

Stakeholder Conclusions

Below are a number of statements that exemplify what we have heard from stakeholders about **Corridor A**. Please read the statements below and mark on the survey provided the extent to which you agree or disagree with each statement.

1

There is a lack of new market-rate housing product, including single and multi-family.

2

On the south side of 61st Avenue, light industrial, distribution, and warehousing are the most likely land uses due to the existing large parcel sizes and school district boundary.

3

It would be preferable to have professional office space fronting 61st Avenue if there is going to be light industrial on the south side of the street.

4

Landscape buffers are important on 61st Avenue.

5

Multi-family housing (either condominiums or apartments) are appropriate to the area, if built to a high quality.

6

We should keep the character of the corridor, while strategically buffering industrial commercial development.

7

Vehicular-oriented retail, strip malls, and gas stations should not be encouraged along 61st Avenue.

8

Additional health campus development or complementary land uses should be explored adjacent to St. Mary Medical Center on 61st Avenue.

9

Any new development should include trees and landscaping, pedestrian/bike connections, and appropriate site/streetscape amenities.

10

The character of 61st Avenue feels like Hobart.

11

I support the creation of corridor design guidelines for Corridor A.

City of Hobart

**CORRIDOR
DESIGN
GUIDELINES**

Stakeholder Conclusions

Below are a number of statements that exemplify what we have heard from stakeholders about **Corridor B**. Please read the statements below and mark on the survey provided the extent to which you agree or disagree with each statement.

1

Traffic is a major issue on Route 30, particularly on the western end. Issues include signal timing, left-hand turn from southbound Mississippi, and vehicle speeds.

2

Large parking lots on US Route 30 should connect to internal streets.

3

Access to businesses is a key issue; frontage/service roads should connect all the way through.

4

Entertainment, recreational uses, and family attractions would be a great addition to the corridor.

5

Design guidelines for the corridor should focus more on trees and creating a "greener" environment.

6

Landscape standards should be kept simple and require low maintenance.

7

Sign standards should be revisited, including sizes, materials, heights, and locations.

8

Architecture and materials along the corridor should aspire to be higher quality.

9

Parking lots should be required to have more trees and landscape islands.

10

Sidewalks between uses are important.

11

I support the creation of corridor design guidelines for Corridor B.

City of Hobart

**CORRIDOR
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