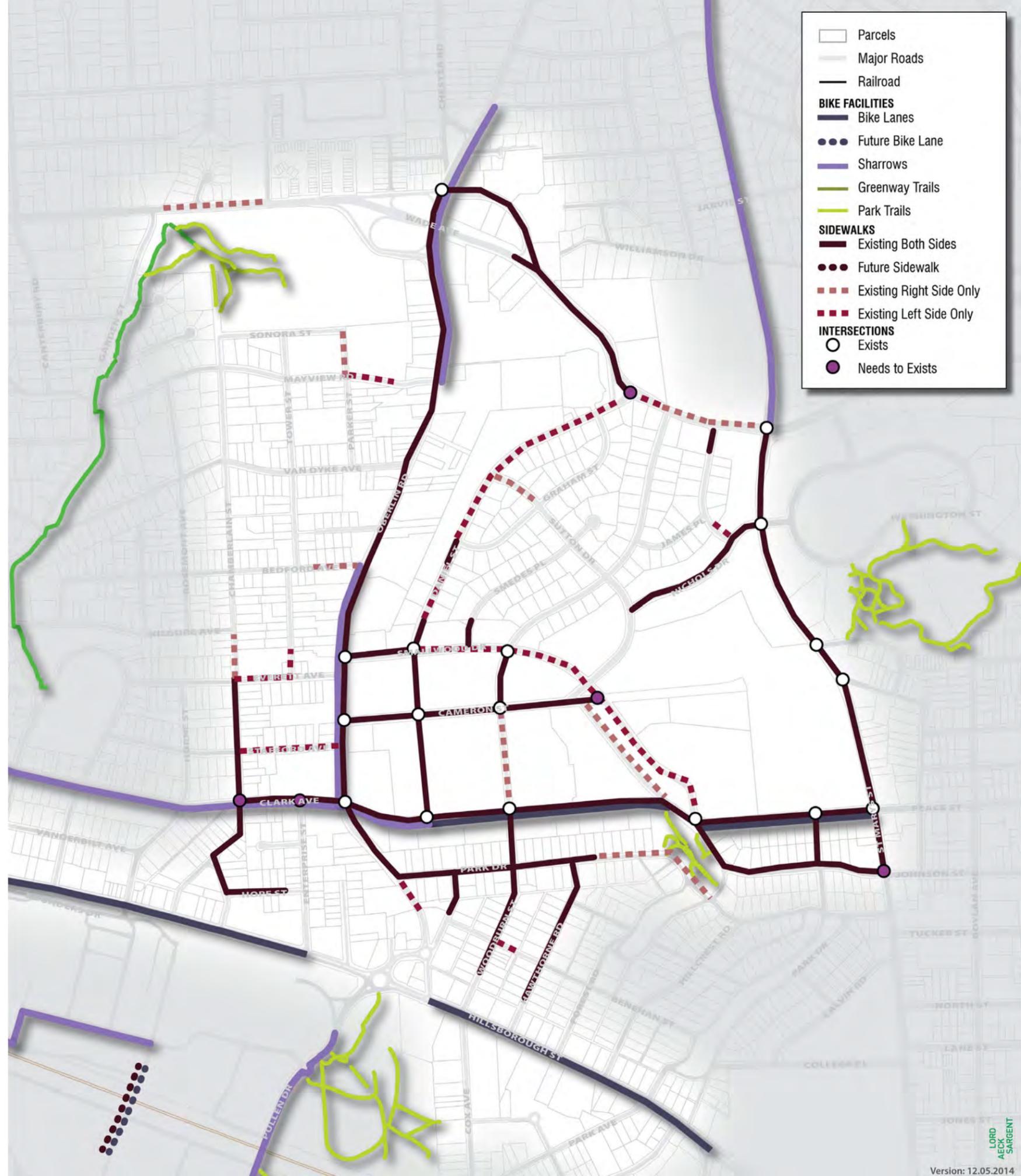
- Lack of technology (occupancy, time-of-day)
- Access and lighting deficiencies
- Need for structured parking?



Pedestrian & Bicycle Facilities

CAMERON VILLAGE

- Continuous sidewalk only along major roads. Needs sidewalk connections to the residential areas.
- Limited bike facilities/connections - mostly sharrows.



- BIKE FACILITIES**
 Bike Lanes
 Future Bike Lane
 Sharrows
 Greenway Trails
 Park Trails
SIDEWALKS
 Existing Both Sides
 Future Sidewalk
 Existing Right Side Only
 Existing Left Side Only
INTERSECTIONS
 Exists
 Needs to Exist



Pedestrian & Bicycle Facilities



HILLSBOROUGH STREET

- Continuous sidewalk network exists mostly throughout
- Intersections needs minor improvements (Crosswalks to NCSU could serve as model)
- Dedicated bike lanes towards eastside
- Sharrow connections more prevalent than dedicated bike lanes
- Lacking a continuous network
- Future bridge connection to NCSU Central Campus

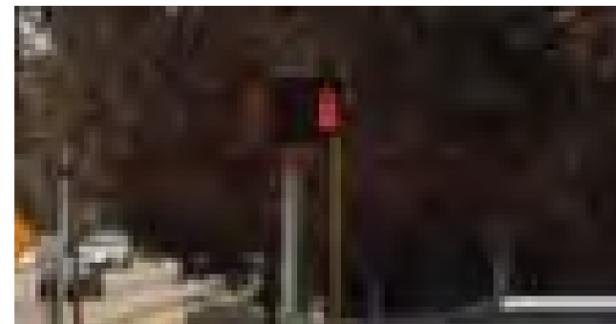
Pedestrian Operations

PEDESTRIAN “TAKE-AWAYS”

- “Park once” mentality forces pedestrian
- Design characteristics – make it more walkable and limit confusion
- Focus on intersections/Mid block treatments
- Sidewalk repair

DESIGN DEFICIENCIES

- Consistent Pedestrian Countdowns needed
- High visibility crosswalks / ADA curbs
- Pedestrian refuges/Automated Pedestrian activation
- Shade trees/streetscape
- Better/consistent lighting
- Crowded spaces



Bicycle Operations

BICYCLE MOBILITY

- Shade trees/bike boxes/lighting/on-road provisions/bike racks/lockers/fountains
- Better signage/better markings

DESIGN DEFICIENCIES

- Limited on-streets bike provisions
- Bike Parking/lockers
- Bike boxes/bike actuation
- Bike priority at intersections



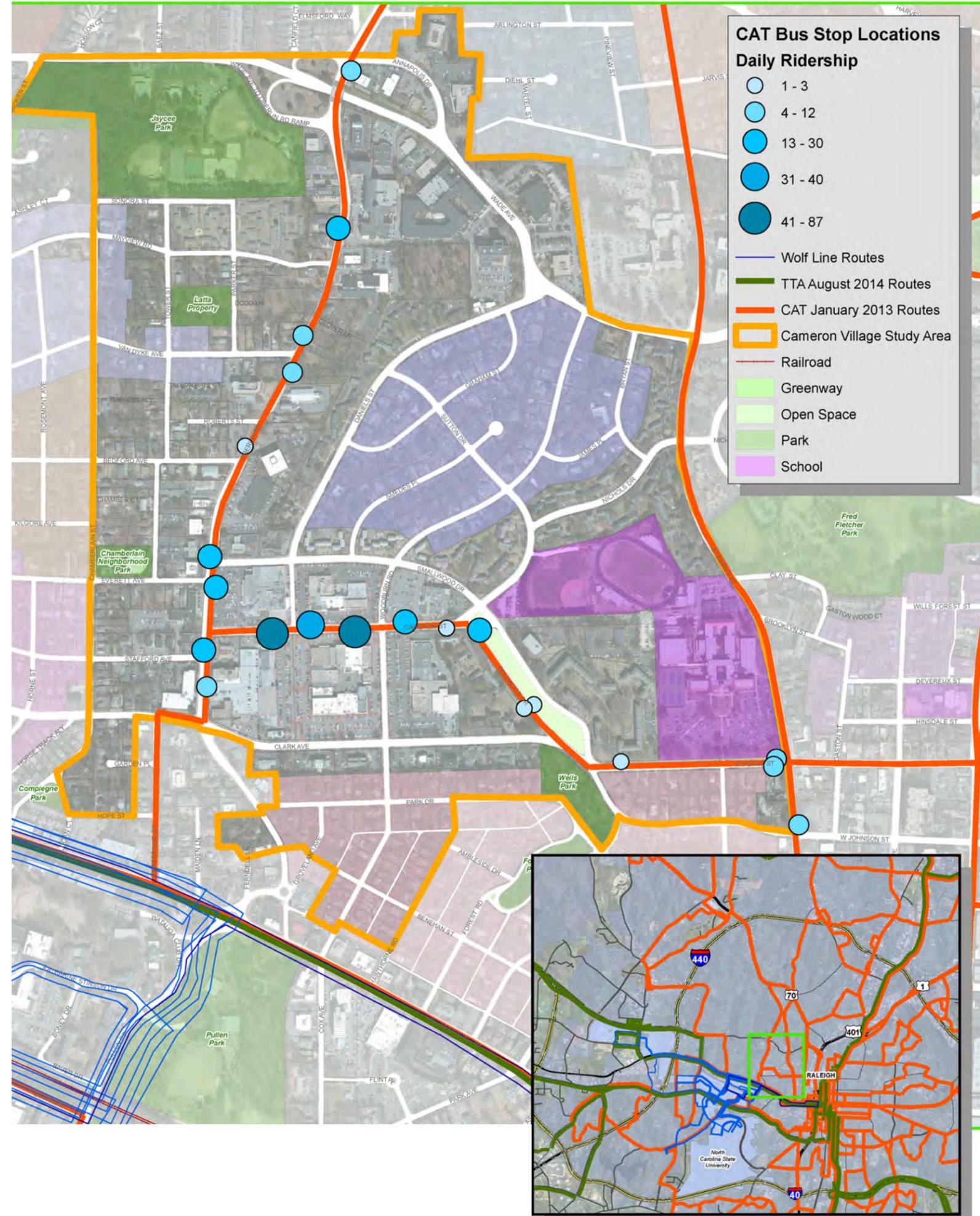
Transit Analysis

TRANSIT INTEGRATION

- CAT (Method and Oberlin Routes)
- Wolfline (Route 2)
- Low Ridership/ Lack of Amenities

DESIGN DEFICIENCIES

- Ridership Information
- Potential shuttle service/Amenities
- Shelters/lighting/shade trees
- Buy-in from business community



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Inventory Field Review

Cars	Walking	Biking	Transit
☞☞	☞	☞☞	☞

OBERLIN ROAD

Direct connection to NCSU campus AND Wade Avenue...highly variable cross-section...mostly commercial and high-density residential...cycling accommodated with sharrow markings (partial)

- Challenging intersection designs (Wade Avenue, Clark, offset intersections at Smallwood and Cameron)
- Lighting levels deteriorate north of Bedford
- Vehicle speeds not reflective of surrounding uses



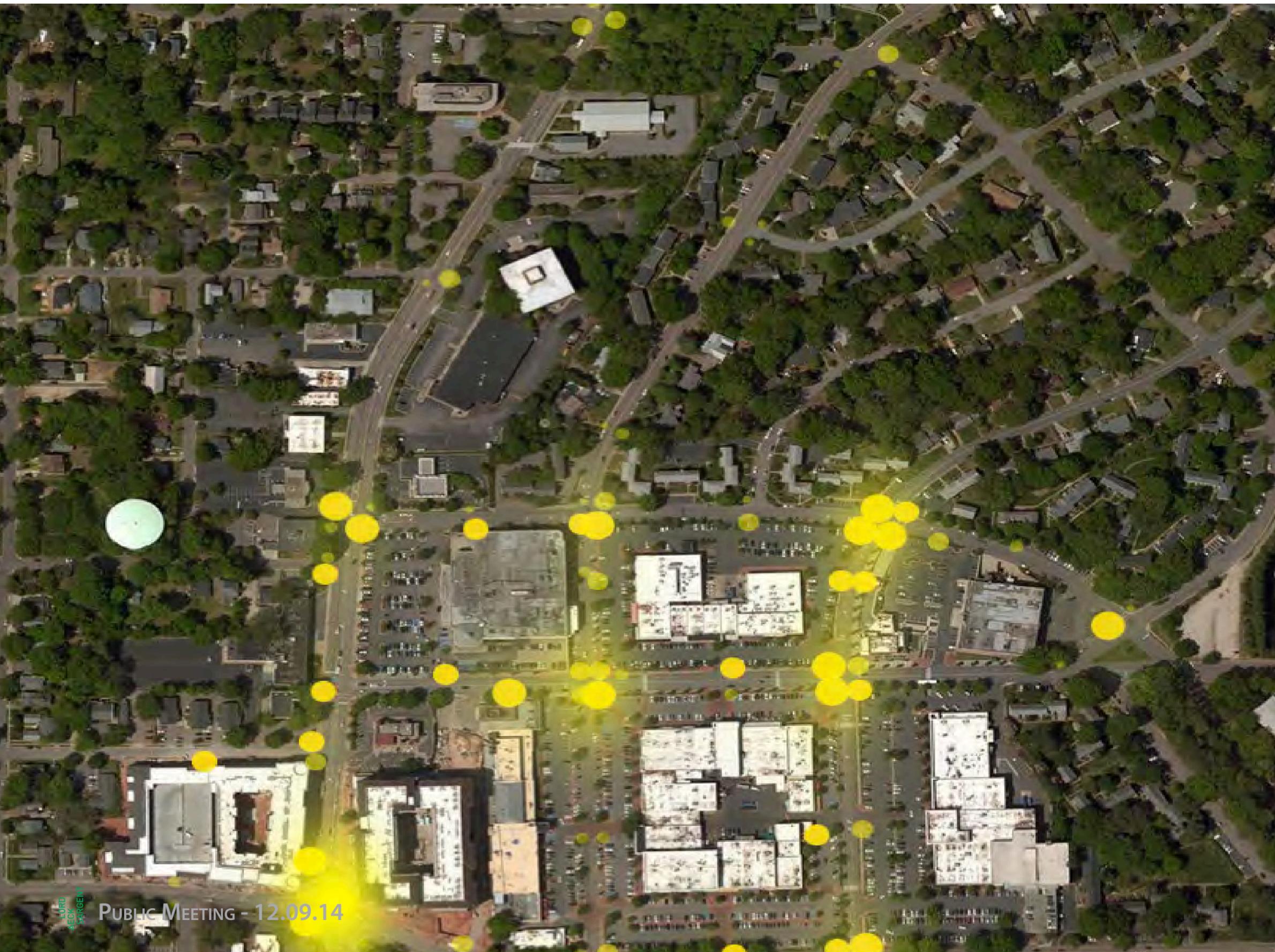
Cars	Walking	Biking	Transit
☞	☞☞	☞☞	☞

CAMERON STREET

Central street of Cameron Village shopping district...numerous mid-block crossings by pedestrians...high levels of transit amenity

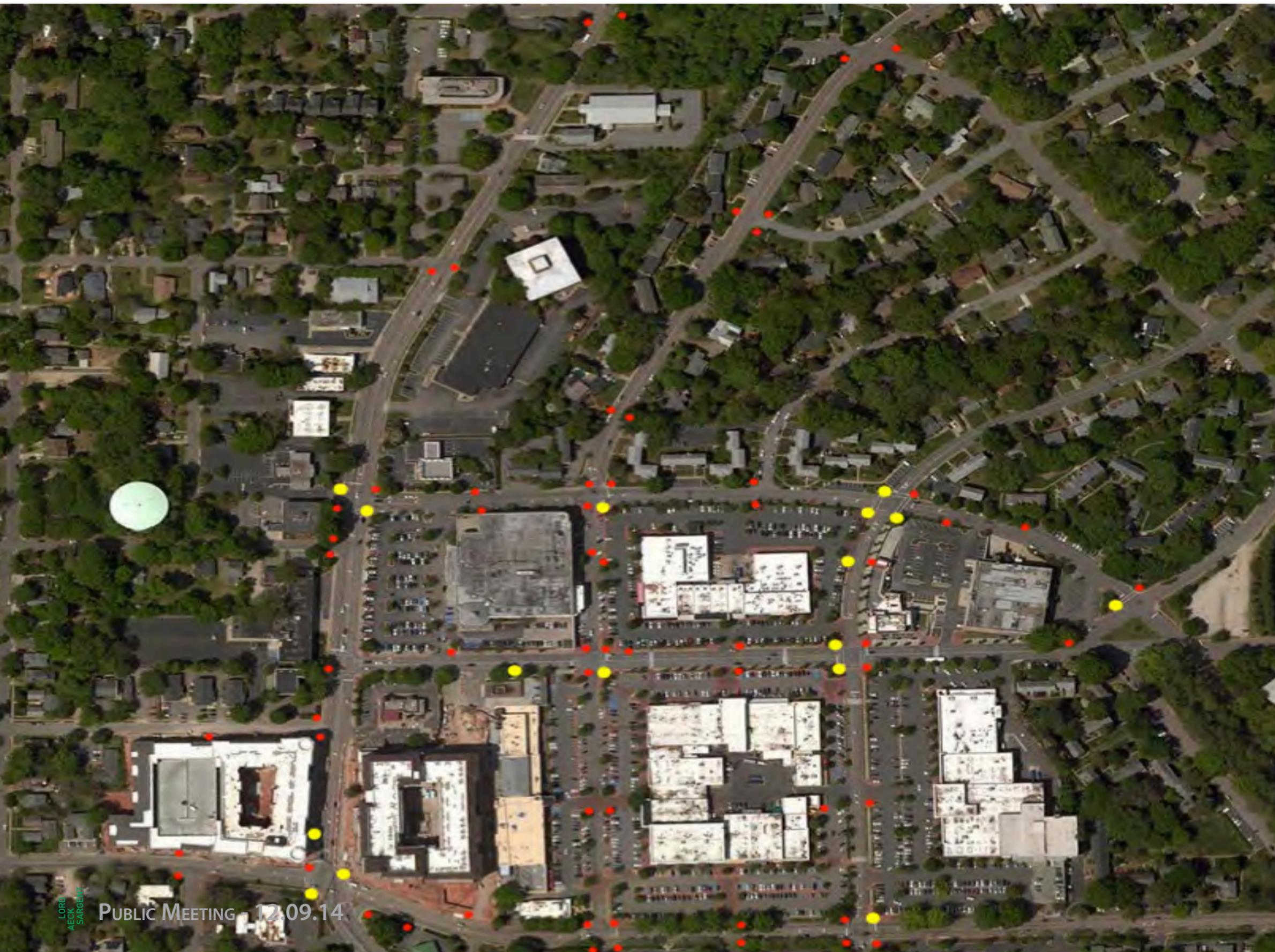
- Mid-block crossing markings may not be in optimal locations (and may be taking away several parking spaces unnecessarily)
- Streetscaping placed well off of curb; occasionally thin or missing
- Lighting becomes worse away from intersections; could be better at mid-block crossings and transit stops
- Many-way intersection with Sutton Drive is confusing, poorly lit





SPECIFIC ISSUES: LIGHTING (IN PLACES)

- Some areas do not quite hit what we would like to see for pedestrian crossings or some transit stops – need to be careful about light intrusion to residences



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Community Outreach & Public Input

Community Outreach Tools

Cameron Village Hillsborough Street

Cameron Village - Hillsborough Street Small Area Plans Community Input Map

About & Help Routes Points I'm Here

Welcome

We are collecting community input about the areas in and around Cameron Village and Hillsborough Street. Please provide input on issues and opportunities in your community. Everything ranging from sites you see for future redevelopment, key community assets to be preserved, opportunities for new or improved green or open space, connectivity problems for pedestrians or cyclists, or issues with parking, traffic, or access to transit, as well as any other general comments you may have on your neighborhood that you want to share. Add your comments to the map by clicking to add a route or point from the toolbar, an option to leave a comment will also appear. We have provided a general outline of the study area, but we know that areas adjacent are just as impactful, so please provide comments on the map wherever you think would help us with our analysis. You can also see what your neighbors have said by clicking on the icons or lines below. Thank you for your participation.

[Continue to Map](#) | [Instructions](#) | [Legend](#)

This dialog box can be moved by dragging the grey bar. Click the X in the upper right corner to continue.

LORD
AECK
SARGENT

WIKIMAPPING

- Online platform to gain responses relative to specific categories, such as housing, environmental, or areas of concern
- Allows us to reach additional community members that could not make the meeting
- Provides an outlet for additional and ongoing comment

Community Compass - Short Answer Questions



THE COMMUNITY "COMPASS"

A survey for the Cameron Village and Hillsborough Street Small Area Plans

Please respond to the following short-answer questions and return to the sign-in table before you leave. Thank you!

SHORT ANSWER QUESTIONS

1. What do you think should be the maximum height of buildings along the Hillsborough Street retail corridor (circle only one)?

- A. 1-3 stories
- B. 4-5 stories
- C. 6-7 stories
- D. 8-12 stories
- E. No limit
- F. No opinion

2. What do you think should be the maximum height of buildings along Oberlin Road parallel to the Cameron Village Shopping Center (circle only one)?

- A. 1-3 stories
- B. 4-5 stories
- C. 6-7 stories
- D. 8-12 stories
- E. No limit
- F. No opinion

3. What type(s) of new development do you feel is most needed around Cameron Village and along Oberlin Road?

	Less Appropriate ← → More Appropriate				
New Retail	1	2	3	4	5
New Office	1	2	3	4	5
New Housing	1	2	3	4	5
New Civic Facilities	1	2	3	4	5
Other (please list)					

4. What type(s) of new development do you feel is most needed on Hillsborough Street?

	Less Appropriate ← → More Appropriate				
New Retail	1	2	3	4	5
New Office	1	2	3	4	5
New Housing	1	2	3	4	5
New Civic Facilities	1	2	3	4	5
Other (please list)					

5. What types of new open spaces are most needed in the Cameron Village / Hillsborough Street area?

	Less Needed ← → More Needed				
New Parks and / Plazas	1	2	3	4	5
New Outdoor Event Space	1	2	3	4	5
Public Art	1	2	3	4	5
Signage / Wayfinding	1	2	3	4	5
Others? (please list)					

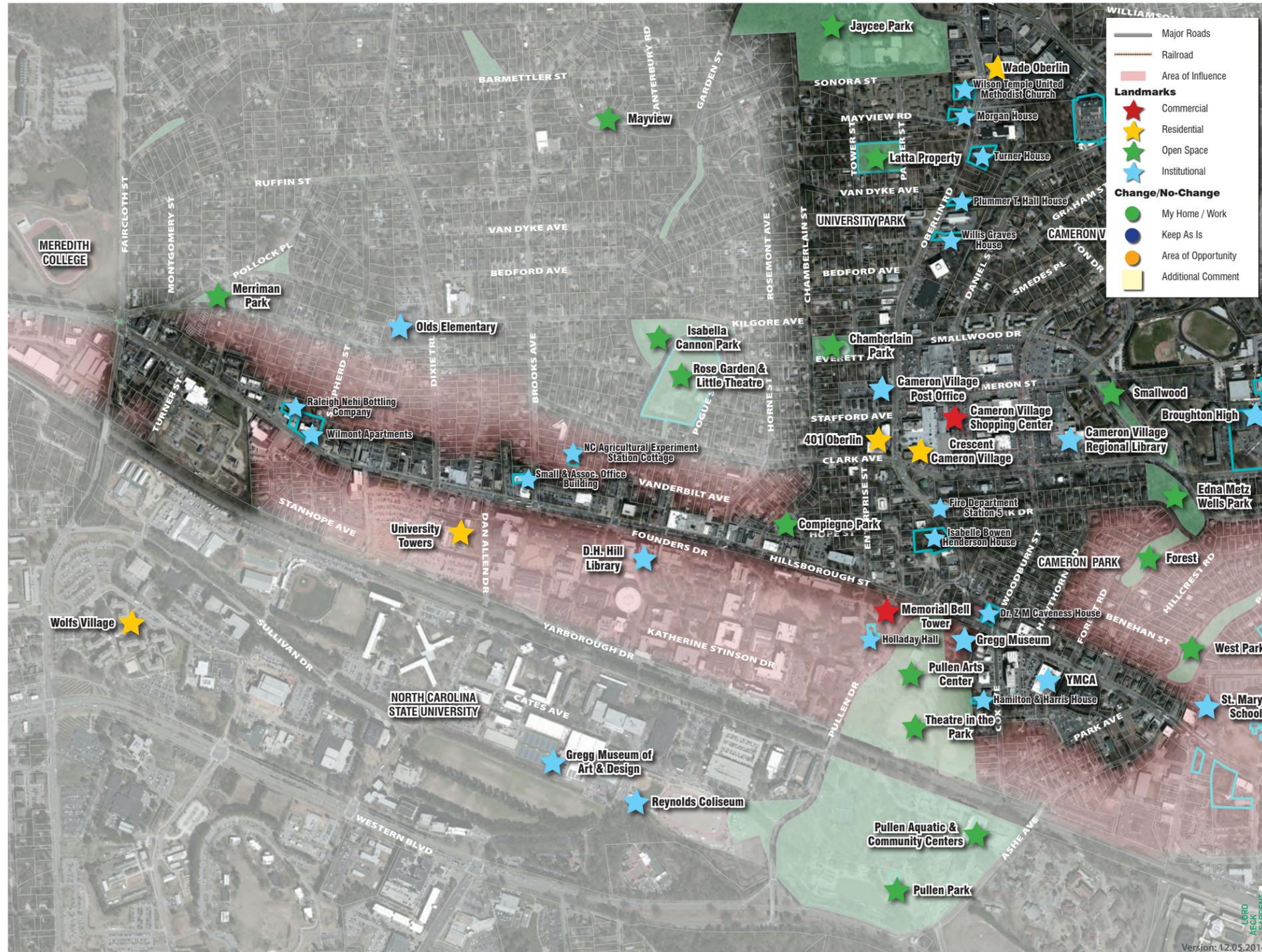
6. What types of institutions, if any, are most needed in the Cameron Village / Hillsborough Street area?

	Less Needed ← → More Needed				
Schools (public or private)	1	2	3	4	5
Daycare / Child Care Centers	1	2	3	4	5
Library / Media Center	1	2	3	4	5
Post Office	1	2	3	4	5
Health Facility	1	2	3	4	5
Recreation Center	1	2	3	4	5
Senior Center	1	2	3	4	5
New Town Hall	1	2	3	4	5
None	1	2	3	4	5
Others? (please list)					

7. What are the most important traffic and transportation issues in and around Cameron Village?

	Not Important ← → Very Important				
Traffic Congestion	1	2	3	4	5
Excessive Traffic Speeds	1	2	3	4	5
Traffic Safety / Crashes	1	2	3	4	5
Street / Road Maintenance	1	2	3	4	5
Streetscape Comfort / Appearance	1	2	3	4	5
Lack of Pedestrian Safety / Sidewalk Conditions	1	2	3	4	5
Lack of Bicycle Paths / Safety	1	2	3	4	5
Lack of Public Transit Accessibility/Amenities	1	2	3	4	5
Parking Availability / Accessibility	1	2	3	4	5
Too many driveways	1	2	3	4	5
Wayfinding / Signage	1	2	3	4	5
Crossing busy roads (lack of safe crosswalks)	1	2	3	4	5
Others? (please list)					

Change / No-Change Mapping Exercise



Green Dot = Your home or place of work



Blue Dot = an area that you think should be preserved and remain as is



Yellow Dot = an area that you think could be changed, improved, or developed



If you have a specific comment on the map, please feel free to write it on a Post-It and attach it to the map.

Issues and Opportunities Matrix



Issues & Opportunities CAMERON VILLAGE & HILLSBOROUGH STREET SMALL AREA PLANS

Housing	Commercial / Institutional	Open Space	Traffic / Parking	Transit / Bicycle / Pedestrian
<p><i>Strong existing neighborhood fabric.</i> <i>More of a mix of market rate housing would help attract a more diverse mix of residents.</i> <i>Influence of student housing.</i> <i>Presence of long term residents in many single family neighborhoods.</i> <i>Consideration of impact on schools.</i></p> 	<p><i>Need more of a mix of retail on Hillsborough Street to serve the community.</i> <i>Older low density commercial on Oberlin.</i> <i>Market positioning of western end of Hillsborough Street.</i> <i>Appropriate heights and transitions from new development.</i> <i>Opportunities around new YMCA.</i> <i>Importance of design guidelines for new development.</i></p>	<p><i>Consider a connected trail network.</i> <i>Include plazas or open space opportunities along Hillsborough Street.</i> <i>Improvements to neighborhood pocket parks.</i> <i>Opportunities for additional cultural programming and events.</i></p>	<p><i>How will parking be included in new development schemes?</i> <i>Traffic can be an issue at rush hour around Cameron Village.</i> <i>Neighborhood traffic calming issue.</i> <i>Quantity and location of existing parking.</i> <i>Operational safety improvements.</i></p> 	<p><i>More pedestrian and bicycle amenities.</i> <i>Disconnected bike network.</i> <i>Limited right-of-way on major arterials.</i> <i>Need for pedestrian safety improvements, crosswalks, etc.</i> <i>Effectiveness of existing bus routes and circulators.</i> <i>Impact of planned light rail in railroad corridor.</i></p>

What do you think are the major issues the community is facing?
 What are the opportunities we should be aware of?
 Grab a post-it note, write your thoughts, and put it in the appropriate column.