



# Northside Neighborhoods Plan

January 18, 2005



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LSA, INC.  
CATALYST CONSULTING  
McCORMICK & ASSOCIATES





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### Cross-Referencing in the Plan

 This “i” symbol is used in this Plan to assist the reader with finding more information about a particular topic in other sections of this Plan. It guides the reader to the relevant figure, page, or chapter where additional information can be found. For example, in a land use section, the reader is directed to:

 (see *Figure A-9: Existing Land Use on page 66*)



# Chapter 1

## Plan Process Overview

### Introduction

#### Location

The *Northside Neighborhoods Plan* area (Plan Area) is located at the northern end of Fort Collins. It encompasses 444 acres—almost one square mile. The Plan Area is bounded by Conifer Street to the north, Lemay Avenue (9<sup>th</sup> Street) to the east, East Lincoln Avenue to the south, and Redwood and Linden Streets to the west, as shown on the Vicinity Map (see Figure 1).

#### Context

The Plan Area is immediately adjacent to the Cache la Poudre River (Poudre River) and is just north of downtown Fort Collins. It is completely surrounded by other City-designated planning areas including the *Mountain Vista Subarea Plan* (adopted 1999), *East Mulberry Corridor Plan* (adopted 2002), *Downtown Strategic Plan* (approved 2004), and *North College Avenue Corridor Plan* (adopted 1995), (see Appendix B, *Summary of Related Plans and Policies*, on page 75). The Greenbriar neighborhood is immediately north of the Plan Area, as well as a number of Larimer County subdivisions around the Fort Collins Country Club and Lindenmeier Lake.

The Plan Area contains three historic residential neighborhoods—Alta Vista, Andersonville, and Buckingham, as well as three newer neighborhoods—Via Lopez/San Cristo, the Meadows, and Evergreen Park (see Figure 2 on page 2).

A number of industries and businesses are also located in the area (including New Belgium Brewing Company, Odell Brewing

Company, Elite Group Vanworks Automotive, Pointe Five Windows, and a Federal Express warehouse), many of which have been built in the past 10 to 15 years. The area also has a host of smaller retail and service businesses such as A-1 U-Store It Storage, Paws-n-Claws Veterinary, Roth Medical, Montage Graphics, and a Shell gas station (Sandy's Convenience Store). In addition, about 60 acres are publicly owned and used for street operations by the Larimer County Fleet Services Department along East Vine Drive and the City Streets Facility and Traffic Operations along Vine Drive and Lemay Avenue.

Figure 1: Vicinity Map



#### Brief History

The blend of residential neighborhoods, industry, and agriculture has defined the character of the Northside Neighborhoods in the past as well as today. The area now constitutes one of the most historic and culturally diverse parts of Fort Collins.

Prior to and through the late 1800s, the area was agricultural or undeveloped. For decades, farmers grew sugar beets because the plains possessed the ideal climate and conditions for their cultivation.

*Figure 2: Plan Area Aerial Photo (2002)*



In 1904, the Sugar Manufacturing Company completed a factory along the railroad and near the sugar beet farms to process sugar beets into granulated sugar. The sugar factory lent an element of heavy industry to the area, but it also became a magnet for workers and residents. Even though the sugar beet factory closed over forty years ago, some of the area still retains an industrial feel and has seen newer industrial development in recent years including two breweries and other businesses such as In-Situ. What was once the sugar factory is now part of the City's Streets facility.

In the early 1900s, the sugar beet factory began recruiting Russian-German and Japanese workers because of their cultural ties to beet farming and a strong work ethic. To

keep workers in town, the company organized "colonies," with small, affordable lots and modest housing. Charles Buckingham, a local banker, organized 80 properties in Buckingham Place in 1902. A year later Andersonville, slightly smaller with 36 properties, was developed nearby. Despite the proximity to downtown Fort Collins, these colonies and their residents were fairly isolated physically and culturally from the rest of Fort Collins. In 1904, a flood on the Poudre River devastated these two neighborhoods. The residents rebuilt, but remained separated from the rest of the community.

During the 1910s, Great Western, which purchased the sugar factory in 1906, shifted to recruiting a Hispanic labor pool from southern Colorado, northern New Mexico, Texas and Mexico. In 1923, Great Western announced plans to build an affordable "Spanish Colony" northeast of the sugar factory that would provide an incentive for Hispanic laborers to settle near the factory and farms. The area that is now Alta Vista

became known as "la Colonia Espanola" and took on a Hispanic flavor with adobe houses on small lots. Hispanic laborers began to settle in the other two colonies as well, as the Russian-Germans began to move out and into other parts of the community. As with previous immigrants, and maybe more so, the Hispanics were ostracized in Fort Collins and had little opportunity to receive education and branch into other forms of employment.

The original neighborhoods developed to provide affordable factory housing, did not include urban amenities, and it took years for the area to improve with paved streets and other amenities. The City completed a sewer line to Alta Vista in the early 1970s and paved roads starting in 1980. Due to a history of physical isolation and the residents' beliefs the City has focused its attention to the

growth areas to the south, the neighborhoods have a tradition of taking matters into their own hands. Conditions have improved over time, in part as a result of local activism to promote local projects and because of increased awareness about the problems in the area. Federal and local funding (Community Development Block Grants) for neighborhood projects starting in the late 1970s also helped improve conditions. Some projects include:

- Rehabilitation projects in Buckingham and Alta Vista (1976-87);
- Infill projects (1985);
- Acquisition of housing - 2<sup>nd</sup> and 3<sup>rd</sup> Street (1990-95);
- Down payment assistance in San Cristo/Via Lopez (1992, 1995, 1996-97); and
- Recent street paving in Alta Vista, Andersonville, Evergreen Park, and paving on Lincoln and Vine Drive (2000-03).

The Meadows subdivision began construction around 1990. Via Lopez/San Cristo, the newest residential area, started construction in 1998 and finished in 2000. It provided 40 single-family, manufactured, affordable housing units.


## Purpose of This Plan

Once adopted, the *Northside Neighborhoods Plan* will be an element of *City Plan*, the City's comprehensive plan. It provides a more specific vision, policies, land use and transportation plans tailored to this area through a process of local input. In addition, this Plan seeks to resolve concerns and problems in the area by establishing priorities for utility and transportation improvements. Finally, the planning process collectively involved neighborhood residents, businesses, and property owners. Such a process should foster a sense of ownership in this Plan and create the foundation for lasting partnerships to accomplish this Plan's goals.

## The Need for a Plan

In 1997, *City Plan* identified the Northside Neighborhoods area as a priority for detailed planning at the neighborhood level. Although the City has completed or is developing plans for adjacent areas, before this Plan the City had not yet included the Northside Neighborhoods in a detailed subarea planning process. The area had been on the City's planning agenda for some time. In the face of growth and development nearby and with substandard services and utilities in the area, concerned citizens have shared their immediate needs and views about the impacts of continued growth or change. This Plan identifies a number of issues, such as:

- improving stormwater drainage for the Dry Creek and Poudre River basins to remove lands from the floodplain;
- improving traffic conditions on Vine Drive and Lemay Avenue and improving the transportation system overall;
- determining appropriate future uses for vacant lands;
- continuing to retain affordable housing;
- providing higher-quality, accessible public services;
- protecting neighborhood character and historic resources; and
- protecting natural areas and contributing to a connective citywide system of trails and open spaces.

The Issues chapter that follows (see page 9)  identifies the full spectrum of issues this Plan addresses.

# Planning Process

## Plan Schedule

This planning process began in October 2003, and took a little over a year to complete. It consisted of three parts:

- Project Initiation (October 2003 to April 2004);
- Design and Plan Development (May to September 2004); and
- Plan Implementation and Adoption (October 2004 to January 2005).

## Public Outreach and Input

This Plan relied on a number of public outreach components over the course of the year that provided multiple avenues for residents, businesses, and property owners to become involved and share their ideas. A Citizen Advisory Group, brochures, surveys, public workshops, open houses, interviews and discussions with stakeholders were all aspects of a public participation plan designed to be as open and inclusive as possible. These are described briefly below. The public process chart (*Figure 3 on page 7*) illustrates the array of events and activities designed to foster meaningful participation.

### *Interviews*

To start this planning process the planning team held interviews with neighborhood and business stakeholders. Information recorded during the interviews helped to frame the issues and analysis papers.

### *Citizen Advisory Group (CAG)*

The *Northside Neighborhoods Plan* Citizen Advisory Group (CAG) provided a broad spectrum of interests and citizen perspectives and advice to the City's Planning and Zoning Board and Council on the direction and priorities for this Plan. The CAG included residents from each of the neighborhoods, business owners, and other individuals with particular knowledge about the area and

interest in the area's future. The City notified all residents and business owners of the opportunity to be a part of the CAG before meetings started.



*Public picnic/open house held in July 2004.*

### *Website*

Information about the planning effort was available on the City's website: [www.fcgov.com](http://www.fcgov.com). This website made available all the work products generated during the planning effort and announced meetings and events in both English and Spanish.




*Citizen Advisory Group meeting.*

### *"Map-It" Packet Survey*

In October 2003, the planning team distributed 390 informal surveys to homes and businesses in the Plan Area prior to the first public meeting. The survey asked residents to share their vision for the area by responding to two questions: (1) What do you like about the area? (2) What one thing would you most like to see change in the future? This packet also contained a map of

the Plan Area and stickers to depict “improvements needed” and “issues and problems.” The City received 29 completed surveys (7.4%). These surveys provided valuable information about the issues and concerns in the area (see *Chapter 2, Northside Neighborhood Issues*, page 9).

 *Neighborhood Issues*, page 9).

### ***Fliers, Brochures, and Newsletters***

The planning team produced brochures and newsletters to inform the public about the project, and provided information at project milestones in English and Spanish.



*An example of a flier in Spanish.*

### ***Direct Mailings***

The City sent postcards and letters to residents and businesses in the area periodically to inform the public about meetings and events during the project and also to invite stakeholders to participate in the planning effort.

### ***Technical Advisory Committee (TAC)***

The Technical Advisory Committee (TAC) included representatives from all the City service areas, including Advance Planning, Current Planning, Transportation Planning, Neighborhood Resources, Geographic

Information Systems (GIS), Streets and Engineering Departments, Housing Authority, and Police Department. The TAC met periodically to guide and to advise the planning team on various technical issues about this Plan.

### ***Public Meetings***

The City held a kick-off meeting in November 2003, a neighborhood picnic/open house to review alternatives in July 2004, and a draft plan review meeting on November 18, 2004—key milestones during this project. Despite all efforts to send direct notification and advertise the meeting, only a few neighborhood residents and business representatives attended each of these meetings.



*First public open house in November 2003.*



*Public picnic/open house in July 2004.*



*Third public open house in November 2004.*

### ***Planning and Zoning Board/City Council Updates***

The planning team updated the Planning and Zoning Board and City Council about plan progress several times during the process.

### ***Spanish Translation***

The planning team provided summaries of material for the website and newsletters in English and in Spanish. In addition, a Spanish translator attended public events to assist with interpretation. CAG members helped the planning team determine if the City was providing enough translation for the project. The public did not express concerns to the planning team that language posed a language barrier during the project.



Figure 3: Public Process Chart

Northside Neighborhoods Plan Public Process—Information and Involvement		
How We Shared Information	Decision Process	How We Learned Concerns and Ideas
<p>October 2003 – April 2004</p> <ul style="list-style-type: none"> <li>Map It Packets distributed door-to-door</li> <li>Information flyer #1</li> <li>Press releases/Interview</li> <li>Postcard mailing</li> <li>Project Website</li> </ul>	<p><b>Create Interest And Awareness</b></p> <p><b>Project Initiation: Issues, Vision and Goals</b></p> <p><b>Input to Study Scope, Alternatives and Evaluation</b></p>	<ul style="list-style-type: none"> <li>Interviews (Fall 03)</li> <li>Public open house #1: Issues and Concerns (Nov. 03)</li> <li>Map It Packet (Nov. 03)</li> <li>Comment Sheets</li> <li>CAG #1: Introduction and Issues (Feb. 04)</li> <li>P&amp;Z Update</li> <li>CAG #2: Vision (Mar. 04)</li> <li>CAG #3: Goals (Apr. 04)</li> <li>Listening Log</li> </ul>
<p>May – September 2004</p> <ul style="list-style-type: none"> <li>Press releases/interviews</li> <li>Postcard mailing/e-mailing</li> <li>Project Website</li> <li>Information Flyer #2 (land use choices)</li> </ul>	<p><b>Design Development</b></p> <p><b>Discussion of How Plans Compare and Rationale for Preferred Plan and Policies</b></p>	<ul style="list-style-type: none"> <li>P&amp;Z and CC Updates</li> <li>CAG #4: Technical Issues (May 04)</li> <li>CAG #5: Key Choices (Jun. 04)</li> <li>Public Picnic &amp; Open House #2: Key Choices (Jul. 04)</li> <li>Business Meeting (Jul. 04)</li> <li>Comment Sheets</li> <li>CAG #6: Special Transportation Meeting (Sep. 04)</li> <li>CAG #7: Framework Plan Draft (Sep. 04)</li> <li>Listening Log</li> </ul>
<p>October 2004 – January 2005</p> <ul style="list-style-type: none"> <li>Press releases/interviews</li> <li>Postcard mailing/e-mailing</li> <li>Project Website</li> </ul>	<p><b>Plan Implementation and Adoption</b></p> <p><b>Implementation / Funding Priorities</b></p>	<ul style="list-style-type: none"> <li>P&amp;Z Update</li> <li>CAG #8: Action Plan (Oct. 04)</li> <li>CAG #9: Draft Plan (Nov. 04)</li> <li>Public Open House #3: Review Draft Plan (Nov. 04)</li> <li>Comment Sheets</li> <li>P&amp;Z and CC Hearings (Dec. 04 and Jan. 05)</li> <li>Listening Log</li> </ul>

**Key to Abbreviations and Terms:** CAG = Citizen Advisory Group; P&Z = Planning and Zoning Board; CC = City Council; Listening Log = record of all comments receive

## Plan Contents

This Plan contains the following chapters:

**Chapter 2: Issues**, describes the major issues in the Northside Neighborhoods area.

**Chapter 3: Vision and Goals**, describes the long-range vision and goals for the Plan Area, which are the foundation for this Plan. They are organized under broad themes, including:

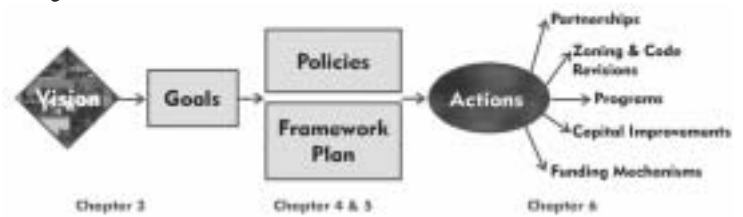
- Community Involvement and Culture;
- Health and Safety;
- Land Use;
- Transportation;
- Neighborhoods and Housing;
- Business Development;
- Neighborhood Design and Character;
- Open Lands, Natural Areas, and Resource Conservation; and
- Facilities and Neighborhood Services.

**Chapter 4: Framework Plan**, contains the physical plan to guide future development and physical changes in the Plan Area, including land use, transportation, open lands, parks and trails.

**Chapter 5: Direction**, contains the guiding principles that guide the City and other partners to achieve the broader vision and goals and the Framework Plan.

**Chapter 6: Action Plan**, describes how the City and partners will accomplish the recommendations of this Plan. The Action Plan Matrix identifies specific actions, responsibilities, and timing to implement this Plan.

Figure 4: Plan Contents



This Plan also includes the following Appendices:

**Appendix A: Existing Conditions**, describes conditions in the area in 2004 and presents the analysis prepared for this Plan. It also contains the background maps.

**Appendix B: Summary of Related Plans and Policies**, provides a summary of the policy documents and regulations that affect the Northside Neighborhood Area.

**Appendix C: Housing Conditions and Profile**, provides more detailed housing study information prepared for this Plan.

**Appendix D: Vine Drive and Lemay Avenue Traffic and Accident Data**, provides base traffic, congestion, and accident data for Vine Drive and Lemay Avenue.

**Appendix E: Code Compliance and Violations**, presents 2003 code violation data.

**Appendix F: Police Analysis**, presents crime data for reporting districts.

**Appendix G: Lemay Analysis**, outlines the process and Lemay Avenue alternatives explored during this planning process.

# Chapter 2

## Northside Neighborhoods Area Issues

***“This area is unique for the City of Fort Collins — It is the historic “roots” of Fort Collins. People know each other and neighbors are friendly.”***

***- A Resident***

This chapter discusses the major issues this Plan addresses. These issues were gleaned during interviews, public open houses, from an informal “Map-It” survey in fall 2003, discussions with citizen and technical committees, and analysis of the area. The list is not exhaustive, but it captures the most important concerns.

Based on existing conditions in the Northside Neighborhoods area; directions from residents, businesses and other stakeholders; and recommendations in related plans; this Plan addresses the following issues—both positive and those to be resolved by this Plan.

### The Area’s Positive Aspects

Residents and business owners describe a number of positive qualities about the area, including:

- It is the historic “roots of Fort Collins.”
- The neighborhoods are ethnically diverse (i.e., 60%+ Hispanic).
- Proximity to downtown is beneficial for residents who live here and for the businesses.
- Residents like the “open lands” and rural quality, views of the mountains, and proximity to the Poudre River and trails.

- The Museo de las Tres Colonias represents a historic milestone, especially for the Hispanic community.
- People are starting to upgrade homes and reinvest in the neighborhoods.

### Issues to be Resolved

The Plan Area also has a number of ongoing concerns addressed in the following sections, including:

- Stormwater management/flooding,
- Transportation—congestion and safety,
- Residential and industrial land use planning,
- Urban design,
- Housing,
- Economic development,
- Parks,
- Historic preservation, and
- Other issues including social and general services.

#### Stormwater Management and Flooding Improvements

The lack of adequate stormwater drainage for the neighborhoods is a major safety concern. The neighborhoods of Alta Vista and Buckingham are in the 100-year floodplain and have flooded in the past. The streets in these traditional neighborhoods lack curb and gutter.


In addition, inadequate stormwater drainage for the vacant land parcels in the area poses a major limitation to development and redevelopment opportunities. Major regional stormwater improvements to Dry Creek and along the Poudre River are being

built, but it is uncertain the extent to which these planned channel improvements will relieve flood hazards. The *Dry Creek Basin Plan* does identify some small culvert improvements that could help the neighborhoods of Alta Vista and Andersonville more immediately. Funding constraints, however, may inhibit the City's ability to make immediate improvements to the area's storm drainage.

### Transportation and Infrastructure Improvements

Transportation issues include:

- Severe traffic congestion at intersections (Lemay and Vine) and along N. Lemay Avenue;
- Speeding along Conifer, Lemay, Vine, and through neighborhood streets (Alta Vista especially);
- Poor access into/out of Andersonville (along Lemay), especially when the train stops traffic;
- Lack of sidewalks along the arterials (N. Lemay Avenue and Vine Drive);
- Lack of neighborhood sidewalks (Alta Vista, Andersonville, Buckingham, and repairs needed in Meadows);
- Trucks using Vine Drive to avoid downtown traffic, and concerns that this traffic will worsen when the realignments occur; and
- Lack of bike lanes (Vine Drive).

 Appendices A, D, and G (starting on page 51) discuss various transportation issues in greater detail.

### ***Master Street Plan Funding and Interim Impacts***

In addition, funding for the realignment of Vine Drive and Lemay Avenue is distant. Because there are no defined funds to make the long-range transportation improvements in the area (including the Lemay and Vine realignment or the extension of Redwood Street) traffic volumes will continue to increase and further impact the

neighborhoods. This Plan addresses how to offset current and future traffic impacts through interim improvements. Another key issue is to address the congested intersection of Lemay Avenue (9<sup>th</sup> Street) and Vine Drive, which is also expected to worsen as traffic increases (see *Appendix G, Lemay Avenue Alignment Analysis*, on page 103). Residential properties with direct access along Vine and Lemay have major access problems that will be further impacted with traffic growth.



*Lemay Avenue traffic stopped for train.*

### ***Lemay Avenue and Vine Drive Realignment Design***

Although the ultimate design for Lemay and Vine will not occur until funding is available for construction, the location and design of the Lemay/Vine intersection, the below- or above-grade separation of Lemay, and the general alignment of Vine Drive north of the Alta Vista Neighborhood will affect the area in the long term. The planning effort brought concerns about the realignment and impacts to the forefront. It will be important to mitigate noise and visual impacts of the roads when they are engineered in the future.

### ***Local Connections to Arterial Street System***

With the realignment of Lemay Avenue (9<sup>th</sup> Street) and Vine Drive, the existing Lemay and Vine will be reclassified as local streets. This Plan considers how these local streets connect with the arterial streets

resulting in local connections to discourage through-traffic.

### ***Pedestrian Improvements***

Determining which pedestrian improvements should be proposed is a function of available funding and the realistic likelihood of Vine and Lemay being realigned in the foreseeable future. Because this area is also within a floodplain, the construction of curbs or sidewalks within the Plan Area might have a significant impact on drainage and flooding.



*Discontinuous sidewalk in Alta Vista neighborhood.*

### **Land Use Plan**

#### ***Future Mix of Land Uses and Transitions***

The present mix of residential and industrial uses in the area is not always compatible, despite the area's history of mixed-use.

One of the important directions this Plan provides is a vision and specific recommendations for future development of vacant parcels. While this Plan does not start with a blank slate, it allows the community to refine the proposed land uses in the area and establish appropriate transitions between industrial and residential uses to achieve the right mix and character of development.

#### ***Natural Areas and Poudre River and Dry Creek Corridors***

The natural areas, open lands and river corridors provide views and habitat that help define this area. This Plan suggests how to protect significant features and improve

access for pedestrians and improve connections to the Poudre Trail.

### ***Density and Mix of New Residential Areas and Conserving the Traditional Neighborhoods***

The residentially planned areas are classified as low density (i.e., five units per acre) in *City Plan*. This Plan addresses what density, mix, and type of residential development is appropriate, and what patterns of development best suit the residential areas.

In addition, protecting and enhancing the character of the historic neighborhoods and guarding against major gentrification is a concern to residents. This Plan addresses how to treat infill and redevelopment, and how new neighborhoods should be designed to be compatible and integrate with the traditional and somewhat mixed-use development patterns.

### **Urban Design – Industrial Areas**

The quality of existing industrial development is inconsistent. Some businesses are developing in a “sustainable” fashion (e.g., with high quality materials built to last over time), and using materials and styles reflecting the region and beautiful landscape, while other industrial businesses are developing warehouse or flex-space buildings that are incompatible with the character of the neighborhoods.

This Plan helps determine what type of uses and character is appropriate for the industrial areas. Will they become more of a warehouse/flex space district, an extension of downtown, or a mixed-use employment/residential area? This Plan addresses whether the existing *industrial* zoning is adequate to determine the future development on industrially-zoned parcels. In addition, it considers whether the design criteria for industrial uses are promoting the right type of character and transition between residential uses.

### ***Existing Public Facilities Appearance and Function***

This Plan addresses whether changes or improvements to City and County facilities may help them blend in with the character of the area or function better overall with the neighborhoods. In addition, some residents have stated the substation north of Conifer Street could be better screened. Other issues are:

- Outdoor storage that is poorly screened.
- City and County maintenance facilities that are unattractive or inconsistent with residential neighborhoods.

### **Parks and Trails**

This Plan considers whether existing neighborhood parks are adequate. Andersonville and Via Lopez/San Cristo residents have stated Romero Park is too small and inappropriately located to be a functional park.



*Picnic shelter at Buckingham Park.*

New parks should be developed to meet the needs of new residential development and this Plan suggests how to integrate them with neighborhoods. It also addresses the future network of trails currently planned to be extended through the area, and whether additional connections are necessary to enhance the system.

Residents in Via Lopez/San Cristo have stated that access from the neighborhood to the regional trail system along the Poudre

River, to parks, and to downtown is inadequate. Off-street trails are needed.

### **Housing**

The Northside Neighborhoods area has provided affordable housing in Fort Collins for several generations. The Housing Authority manages 47 units in the area (in all the neighborhoods except the Meadows). Plan participants generally agree that maintaining and rehabilitating the existing stock of affordable housing is important, but the area should not be targeted for additional affordable housing or land banking sites for future affordable housing projects.

The Plan Area could potentially develop with a mix of land uses that would include rental housing for families who wish to be in closer proximity to downtown and transit corridors.

Demographically, the Plan Area differs somewhat from other neighborhoods in Fort Collins. Family size tends to be larger than found in Fort Collins overall, and a large number of single persons rent. Thus, a mix of one-, two-, and three-bedroom units may be needed. The current rental market may not support development of additional rental housing at this time, but could be planned for the future. This area also has the potential to create new ownership opportunities for residents looking for a larger home. These would most likely need to be “step-up/work force” housing given the current values and owner incomes in the area.

Mixed-use may also support ethnically oriented businesses, such as specialty grocery stores, that residents in the area would either own/manage and/or use.

### **Other Community Facilities**

This Plan addresses what types of community facilities should be incorporated into new development. Some neighborhood stakeholders have expressed interest in

adding new community facilities over the long-term, such as a recreation center.

### Police Protection

The City's Police Services Planning and Research unit reports crime rates for the Plan Area fall in the lower ranges compared with other parts of Fort Collins. Some residents, however, report that the quality of police service is not adequate and a crime problem exists. Residents generally are active in self-patrolling the area and calling the police when crimes occur, which may account for the relatively low number of offenses compared to other parts of Fort Collins. This Plan addresses how the City can maintain and improve police services in the neighborhoods and resolve or eliminate the crime problems that do exist, including graffiti, a transient homeless problem along the ditches, and drug-related activities.

### Code Compliance

The City's Streets Department addresses code compliance issues in the Plan Area including yard clean-up and litter, abandoned vehicles, building maintenance, and illegal accessory units. There is a lack of consensus by residents about whether the City should do more to enforce these issues, but generally, residents support addressing these issues. Residents have also reported problems with stray animals and wildlife.

### Plan Implementation

#### ***Building Partnerships between the City, Residents, Businesses, and Others***

A constraint to effective planning in the area may be the relationships between the neighborhoods and the City. Residents report the City has not followed through on past commitments nor committed enough financial or staff resources to the area to effectively resolve problems like code compliance and crime. As a result, neighborhood residents may be reluctant to get involved with planning efforts and with implementing this Plan. This Plan addresses


some ways to establish and reinforce relationships in the area to implement the neighborhood vision and goals.

In addition, the quality of relationships between businesses and residents could be improved. Residents appreciate charitable contributions of businesses to neighborhood causes, but are concerned about environmental and social impacts from the businesses. Businesses, however, point out the area has always been a mix of residential and industrial uses, so having businesses in the area is historically appropriate. Additionally, the proximity to downtown and the river is beneficial for niche businesses, such as microbreweries.




*Public picnic/meeting event – July 2004.*

#### ***Identifying Funding Sources—Small Grants, Large Capital Projects***

Lack of funding for projects—for both small, short-term projects and major, long-term projects—is a major constraint to implementing a plan for this area. The Action Plan recommends ways to accomplish some goals immediately (“quick wins”), and strategically plan to accomplish larger goals over the long-term (*see Action Plan on page 47*). 

#### **Other Issues**

Residents and business owners identified other issues this Plan should address, many of which are discussed in Appendix A, Existing Conditions (*see page 51*) and are presented in Chapter 3, Our Vision and 

Goals for the Future (*see next page*) and in Chapter 5, Our Direction for Achieving the Plan (*see page 37*):

- Improve snow plowing services;
- Improve water pressure;
- Trim weeds and trees;
- Consider a dog park on the north end of town;
- Find ways to make the area technologically competitive and to make internet access affordable for residents; and
- Provide non-motorized boating access to the Poudre River.



# Chapter 3

## Our Vision and Goals for the Future

### Our Vision

*... to influence the Northside Neighborhoods area by providing a safe, healthy neighborhood, and providing opportunities for neighborhood members to become actively involved in the community.*



### Our Goals

The goals are the ideals to be sought in the Northside Neighborhoods area over the next 20 years. As in *City Plan*, they are the foundation for this Plan. The goals are organized under the following themes:

- Community Involvement and Culture;
- Health and Safety;
- Land Use;
- Transportation;
- Neighborhoods and Housing (Where People Live);
- Business Development (Where People Work and Shop);
- Neighborhood Design and Character;
- Open Lands, Natural Areas, and Resource Conservation; and
- Facilities and Neighborhood Services.

## Community Involvement and Culture

Continue to celebrate and preserve the cultural and historical qualities of the Northside Neighborhoods area.

The Northside Neighborhoods area has rich traditions and history. We will promote and celebrate our cultural and agricultural heritage, historic values, and ethnic diversity.



*Beet factory workers tend their rows in the early days.*



*The Sugar Beet Factory.*



*The Museo de las Tres Colonias (Romero House), in Andersonville, is a local historic landmark and museum.*

Provide greater opportunities for community members to be involved and active.

This Plan promotes shared responsibility by the City, businesses, and neighborhoods to maintain and improve this area. We will also seek to provide opportunities for a sustained level of community involvement in civic and cultural affairs.



*Neighbors help in developing this Plan.*



*Neighborhood events.*



*The cheerful Northside Aztlan Community Center staff.*

## Health and Safety

### Improve health and safety—a high priority.

Safety has improved in the neighborhoods in recent years. We will continue to improve and maintain safety through communication with police services.

We will also work to resolve health-related planning issues, such as flooding and standing water.

## Land Use

### New neighborhoods and businesses will blend compatibly with our existing developments.

The area has a long-standing mix of residential neighborhoods and businesses. This Plan will recommend ways for new businesses and residential areas to blend harmoniously with older areas.



*An example of mixed-use commercial and residential development - Lowry Town Center.*

### Enhance the image and identity of the neighborhoods.

This Plan aims to conserve our existing residential neighborhoods to reinforce historic and cultural pride. It also strives to develop a positive image for the neighborhoods.



*A renovated and well-maintained home in the Buckingham neighborhood.*

### Provide neighborhood services that serve the needs of residents.

This Plan aims to identify opportunities for neighborhood services near residential areas. Services might include recreational facilities, social services, and community meeting facilities.

## Transportation

The transportation system in the Northside Neighborhoods area will provide a variety of mobility options.

We want to have a range of transportation options in the Northside Neighborhoods area, including cars, transit, bicycles, and walking. This Plan aims to improve safety and mobility for cars on arterial and collector streets—especially Lemay and Vine—as well as reduce traffic that cuts through neighborhoods.

We aim to improve pedestrian sidewalks and paths and to provide safer bicycle lanes.



*An example of safe bike lanes.*

Safe, convenient bus transit with good connections to other destinations is also important.



*Bus shelters need to be improved, such as in this example.*

Connect trails with surrounding areas.

We aim to improve our trail connections to the Poudre Trail and to provide better links to Old Town and other surrounding neighborhoods.

## Neighborhoods and Housing

Residential neighborhoods will continue to have a strong “sense of neighborhood” and will become more stable and cohesive.

We will help new development integrate well and revitalize our neighborhood to continue to improve property values. Reinvestment in older residential neighborhoods should help maintain the existing housing.



*Well-maintained home and yard.*

Continue to provide livable and affordable housing.

This Plan promotes a mix of housing styles and sizes to meet the needs of a diverse mix of residents—of all ages, families, and singles, socio-economic levels and ethnicities.

## Business Development

**Support businesses that are compatible with the area and that improve economic opportunities for residents.**

We will continue to support a diverse range of business development and employment opportunities while balancing the needs of businesses with neighborhoods. This Plan aims to explore opportunities to develop creative, unique, and sustainable economic development niches that capitalize on existing businesses and proximity to the Poudre River and Old Town.



*Mixed-use/live-work units (Longmont, CO).*



*The two breweries have found a niche in this area.*

According to World Bank, one of the world's largest sources of development assistance, sustainable development is defined as meeting the needs of people today without compromising the ability of future generations to meet their own needs.

**Support businesses that will serve the local community.**

We will foster growth and stability of small-scale local businesses that serve nearby neighborhoods.



*A local business (just outside the Plan Area)  
— Lambspun of Colorado.*

## Neighborhood Design and Character

**Develop new commercial and industrial areas that are attractive and integrate well with neighborhoods.**

The Northside Neighborhoods area has a dynamic mix of industry and neighborhoods. We will continue to ensure that commercial and residential areas develop in a balanced way so that one type of use does not dominate the other. Our new employment and retail areas will be welcoming, safe, and attractive.

**Make neighborhood public spaces attractive and accessible.**

We will develop new high quality public spaces in the Northside Neighborhoods area that are attractive and accessible.

## Clean up and maintain public spaces and visible private yards and grounds in the area.

We will continue to encourage all residents and business to maintain properties, to screen outdoor storage, and to maintain fences and landscaped areas. In addition, we aim to keep our public areas clean and graffiti-free.



*New Belgium Brewing Co. provides outdoor space for visitors and employees.*

## Open Lands, Natural Areas, and Resource Conservation

Preserve and integrate open lands and natural areas where they provide wildlife habitat or have other community benefits.

This Plan aims to preserve open lands as part of new developments to the extent possible.

Where healthy, mature trees grow in natural areas, we will conserve them. We will also maintain our healthy street trees.

## Promote conservation of water and energy resources in new developments.

*City Plan* promotes resource conservation. This Plan aims to reinforce the goal of promoting energy-efficient design in new homes and businesses, and also water conservation in new and retrofitted landscapes.



*Poudre Trail and Open Lands near the Oxbow site.*

## Facilities and Neighborhood Services

Improve capital facilities to serve existing needs and demands created by new development.

The City, new development, and existing residents and businesses share responsibilities in providing adequate infrastructure (including but not limited to streets, sidewalks, curbs and gutter). This Plan aims to build and repair facilities that are non-existent or are falling into disrepair.

In addition, we will work together to encourage private utilities to provide affordable services (for example, internet companies and wireless internet).

## Improve accessibility of parks, trails, and recreation opportunities for residents and business employees.

We aim to provide access to parks and recreation opportunities. This Plan recommends new parks of different sizes and character to serve future development in the area. We will also seek to provide recreational opportunities for youth, such as play areas or playgrounds.



*Children at play in Buckingham Park.*



*Alta Vista Park provides a play area for children in the neighborhood.*





# Chapter 4

## Our Framework Plan

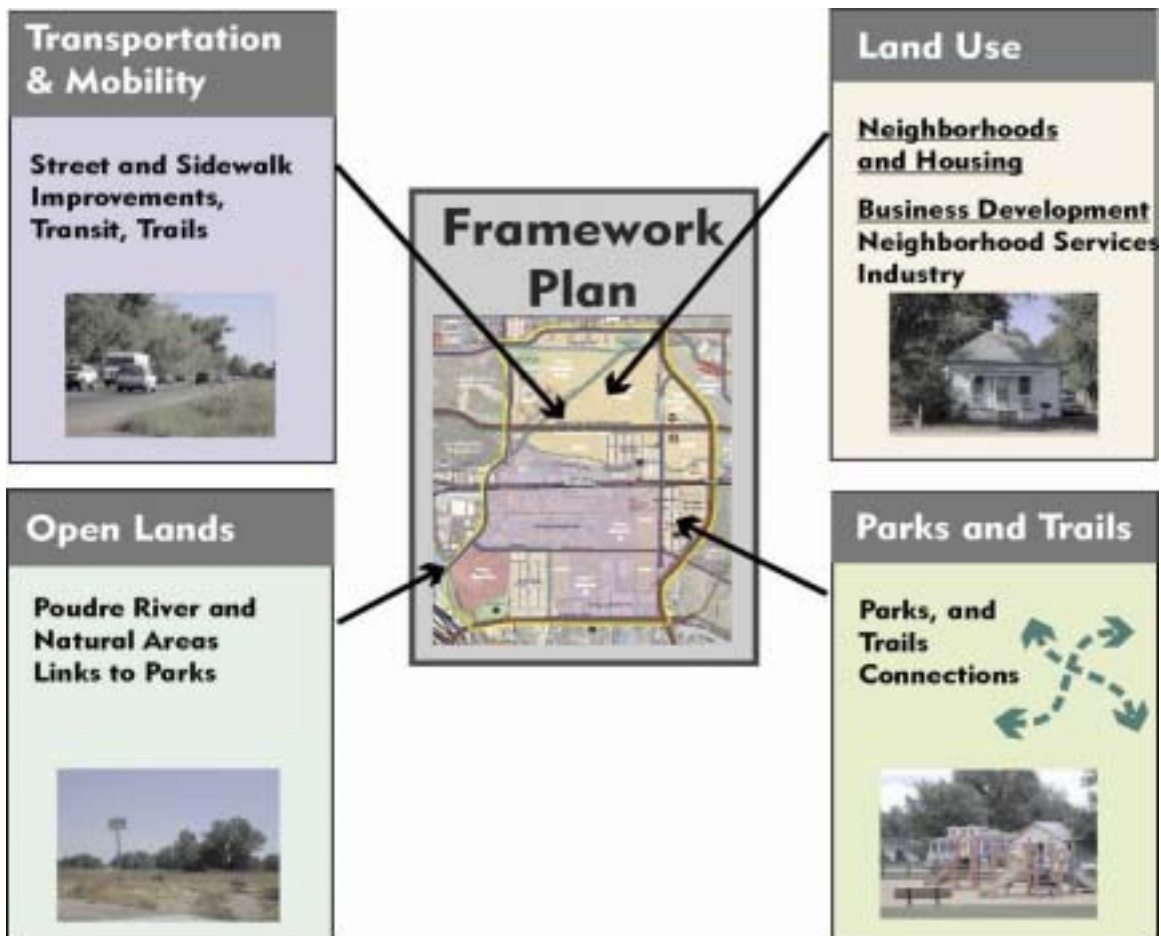
### Overview

#### A Physical Plan to Guide Future Development in the Area

The Framework Plan builds on the vision and goals, and sets a foundation for the actions that the community will take to

achieve this Plan. It is the physical plan guiding our future development and physical changes in the Northside Neighborhoods area. This Plan combines several different physical planning elements such as land use, transportation, open lands, parks and trails. These key elements are shown below in Figure 5 and described in the following sections.

*Figure 5: Elements of the Framework Plan*



## How We Developed This Plan

The Northside Neighborhoods Area is not a “blank slate.” Major streets, railroads, and other infrastructure, such as sewer and water lines, are in place. In addition, about half the land is developed, including existing neighborhoods and well-established businesses.

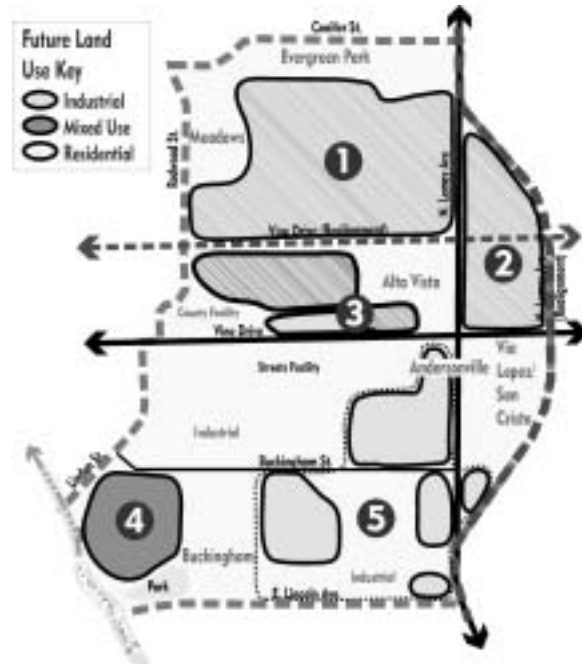
Figure 6: Existing Neighborhoods



This Plan also takes into account desires and needs of the residents and businesses in the area today. The City has previously adopted plans that generally address this area, including *City Plan* and the *Master Street Plan*. This Framework Plan builds on the directions in *City Plan* and other planning efforts. For the most part, the Framework Plan is consistent with *City Plan*, except for slight changes in types of residential designations east of Lemay Avenue, and for new directions regarding the “Interface” areas between industrial and residential areas.

The Framework Plan focuses mainly on the vacant areas that may change and develop over time—see the numbered areas in Figure 7, to the right.

Figure 7: Vacant Lands—Future Areas of Change



A big focus for this Plan is in promoting a better interface between the industrial and existing and future areas (see “Industrial/Residential Interface,” page 27).

## Purpose of the Framework Plan

The Framework Plan aims to achieve the following goals consistent with the goals and vision for the Plan Area:

- Conserve existing stable neighborhoods.
- Conserve existing industrial uses.
- Create new neighborhoods having a range of housing options, clustered around and near services and employment areas.
- Provide a mix of industrial and residential uses that protects the residential character of the neighborhoods and honors the traditional coexistence of small businesses, industry, and neighborhoods.
- Provide a well-planned transportation system (including streets, transit, bicycle and pedestrian paths) that meets the needs of residents in the area and surrounding areas.

- Preserve and enhance open lands and connections between natural areas, open lands, and parks.

## Components of This Plan

### Land Uses

The following land uses are proposed on the Framework Plan for the area:

- Existing Low Density Residential;
- Low Density Mixed-Use Residential;
- Industrial;
- Industrial/Residential Interface;
- Downtown Mixed-Use; and
- Several public land use designations, including Open Lands, Poudre River Corridor, and Public.

This section describes each land use category and what it means for the Plan Area. A summary table (see *Figure 11 on page 30*) provides information about the mix of land uses in the Plan Area, and potential development that could occur on the vacant lands. Additional information is provided in Appendix A about development that could be accommodated by the current Structure Plan and zoning (see *Appendix A, page 51*).

#### **Existing Low Density Residential Existing Neighborhoods – Meadows, Alta Vista, Via Lopez/San Cristo, Andersonville, Buckingham**

The built neighborhoods are established as existing *low density residential neighborhoods* (see *Figure 6 on page 24*). Thirty-seven acres are classified as *low density neighborhoods*. Residents want to conserve these places and enhance and improve them in some cases (see *Chapter 5: Our Direction for Achieving the Plan, on page 37*). At the time of this Plan, there appears to be general neighborhood support for designating Alta Vista, Andersonville, and Buckingham as historic landmark districts, but more outreach is needed. Nevertheless, residents express

interest in maintaining the character of the neighborhoods, even if historic designation does not occur.



*Recently upgraded house in Buckingham.*



*Typical narrow streets and mature trees in Alta Vista.*

#### **Low Density Mixed-Use Neighborhoods Area 1: North of Future Vine Drive Realignment, and Area 2: East of Lemay**

These areas remain classified as *low density mixed-use neighborhoods* (LMN), which will become predominantly single-family residential uses (see *Figure 7 on page 24*). The neighborhoods could also include supporting land uses that serve neighborhoods. These 123 acres of planned LMN will provide up to 615 new housing units and could provide homes for over 1,780 future residents less than a mile from downtown. The new neighborhoods should include an internally-connected street network, mini-park, open lands, and other amenities to serve future residents. These facilities will be provided and maintained by private development. The new neighborhood east of Lemay may include *neighborhood centers* (see the following

page). The new neighborhood west of Lemay Avenue should include internal streets that connect to services and to the arterials, off-street trails, and other amenities to serve future residents.



*Example of single family housing in a low density mixed-use neighborhood.*



*Example of a Mixed-Use Neighborhood in Fort Collins—Rigden Farm.*

### **Neighborhood Centers**

#### **Area 2: East of Lemay**

This Plan identifies potential locations for *neighborhood centers* adjacent to the future Vine/Lemay intersection. The intent is to design mixed-use neighborhoods that provide a balance of residential, commercial, and other uses within walking distance of each other. Ground-floor retail uses with upper-level offices or residential would be an appropriate part of a *neighborhood center*, as long as the design and character of any new mixed-use buildings fit the size and character of the adjacent residential buildings. These *neighborhood centers* would be no larger than five acres.



*Example of a neighborhood center - Lowry, Denver.*



*The Oxbow site, south of New Belgium Brewing Co, has significant trees that will be conserved. The site may develop for community commercial mixed-use.*

### **Downtown Mixed-Use**

#### **Area 4: Poudre River Oxbow Site**

This Plan classifies the Oxbow site as *downtown mixed-use*. The site is less than one-half mile from downtown and is situated along the Poudre River (see *Figure 7 on page 24*). The intent of this zone is to foster a healthy and compatible relationship between the Poudre River, downtown, and the Buckingham neighborhood.

The 20+ acre site is fairly constrained because of the river bank setbacks and significant trees. Assuming 15 acres of the site develops, it could accommodate approximately 80,000 square feet of commercial development or a combination of retail space, workshops, community facilities, and medium density housing (with up to 80 units of housing).

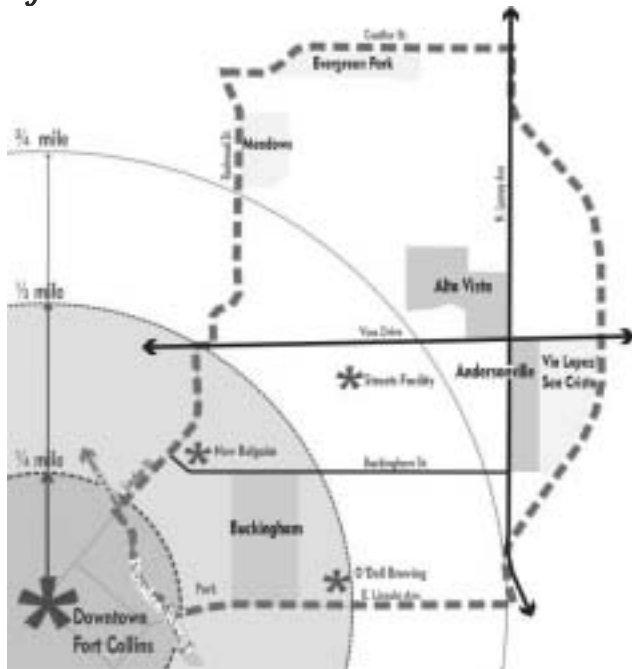
In addition, current City standards require the area within 100 feet of the drip line and large healthy (“significant”) trees on this site be conserved.

### ***Industrial***

#### ***Area 3: Along Vine Drive, and Area 5: South of Vine Drive***

This Plan continues to encourage industry in the areas zoned *industrial*. Industrial zoning currently provides opportunities for workplaces and manufacturing and a wide range of industry, but not necessarily a mix of uses including residential (see Figure 7 on page 24). The properties in this area are small, and altogether could accommodate almost 30 acres of additional industry, or almost 200,000 square feet of building space.

*Figure 8: Distance from Downtown*



Recent industrial developments have used quality building design and materials and landscaping to help “blend in” with the Northside Neighborhood area and uphold a theme of high quality for the businesses.



*Existing industry in the Plan Area.*



*Newly-built In-Situ headquarters south of Buckingham.*

### ***Industrial/Residential Interface Abutting Vine Drive to the North (West of Alta Vista) and South of Vine Drive***

This Plan establishes this new *Industrial/Residential Interface* classification, in currently zoned industrial areas that abut residential, to promote small-scale industry or mixed-use development (see Figure 16: Framework Plan on page 36). In essence, the classification is an overlay district and a fine-tuning of industrial zoning.

The zoning discourages heavy industry—those generating excessive traffic, odors, noise, or ones visually incompatible with the neighborhoods. For example, a junk yard, abutting residential, should not be allowed in the interface area.

The zoning, however, will provide some greater flexibility to develop a mix of industry and housing. Loft-style, live-work units (with ground-level retail or office and

upper-level residential) or small scale offices are good examples (see image below). A mix of live-work units could serve as “transitions” between existing neighborhoods and existing and future industrial lands.



*Example of live-work units in Longmont.*

In addition, industrial-residential buffer standards of the *Land Use Code* will apply—developers of industrial properties must adhere to requirements to provide buffers and setbacks near residential properties, but some flexibility could be provided for mixed-use developments. Details of setbacks will be addressed as part of design standards.



*Live-work example - Steelyards project in Boulder, CO.*

The industrial area (including the interface areas) is within easy walking distance of downtown, making it a desirable location for mixed-use projects including housing.

Approximately 34 acres are classified as part of the interface area, which could accommodate up to 155,000 square feet of additional non-residential space and potentially 135 residential loft apartments.

### ***Stream Corridors***

This Plan identifies a network of existing and planned ditch and stream corridors (see *Figure 16: Framework Plan on page 36*). The new Dry Creek channel, Vine Drive realignment, Lake Canal and other ditch segments will include green space and drainage corridors.

### ***Poudre River Corridor***

Portions of the Oxbow property adjacent to the Poudre River Corridor will include flood control improvements to the river bank scheduled for completion in 2005. The Poudre Trail will continue along the river through this site.



*Poudre River Corridor (Oxbow site).*

**Figure 9: Industrial/Residential Interface with Landscape Buffer**

*This illustration shows Industrial uses in the industrial area with a landscaped setback, which current zoning allows.*



**Figure 10: Industrial/Residential Interface with a Mix of Uses**

*This sketch shows mixed-uses with live-work buildings near the neighborhoods. Mixed-use is proposed as part of the Interface area.*




**Figure 11: Future Land Use, New Residential Units, and Business Space**

Future Land Use	NNP Areas	Acres	Potential New Units
<b>Existing Low Density Residential</b>	Existing neighborhoods	37 acres (dev)	n/a
<b>Low Density Mixed-Use Residential (LMN)</b>	1 – North of Vine 2 – East of Lemay 3 – North of Vine	123 acres (new) 22 acres (dev)	615 residential units
<b>Neighborhood Services</b>	2 – East of Lemay	2 neighborhood centers (new) 5 acres each	Almost 50,000 square feet
<b>Downtown Mixed-Use</b>	4 – Oxbow Property	21 acres (new)	Approximately 80,000 square feet of commercial. Up to 80 residential units. (Property is constrained)
<b>Industrial</b>	3 – North of Vine 5 – South of Vine	28 acres (new) 96 acres (dev)	190,000 square feet of industrial
<b>Industrial/Residential Interface</b>	3 – North of Vine 5 – South of Vine	34 acres (new)	155,000 square feet plus up to 135 residential units
<b>Parks</b>	n/a	7+ acres (dev)	Mini parks in new developments. Explore options for Via Lopez.
<b>Poudre River Corridor</b>	Along Poudre River	19 acres (exist)	n/a
<b>Total Summary</b>		387 total acres	830+ new housing units plus live-work units 475,000 +/- square feet of non-residential business and industry


### **Parks**

This Plan does not propose new neighborhood parks in the Plan Area. According to parks staff, the current parks in the area meet the City’s level of service standards. Residents of Andersonville and Via Lopez/San Cristo, however, have expressed concerns they do not have an adequate local park or good access to nearby neighborhood parks. They have raised the need to provide an expanded park. This Plan recommends exploring opportunities to develop a new park or multi-use facility to replace the existing Romero Park (see Figure

 16: Framework Plan on page 36).

In addition, new neighborhoods will contain “pocket parks” to serve future residents north of Vine and possibly west of Lemay.

### **Trail Connections**

The Framework Plan (see Figure 16 on page 36)  shows a future multi-use trail along the Lake Canal connecting to the existing Redwood Trail and Poudre Trail. Future widened multi-use off-street sidewalks are also shown along Buckingham Street, the future Vine Drive realignment, and Redwood Street. These sidewalks will provide access to the Poudre Trail and to downtown. Residents have expressed preference for off-street paths over on-street bike lanes.





*Poudre Trail.*

### Neighborhood Design and Character

The Framework Plan identifies several locations for neighborhood gateways or identification signage. These are places where the City will encourage the neighborhood residents to help design neighborhood “gateways” that fit them.

#### *Figure 12: Gateway Examples*

*Examples of neighborhood identification or gateways. This Plan encourages neighborhoods to work with the City and local businesses to design and fund signs fitting the character of their neighborhoods.*



### Transportation

#### ***Improvements to Intersections and Local Streets – Short- and Mid-Term***

This Plan identifies some interim street and transportation improvements helping ease congestion and improving safety in the area. Recommendations are the following:

- Add a southbound left-turn lane on Vine at Lemay Avenue;
- Add a signal at Buckingham Street and Lemay Avenue; and
- Add northbound right turn lanes on Vine Drive (Note: The right turn lane might impact pedestrian access to the Lemay Transit Stop).

*(See Figure 13: Short-Term Transportation Improvements on the next page).*



*Short-term Solution: right turn lane on Vine to turn north onto Lemay Avenue.*

#### ***Pedestrian Paths on Lemay Avenue***

The City is exploring funding options to provide a pedestrian path along Lemay Avenue making it possible to serve key transit stops and shopping destinations to the south (e.g., Wal-Mart/Home Depot shopping center). This path, however, might conflict with residential parking areas along Lemay and Lincoln. Another pedestrian path is proposed east of Lemay Avenue to connect to the bus stop on the south side of Vine Drive.



*Short-term solution path proposed along Lemay.*

short-term improvements map (see Figure 13: Short-Term Transportation Improvements, below).



*Transit stop example.*

**Transit Stop Improvements**

Pads, benches, and shelters are needed at all the transit stop locations identified on the

*Figure 13: Short-Term Transportation Improvements*



### ***Bike Lanes***

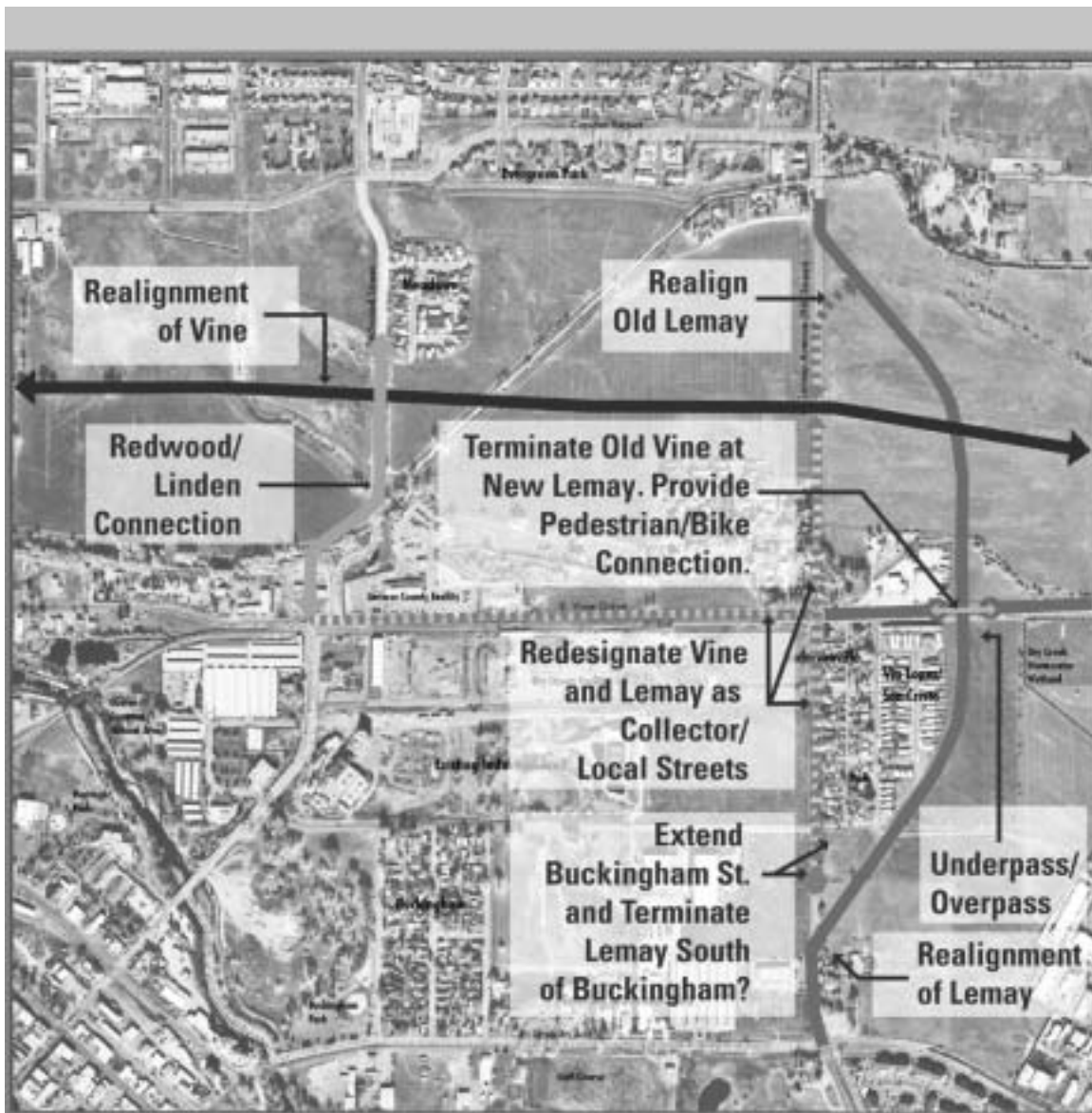
The realigned Vine Drive will include bike lanes meeting current City standards. Bike lanes will be improved on Lemay if it becomes a collector level street with the realignment alternative. A multi-use bike path is also proposed along the Lake Canal, as shown on the Framework Plan (see Figure

16 on page 36).

### ***Local Street Calming***

Residents of the Alta Vista neighborhood have expressed concerns about cut-through traffic near Alta Vista Park and on local streets. Residents of other neighborhoods have expressed concerns about speeding vehicles. The City should work with the neighborhoods to identify appropriate ways to slow traffic and identify funding solutions to make improvements.

**Figure 14: Ultimate Transportation Solution**



### ***Ultimate Transportation Solution—Vine Drive and Lemay Avenue Realignment***

The *Master Street Plan* (MSP) and this Plan identify the Vine and Lemay realignment as the ultimate transportation and traffic solution for the area. Both Lemay and Vine will become 4-lane arterials to handle the area's growing traffic. The current alignments will become local streets.

The MSP currently shows Lemay as being realigned to the east of the Via Lopez/San Cristo neighborhood, and this Plan is consistent with that recommendation. Based on public comments during this planning process, this Plan supports Lemay being designed to pass under the railroad (if engineering feasibility studies support the underpass recommendation). With a grade-separated underpass, the area's visual and noise impacts would be reduced, as compared to an "overpass" design. The separated-grade crossing will solve the access and congestion/queuing problems happening now because of trains.

The current Lemay/9<sup>th</sup> Avenue will become a two-lane local street when the realignment occurs. This will be an immense improvement, allowing better, safer pedestrian and bike connections between Alta Vista and Andersonville. A cul-de-sac at the south end of Lemay will help discourage through-traffic on this local street.

The City has been gradually acquiring right-of-way along the Lemay future alignment. Most of the right-of-way between Vine Drive and Lincoln Avenue is owned by the City. Right-of-way north of Vine Drive should become available following Dry Creek Floodplain improvements.

Half of the funding for the realignment of Lemay will be paid for by development as the area redevelops (including frontage improvements and street oversizing) with the balance to be funded by any capital funding sources available to the City,

including Special Districts. The project is estimated to cost \$23 million.

Vine Drive will be realigned to the north and will be coordinated with the Lemay Channel drainage (see *Figure 14: Ultimate Transportation Solution* on page 33).

Noise, visual, and environmental mitigation will be important considerations during the engineering stage of the Vine and Lemay realignment.

Note: At the request of several CAG members, staff explored the possibility of different alternatives for Lemay Avenue in addition to the Master Street Plan realignment. The question and impacts of widening current Lemay are discussed in Appendix G. The committee urged the City to seek funding and find ways to make the realignment of Lemay and Vine happen quickly.

## **Stormwater Drainage Improvements**

### ***Regional Improvements***

#### ***Poudre River Enhancement Project***

Construction will begin on the Poudre River Enhancement Project in early 2005. This project aims to stabilize two segments of the Poudre River channel (between Linden Street and Lincoln Avenue) while providing ecological and recreational benefits. The project will also address the 100-year flooding hazards in the Buckingham neighborhood and for businesses between Buckingham and Lemay Avenues by adding a raised, earthen berm along the top of the north river bank to divert the run-off.

#### ***Dry Creek Flood Control Project***

The Dry Creek Flood Control Project is the City's \$8 million regional flood control project breaking ground in 2005, with completion in 2005 or early 2006. This project will remove the Dry Creek 100-year floodplain from this study area. This floodplain currently covers a large portion of

the Northside Neighborhoods area north of Vine Drive.

### ***Localized Improvements—Lemay Channel***

Additional localized flood and stormwater improvements will be necessary in the area north of Vine Drive. The construction of the Lemay Channel will be necessary to reduce flooding in a more localized two-square mile area. The channel will be constructed separately or as part of the Vine Drive realignment on the south side of the road embankment to provide a buffer zone between the new road and the Alta Vista neighborhood. The project will also include culverts under Lemay Avenue to provide a stormwater outlet from new developments to the north as well as flows generated along North College Avenue.

The Lemay Channel project will be paid for through a combination of funding, the majority of which will be covered by new development drainage fees.

### ***Localized Stormwater Improvements***

Additional localized drainage problems are due to undersized and inadequate conveyance facilities. Alta Vista and Andersonville have the potential for shallow flooding due to inadequate street carrying capacity of drainage flows, which results in overtopping the streets cross-section and overtopping into adjacent properties during a 100-year storm event.

Improvements to address the localized drainage problems include:

- Dry Creek channel improvements in Alta Vista;
- A series of small borrow ditches in Andersonville;
- Improvements to Lemay ditch between Vine Drive and Lincoln Avenue; and
- Improvements to the capacity of Redwood and Evergreen East Retention Ponds
- Installation of curb and gutter and street outflows.

***Figure 15: Cross-Section for Future Vine Drive***

*This sketch of the future Vine Drive right-of-way includes stormwater drainage, a separated path, and the 4-lane arterial road.*

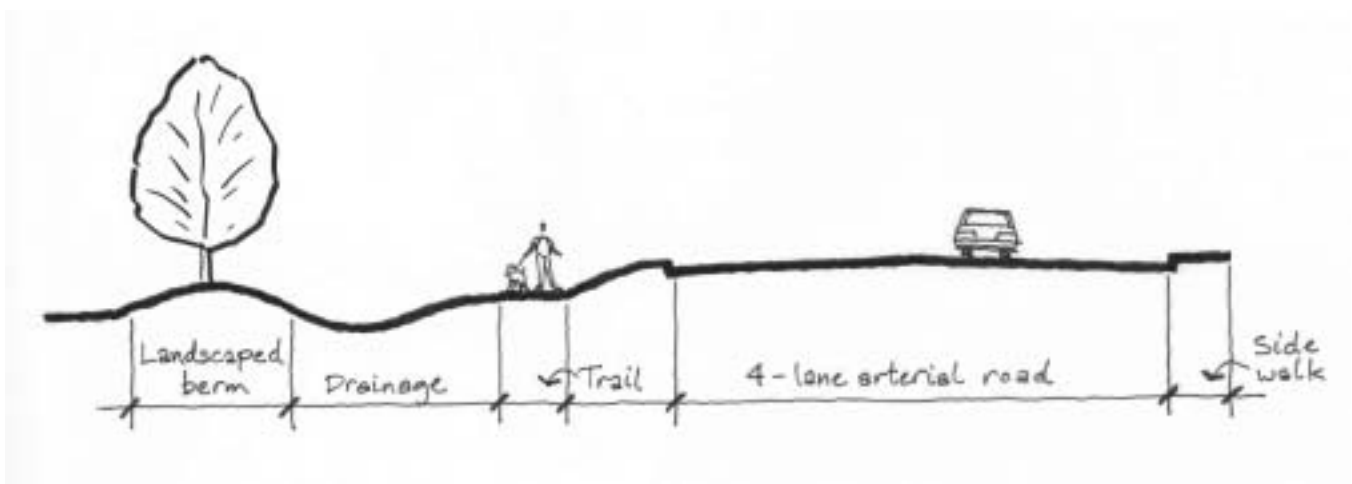
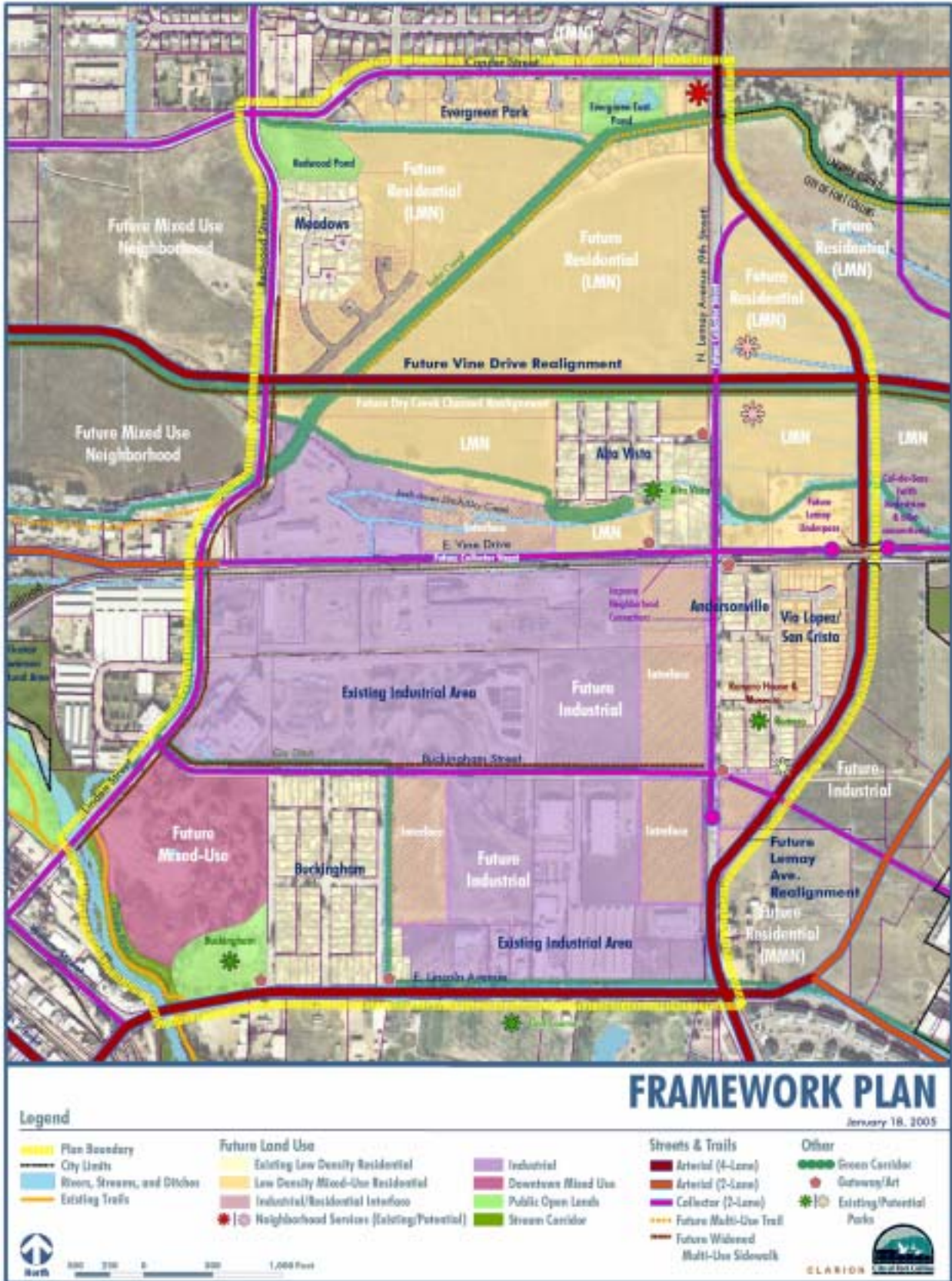


Figure 16: Framework Plan



# Chapter 5

## Our Direction for Achieving the Plan

### Guiding Principles

This chapter contains our direction, or *Guiding Principles*, to guide the City and others in achieving the broader vision and goals established earlier in this Plan.

Specific actions to carry out this direction are identified in Chapter 6: Action Plan (see page 47).



This section is organized according to the following themes, as in the vision and goals chapter:

- Community Involvement and Culture;
- Health and Safety;
- Land Use;
- Transportation;
- Neighborhoods and Housing;
- Business Development;
- Neighborhood Design and Character;
- Open Lands, Natural Areas, and Resource Conservation; and
- Facilities and Neighborhood Services.

### Community Involvement and Culture



*City and neighborhood representatives working on this Plan.*

**C-1. City/Neighborhoods Cooperation.** The City will continue to assess neighborhood and business needs, share information about projects and changes in the area, and cooperate with the neighborhoods to resolve issues and build trusting relationships.

**C-2. Cultural Facilities and Education.** Support development and preservation of cultural facilities in the area, such as the Museo de las Tres Colonias (Romero House).

**C-3. Cultural Events.** Support events that celebrate and honor the history and culture of the area, such as guided “history” walks, neighborhood picnics and festivals, and youth neighborhood art projects.

**Example--**The City could work with the neighborhoods to develop a “history walk” placard or placemats for the nearby restaurants.

## Health and Safety



*“Neighborhood Watch.”*

**HS-1. Safety Through Collaboration.** Continue to improve and maintain public safety in the area through communication between police services and neighborhoods and businesses. Further, explore the potential for specific programs, such as a “Neighborhood Watch,” to improve public safety in the neighborhoods.

**HS-2. Enforce Codes.** Continue to improve code compliance in the area. Seek ways to better identify and prioritize code violations and assist property owners with clean-up.

**HS-3. Flood Control.** Improve storm drainage in the area. *(See Facilities and Neighborhood Services on page 43).*

## Land Use



*Example of infill housing out of scale with existing homes.*

**LU-1. Retain Traditional Mix of Neighborhoods and Businesses.** The Framework Plan retains land for industry and also classifies future neighborhood development areas *(see Figure 16: Framework Plan on page 36)*. Continue to ensure that commercial/ industrial and residential areas are in balance, and that one type of use does not dominate another.

**LU-2. Harmonious Blend of Old and New Development.** Require new businesses and residential developments to blend harmoniously with older neighborhoods. New development should be sensitive to the scale, building heights, architectural qualities, landscaping, and other distinct characteristics of the neighborhoods and provide buffering (e.g., evergreen trees or hedge for screening).

**LU-3. Industrial/Residential Interface Areas.** Ensure interface areas *(see Figure 16: Framework Plan on page 36)* provide gradual transitions between industry and residential neighborhoods to preserve the livability of the neighborhoods. These interface areas should provide visual and physical buffers between existing and new developments and protect residential neighborhoods from intrusion of light, noise, odors and other nuisances sometimes caused by business or industry. For example:

- Noisy or odorous heavy industrial uses will not be allowed in these zones, but additional light industrial uses and live-work housing and mixed-uses will be allowed.
- Height should transition from shorter (one to two stories) buildings facing residential areas to taller buildings on the interior industrial-facing portions of the site.
- A landscaped buffer should be provided (in accordance with code requirements).
- Loading and storage areas should be oriented away from the adjacent residential neighborhoods.



Certain uses would be prohibited in these areas such as automotive washing and sales involving outdoor storage or warehousing.



*Example of mixed-use live and work units in Steelyards project, Boulder, CO.*

**LU-4. Maintain and Rehabilitate Existing Affordable Housing Stock.** Promote maintenance and, where appropriate, rehabilitation of the existing housing stock. Keeping the existing homes in good repair is an important part of the neighborhoods' future as the homes age. This Plan recommends further exploration of programs to provide funding for and to reward maintenance of homes.

**LU-5. Compatible Scale of Housing Developments.** New housing developments should be in a similar scale and compatible with the existing neighborhoods. This Plan recommends consideration of creating a historic landmark district.

**LU-6. Provide Opportunities for Live-Work Spaces.** Allow housing, studio, and live-work spaces for people to live and work. This type of development is encouraged in the interface areas shown on the Framework Plan (see Figure 16 on page 36).

**LU-7. Neighborhood Centers.** The Framework Plan's low density mixed-use classification allows for small neighborhood centers that could include recreation areas, local-serving retail, social services, and community meeting facilities.

## Transportation



*A range of transportation options including cars, transit and walking.*

**T-1. Provide a Range of Transportation Options.** Provide a range of transportation alternatives in the area, including cars, transit, bicycles, and walking.

**T-2. Improve Vehicular Safety and Mobility.** Improve safety and mobility for vehicles on arterial and collector streets in the area, especially for Vine and Lemay. The Framework Plan identifies short-term, mid-term, and long-term projects improving safety and mobility.

**T-3. Reduce Neighborhood Traffic.** Seek ways to reduce and slow down vehicular traffic through neighborhoods using appropriate traffic calming measures, particularly in the Alta Vista neighborhood.

**T-4. Add Pedestrian Connections.** Enhance and add pedestrian sidewalks and crosswalks to provide safe connections along streets, to connect neighborhoods and shopping centers, and to provide safe access to bus stops (see *Figure 13: Short-term Transportation Improvements on page 32*). New sidewalks are needed immediately:

- Along Lemay Avenue (Vine to Lincoln – eastside);
- Along Vine Drive (from Lemay to the bus stop immediately west, on the southside); and
- Along Lincoln Avenue - northside.

Over time, sidewalks along Linden Street to improve connections between the neighborhoods and downtown are desirable. The *Downtown Strategic Plan* also recommends providing crosswalks using special paving across Jefferson Street at Linden Street and Lincoln Avenue.

When existing Lemay and Vine become collector streets, more permanent sidewalks and curb and gutter need to be incorporated.

**T-5. Provide Safer Bicycle Circulation in the Area and Connections Outside the Area.** Provide safer bicycle lanes along Vine Drive and Lemay Avenue. Provide a new bicycle path along Lake Canal.

**T-6. Improve Bus Stop Facilities and Access.** Provide opportunities for safe, convenient bus transit with good connections to other destinations. Improve bus stops and provide stops that are attractive and sheltered. New and improved shelters are needed at the following locations (see *Figure 13: Short-term*

*Transportation Improvements on page 32*):

- Conifer/Redwood near the Meadows;
- East and north of the Lemay/Vine intersection; and
- On Lincoln near Buckingham.

**T-7. Organize On-Street Parking.** Provide and organize on-street parking so it is safe and does not obstruct traffic flow. Existing businesses should seek ways to improve off-street parking.

**T-8. Provide Trails.** Provide trail connections to the Poudre Trail from the neighborhoods and businesses. A future multi-use trail is proposed along Lake Canal. A widened, multi-use sidewalk is proposed along the northside of Buckingham Street and the eastside of Redwood Street. These sidewalks will provide better connections to downtown for residents of Andersonville and Via Lopez/San Cristo.

**T-9. Mitigate Impacts of Realigned Street.** Use creative design to provide mitigation for noise, visual, and other impacts from the Vine and Lemay realignment. The future roads provide an opportunity to use art and design to celebrate the history and culture of the area.

## Neighborhoods and Housing

**N-1. Conserve and Revitalize Neighborhoods.** Promote revitalization of existing neighborhoods in a way that does not displace residents and low and moderate income people. The City, where possible, should play an active role in upgrading sidewalks and other features to attract private investment in the area. In addition, the City can assist in connecting neighborhood residents and owners in the area with rehabilitation funding programs, such as Larimer Home Improvement Program. Other approaches such as “Repair-A-Thons” and “Mayor’s Painting Awards” are worth exploring to encourage private investment and revitalization. The Action Plan discusses these approaches (see *Chapter 6 on page 45*).

**N-2. New Neighborhoods Provide a Mix of Housing Types.** New low density mixed-use neighborhoods should contain a mix of housing styles and sizes to meet the needs of future residents.

**N-3. Promote Higher Density Housing.** Promote mixed-use and higher density live-work housing along arterial streets and as a transition between industrial areas and neighborhoods. The Framework Plan designates interface areas (see Figure 16 on page 36).

**N-4. Accessible Housing.** Ensure some of the new housing constructed is accessible for people with disabilities through ground-level entry and other accessible design features.

**N-5. Support Senior Housing.** Support senior housing projects in the area, but let the market determine the location and size of housing projects.

## *Business Development*



*In-Situ, a company new to this area, utilizes high quality architecture.*

**B-1. Support Business and Industry Diversity.** Continue to support a diverse range of business development and employment opportunities in the area, while balancing the needs of businesses with neighborhoods.

**B-2. Make this a Unique Niche Area.** Explore opportunities to develop creative and unique economic development niches to capitalize on existing businesses and on proximity to the Poudre River and Fort Collins' historic downtown. This Plan is consistent with the *Downtown Strategic Plan* in its recommendation for the following types of uses and activities in the designated industrial and mixed-use areas:

- Promote cultural arts and educational facilities;
- Support mixed-use developments including housing and small neighborhood services;
- Support restaurants and event venues with outdoor spaces; and
- The architecture should blend well with the historic downtown and neighborhoods, and buildings should be designed with outdoor spaces to capitalize on the river setting.

**B-3. Encourage Partnerships.** Encourage partnerships between businesses and local residents to foster opportunities for local outreach and jobs.

**B-4. Encourage High Quality Business Site Design and Architecture.** Ensure businesses provide adequate parking, and screen service areas from residential areas. Business and industrial areas should also develop in a manner allowing customers and employees to safely walk and bicycle in business areas. This Plan recommends the City work with businesses to develop guidelines for new businesses so they are constructed of durable building materials. Metal sheds and warehouses do not convey a positive image.

**B-5. Foster Growth and Stability of Local Businesses.** Foster growth and stability of small-scale local businesses that serve nearby neighborhoods.

## Neighborhood Design and Character



*Alta Vista neighborhood has characteristic large trees and narrow streets.*

**DC-1. Enhance Positive Residential Neighborhood Image.** This Plan encourages a positive neighborhood image through architectural design and landscaping. The image of the area will be enhanced by:

- Using architectural styles for new developments that are appropriate for the historic neighborhoods, region, and climate;
- Repairing discontinuous sidewalks and providing continuous sidewalks in new neighborhoods;
- Providing appealing and appropriate lighting fixtures;
- Planting street trees and keeping them well-maintained; and
- Promoting the history and culture of the area through entry signage, history placards, and other design features.



*Continue to promote the area through signs and other design features.*

**DC-2. Support Historic Districts.** Support on-going efforts with the neighborhoods to designate Alta Vista, Buckingham, and Andersonville as Fort Collins Landmark Districts if the neighborhoods support the direction. More outreach is necessary.

**DC-3. Provide High Quality Employment and Retail Areas.** New developments should provide welcoming, safe, and attractive employment and retail areas. This Plan recommends identifying guidelines for the industrial areas to identify some consistent design themes, and to direct adequate screening, and neighborhood-friendly building design (e.g., no blank walls, quality building materials, limited parking, and shielded lighting).

**DC-4. Create High Quality Public Spaces.** Provide outdoor public spaces that are:

- Human-scaled and pedestrian-friendly;
- Beautifully paved and landscaped;
- Safely separated from vehicular traffic;
- Linked to other neighborhoods and downtown; and
- Accessible to disabled people.

**DC-5. Maintain Properties.** The City will enforce, as required by code, for residents and business to keep front and side yards litter-free, and to screen outdoor storage. These measures will help advance a positive neighborhood image. Fences and landscaped areas should be maintained.

**DC-6. Maintain Public Areas.** Keep public areas clean and graffiti-free.

**DC-7. Encourage Neighborhood Identifiers or “Gateways.”** Provide neighborhood gateway signs and enhancements such as landscaping and lighting. The City will encourage these projects to be neighborhood-initiated and will work with neighborhoods to define gateway locations and local culture and arts projects (see Figure 12: Gateway Examples on page 31).

## Open Lands, Natural Areas, and Resource Conservation

**OL-1. Preserve Open Areas.** Preserve identified natural areas as part of new developments to the extent possible.



*Maintain ditches.*

**OL-3. Maintain Functional Ditches and Streams.** Maintain ditches and streams—eliminate problems of standing water.

**OL-4. Maintain Street Trees.** Maintain street trees in a healthy state so they are attractive and do not create hazards due to breaking limbs.

**OL-5. Preserve Significant Trees.** Preserve healthy significant trees.

**OL-6. Preserve Mountain Views.** Preserve mountain views from the public realm when possible.

**OL-7. Promote Energy-Efficient Design.** Promote energy-efficient design in new homes and businesses.

**OL-8. Promote Water Conservation.** Promote installation of water conserving landscapes in new developments.

**OL-9. Cluster Jobs and Housing Together.** Promote development of jobs and housing that are in close proximity to one another to minimize dependency on energy resources for transportation.

## Facilities and Neighborhood Services

**F-1. Share Public/Private Responsibilities.** The City, new development, and residents and businesses share the responsibility in providing adequate infrastructure (including but not limited to streets, sidewalks, curbs and gutter).



*Infrastructure: Sidewalks, streets, curbs, gutter.*

**F-2. Implement Stormwater Improvements.** Improve storm drainage throughout the area to eliminate regional flooding problems as well as local street flooding. The Framework Plan summarizes the Utility department plans for regional improvements to Dry Creek Basin, Poudre River floodplain, as well as local stormwater improvements (see *Stormwater Drainage Improvements on page 34*). This Plan also recommends ditches along streets be replaced with a curb and gutter stormwater system when street improvements are made.

**F-3. Provide Street Lighting.** Provide street lighting where it is needed, including:

- Along Vine Drive; and
- Along Lincoln Avenue.

**F-4. Affordable Private Services.** Encourage private utilities to provide affordable services to residents in the area (e.g., internet companies and wireless networks).

**F-5. Parks Serve New Residents.** Encourage provision of mini parks (by developers) in new neighborhoods. Explore options for a new park in the Via Lopez/San Cristo area.

**F-6. Address Other Parks and Recreation Needs.** Continue to provide recreational opportunities for youth, such as play areas or playgrounds. Consider provision of additional off-leash dog areas in north Fort Collins that would serve this area.

# Chapter 6

## Action Plan

### Overview

A key aspect of this Plan is how it will be carried out after it is adopted. This Action Plan recommends how the City of Fort Collins, the neighborhoods, the businesses, and other partners may best implement the goals and policies outlined in this Plan. The City should periodically review and prioritize the actions identified in the action plan, and revise them as necessary.

The Action Plan builds on the earlier vision, goals and policies, and framework plan, and defines the actions for achieving this Plan. It also determines the priority and timing of the actions to be able to allocate resources. The Action Plan Matrix that follows (see Figure 17 on page 47) lists the actions required to implement this Plan, and the relative priority of actions.



*Types of actions to implement this Plan.*

### Types of Actions

Types of actions necessary to carry out the plan are: code reform, policy decisions, programs, and capital improvements. Each of these types is briefly described below. A summary of the highest priority actions is located on the next page. The Citizen Advisory Group helped guide the priorities for the Action Plan.

#### Coordination and Partnerships

Many actions identified for this Plan simply require establishing better means of communication between the area's residents and businesses and the City. In some cases, this Plan may recommend more formalized partnerships or sponsorships to accomplish projects. The City will also continue to work with interested parties to jointly draft standards and guidelines and notify neighborhoods about future proposals for development or improvements to sidewalks and streets.

#### Zoning and Code Revisions

The City's development regulations (primarily zoning) will need to be consistent with the goals and policies of this *Northside Neighborhoods Plan*. This Plan recommends the adoption of a new zoning classification or overlay for the industrial/residential interface areas. It also suggests additional design standards for the interface areas.

#### Policy Directions

This Plan identifies a number of strategies to be carried out during day-to-day policy decisions made by the planning staff, other City staff, the Planning and Zoning Board,

and the City Council. The City will continually make decisions regarding development proposals in this area. This Plan serves to guide such policy decisions occurring throughout the life of this Plan.

### Programs

The *Northside Neighborhoods Plan* establishes a foundation for new programs to carry out the goals of this Plan. Some strategies involve participating in efforts with other partners, such as working with business to sponsor neighborhood improvements or events. For example, a “Neighborhood Repair” program could rely on a combination of volunteerism, City sponsorship, business sponsorship and grants to do neighborhood enhancement and beautification projects. Some communities have developed programs with names such as “Strategic Response” code enforcement to identify repeat and problem code violations and prioritize those that are important.

These programs often use a joint effort and approach to encourage compliance facilitation (for residents who cannot fix the problem) and provide money to buy landscaping and materials and volunteers to help do the work.

Additional, specialized programs or studies may be necessary to help revitalize some of the existing neighborhoods.

### Capital Improvements

In some cases, this Plan recommends the City take a more proactive role to plan for improvement to services and facilities.

This Plan recommends coordinating the Capital Improvements Program (CIP) with the long-range growth and development goals for the Plan Area.

## Summary of Priority Actions

This Action Plan matrix identifies a number of immediate priority items that the City should implement as soon as possible, to ensure that future decisions are consistent with this Plan.

### Highest Priority Actions (“Top Three” List)

Some members of the Citizen Advisory Group helped to prioritize the top three actions:

1. Addition of interim sidewalks.
2. Traffic mitigation (intersection improvements and turn-lanes; Buckingham signal; prioritize Vine/Lemay realignment).
3. Stormwater improvements.

Other priorities include:

- Code/police enforcement.
- Industrial/residential interface area quality development (i.e., design standards for the areas).
- Neighborhood infrastructure improvements.



Figure 17: Action Plan Matrix

	Action	Type	Lead Responsibility (Agency or Other)	Priority			Resources or Capital Costs	Possible Sources	Funding
				On-going	0-2 yrs	3-5 yrs			
<b>Community Involvement and Culture</b>									
C-a	Coordinate periodic newsletters and plan updates.	Program	City Advance Planning leads; NRO prints notices; Neighborhood distributes	✓				Staff	NRO (Neighborhood Resources Office)
C-b	Identify existing small grants (i.e., NRO, Denver Neighborhood Resource Center). Target additional Neighborhood Matching Grant programs to fund small neighborhood-initiated improvement projects, events, clean-up projects, and organization and mediation.	Program	NRO		✗			Staff	NRO (up to \$500/neighborhood) Denver NRC - \$100
<b>Health and Safety</b>									
HS-a	Continue direct communication with police service.	Coord.	City Police; Neighborhoods	✓					n/a
HS-b	Identify Neighborhood Watch Programs for area—presentation to inform neighborhoods about options.	Coord./Program	City Police		✗			Staff	n/a
HS-c	Continue and improve communication with code enforcement. Continue monitoring related requests and consider programs to assist repairing repeat violations.	Coord.	Code Enforcement	✓					n/a
<b>Land Use</b>									
LU-a	Prepare development design guidelines or standards for industrial interface overlay areas through a public process.	Code Reform	City Advance and Current Planning		✗				n/a
LU-b	Land Use Code revisions to implement the Industrial Interface areas.	Code Reform	City Advance and Current Planning		✗				n/a
<b>Transportation</b>									
T-a	Seek ways to improve existing intersections (i.e., turn-lanes at Lemay and Vine).	Capital Impr.	Transportation		✗			TBD - engineers	State and Federal enhancement funds (CMAQ)
T-b	Explore adding temporary signal to Buckingham/Lemay intersection to improve neighborhood access.	Capital Impr.	Traffic Ops.		✗			TBD - engineers	
T-c	Funding for the Lemay/Vine improvements should consider all funding sources available to the City, including Special Districts.	Program	Transportation		✗				SID, CIP

	Action	Type	Lead Responsibility (Agency or Other)	Priority				Resources or Capital Costs	Possible Sources	Funding
				On- going	0-2 yrs	3-5 yrs	5+ yrs			
T-d	Seek ways to provide temporary sidewalks, crosswalks and other street improvements along Lemay from Vine to Lincoln and along Vine from Lemay to bus stop to the west. (See Framework Plan locations.)	Capital Impr.	Transportation		✘			TBD – engineering design construction	Pedestrian Plan Funds, Other	
T-e	Work with Transfort to identify local transit stop improvements and funding options to implement.	Capital Impr.	Transfort		✘			TBD	Transfort Outdoor Promotions	
T-f	Coordinate flood plain improvement projects with regional multi-use trail alignments.	Coord.	Transportation	✓				Staff	Stormwater Fees, CLRS trail/capital \$, GOCO, trail bldg	
T-g	Redwood Drive extension (name change to Linden Street).	Capital Impr.	Transportation				✘	TBD	Street Oversizing funds	
T-h	Multi-use widened sidewalk and trail improvements.	Capital Impr.	Transportation		✘			Staff	Timing and funds will vary	
T-i	Amend Parks and Recreation Master Plan – trails. (See Framework Plan locations.)	Coord.	Parks and Rec		✘			Staff		
T-h	Assist in the facilitation of using a Special Improvements District (SID) – to pay for improvements to Vine/Lemay (if realignment is not funded).	Program/ Funding	Transportation			✘		Staff time	Participating Development Projects	
T-i	Vine and Lemay realignment.	Capital Impr.	Transportation				✘	To be added	Street Oversizing funds; Development fees; SID	
T-j	Reclassify Vine and Lemay to local streets (coordinated with realignment) and provide curb, gutter, and sidewalks.	Capital Impr.	Transportation				✘	TBD	SID, pedestrian fund (voter approval required)	
<b>Neighborhoods and Housing</b>										
N-a	Identify housing programs for revitalization/improvement of existing homes, including Larimer Home Improvement Program (e.g., establish Major's rewards, Paint-a-Thon programs for this and other neighborhoods).	Program/ Coord.	City Advance Planning assists; Larimer County Home Improvement Program	✓				Staff	TBD	
N-b	Continue to work with the neighborhoods toward historic designation of Alta Vista, Buckingham, and Andersonville neighborhoods.	Program/ Coord.	City Advance Planning	✓				Staff	TBD	
N-c	Create a Historic Landmark District (Andersonville, Buckingham and Alta Vista).	Program/Code Reform	City Advance Planning		✘			Staff	n/a	

	Action	Type	Lead Responsibility (Agency or Other)	Priority				Resources or Capital Costs	Possible Sources	Funding
				On- going	0-2 yrs	3-5 yrs	5+ yrs			
<b>Business Development</b>										
B-a	Continue to include neighborhood and business representatives in the development of new design guidelines or standards for the Industrial Interface Zoning.	Coord.	City Current and Advance Planning	✓	✗			Staff	n/a	
<b>Design and Character</b>										
D-a	Identify projects and programs to support positive neighborhood image and initiate private reinvestment (i.e., landscaping, lighting or signage). (e.g., Paint-a-Thon; Mayor's Awards; Repair-a-thon) (see Neighborhoods and Housing above).	Capital Impr. / Programs	NRO; Advance Planning; Partnerships with businesses		✗			Staff	Public/private	
D-b	Improve landscaping and lighting in public right-of-way in existing neighborhoods.	Capital Impr.	City	✓					CIP, SID, private	
D-c	Support neighborhood-initiated "gateway" design or entrance treatment (gateways program).	Program	City Advance Planning; partnerships with businesses; NRO		✗				Grants – Variety of funds, such as NRO - \$500 per project	
D-d	Identify non-profit organizations or businesses that might be willing to help sponsor projects.	Coord.	NRO	✓						
<b>Open Lands, Natural Areas, and Resource Conservation</b>										
OL-a	Support small neighborhood parks in new neighborhoods (provided by development).	Coord.	City Advance Planning, Parks & Rec.	✓				Staff	n/a	
OL-b	Preserve significant trees (per development code).	Coord.	City Forestry	✓				Staff	n/a	
OL-c	Set aside common open space as part of developments (per development code requirements).	Coord.	City Current Planning	✓				Staff	n/a	
OL-d	Assess options for integrating park into existing detention areas (Via Lopez/San Cristo) and/or obtaining land.	Coord.	Stromwater/Parks and Recreation		✗			Staff	n/a	
<b>Facilities and Neighborhood Services</b>										
F-a	Coordinate local stormwater improvements with larger regional floodplain projects.	Coord.	Transportation / Utilities	✓			✗	TBD	Utility fees, SID	



# Appendix A

## Existing Conditions

This appendix summarizes the existing conditions in the Northside Neighborhoods area at the time this Plan was being developed. It includes information about the following topics:

- Population and household characteristics;
- Existing land use and potential development;
- Water features, floodplains, and stormwater;
- Utilities;
- Transportation and streets;
- Economic development;
- Open lands and natural areas;
- Public services;
- Historic preservation activities;
- Urban design; and
- Related plans and policies.

The demographic and housing information presented here was largely derived from the 2000 US Census data for this area. In some cases, data was not available at the census block level, the smallest geographic unit of analysis. Where possible, block level data was utilized, and statistics representing the most accurate level of geography refer to the “Northside Neighborhoods,” the Plan Area. Where more specific data was not available, the geographic area needed to be expanded. These results refer to the “greater Northside” of Fort Collins.


## Population and Household Characteristics

At the time of the 2000 Census, there were 801 people residing in 276 households in the Northside Neighborhoods area. Of these households, 46% were families with children, and 20%, or nearly half of all families with children, were single-parent families. Close to 10% of the population in the area were aged 60 or older, and 14% were aged 17 years or younger. The Northside Neighborhoods constitute a predominately Hispanic area, with 64% of the population defining themselves as Hispanic or Latino.

Household income in the greater Northside was lower than that for Fort Collins residents as a whole. The average household income for this area was \$41,947 compared to \$55,852 for Fort Collins. Within this area, the average income of homeowners (\$48,358) was higher than that of renters (\$29,935).

### Housing Characteristics

#### *Housing Occupancy and Tenure*

The data indicate that a high percentage of new residents moved into the greater Northside from 1999 to 2000. This can largely be attributed to the new residential development projects that were introduced into the area at this time and are therefore not an indication of high turnover within the Northside Neighborhoods (*see Appendix C, Housing Conditions, on page 81*). 

At the 2000 Census, the number of households who had owned their home for five or more years in the greater Northside area was roughly equal to that in Fort Collins (48%). The home ownership rate in the

Northside was 65.2%, notably higher than that in Fort Collins as a whole (57.1%). Renters occupied another 34.8% of homes, a much lower renter-occupancy rate than in the City (42.9%), yet within this area, vacancies were more common (5%) than in Fort Collins (4.1%) at the time of the Census.

### ***Housing Type and Age***

While the predominant housing type within the Northside Neighborhoods is single-family units (49.5%), the area offers a diverse mix of housing types. One quarter of the housing stock consists of mobile home units, 10% is 2-4 unit homes, and 13.8% of the housing stock is higher occupancy buildings (5-50 units/structure).

While the Northside Neighborhoods are some of the older neighborhoods in the City, the area's history was rooted in agriculture and the housing of the workers tended to be clustered amidst the fields. Only 6.9% of owner-occupied units and 13.1% of rental units pre-date 1960 when agricultural uses were active. In fact, within the greater Northside, recent residential development has increased markedly, with 42.7% of all housing being built between 1995 and 2000, at the time of the Census. Site observation, however, suggests most of this new development has taken place on the outer edges of the Northside area and not within the historic neighborhoods that are the focus of the *Northside Neighborhoods Plan*. It should be noted, however, that this peripheral development has not been well-integrated into the Northside Neighborhoods.

Given the historic nature of many homes in the Neighborhoods and the incidence of new residential development along the periphery of the neighborhoods, it appears that homes in the neighborhoods are older than in the greater Northside area. There is a higher incidence of homes without plumbing in the area (1.1%) and without phones (4.2%) than were found in Fort Collins overall (less than 1% for any factor).

### ***Housing Costs***

Average mortgage and rent rates within the area were below those of Fort Collins, indicating that housing in the area is affordable. The average rent payments in 2000 for the area and Fort Collins were \$642 and \$727, respectively.

Monthly mortgage expenditures within the area, on average (\$1,001/mo.), were very close to those in the city as a whole (\$1,092), despite a great disparity in relative assessed home values. The median owner-occupied home value in the area at \$95,810 was almost half that of the city as a whole (\$180,565). The lower median home values reflect the tendency of the housing in the neighborhoods to have a value between \$60,000 and \$69,000, with no homes valued at \$200,000 or higher. Only 11% of the homes in the area were without a mortgage, compared to 18% in Fort Collins.

Housing is typically deemed to be affordable if a household pays no more than 30% of their gross monthly income for rent or a mortgage, plus utilities. By this measure, the area is an affordable neighborhood, with nearly 52% of all renters paying less than 30% of their income for rent, 2% more of the relative population than in Fort Collins as a whole.

Among renters in the area, 26% pay more than 40% their monthly income for housing. This pattern of affordability, however, is reversed among homeowners. While nearly half of Fort Collins owners pay less than 20% for housing, the same is true for only 40% of owners in the area. It is also notable that 17% pay more than 40% of their income for housing, and may be at risk of losing their home. For Fort Collins owners as a whole, 10% of owners pay more than this amount for housing; however, there are also more households earning above \$100,000. At this income level, paying half of gross monthly income for housing does not present as big a

concern as when the annual income is \$50,000.

### **Public Housing**

The area has long served as a part of the city that provides affordable housing to residents because of the small lot sizes and modest homes. In addition, the City's Housing Authority maintains 44 low income and affordable rental units (17 buildings) throughout the neighborhoods, except for The Meadows. The Housing Authority also holds 2<sup>nd</sup> or 3<sup>rd</sup> position liens on 32 additional homes in Via Lopez/San Cristo.

## **Existing Land Use and Potential Development**

### **Land Use Mix**

This Plan Area contains a mix of land uses, as it has since the inception of development over a century ago, with a blend of residential neighborhoods, industry, and agriculture. While a fair amount of new development is occurring in other parts of northern Fort Collins, the floodplains of the Poudre River and Dry Creek have presented a major constraint to development in the Plan Area, resulting in almost half of the land remaining vacant or in agricultural production. Over 68 acres are currently commercial or industrial (15%) and 52 acres are residential (12%), as shown in Figure A.1, below. (See Figure A-8, *Existing Land Use*, on page 66.)

**Figure A-1: Existing Land Use Summary Table**

Source: Clarion Associates, City of Fort Collins GIS data, 2004.

Existing Land Use	Acres	%
Single-Family Residential	44.4	10%
Multi-Family Residential	7.5	2%
Commercial/Services	4.2	1%
Industrial	64.1	14%
Public/Quasi-Public	48.2	11%
Parks/Recreation	8.8	2%
Agricultural	83.2	19%
Vacant	126.0	28%
Right-of-Way	57.2	13%
<b>Total</b>	<b>443.5</b>	<b>100%</b>

### **Parcel Sizes**

Parcels in the Plan Area range from under 4,000 square feet to over 60 acres in size.

### **Existing Development and Vacant Parcels**

In the Plan Area, 177 acres (40%) are developed and over 200 acres are vacant or agricultural (47%) as shown in Figure A-2, Development Status Table, below. Most of the vacant land is in the 100-year floodplain.

**Figure A-2: Development Status Table**

Source: Clarion Associates, City of Fort Collins GIS data, 2004.

Development Status	Acres	%
Developed	177.1	40%
Vacant or Agricultural	209.2	47%
Right of Way	57.2	13%
<b>Total</b>	<b>443.5</b>	<b>100%</b>

### **Future Land Uses**

The City of Fort Collins Structure Plan (element of *City Plan*) identifies this Plan Area as a mix of uses, including: *Low Density Mixed-Use Residential* (north of Vine Drive); *Industrial* (primarily South of E. Vine Drive except for the existing residential neighborhoods); and *Downtown District* on the property south of Linden Street and east of the Poudre River, as shown on the Structure Plan (see Figure A-9 on page 67). This plan also includes rural/open lands and a stream corridor generally coinciding with Dry Creek north of Vine Drive, and the Poudre River Corridor.

The vacant and agricultural lands, as planned, could accommodate over 145 acres of new residential mixed-use development. This equates to almost 740 new residential units and a new population of 2,140 people, assuming five dwelling units per acre and 2.9 persons per unit. The zoning varies somewhat from the Structure Plan, and would allow slightly fewer units. Almost all of this residential land, however, is in the floodplain; therefore, it is heavily constrained for development (see Figure A-9, Structure Plan, on page 67).

### Existing Zoning

The current zone districts are generally consistent with the Structure Plan. North of Vine Drive, the lands are zoned for residential use—Low Density Mixed-Use Neighborhood (LMN) and Low Density Residential (RL). South of Vine Drive and West of North Lemay Avenue, the lands are zoned Industrial (I) for heavy industry (see Figure A-10, Existing Zoning, on page 68).

The vacant and agricultural lands, as currently zoned, could accommodate almost 120 acres of new residential development. This would equate to almost 600 new residential units and an increase in population of 1,740 people (using the same assumptions as above). The vacant lands in the area are also zoned to potentially accommodate over 40 acres of industrial uses, as discussed in “Economic Development and Marketing Analysis” (see page 59). These potential land use estimates do not, however, account for the constraints to development presented by the floodplains, and about 30% of the industrial land is in the floodplain. The various options to address stormwater flooding discussed later (see Water Features, Floodplains and Stormwater Basins on page 55), have real implications for the potential of industrial development within the neighborhoods.

As zoned, the Northside Neighborhoods area could accommodate approximately 120 acres of new residential development and 40+ acres of new industrial/ commercial development. This could amount to 600+ new residential units and approximately 280,000 square feet of new industrial development, not considering extensive floodplain restrictions.

### Existing Ownership Patterns

This Plan Area includes 60 acres owned by public agencies (14%), including the City of Fort Collins, Larimer County, and the Housing Authority. The uses on these public properties include the Larimer County Fleet Services facility, the City Streets Facility and Traffic Operations building, Housing Authority rental units in the neighborhoods, and three neighborhood parks. In addition, almost 60 acres are public right of way land (see Figure A-11, Land Ownership, on page 69).

### Figure A-3: Land Ownership Summary Table

Source: Clarion Associates, City of Fort Collins GIS data, 2004.

Ownership Status	Acres	Percentage
Private ownership	325.7	73%
Public ownership	60.6	14%
Right of Way	57.2	13%
Total	443.5	100%

### Growth and Development

The City has had longstanding policies to encourage development north of downtown to help reestablish downtown as the heart of the community. Recently, developments have been approved and more are under review that would target this area and surrounding lands. These projects include:

### Residential Projects

- **Dry Creek Village** (south of Vine and north of International Blvd), 240 mobile homes approved in phase one (approved 1997);
- **Old Town North** (north of Vine and east of College) a 30-acre mixed-use development consisting of up to 300



single-family detached and attached units and 30 mixed-used (approved 2004); and

- **Maple Hill** (at the northeast corner of CR 11 and Richards Lake Road), a 139-acre mixed-use project consisting of 449 single-family detached and 78 duplexes. Future phases will include multi-family, a neighborhood center, and a neighborhood park (approved 2004).

### ***Non-Residential Projects***

- **New Belgium Brewing Company**, ongoing improvements including a water process facility (2001);
- **Bank of Colorado** (at the northeast corner of Lincoln and Lemay), a 5,500 square foot commercial building on 1.7 acres. The bank will have three drive-thru lanes. (2004 project received preliminary development approval, in final compliance phase).

## **Water Features, Floodplains, and Stormwater Basins**

Most of this Plan Area currently lies within the 100-year floodplain of two major stormwater drainage basins:

- Dry Creek Basin; and
- Poudre River Basin.

North of Vine Drive, most of the land lies within the floodway or the 100-year floodplain of Dry Creek. South of Vine Drive, the Buckingham neighborhood and businesses along E. Lincoln Avenue are within the Poudre River floodplain (see Figure A-12, *Water Features and Floodplains, on page 70*). These areas are regulated by the National Flood Insurance Program and require flood insurance or mitigation, such as flood-proofing or elevating buildings for any development within the floodplain. The floodway is the most restrictive area reserved

for the passage of flood flows; however, a number of structures are already located within this floodway.

### **Dry Creek/Lemay Channel**

The City has sought for years to solve flooding problems in the Dry Creek basin, and is currently building a diversion channel to intercept Dry Creek flows from the Larimer-Weld Canal and divert them to the Poudre River. This diversion will reduce the extent of the floodplain associated with the Dry Creek through this Plan Area, but presently it is uncertain how much the improvements will reduce the floodplain until FEMA remaps the area. Improvements will be complete by late 2005 or early 2006, and mapping will take place after that time.

The *Dry Creek Basin Plan* identifies additional local stormwater improvements that could help alleviate flooding in the Alta Vista and Andersonville neighborhoods, as discussed below. The Lemay Channel improvement should be coordinated with the realignment of Vine Drive.

### **Poudre River/Oxbow Area**

Historically, the Poudre River followed a large meander to the east of its current alignment on the property just west of the Buckingham neighborhood. The river eventually matured, cutting its current path and leaving the dry Oxbow area. The City has identified flood improvements in this project area in both the *Poudre River Master Drainageway Plan* (draft 2002) and the *Downtown River Corridor Implementation Program Summary Report* (2000). This drainageway plan identified the reach between Linden Street and Lincoln Avenue as an area subject to flooding and flood damage. During a 100-year flood event, water overflows the east bank and flows through the Buckingham subdivision, also flooding several businesses between Buckingham Street and Lemay Avenue.

The City is currently underway with the first phase of the Poudre River Enhancement Project (PREP), described in the next paragraph, which will seek to address the floodplain issues posing limits to existing property owners in the floodplain. The actual impacts of the project on land available for use and decreased flood related problems in the area will not be measurable until the project is further along.

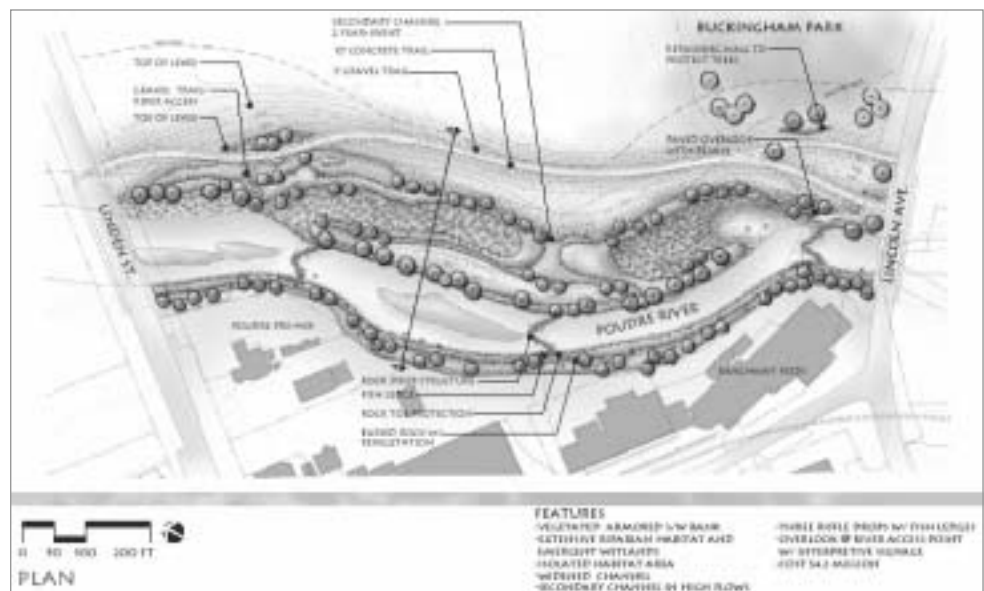
### ***Poudre River Enhancement Project (PREP), October 2003.***

The Poudre River Enhancement Project (PREP) is aimed at stabilizing two segments of the Poudre River channel in downtown Fort Collins while providing ecological and recreational enhancements. The bank and river stability improvements and river habitat components of the project for the oxbow property are currently in the conceptual design stage. The project focuses on two reaches. One of them—the downstream project reach is within this planning area. It extends from Linden Street to Lincoln Avenue and incorporates primarily channel stabilization and ecological enhancements.

The PREP project proposed three alternatives to address flooding on the oxbow property and then selected a preferred plan. The preferred plan provides the best balance of ecological, recreational, and aesthetic enhancements. In addition, the preferred plan incorporates a retaining wall and levee to stabilize the channel and banks and prevent flooding, and also includes some amenities—a 10-foot concrete trail/5-foot

gravel trail, and paved overlooks. The preferred plan also includes rock drop structures, a fish ledge, a rock toe protection, and buried rock that is vegetated. The total PREP project cost is estimated to be \$4.5 million (\$4.2 for the downstream project alone). The remaining component of the PREP project was the construction of a kayak course at the power plant site for an estimated \$300,000.

***Figure A-4: Poudre River Enhancement Project (PREP) Preferred plan for Linden to Lincoln downstream reach. Source: Ayres***



*Associates/EDAW, October 2003.*

## Utilities

### **Water and Sewer Lines**

The City of Fort Collins provides water and sewer service to this Plan Area. A 24-inch water main and a 15-inch sanitary sewer main are installed along Lemay Avenue, and serve most of the area. Smaller water and sewer lines are in place along Redwood Street, Conifer Street, and Vine Drive. Utilities staff is not aware of any capacity issues for existing or future development, but the City is currently in the process of updating collection system information. Both water and sewer capacity should be

adequate to serve future development, although depth of sewer and topographic issues may arise when planning to expand sewer lines to serve vacant properties in the area.

### High Voltage Power Lines and Substation

Several major high voltage overhead power lines pass through this Plan Area along Lemay Avenue, Buckingham Street, and Redwood Street and connect to other parts of the city and county. These lines are not required to be placed underground. The Western Area Power Administration (WAPA), a federal agency, maintains the substation at Redwood and Conifer, just north of this Plan Area. Currently WAPA has no plans to expand the substation or power lines within the next ten years.

## Transportation and Streets

### Existing Transportation System

The transportation system within this Plan Area consists of roadways, bicycle lanes, and transit service, and serves to provide transportation linkages, both within the neighborhood, with downtown Fort Collins directly to the south, and the Mountain Vista area, Wellington, and unincorporated Larimer County to the north. Because of its location along the transportation corridors for these growing areas, this area has experienced a significant amount of traffic growth. The aged roadways were initially constructed to handle the local traffic volume, and are not designed to accommodate higher local traffic volumes now faced, or to facilitate safe bicycle and pedestrian mobility. Given that the roadways are not up to current transportation standards, the recent growth in areas north of this Plan Area has resulted in significant negative impacts within the neighborhoods, including congestion, access, and safety.

The Existing Transportation map shows the transportation system (see *Figure A-13 on page 71*). Appendix D provides additional information on base background traffic; congestion and accident data for Vine Drive and Lemay Avenue (see *Appendix D, Traffic and Accident Data, on page 87*).

In addition to the existing street network, the Burlington Northern Santa Fe (BNSF) Railroad travels east-west through this Plan Area parallel to Vine Drive and immediately south of the street.

### Arterial Streets

The primary two-lane arterials serving the Northside Neighborhoods include Lemay Avenue (also known as 9<sup>th</sup> Street), Vine Drive, and Lincoln Avenue. Lemay Avenue is a north-south arterial that travels throughout the city to the south and continues to the north into unincorporated Larimer County. Vine Drive is an east-west arterial that begins at College Avenue (SH 14/US 287) and goes east to rural areas beyond I-25. There is currently not an interchange at I-25. Lincoln Avenue is an east-west arterial connecting to the Old Town area to the east. Although Vine Drive, Lemay Avenue, and Lincoln Avenue are designated arterials, they are not constructed to current street standards and lack adequate trail lanes, raised medians, curbs, parkways, and sidewalks.

Because of the higher traffic volumes and speeds along these two arterials, access to the residences in Andersonville and Alta Vista can be extremely difficult, particularly during the morning and afternoon peak hours.

### Collector Streets

There are two two-lane collectors running east-west within this Plan Area: Conifer Street and Buckingham Street. The one north-south collector, Redwood Street, currently terminates south of Conifer Street. Except for Conifer Street, which has curbs

and sidewalks, the collectors of Buckingham and Redwood are not constructed to current street standards and lack curbs, parkways, and sidewalks.

### **Local Streets**

The remaining streets within this Plan Area are local streets, with the majority not meeting current City standards. Most of these local streets do not have sidewalks and curbs. The City has recently paved - or plans to pave - local streets in the area, including:

- Buckingham (planned 2005);
- Andersonville (paved 2003);
- Alta Vista (paved 2002); and
- Evergreen Park cul-de-sac pavement (2000).

### **Traffic Control**

Existing traffic control within this Plan Area principally consists of stop signs, with the exception of signalized intersections along Lemay at Vine and Lincoln. The signalized intersection of Lemay and Vine has been identified by the City as a critical intersection because of its congestion during the morning and afternoon peak hours. Expansion of this road is limited because of the close proximity of homes located at the northwest and southeast corners. Various signal phasing options have been tried, but have not resulted in acceptable operations.

### **Transfort Transit Service**

The City's Transfort bus service provides one route (Route 8) through this Plan Area. Route 14 also runs along Lincoln Avenue. Route 8 begins at the Downtown Transit Center on Mason Street. The route travels east on Mountain, north on Jefferson, northeast on Linden, east on Vine, north on Lemay, west on Conifer, north on Blue Spruce Drive, west on Willox, and then returns via College to the Downtown Transit Center. From Route 8, transfers can be made to Transfort Routes 1, 5, 9, 14, and 15 from the Downtown Transit Center (see Figure A-

13, *Existing Transportation*, on page 71).

**Figure A-5: Recent Street Improvements**  
In 2001, the City paved Vine Drive and in 2002 added bicycle lanes to Lincoln Avenue.



The Route 8 service runs Monday through Saturday with service every 30 minutes during the a.m. and p.m. peak hours and every hour during the mid-day. Because this service is a one-way route, all transit trips must be made in a clockwise fashion.

### **Bicycle Lanes**

On-street bicycle lanes exist on all arterials (Lemay, Vine, and Lincoln) and collectors (Buckingham, Conifer, and Redwood) within this Plan Area. These roadways and striping for bike lanes were constructed prior to adoption of the current City street standards and therefore do not meet today's standards. It should be noted, however, that in Fort Collins it is not uncommon for bike lanes to be retrofitted.

The on-street bike lanes provide connections to the Poudre Trail, located along the southwest edge of this Plan Area. This trail provides regional bicycle and recreational trail connections throughout Fort Collins.

### ***Existing Pedestrian Network***

At the time when the local streets in the neighborhoods were constructed, sidewalks were not required as part of the street standards. Therefore, sidewalks do not exist within this Plan Area. Residents and employees currently walk along the edges of local streets and within the bike lanes along the arterials and collectors.

### ***Existing Railroad Operations***

The BNSF railroad maintains a main line to Wyoming, located parallel to and immediately south of Vine Drive. BNSF also has a switching yard located immediately east of this Plan Area between Lemay and Timberline, south of Vine. This BNSF line serves between six and eight trains per day. Because of the length and frequency of the trains, significant delays in crossing the tracks at Lemay and Linden are quite common. Coupled with the limited capacity of the Vine and Lemay intersection geometrics, congestion can prevail for some time after a train has passed.

## **Economic Development/Market Analysis**

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### **Employment and Industry**

While this area is not a major employment or industrial center for Fort Collins, the businesses and industries in the area collectively employ over 300 people and provide a mix of services for the community. Some of the existing industries have expressed interest in future expansion, however, major expansion is somewhat limited for most businesses due the land-locked condition—with few developable vacant parcels remaining. Some industries may consider remote sites outside of this Plan Area for expansion.

Major employers in the area include:

- New Belgium Brewing Company (180+ employees);
- The City's Streets and Traffic Facility (over 100 employees);
- Larimer County Fleet Management (approximately 20 employees); and
- Odell Brewing Company (approximately 20 employees).

One of the largest private employers in Fort Collins, Wal-Mart, is located just south of the area. Other major employment centers, including downtown and the Colorado State University, are within two to three miles of this Plan Area.

The vacant lands industrially-zoned in this area (i.e., just over 40 acres) could allow for approximately 280,000 square feet of new industrial development, and an additional 430+ jobs.<sup>1</sup> The vacant parcels range in size from 2.4 acres to 17 acres—generally small for industrial development. Given the lot sizes, the largest new facility in this area could be just over 110,000 square feet.

The *City Plan Update Market Analysis (2003)* indicates there is a citywide potential for 4.4 million square feet of new office and industrial development by 2025. This area provides approximately 2.5% of the citywide industrial land inventory.

### **Retail Market**

The existing retail development serving this area includes:

- Downtown, which is mostly a location for bars, restaurants, entertainment, and specialty goods and services;

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<sup>1</sup> Job calculations assume an average .15 Floor Area Ratio, and 650 square feet/job, as in the 2003 Fort Collins Market Study. These calculations do not account for floodplain constrained lands.

- Community commercial locations along North College Avenue, Mulberry and Lemay, and Lemay and Riverside; and
- Neighborhood commercial (convenience store) at the corner of Conifer Street and Lemay.

The Oxbow property is currently planned as part of the Downtown Commercial District in the Structure Plan, and is zoned for community commercial (river). This site is somewhat constrained by the floodplain and significant trees but is the only site that, as currently planned, could accommodate commercial development in the area. Residents have expressed interest in additional neighborhood retail services. There may be potential for some neighborhood commercial services that are integrated into neighborhoods or mixed-use industrial areas (as part of mixed-use residential development), but the lack of commercial parcels means it will not be a major community-serving retail area without major zoning changes.

The *City Plan Update Market Analysis (2003)* indicates there is a citywide potential for 2.4 million square feet of new retail development by 2025, including shoppers' goods, convenience goods and other miscellaneous retail. It is unlikely future development in this area will significantly contribute to Fort Collins' retail commercial services.

### Residential Market

The 120 acres of vacant lands planned for residential uses could accommodate over 600 new residential units (at 5 units per acre).<sup>2</sup> This area may also have potential for mixed uses at slightly higher densities because of its close proximity to downtown and other desirable amenities, such as the Poudre River and trails systems.

<sup>2</sup> This calculation does not account for the floodplain constraints. Almost all of the vacant residential lands are in the 100-year floodplain.

The *City's Market Analysis Draft Report (2003)* indicates city population growth and demand for residential land uses will remain high over the next decade. Fort Collins' population is projected to grow from 118,700 to 192,800 people (30,200 new households), and the City's Growth Management Area has enough land to accommodate 23,000 new residential units. This area could accommodate 8% of the 1,500 acres required to support the additional population in the Fort Collins.

## Open Lands and Natural Areas

### Inventoried Areas

Natural areas are important resources in the neighborhoods for wildlife, and scenic quality. They are also components of the city and region's natural system. This Plan Area contains several inventoried natural areas along the Poudre River and the Dry Creek drainage corridor. While the Lake Canal passes through this Plan Area, there are no inventoried natural areas associated with the drainage canal.

The following areas are shown on Figure A-6 on the following page:

- On the Poudre River "Oxbow" property are over 12-acres of riparian forest and 10-acres of grasslands;
- Along the Dry Creek corridor, over 10 acres of riparian forest are located just north of the County's facility;
- Dry Creek has associated aquatic habitat east of Lemay Avenue; and
- A 2+ acre wetland south of Conifer Street comprises marsh and wet meadow and aquatic habitat.

The City requires a 300-foot setback from the edge of the wetland boundary along the Poudre River to protect natural features.

*Figure A-6: City of Fort Collins Inventoried Natural Areas*



### City-Owned Natural Areas

The City does not own or manage any natural areas in this Plan Area, but the following areas are located along the nearby Poudre River:

- Gustav Swanson Natural Area to the west (5.6 acres); and
- Udall Natural Area to the south (23 acres).

These natural areas are part of an extensive system of natural areas along the river managed by the City.

## Public Services

### Parks and Recreation

The Northside Aztlan Community Recreation Center is near this Plan Area. The community center serves a variety of functions in the neighborhood, including providing programs for seniors (Los Santianos Anitos Hispanic Seniors Group), and youth recreation activities.

The neighborhoods are served by three parks:

- Buckingham Park (5.8 acre neighborhood park);
- Alta Vista Park (0.6 acre mini park); and
- Romero Park (0.2 acre mini park).

Via Lopez/San Cristo does not have a park, although nearby is Romero Park. Despite the proximity, neighborhood children often play in the detention area and residents have expressed concerns that the neighborhood does not have good access to park land.

*Figure A-7: Existing Romero Park and Potential New Location*



Lee Martinez Park is the closest community park that is located about one mile west of this Plan Area along the Poudre River. Also nearby are Old Fort Collins Heritage Park, a 20-acre neighborhood park, and Greenbriar Park, a 22-acre neighborhood park.

The City's neighborhood park standard is 2.5 acres per 1,000 people. With Buckingham

Park serving the neighborhoods, the parks in this area are adequate to serve the current population. With new residential development north of Vine Drive, however, the City may need to consider adding an additional neighborhood park to the north to maintain the level of service.

In addition, the trail system in the area connects with the Poudre River Trail and converges with other on and off-street trails in this area, including the Redwood Street bike trail. Better access is needed for the Alta Vista, Andersonville, and Via Lopez/San Cristo neighborhoods.

### Schools

Residents in this Plan Area are served by the Poudre R-1 School District (PSD) and the following schools:

- Taveli Elementary School (which has reached capacity);
- Lincoln Junior High School; and
- Poudre High School.

PSD has several proposed new school sites in the Mountain Vista subarea, including a high school and an elementary school site on Vine Drive, but does not currently propose new schools in this study area. The Vine Drive location is unlikely to be used for a new elementary school because of its proximity to the railroad and proposed Vine Drive realignment, however, PSD has enough land at the future high school site to accommodate both an elementary and high school.

### Fire and Emergency Response

Station Number 1, located on East Mulberry Street, is less than one mile south of this Plan Area. Poudre Fire Authority serves this Plan Area.

### Code Enforcement

One issue, consistently identified for the neighborhoods, has been code enforcement. This area has a code violation pattern similar

to that found in other older City neighborhoods. Data from the code compliance database indicate the number of code violations in the neighborhood has increased in the past five years; however, this is due in part to increased levels of patrol and new units in some of the neighborhoods. Appendix E provides more detailed statistical information on code violations in the Northside Neighborhoods area as compared to the community as a whole. (*See Appendix E, Code Compliance and Violations, on page 93.*)

### City Police Services/Crime

This Plan Area is located within Police Service District 1. The City's main police station is less than one mile away and is the main headquarters for officers who serve the neighborhoods. While the City is planning to move the main station to the south end of town, the current station will likely become a substation, ensuring the level of service in the north end of town will continue to be consistent. The Fort Collins Police Services Planning and Research unit produced maps and data (*see Appendix F, City of Fort Collins Police Services Analysis, on page 97*) to help citizens in this area understand what types of crime are being reported in their neighborhoods.

The top ten incidents in this Plan Area for the past five-year period have been disturbance-related, traffic complaints, and police assistance, but citizens have expressed concerns that other more serious crimes are occurring as well and are not reported in this information (including assaults and auto theft), and that the level of crime appears to be increasing.

The citywide maps, produced by Police Services (*see Appendix F, City of Fort Collins Police Services Analysis, on page 97*) illustrate the offense count by reporting district for a ten year period (1993 – 2003). Because they fall in the two lower ranges of the offense count, Police Services does not consider the three Reporting Districts for this Plan Area to



be a high crime area relative to other parts of the city. Other City areas have a higher number of offenses, not only in the years 2002 and 2003, but also over a ten-year period.

Neighborhood members are concerned that the Reporting District data does not provide an accurate representation of the “per capita” crimes that are occurring in this area relative to other neighborhoods in the city. At the time this information was provided, the police department did not have per capita information available.

## Cultural Resources

The Romero House, located in Andersonville, is currently being restored as the Museo de las Tres Colonias, a museum and cultural facility. The facility is a particular source of pride to the Hispanic community and the neighborhoods. In addition, the Fort Collins Museum and downtown Fort Collins Library are about one-half mile south of this Plan Area and serve all of Fort Collins. Finally, the Mulberry Pool/Recreation Center and Lincoln Center Performing Arts complex provide citywide services, and are within one to two miles of this area.

### Historic Preservation

In 2004, the City published a survey report, “The Sugar Factory Neighborhoods: Buckingham, Andersonville, Alta Vista.” This report, and its associated contexts, documents the historical and architectural significance of the three neighborhoods. All of Buckingham and Alta Vista, and a substantial amount of Alta Vista, have been determined to qualify for the National Register of Historic Places as historic districts. Additionally, all three neighborhoods qualify as Fort Collins Landmark Districts, under Standards (1), (2), and (3). Three properties within these neighborhoods are also individually-eligible to be listed on the National Register, including the Museo de las

Tres Colonias (Romero House). Sixteen other properties are individually-eligible to become Fort Collins Landmarks.

In the fall of 2003, the City held a series of meetings in the neighborhoods to discuss historic district designation. Residents support the designation, in part because it recognizes the history and culture of the neighborhoods. The benefits of historic district designation include better protection for the neighborhoods and a substantial pool of funds for owners who make improvements to contributing historic properties in a district. At the time of this Plan, the City is moving forward with the residents to designate the three neighborhoods.

## Urban and Streetscape Design

### Existing Neighborhoods Character

The traditional historic neighborhoods have a distinct character with narrow streets, small lots, large trees, and a blend of small historic adobe and other styles of structures and infill additions. The City’s aim for the neighborhoods is to protect their character, but allow for infill and redevelopment that is contextually appropriate.

### Industrial Development

Industrial development that currently exists in the area is a blend of (a) industrial-looking warehouse and flex spaces, and (b) businesses with architecture and site planning. The latter of these, such as the New Belgium Brewing Company and In-Situ, use high quality building materials, distinctive architectural character, and a lot of landscaping to more closely fit with Fort Collins’ downtown and the region. This plan will need to determine the desired character of future industrial and non-residential development.

## Streetscape

No street design themes or plans have been developed for the major arterials in this area.

## Local Infrastructure Needs

The Infrastructure Needs map is a synthesis of the transportation and utility improvements that are immediate concerns for the area (see *Figure A-14, Infrastructure Needs*, on page 72). This map reflects the desired and necessary locations for these local infrastructure improvements as gleaned through interviews and discussions from information provided in special area plans. These improvements will enhance the area and, when combined with strategic housing and neighborhood improvements, facilitate reinvestment in the residential areas. The map shows locations for:

- Stormwater improvements, including Poudre River flooding prevention, and curb and gutter, and localized culvert and channel improvements;
- Traffic calming;
- Sidewalks;
- Bike lanes, paths, and routes; and
- Street lights.

## Physical Influences

The *Northside Neighborhoods Plan* area is the only area in north Fort Collins not planned in detail. This area is smaller than most subareas in the city and almost half of the lands are developed, making it a challenging area to plan. The Physical Influences map shows an initial synthesis of the various physical constraints and potential areas of change (see *Figure A-15, Physical Influences*, on page 73).

- Vacant lands. Almost half of the lands in this Plan Area are vacant or agricultural. The vacant lands are checker-boarded throughout.

- The tapestry of historic neighborhoods has a rich history of cultural diversity. A number of homes in the neighborhoods have historical significance.
- The area has access to the Poudre River corridor and potential connections to open space corridors shown on plans for adjacent areas and the Structure Plan map (see *Figure A-9, Structure Plan*, on page 67).
- The area is in close proximity to downtown Fort Collins and other retail shopping, including North College Avenue, Wal-Mart and the Alberstons-anchored Riverside Shopping Center.
- The realignment of Vine Drive and Lemay Avenue offer the potential for better connections between the existing neighborhoods (i.e., Alta Vista and Andersonville). The now busy arterial streets would have less traffic.
- The area has views of the mountains, river corridor, and some open lands.
- The potential for flooding and extensive floodplains cover most of the vacant lands. Floodplain restrictions apply.
- A complex network of high voltage overhead power lines pass around and through this area, and connect to the power substation just north of Conifer Street.
- Arterial streets are substandard and heavily congested. Access is blocked to neighborhoods and businesses.
- The BNSF railroad line, which prevents any additional road crossings, means the Lemay Avenue realignment will need to be elevated or built below-grade.

Chapter 2 “Northside Neighborhoods Area Issues” (see *page 9*), discusses other constraints, including the current lack of funding to implement the large capital-intensive improvement projects.

## Sources:

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### ***Publications:***

Twitty, Eric, (2002) Sugar Beet Industry in Fort Collins. City of Fort Collins Advance Planning Department, Fort Collins, Colorado.

Thomas, Adam. (2002) Work Renders Life Sweet: Germans From Russia in Fort Collins, 1902-2000. City of Fort Collins Advance Planning Department, Fort Collins, Colorado.

Thomas, Adam. (2002) Hang Your Wagon To A Star: Hispanics in Fort Collins, 1900-2000. City of Fort Collins Advance Planning Department, Fort Collins, Colorado.

Thomas, Adam. (2004) The Sugar Factory Neighborhoods: Buckingham, Andersonville, Alta Vista. City of Fort Collins Advance Planning Department, Fort Collins, Colorado.

### ***Plans:***

City of Fort Collins, *Dry Creek Basin Master Plan, 2003*.

City of Fort Collins, *Poudre River Basin Stormwater Master Plan, 2003*.

City of Fort Collins, *North College Avenue Corridor Plan, 1995*

City of Fort Collins and Larimer County, *East Mulberry Corridor Plan, 2003*.

City of Fort Collins, EPS, *Market Analysis for Fort Collins City Plan Update, 2003*.

City of Fort Collins, *Mountain Vista Subarea Plan, 1999*.

City of Fort Collins, Ayres Associates, EDAW, *Poudre River Enhancement Project, Executive Summary, 2003*.

City of Fort Collins, *Master Street Plan, 2003*.

Figure A-8: Existing Land Use



Figure A-9: Structure Plan

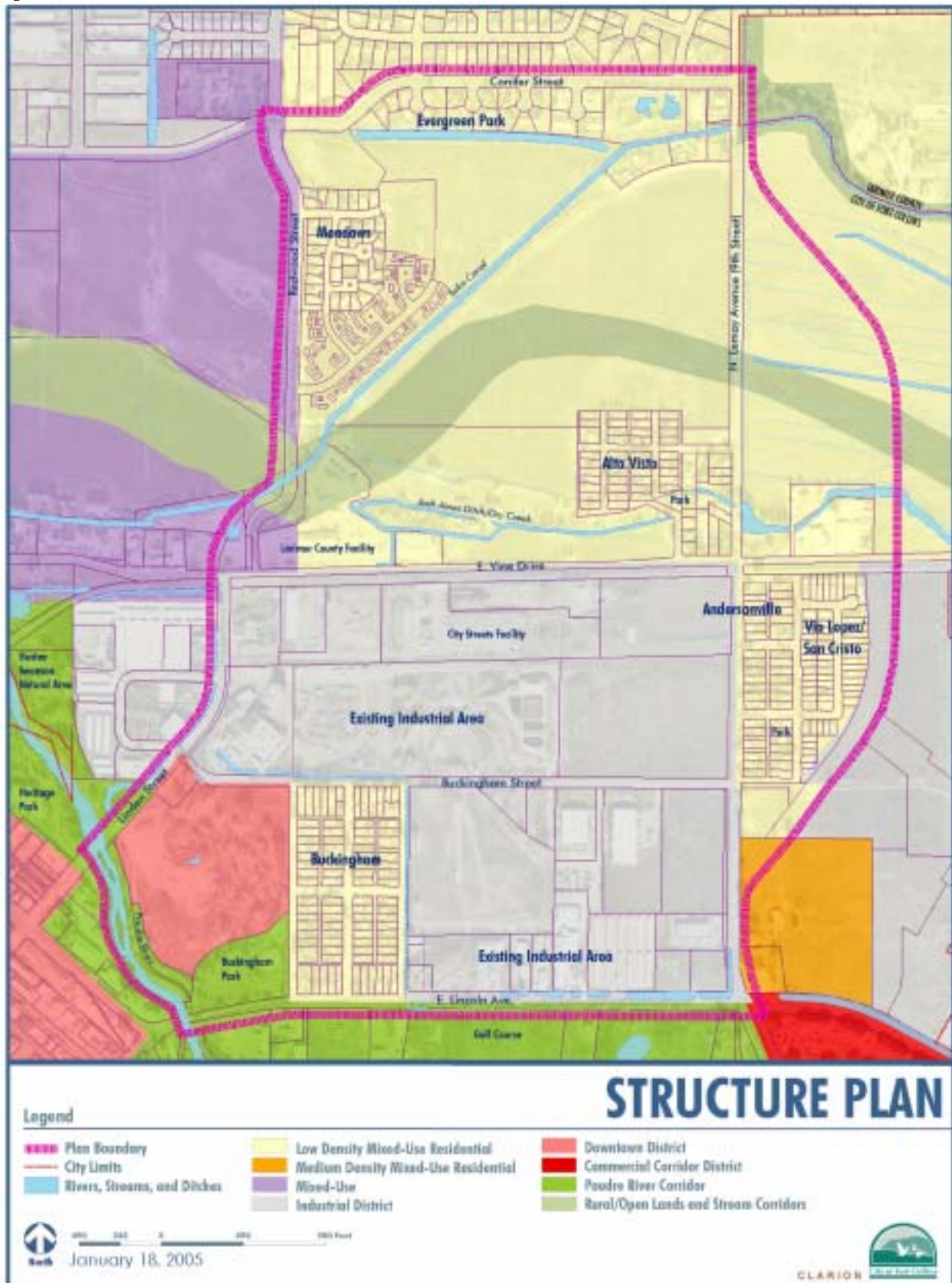


Figure A-10: Existing Zoning

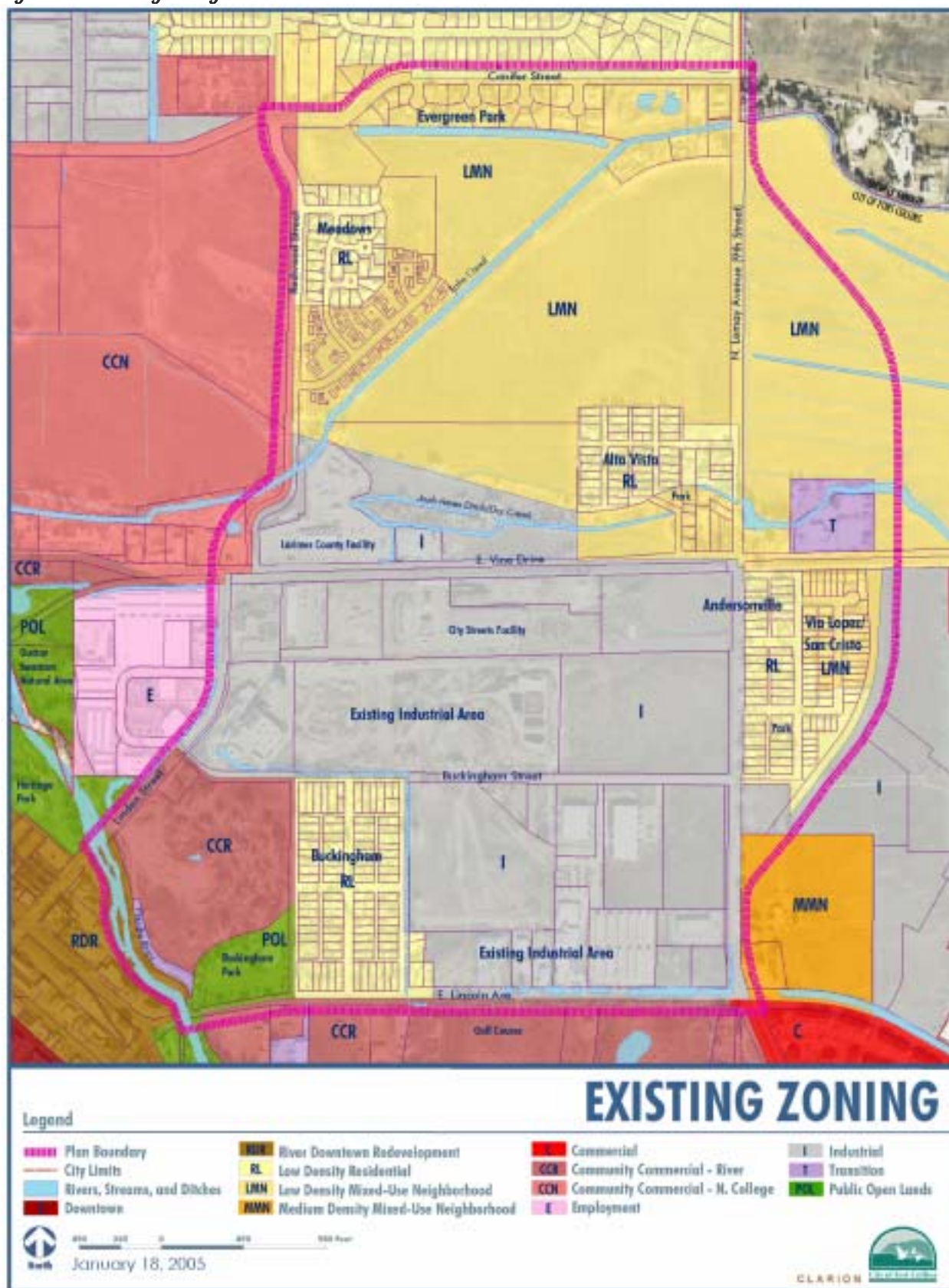


Figure A-11: Land Ownership



Figure A-12: Water Features and Floodplains

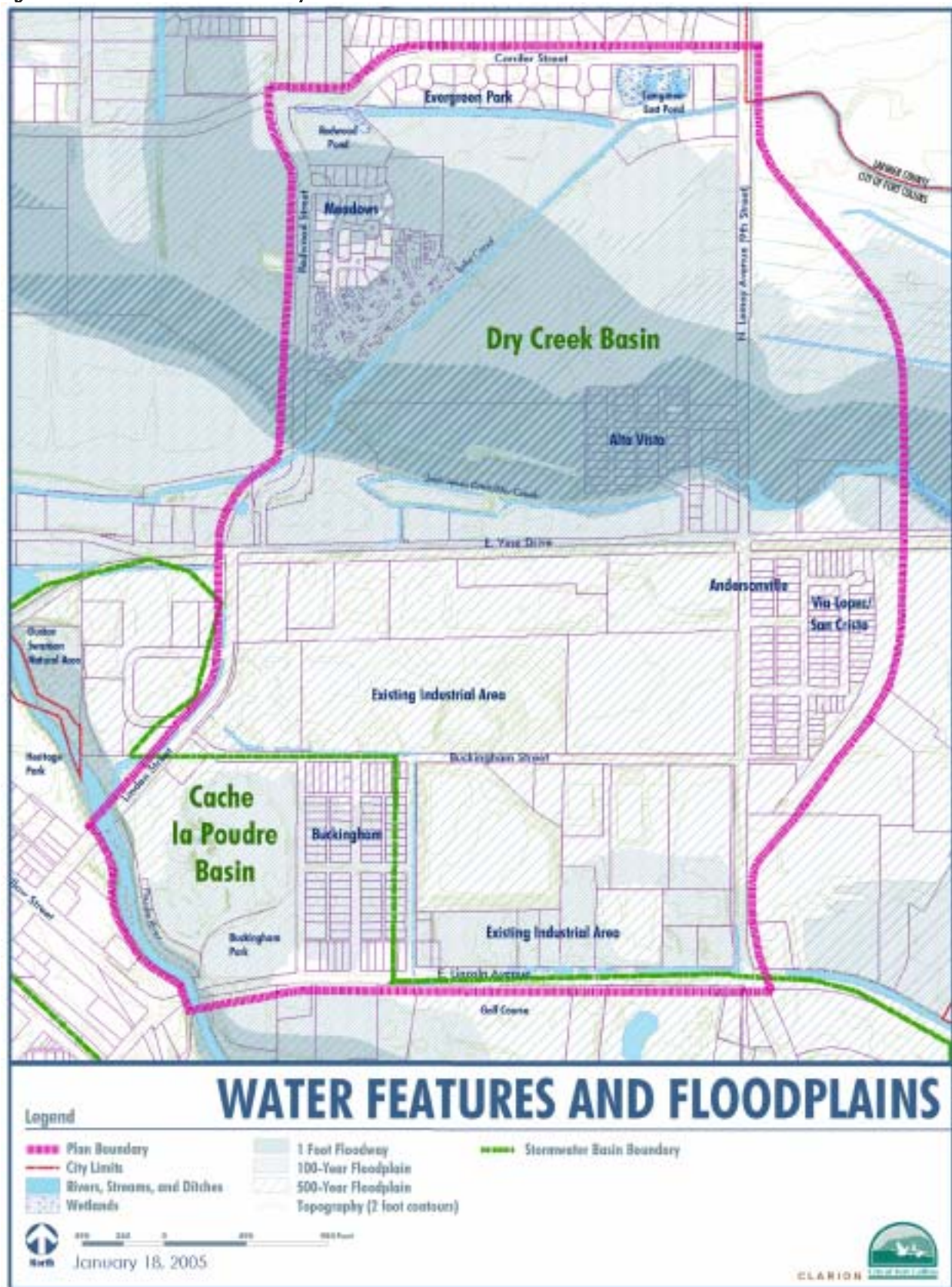




Figure A-13: Existing Transportation

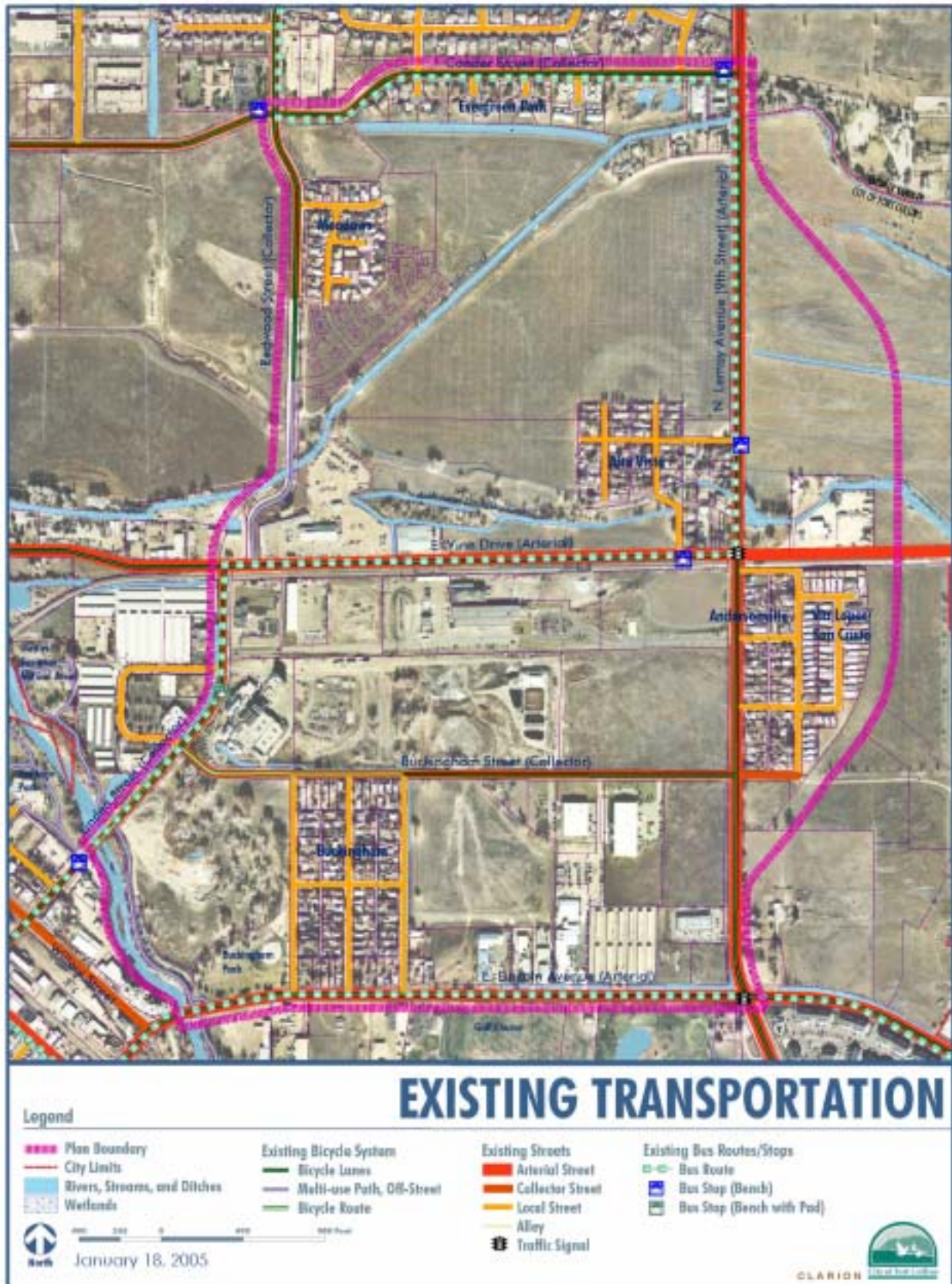


Figure A-14: Infrastructure Needs

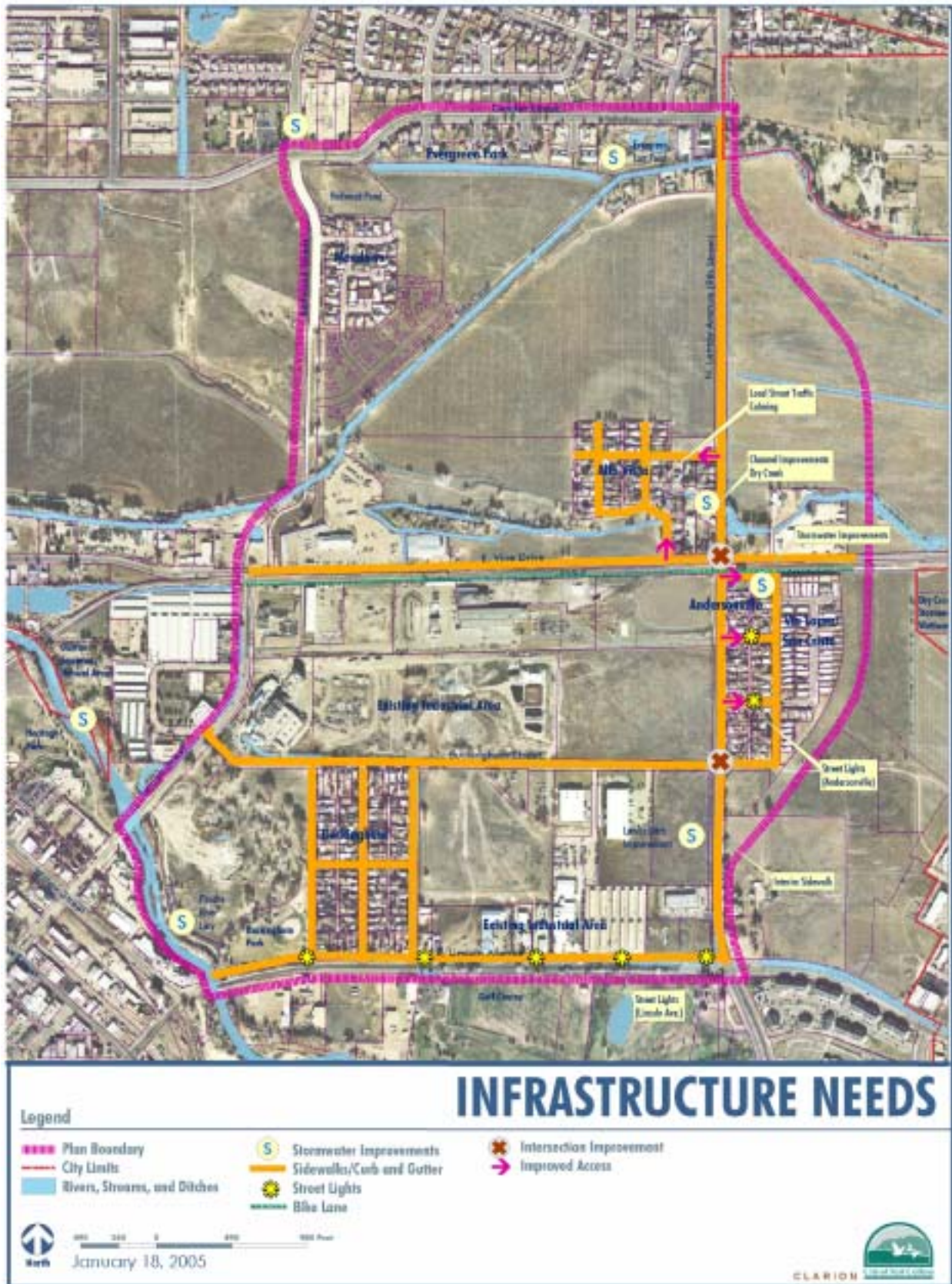
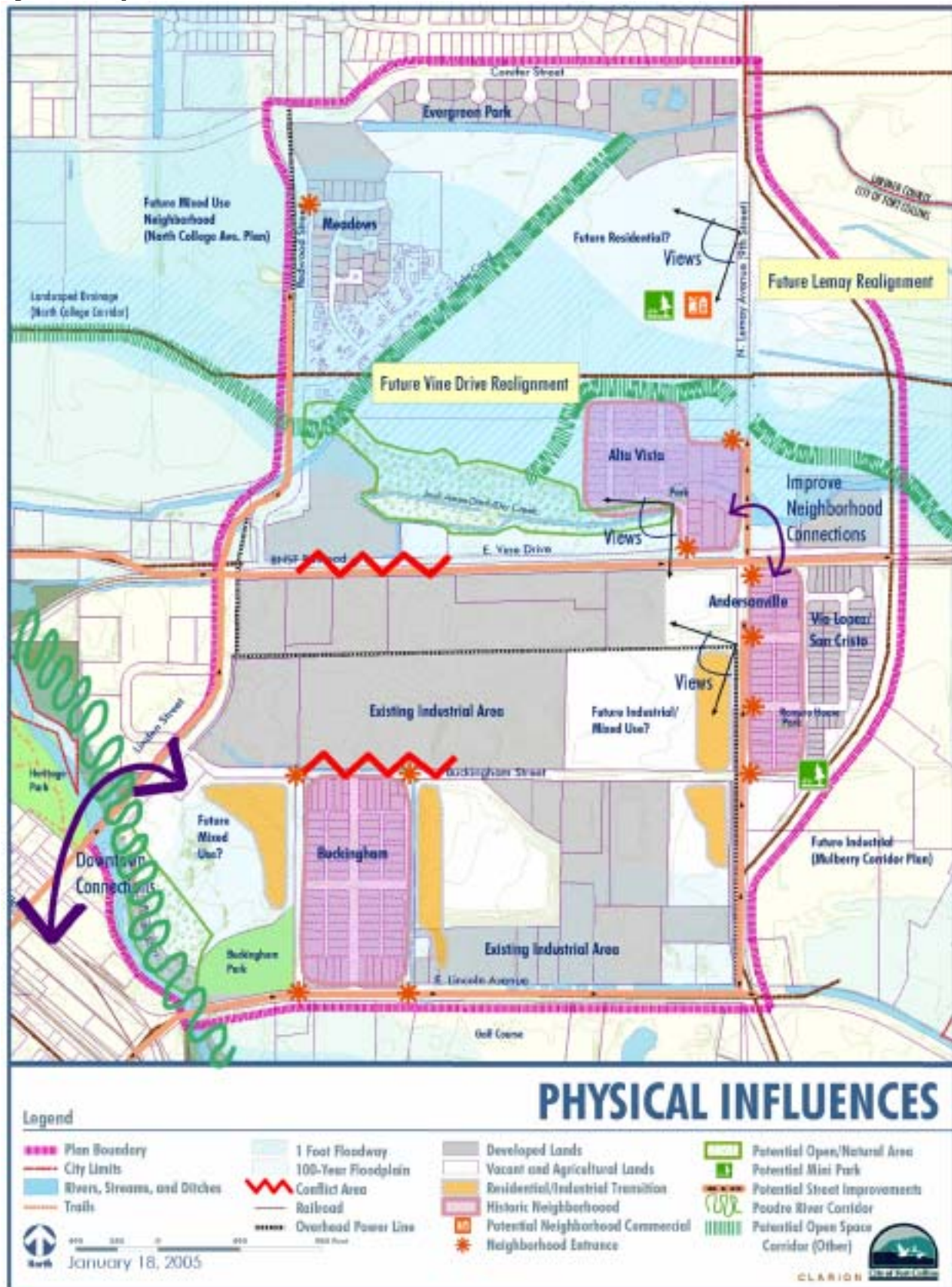


Figure A-15: Physical Influences





# Appendix B

## Summary of Related Plans and Policies

This appendix provides a summary of the current policy documents and regulations that affect the Northside Neighborhood Plan Area, including *City Plan*, zoning, adjacent subarea plans, transportation plans, and utility plans.

### Structure Plan and Zoning

*City Plan* is the City's comprehensive plan. The land use and physical plan element of *City Plan* is called the Structure Plan. The planned land uses have been discussed in Appendix A (see page 51).

#### New Neighborhoods

*City Plan* policies call for new Low Density Mixed-Use Neighborhoods to include a mix of housing types and lot sizes, and a neighborhood center.

*"The size, layout, and design of a Low Density Mixed-Use Neighborhood should make it conducive to walking, with all dwellings sharing the street and sidewalk system, and having access to the Neighborhood Center."*

#### Industrial Districts

*City Plan* states, "Industrial Districts are intended to provide a location for a variety of work processes such as manufacturing, machine shops, warehouses, outdoor storage yards, and other uses of similar character. The design features are not as extensive as Employment Districts; therefore Industrial Districts will be located away from, or adequately buffered from, residential neighborhoods." In addition, *City Plan* stipulates the design character and image of the buildings and site

improvements in Industrial Districts "may be simple, practical, and more vehicle-oriented than in other districts and may lack a uniform design theme or character. Development standards should allow for metal buildings, tilt-up buildings, and similar large span construction."

#### Downtown District

The Downtown District, located adjacent to this Plan Area, focuses on architectural elements based on a human-scale, preservation of historic buildings, a visual continuity and sense of place, excellence in design, public art, landscaping, and other street features to create a comfortable environment for pedestrians on a historic street grid system.

### Adjacent Area Plans

The Northside Neighborhoods area is almost completely surrounded by the boundaries of other subarea plans the City has either completed or currently has under development. In some cases the boundaries slightly overlap. These adjacent plans are described in the following sections and are shown in Figure B-16 (see page 76).

#### North College Avenue Corridor Plan (1995)

The *North College Avenue Corridor Plan* is just west of this Plan Area. This corridor plan provides recommendations and policies to promote further development of a business center zone and a highway commercial zone. Commercial development on North College serves the area's neighborhoods as well as the larger Fort Collins community. This corridor plan identifies a landscaped

connecting to the *Northside Neighborhoods Plan* area generally along Dry Creek.

*Figure B-16: Adjacent Planning Areas*



### **Mountain Vista Subarea Plan (1999, 2003)**

The *Mountain Vista Subarea Plan*, recently updated in 2003, designates future locations for schools, industrial/employment and commercial activity centers that will likely serve its plan area as well as that of the *Northside Neighborhoods Plan*. The Dry Creek corridor is shown as a future open space corridor connecting to the Northside Neighborhoods area.

### **East Mulberry Corridor Plan (2002)**

The *East Mulberry Corridor Plan* establishes neighborhood mixed-use commercial centers, employment centers, and a mix of other uses along this major gateway to Fort Collins. Some of the regional-serving commercial businesses located along East Mulberry Street also serve the northside neighborhoods.

### **Downtown Strategic Plan (2004)**

The *Downtown Strategic Plan* identifies ways to reinforce positive aspects of Fort Collins' downtown and make it a strong economic

and cultural center as well as improve connections to the Poudre River and sites along the river.

## **Transportation Plans**

The City and consultants have conducted a number of transportation studies that relate to or may affect the Northside Neighborhoods area. These studies and implications are summarized below.

### **Northeast Fort Collins Truck Route Project (1999)**

In 1998, the City conducted a study to determine alternative routes to SH 14, the Mulberry/Riverside/North College corridor. This study examined a number of route locations and recommended to City Council the preferred route was along a realigned Vine Drive, located north of the existing Alta Vista Neighborhood. The objective of this alignment was to minimize traffic impact along the Alta Vista Neighborhood. The realigned Vine also connected with the realigned Lemay, to the east, which has been part of the City's *Master Street Plan*.

While City Council voted against the relocation of SH 14 and the truck route to the realigned Vine Drive, Council did recognize the benefits of the realigned Vine as an arterial to minimize neighborhood impacts. This City Council action changed the *Master Street Plan* to reflect the realignment.

Subsequent to the Council decision, the citizens of Fort Collins, in November 1999 voted on and passed Ballot Initiative 200. The ballot initiative specified any future alternative SH 14 and truck route must be located at least two miles north of Douglas Road, which is County Road 56. Ballot Initiative 200 therefore precludes the modified Vine arterial from being further considered as an alternative for SH 14 and a truck route.

### Fort Collins Transportation Master Plan (2004)

The *Fort Collins Transportation Master Plan* is a comprehensive plan for Fort Collins' vehicular, transit, bicycle, and pedestrian transportation modes through the year 2025. This master plan was prepared in-step with the update to *City Plan*. The following section summarizes the key plan elements that pertain to the *Northside Neighborhoods Plan* area.

#### **Proposed Master Street Plan**

The City's *Master Street Plan* proposes three major changes in the arterial street system for the *Northside Neighborhoods Plan* area. These changes are summarized as follows:

- **Lemay Avenue Realignment and BNSF Grade Separation:** The *Master Street Plan* proposes the realignment of Lemay to the east of the Northside Neighborhoods study area and will include a grade separation at the BNSF railroad. The *Master Street Plan* does not specify whether this grade separation should be depressed or elevated because that decision will require additional engineering and floodplain analysis. The resulting realignment would vacate the existing Lemay Avenue (9<sup>th</sup> Street) and designate the current arterial as a local street.
- **Vine Drive Realignment:** The *Master Street Plan* proposes Vine Drive be relocated to north of the Alta Vista Neighborhood. The resulting realignment would vacate the existing Vine Drive and designate the current arterial as a local street.
- **Redwood Street Extension:** The *Master Street Plan* proposes the southerly extension of Redwood Street from its current terminus to

the south, where it would align with Linden Street as it intersects with Vine Drive.

It should be noted that these improvements are part of the overall long-range unconstrained *Master Street Plan*. As part of the preparation of the City's *Transportation Master Plan 2003*, a fiscally-constrained alternative was prepared to determine what improvements might be made based on current funding levels. Because of a severely constrained budget, none of the proposed *Master Street Plan* improvements would be funded within the 2030 horizon of the transportation plan. Therefore, based on this limited budget, the existing roadway network in the *Northside Neighborhoods Plan* area will remain as is until there are additional funds or developer fees collected to implement the improvements.

#### **Proposed Transit Service**

As part of the *Fort Collins Transportation Master Plan 2004* effort, incremental Transfort transit service phasing is proposed to occur in four phases. This would begin with: (1) minimal redesign of the existing Transfort services; (2) adding Mason Street Transportation Corridor transit service; and (3) modifications and restructuring of the Transfort bus system grid type operation. The final phase (4) would expand the grid transit service including new routes for the area's neighborhoods.

In review of the long-range transit plan, no transit route changes are indicated through Phase 3, whereas Phase 4 would add transit along Conifer as an enhanced travel corridor. It should be noted this Phase 4 is not funded and would not likely occur for many years.

#### **Proposed Bicycle Network**

The *Fort Collins Transportation Master Plan 2003* created for the first time a Bicycle Hierarchy Map. This hierarchy map identifies the realigned Vine, Buckingham,

and Lincoln streets as high volume feeder routes that would connect with the City's high volume bike corridors. In addition, this plan identifies Vine Drive within the *Northside Neighborhood Plan* area as a problem area requiring additional study and improvements.

### ***Proposed Pedestrian Network***

The pedestrian element of the master plan maintained the pedestrian planning concept of targeting pedestrian improvements to high activity pedestrian zones, commercial corridors, and routes to schools and parks rather than proposing sidewalks on every street throughout the city. In regards to the *Northside Neighborhood Plan* area, further study will be necessary to determine where required sidewalks would need to be.

## **Utility Plans**

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### **Dry Creek Basin Plan (December 2002)**

The *Dry Creek Basin Plan* states that the potential for flooding in this area (the Lower Dry Creek Basin) is substantial due to development and undersized conveyance facilities. There is potential for major flooding and extensive damage during a large storm event as a result of overtopping of the Larimer and Weld Canal. A stormwater conveyance system is proposed

in this area to convey the runoff generated south of the canal (see *Figure B-17: City of Fort Collins Master Plan Basin Recommended Improvements*, page 79).

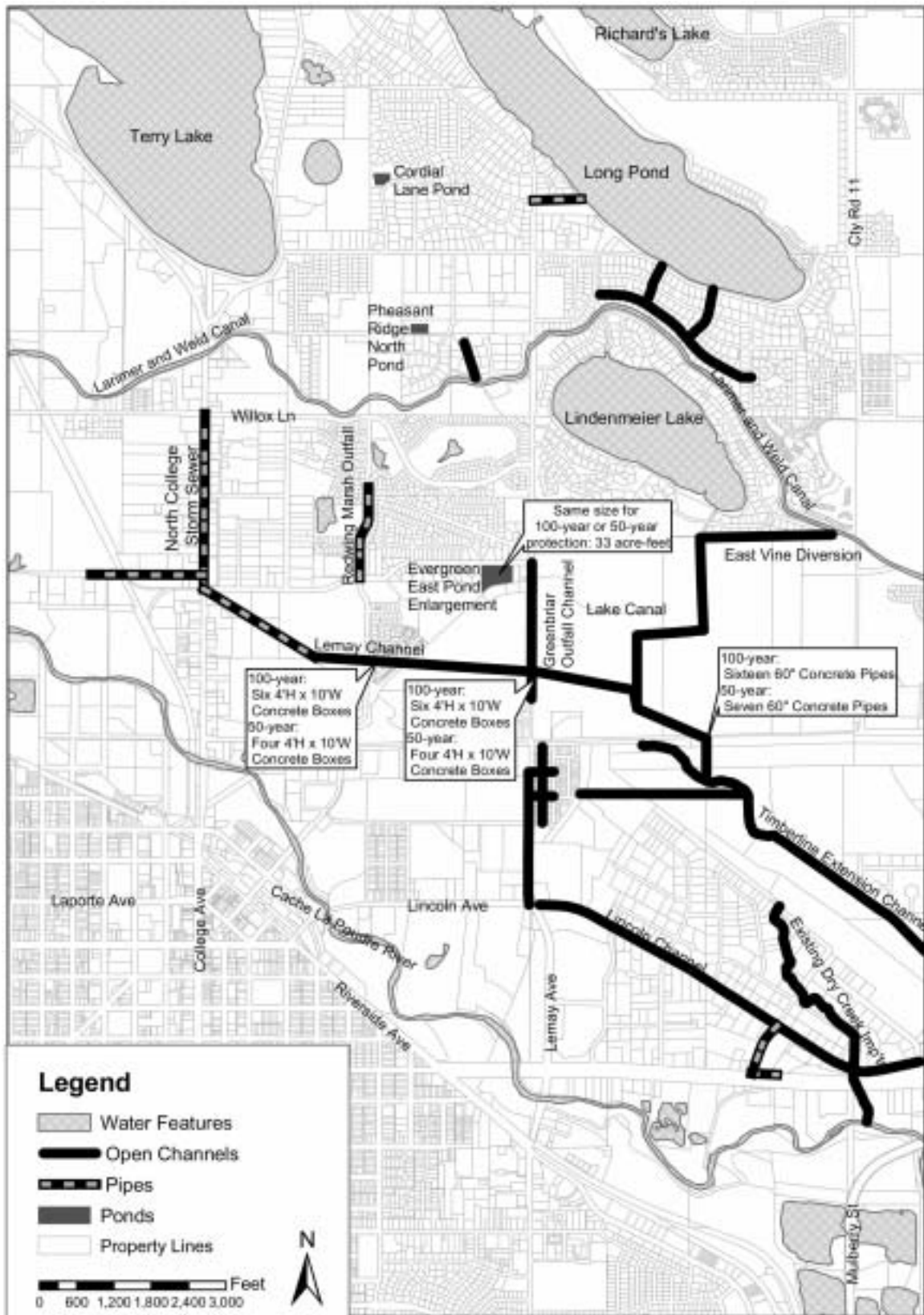
There is potential for shallow flooding and structure damage in the Alta Vista neighborhood because of inadequate channel capacity, which results in overtopping of the existing Dry Creek Channel during a 100-year storm event. In Alta Vista, channel depth improvements are proposed to resolve the inadequate channel capacity of Dry Creek.

Other flooding problems are the Redwing Marsh (just north of Meadows), and the Evergreen East Pond.

The Lemay Channel should be constructed separately or in conjunction with the proposed realignment of Vine Drive. The Lemay Channel should be located on the southside of the new Vine Drive road embankment to provide a buffer zone between the new Vine Drive road and the Alta Vista neighborhood. Culverts would be required under Lemay Avenue to provide an outlet for new developments to the north to the channel as well as flows generated along N. College Avenue. In Andersonville, a series of small borrow ditches are proposed to alleviate flooding.



Figure B-17: Basin Master Plan Recommended Improvements





# Appendix C

## Housing Conditions and Profile

This appendix provides more detailed housing study information.

### 2000 Census Information

To understand housing conditions in the Northside Neighborhoods, a combination of 2000 Census data and site visit observations were used. Much of the census information was not available at the block level, which would have provided more specific information. Where possible, data at the block level was used and is described as the neighborhood. Other information is for a block group, which is a smaller area than the census tracts. This is described as the subarea. All information is derived from the two primary census tracts that include the plan area – 13.05 and 13.06. Information that was only available at the tract level is referred to as the Northside.

#### Housing Characteristics

Slightly more than half of the homes in the subarea are single-family units (52%) and a greater percentage of all the units are owner-occupied (71%) than found in Fort Collins as a whole (57%). The percentage of single-family homes in the subarea is likely to be overstated when compared to the smaller neighborhood area, particularly since the Census found that 30% of the homes in the subarea were mobile homes. When mobile homes are excluded, the percentage of single-family homes in the subarea increases to 74%, which is more likely to reflect the housing type in the neighborhoods. Census information at the block level for unit type was not available; however, driving through the neighborhoods it becomes clear that most are single-family homes, many of which have

been identified as having historical significance. There are some mobile homes and newer units mixed in with older homes throughout these areas. The 2000 Census information found that 37% of the units were built after 1995, suggesting that new development is taking place on the outer edges of the northside area and not within the neighborhoods that are the focus of the *Northside Neighborhood Plan*. Homes in the neighborhoods appear to be older than would be indicated in the Census. There is a higher incidence of homes without plumbing in the subarea (1.1%) and without phones (4.2%) than were found in Fort Collins overall (less than 1% for any factor).

#### Household Characteristics

According to the 2000 Census, there were 276 households housing 801 people in the neighborhoods. Of these households, 46% are families with children, with a high percentage of single-parent families. Close to 10% of the population in the neighborhoods are aged 60 or older and there is a strong Hispanic presence, with 64% of the population defining themselves as Hispanic in the 2000 Census.

Household income in the northside area is lower than Fort Collins. The average income for all households was \$41,947 compared to \$55,852 for Fort Collins. Owners had an average income of \$48,358 compared to \$29,935 for renters.

#### Housing Costs

In the subarea, the average rent in 2000 was \$642 compared to \$727 for Fort Collins. The average mortgage paid was \$1,001 compared to an average of \$1,092 in Fort Collins, yet the value of home in the area was almost half at

\$95,810 compared to \$180,565 for the city as a whole. About 15% of the homes in the subarea had a value of \$60,000 to \$69,000 and no homes were valued above \$200,000. Only 11% of the homes in the area were without a mortgage, compared to 18% in Fort Collins.

Housing is typically deemed to be affordable if a household pays no more than 30% of their gross monthly income for rent or a mortgage, plus utilities. Interestingly, the subarea has a higher percentage of renters paying less than 20% of their income for rent than Fort Collins as a whole (30% versus 27% of renters respectively). Among renters in the subarea, 26% pay more than 40% their monthly income for housing. This pattern is reversed among owners. About half of Fort Collins owners pay less than 20% for housing compared to 40% of owners in the subarea. Among owners, 17% pay more than 40% of their income for housing and may be at risk of losing their home. For Fort Collins owners as a whole, 10% of owners pay more than this amount for housing; however, there are also more households earning above \$100,000. At this income level, paying half of gross monthly income for housing does not present as big a concern as when the annual income is \$50,000.

**Note:** The following 18 charts were derived from 2000 US Census data. The data was broken down into these levels.

Neighborhood = block level

Subarea = block group

Northside = Tracts 13.04 and 13.06

## Housing Profile 2000

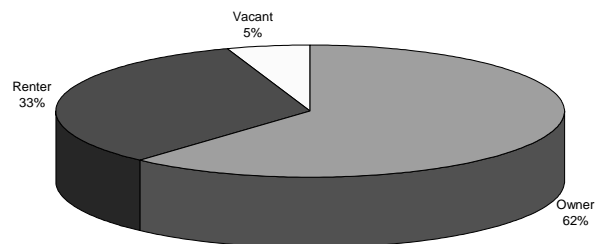
### Housing Unit Estimates and Physical Characteristics

*Figure C-18: Use/Tenure*

	Northside	%	Subarea*	Fort Collins %
Occupied	1,523	95.0%		45,769
Owner occupied:	993	65.2%	71%	57.1%
Renter occupied:	530	34.8%	29%	42.9%
Vacant	87	5.0%		4.1%
<b>Total</b>	<b>1,610</b>	<b>100%</b>	<b>1,239</b>	<b>45,828</b>

\* Percent of total units.

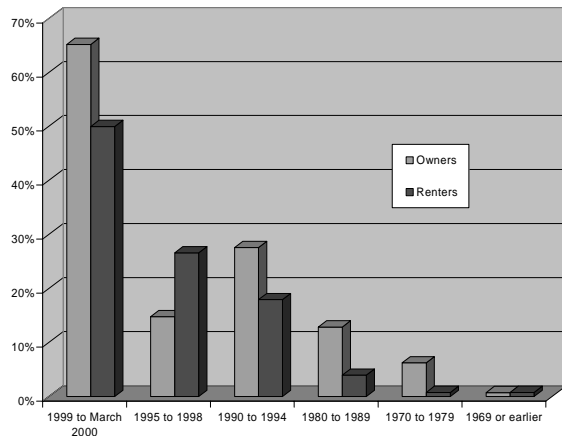
*Figure C-19: Occupancy in Northside Area*



*Figure C-20: Units in Structure*

	Northside	%	Subarea	Fort Collins
Total:	1,610	100%	100%	100%
1, detached	762	47.3%	51.7%	55.9%
1, attached	36	2.2%	0.8%	7.6%
2 units	17	1.1%	0.6%	3.6%
3 or 4	148	9.2%	5.5%	6.4%
5 to 9	95	5.9%	2.0%	7.1%
10 to 19	40	2.5%	2.4%	8.9%
20 to 49	49	3.0%	3.7%	3.6%
50 or more	39	2.4%	2.4%	4.1%
Mobile home	417	25.9%	30.4%	2.7%
Boat, RV, van, etc.	7	0.4%	0.5%	0.0%

**Figure C-21: Year Moved by Owners and Renters**



**Figure C-22: Year Structure Built**

	Northside	%	Fort Collins
<b>Total:</b>	1,523		
<b>Owner</b>	993	100.0%	
1999 to March 2000	143	14.4%	3.8%
1995 to 1998	275	27.7%	9.3%
1990 to 1994	210	21.1%	7.5%
1980 to 1989	142	14.3%	12.8%
1970 to 1979	132	13.3%	12.0%
1960 to 1969	22	2.2%	4.8%
1950 to 1959	6	0.6%	2.5%
1940 to 1949	27	2.7%	1.1%
1939 or earlier	36	3.6%	3.2%
<b>Renter:</b>	530	100.0%	42.9%
1999 to March 2000	118	22.3%	0.9%
1995 to 1998	29	5.5%	4.3%
1990 to 1994	91	17.2%	4.0%
1980 to 1989	42	7.9%	7.8%
1970 to 1979	173	32.6%	13.4%
1960 to 1969	8	1.5%	5.3%
1950 to 1959	26	4.9%	2.8%
1940 to 1949	13	2.5%	1.3%
1939 or earlier	30	5.7%	3.2%

**Figure C-23: Kitchens, Telephone and Plumbing**

Lack Kitchens	0.0%	0.6%
No Phone	4.2%	0.7%
Lack Plumbing	1.1%	0.1%

## Household Demographics

**Figure C-24: Race/Ethnicity**

	Northside	Subarea	Neighborhood	Fort Collins
Hispanic or Latino:	30.4%	31.4%	63.7%	8.7%
White alone	65.6%	64.5%	31.8%	85.4%
Black or African American alone	0.0%	0.0%	0.0%	1.0%
American Indian and Alaska Native alone	0.0%	0.0%	1.2%	0.6%
Asian alone	0.2%	0.0%	1.4%	2.1%
Native Hawaiian and Other Pacific Islander alone	0.0%	0.0%	0.2%	0.0%
Some other race alone	0.0%	0.0%	0.0%	0.1%
Two or more races	3.8%	4.1%	1.6%	1.9%

**Figure C-25: Age Distribution**

	Neighborhood	Northside	Subarea	Fort Collins
18 and 19	35.2%	35.3%	35.1%	27.5%
20 to 29	17.6%	19.6%	18.0%	25.8%
30 to 39	16.7%	17.8%	18.0%	14.3%
40 to 49	12.4%	13.3%	14.4%	14.2%
50 to 59	9.1%	7.3%	8.0%	8.2%
60 to 69	5.0%	3.6%	3.8%	4.2%
70 to 79	2.7%	2.2%	2.2%	3.5%
80 +	1.2%	0.9%	0.7%	2.4%
<b>TOTAL Pop</b>	801	4,337	3,554	118,652

**Figure C-26: Households and Household Size**

	Northside	Subarea	Neighborhood	Fort Collins
Population	4,337	3,554	801	118,440
Households	1,509	1,227	276	45,769
Average HH Size	2.9	2.9	2.9	2.6

**Figure C-27: Households with Children**

	Northside	Subarea	Neighborhood	Fort Collins
HH with children	753	592	129	13,967
Total:	100%	100%	100%	100%
Family households:	49.5%	47.9%	46.4%	30.0%
Married-couple family	30.3%	31.7%	25.7%	22.5%
Single Parent	19.2%	16.2%	20.7%	7.5%
Non-family households:	0.4%	0.3%	0.4%	0.4%

**Figure C-28: Household Type**

	Northside	Subarea	Neighborhood	Fort Collins
TOTAL HH	1,509	1,227	276	45,882
Married-couple family	48.2%	50.4%	42.8%	44.9%
Male householder/no wife	3.8%	3.6%	5.4%	1.9%
Female householder/ no husband	15.4%	12.6%	15.2%	5.6%
Male householder	0.3%	0.2%	0.4%	0.3%
Living Alone	14.4%	14.8%	14.9%	21.4%
Not Living Alone	1.9%	2.0%	2.2%	1.5%
Female householder	0.1%	0.2%	0.0%	0.1%
Living Alone	13.2%	13.3%	14.1%	22.0%
Not Living Alone	2.7%	2.9%	5.1%	2.3%

## Income, Housing Costs and Affordability

**Figure C-29: 1999 Average Incomes**

	Northside	Fort Collins
Average Income	\$41,947	\$55,852
Owners	\$48,358	\$72,091
Renters	\$29,935	\$34,267

**Figure C-30: Percent Income Spent on Housing**

	Subarea Renters	FC Renters	Subarea Owners	FC Owners
Less than 10%	4.4%	2.9%	3.4%	15.3%
10 to 14%	16.0%	8.7%	8.6%	16.1%
15 to 19%	9.4%	12.8%	27.7%	18.4%
20 to 24%	4.7%	13.2%	17.8%	15.6%
25 to 29%	17.1%	12.1%	10.0%	12.2%
30 to 34%	5.0%	7.8%	7.2%	7.5%
35 to 39%	11.9%	5.8%	8.2%	4.1%
40 to 49%	5.2%	8.5%	10.2%	4.0%
50% +	21.3%	24.7%	7.0%	6.4%
Not computed	5.0%	3.5%	0.0%	0.5%

**Figure C-31: Average Housing Costs**

	Subarea	Fort Collins
Rent	\$642	\$727
Mortgage	\$1,001	\$1,092
Average Value	\$95,810	\$180,605

**Figure C-32: Value of Owner-Occupied Units**

	Subarea	Northside	Fort Collins
Less than \$49,999	0.0%	0.0%	0.3%
\$50,000 to \$59,999	0.0%	1.2%	0.2%
\$60,000 to \$69,999	15.0%	12.6%	0.4%
\$70,000 to \$79,999	2.6%	2.2%	0.4%
\$80,000 to \$89,999	3.2%	4.0%	1.0%
\$90,000 to \$99,999	0.0%	0.0%	1.5%
\$100,000 to \$124,999	13.8%	13.2%	8.4%
\$125,000 to \$149,999	22.4%	23.9%	20.1%
\$150,000 to \$174,999	24.6%	27.2%	22.5%
\$175,000 to \$199,999	16.4%	13.8%	14.8%
\$200,000 to \$249,999	0.0%	0.0%	16.5%
\$250,000 to \$299,999	0.0%	0.0%	6.5%
\$300,000 to \$399,999	2.2%	1.9%	4.7%
\$400,000 or more	0.0%	0.0%	2.6%
	100.0%	100.0%	99.9%

**Figure C-33: Mortgage Status**

		Subarea	Northside	Fort Collins
Second mortgage/home equity loan	168	25.9%	28.3%	21.2%
First mortgage only	371	63.3%	62.6%	60.2%
No mortgage	54	10.8%	9.1%	17.9%
<b>TOTAL</b>	<b>593</b>	<b>100.0%</b>	<b>100.0%</b>	<b>99.3%</b>

**Figure C-34: Gross Rent**

	Northside	Subarea	Fort Collins
Total:	100.0%	100.0%	100.0%
With cash rent:	96.6%	95.0%	98.0%
Less than \$100	1.5%	2.2%	0.4%
\$100 to \$149	6.2%	2.2%	0.8%
\$150 to \$199	0.0%	0.0%	0.9%
\$200 to \$249	0.0%	0.0%	0.9%
\$250 to \$299	3.0%	4.4%	1.3%
\$300 to \$349	0.0%	0.0%	2.7%
\$350 to \$399	3.6%	0.0%	2.6%
\$400 to \$449	3.4%	2.5%	4.6%
\$450 to \$499	15.3%	11.3%	5.7%
\$500 to \$549	6.8%	5.2%	6.5%
\$550 to \$599	3.4%	5.0%	5.7%
\$600 to \$649	15.3%	19.9%	9.1%
\$650 to \$699	7.9%	6.9%	9.7%
\$700 to \$749	5.1%	7.5%	7.9%
\$750 to \$799	0.0%	0.0%	6.3%
\$800 to \$899	13.4%	13.3%	8.7%
\$900 to \$999	3.2%	4.7%	5.6%
\$1,000 to \$1,249	7.0%	7.7%	10.7%
\$1,250 to \$1,499	1.5%	2.2%	4.9%
\$1,500 to \$1,999	0.0%	0.0%	2.3%
\$2,000 or more	0.0%	0.0%	0.4%
No cash rent	3.4%	5.0%	2.0%

**Figure C-35: Income Distribution**

	Northside Own	%	FC Owners	Northside Rent	%	FC Renters
Owner occupied:	993	65.2%	57.1%	530	34.8%	42.9%
Less than \$5,000	8	0.8%	1.4%	8	1.5%	5.4%
\$5,000 to \$9,999	27	2.7%	1.9%	76	14.3%	10.2%
\$10,000 to \$14,999	59	5.9%	2.6%	53	10.0%	10.5%
\$15,000 to \$19,999	54	5.4%	3.2%	46	8.7%	10.7%
\$20,000 to \$24,999	57	5.7%	4.4%	66	12.5%	9.9%
\$25,000 to \$34,999	134	13.5%	8.7%	142	26.8%	15.8%
\$35,000 to \$49,999	277	27.9%	15.5%	72	13.6%	16.9%
\$50,000 to \$74,999	209	21.0%	25.1%	35	6.6%	13.3%
\$75,000 to \$99,999	100	10.1%	17.7%	14	2.6%	4.6%
\$100,000 to \$149,999	60	6.0%	13.2%	18	3.4%	2.0%
\$150,000 or more	8	0.8%	6.4%	0	0.0%	0.8%
<b>Total</b>	<b>993</b>	<b>100.0%</b>	<b>100.0%</b>	<b>530</b>	<b>100.0%</b>	<b>100.0%</b>

**Definitions Used**

The following definitions are applicable for the terms used in this plan.

**Affordable Housing** - when the amount spent on rent or mortgage payments (excluding utilities) does not exceed 30% of the combined gross income of all household members. There is no single amount that is "affordable". The term is not synonymous with low-income housing; households in lower through middle-income ranges tend to have affordability problems. Under most Federal programs for low-income housing, occupants pay 30% of their gross income for rent and utilities.

**Certificate of Occupancy** - the official document issued by the City to a general contractor upon completion of a dwelling unit, signifying the construction conforms to

safety standards, such as the Uniform Building Code, as well as other applicable local standards, such as land use regulations and zoning.

**Cost Burden** - when a household or individual spends more than 30% of gross income on rent or mortgage payments.

**Disabled** -- households where a person needs in-home care, uses a walker or wheelchair, is blind, hearing impaired, developmentally disabled or has another form of disability as defined by the respondents. Disability can also include a work-related disability, as defined by the respondent.

**Fair Market Rent** - the Department of Housing and Urban Development (HUD) establishes a Fair Market Rent (FMR) for rental units within a specific geographic area. The FMR is used to determine the amount of subsidy that will be paid to a landlord when a tenant has Section 8 Rent Subsidy.

**Income Limits** - most communities establish income limits for the programs they administer based on the area median income (AMI), which is adjusted by household size. Area Median Incomes are adjusted annually by the Department of Housing and Urban Development (HUD). Four different income categories are defined for various programs and policies. The dollar amounts associated with each household size are provided in the Very Low, Low, Moderate and Middle Income section of this report:

1. *Very low income, which is less than 30% of the area median income;*
2. *Low income, which is between 30% and 59% of the area median income;*

3. *Moderate income, which is between 60% and 79% of the area median income; and,*
4. *Middle Income, which is between 80% and 120% of the area median income.*

**Mean** - the average of a group of numbers. It is obtained by adding all the data values and dividing by the number of items.

**Median** - the middle point in a data set.

**Multi-family** - typically two or more units attached by common walls. These can be condominiums, town homes or apartment developments.

**Section 8 Rent Subsidy** - The Section 8 Rent Subsidy program is offered through the Department of Housing and Urban Development (HUD). This program pays the difference between 30% of monthly household income and the Fair Market Rent (FMR) established by HUD for Larimer County and the City of Fort Collins. There are two types of Section 8 assistance: 1) project based where vouchers are attached to specific properties, or 2) vouchers — persons using Section 8 assistance find market rate housing where the landlord is willing to participate in the program.

**Substandard Housing** - a unit that lacks complete kitchen and/or plumbing facilities.

**Overcrowded Conditions** - the standard definition is where more than one person per room resides within a dwelling unit. For example, six people living in a five-room home would be living in overcrowded conditions



# Appendix D

## Vine Drive and Lemay Avenue Traffic & Accident Data

The following information provides base background traffic, congestion and accident data for Vine Drive and Lemay Avenue in Fort Collins. This data is intended to both present a historical context of changes that have occurred in the area over the past four years, as well as a comparison to other locations within the city.

### Peak Hour Intersection Turn Movements

The City of Fort Collins conducts annual intersection turn movement counts at key signalized intersections throughout the city. The resulting AM and PM peak hour intersection approach and departure volumes for the intersection of Vine Drive and Lemay Avenue for the four-year period from 2000 through 2003 are presented on the following page (see *Figure D-36, page 88*).

In review of the totals presented in Figure D-36, volumes at this intersection have increased by approximately 24% from 2000 to 2003, which is equal to an annual growth rate by about 7.5% per year. In a more detailed review of the volumes, the north/south Lemay Avenue traffic growth is very low, at about 8% over the four-year period from 2000 to 2003. It does not appear the opening of the Super Wal-Mart at Lemay and Mulberry in the fall of 2000 resulted in any significant increase in north/south traffic at the intersection of Vine and Lemay.

From a percentage basis, the major increase in traffic has been the east/west movement on Vine at Lemay, where traffic has increased

by approximately 85% over the 2000 to 2003 time period. This increase in traffic might be occurring in part from growth in the Mountain Vista subarea. In addition increased traffic along the Vine corridor might be occurring from automobile and truck traffic diverting from the Mulberry/Riverside corridor to the Vine corridor.

### Level of Service

Level of Service (LOS) is a congestion grading system similar to an A to F school grade, where A, B and C is good (not congested), D acceptable (congesting) and LOS E and F are failing (congested). The City assumes a LOS D as there threshold of acceptability.

Currently, the intersection of Vine and Lemay operates acceptably at LOS C in both the a.m. and p.m. peak hour condition. The maps (see *Figures D-37 and D-38 on pages 89-90*) present comparable morning (AM) and afternoon (PM) peak hour congestion levels for all signalized intersections within the Fort Collins. As can be seen, the intersection of Lemay and Vine performs very well as compared to many higher-volume congested intersections within Fort Collins. It is recognized that many of the more congested intersections do not have the additional conflict with a train crossing, although many other intersections are also impacted by the same train. In general, the Vine and Lemay intersection can experience backups when north/south traffic is impacted by the train. After a few signal cycles, however, the

intersection backup returns to ambient condition.

It should also be noted that as part of the development approval process, all future developments are required to conduct a traffic impact analysis to evaluate the cumulative impact of adding project traffic to existing traffic plus forecasted traffic from previously approved development. Based on approved projects submitted to the City, the

resulting LOS is forecasted to be at the lower end of LOS D (acceptable) approaching LOS E (not acceptable). This condition is not immediate, but will eventually be experienced with the long term buildout of approved developments in the north-east Fort Collins area. There is no remaining capacity, however, to approve any additional developments until the forecast congestion at Vine and Lemay is mitigated.

Figure D-36: AM and PM Peak Hour Approach and Departure Volumes

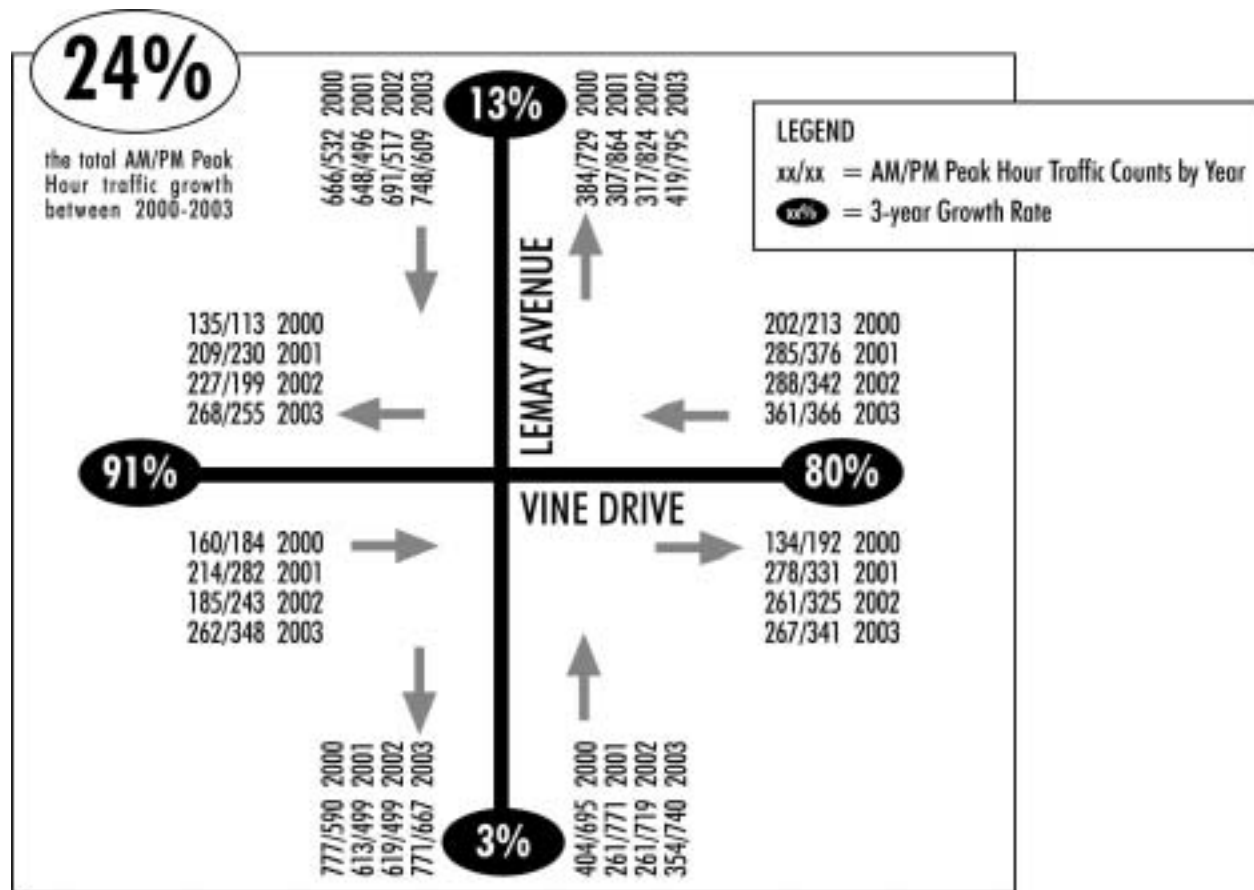


Figure D-37: Intersection Level of Service - AM Peak Hour

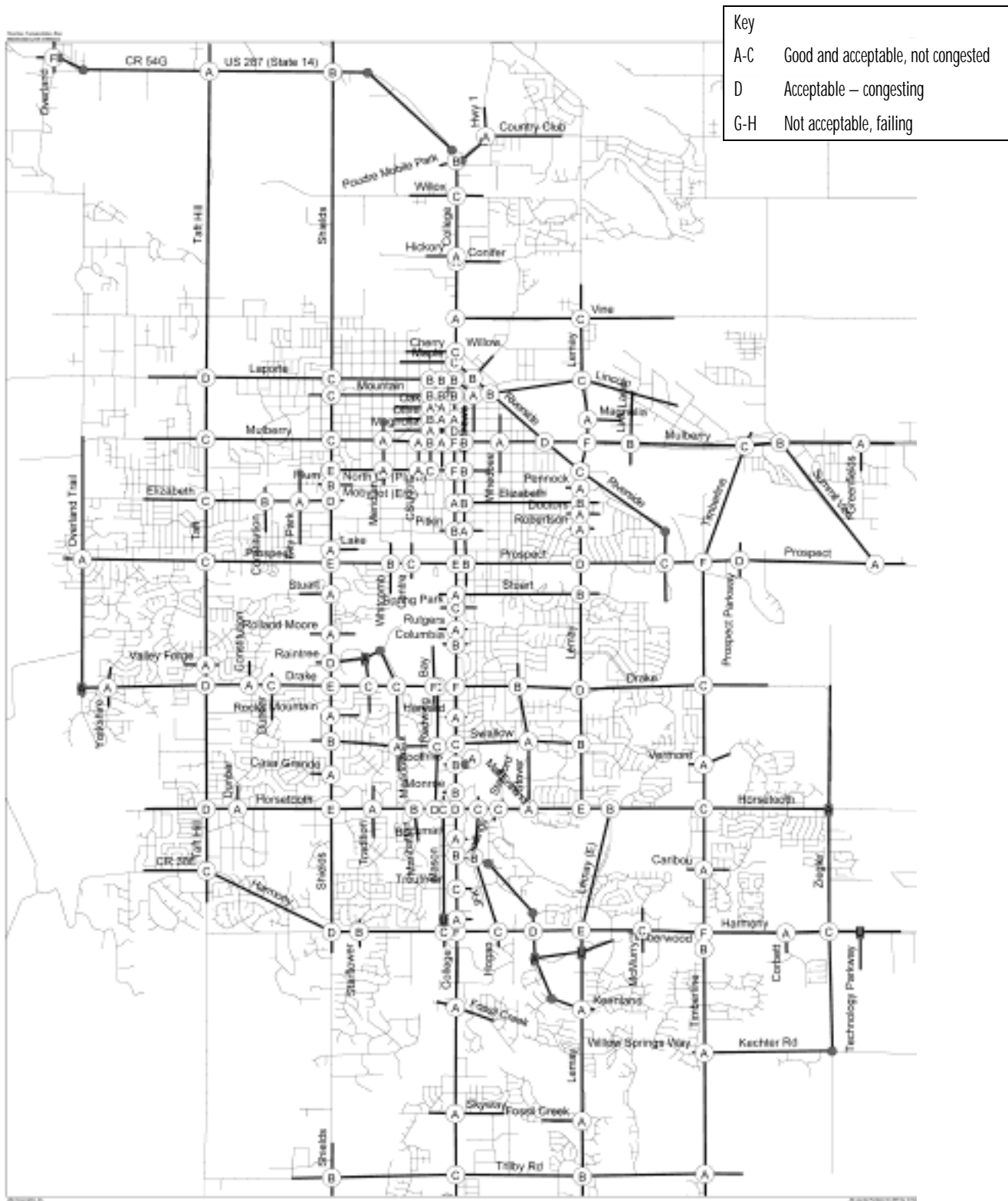
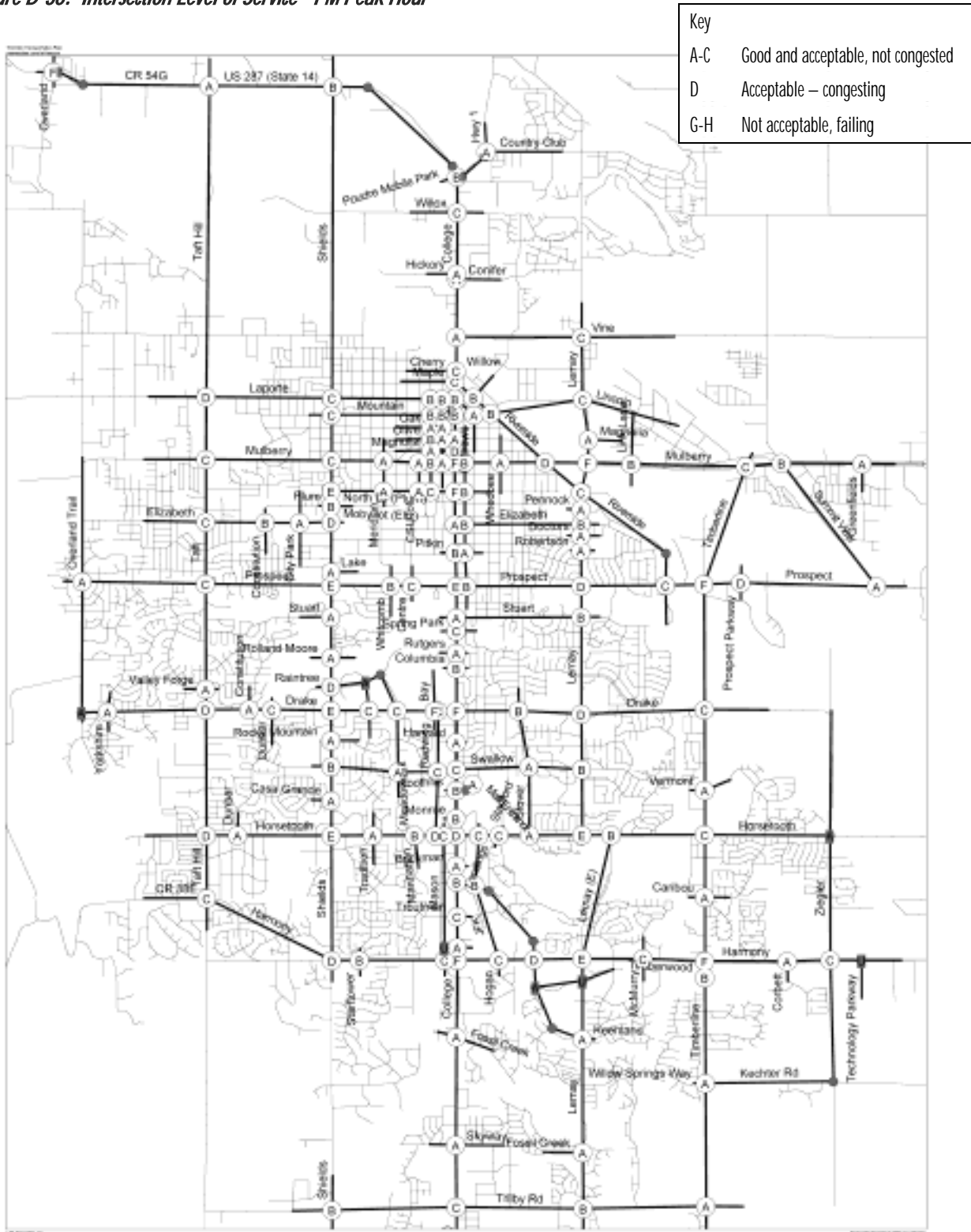


Figure D-38: Intersection Level of Service - PM Peak Hour



## Accidents

The City maintains an accident history and calculates annual accident rates. The most recent four-year accident history for the intersection of Vine Drive and Lemay Avenue is presented in Figure D-39 below. The accident rate is the number of accidents that occur per one million vehicles passing through the intersection.

As can be seen, the total number of accidents that occurred at the Vine Drive and Lemay Avenue intersection in 2004 was 14 accidents. This intersection was ranked 46<sup>th</sup> out of 128 intersections within the city, based on the total number of accidents. The accident rate for this intersection in 2003 was 1.9 accidents per one million vehicles entering the intersection. The Vine Drive and Lemay intersection ranked 16<sup>th</sup> out of 128 intersections based upon accident rates.

*Figure D-39: Vine / Lemay Accident History*

*Source: City of Fort Collins*

Type	2000	2001	2002	2003
Rear End	5	3	10	5
Turning	1	1	3	4
Right Angle		1		4
Head On			1	
Side Swipe			1	
Hit Object	1	1	2	
Hit Parked Vehicle		1		
Unknown	2	2	3	1
<b>Total</b>	<b>9</b>	<b>9</b>	<b>20</b>	<b>14</b>
<b>Accident Rate Per 1 Million Vehicles</b>	<b>1.3</b>	<b>1.3</b>	<b>2.9</b>	<b>1.9</b>

## Interim Improvements

Questions have been raised as to whether interim improvements might be made at the intersection of Vine Drive and Lemay Avenue to accommodate increased traffic, improve safety, and reduce accidents. Because of the residential constraints along the northwest and southeast corners of this intersection, no conventional interim intersection improvements are planned.



# Appendix E

## Code Compliance and Violations

### (May 20, 2003)

The City's Streets Department code compliance database information shows the percentage of parcels with code violations in 2003. The data indicates the quarter-square mile area north of Vine Drive (including the Alta Vista and Meadows neighborhoods) had a parcel violation rate of 28% (104 parcels). The area south of Vine Drive (including Buckingham) has one of the highest rates of code violations in the city. In this area, 62% of the parcels had code violations in 2003, including citations for snow removal, immovable vehicles, rubbish, and weeds (133 parcels). The sector east of Lemay Avenue (including the Andersonville neighborhood) had 35% of the parcels with code violations in 2003 (98 parcels).

These counts are based upon notices of violations sent by City code staff. Approximately 87% of all violations are corrected by the residents without further action by the City. Citations (summons to court) are issued only when a violation is not corrected by a resident and a summons is warranted. The City does not issue summons for every violation not corrected by a resident. Most of those violations, such as weeds, rubbish, sidewalk snow violations, are abated by the City and the property owner is billed. The City does issue summons for inoperable motor vehicle violations, parking

on yards violations and repeat offenders for weeds and rubbish.

According to a Streets Department reports, the vast majority of the violations are due to pro-active patrol (over 80%). The City's goal is to catch violations before a citizen has to complain. The City tries to get through every neighborhood every two to three weeks.

In the five-year period from 1997 to 2003, the number of code violations increased in the Alta Vista, Andersonville, Buckingham, and Meadows neighborhoods. North of Vine Drive, the violations increased the most dramatically, at a rate of 333%. The increase in violations within the Alta Vista neighborhood may be attributed to increased levels of enforcement in the neighborhood, which resulted in more violations being found. It is unlikely the neighborhood is getting worse, but it is also not improving; whereas anecdotally other neighborhoods appear to be cleaner than 25 years ago. South of Vine Drive, the rate increased by 30% (Buckingham neighborhood). East of Lemay (Andersonville neighborhood) the rates increased by 180%, but the number of units in this area have increased with the addition of San Cristo/Via Lopez. In the city overall, total violations increased by 144%. Statistics alone do not tell the whole story.

Figure E-40: City of Fort Collins Parcels with Code Violations - 2003

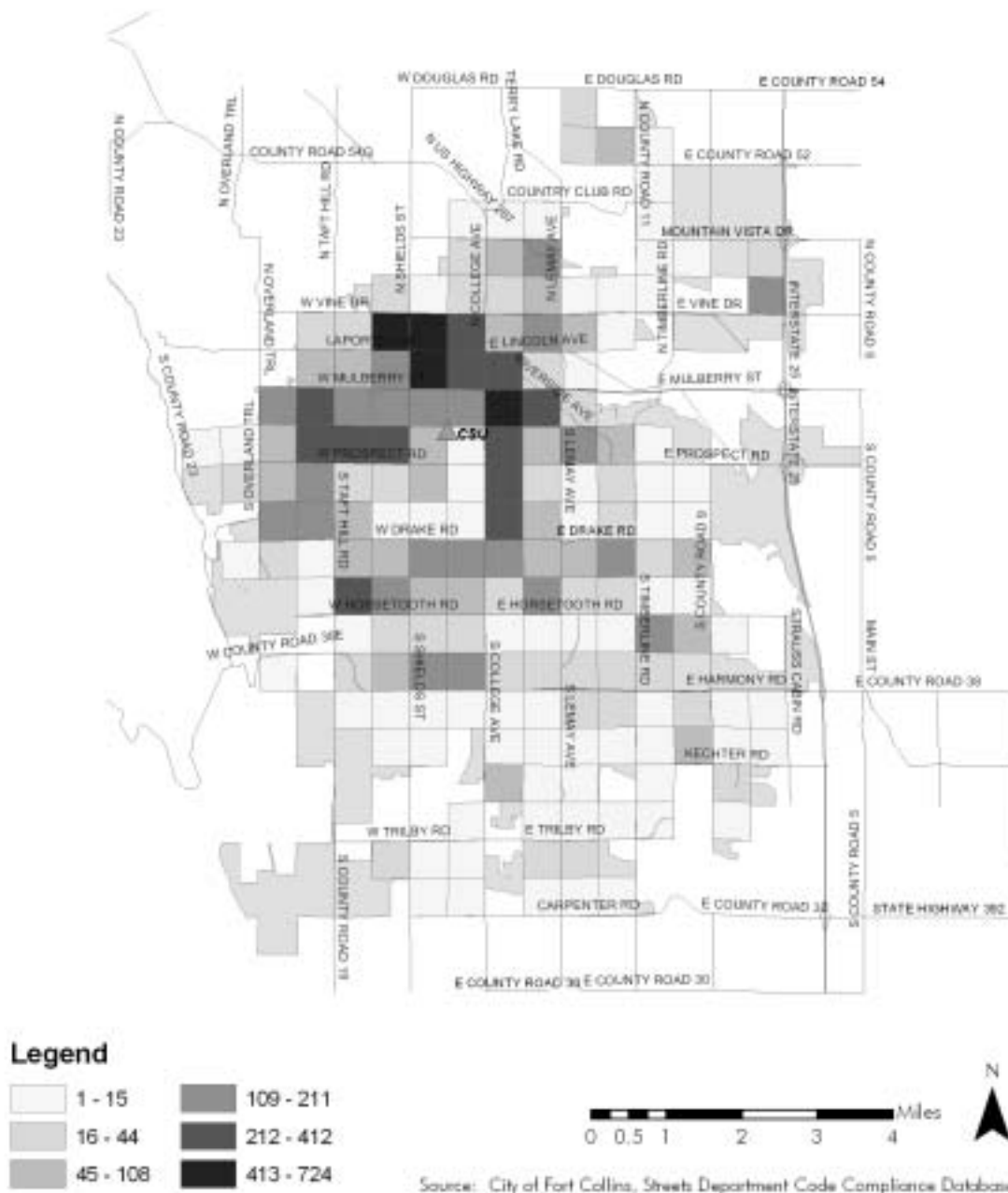




Figure E-41: City of Fort Collins Comparison of Code Violations -1997 to 2003

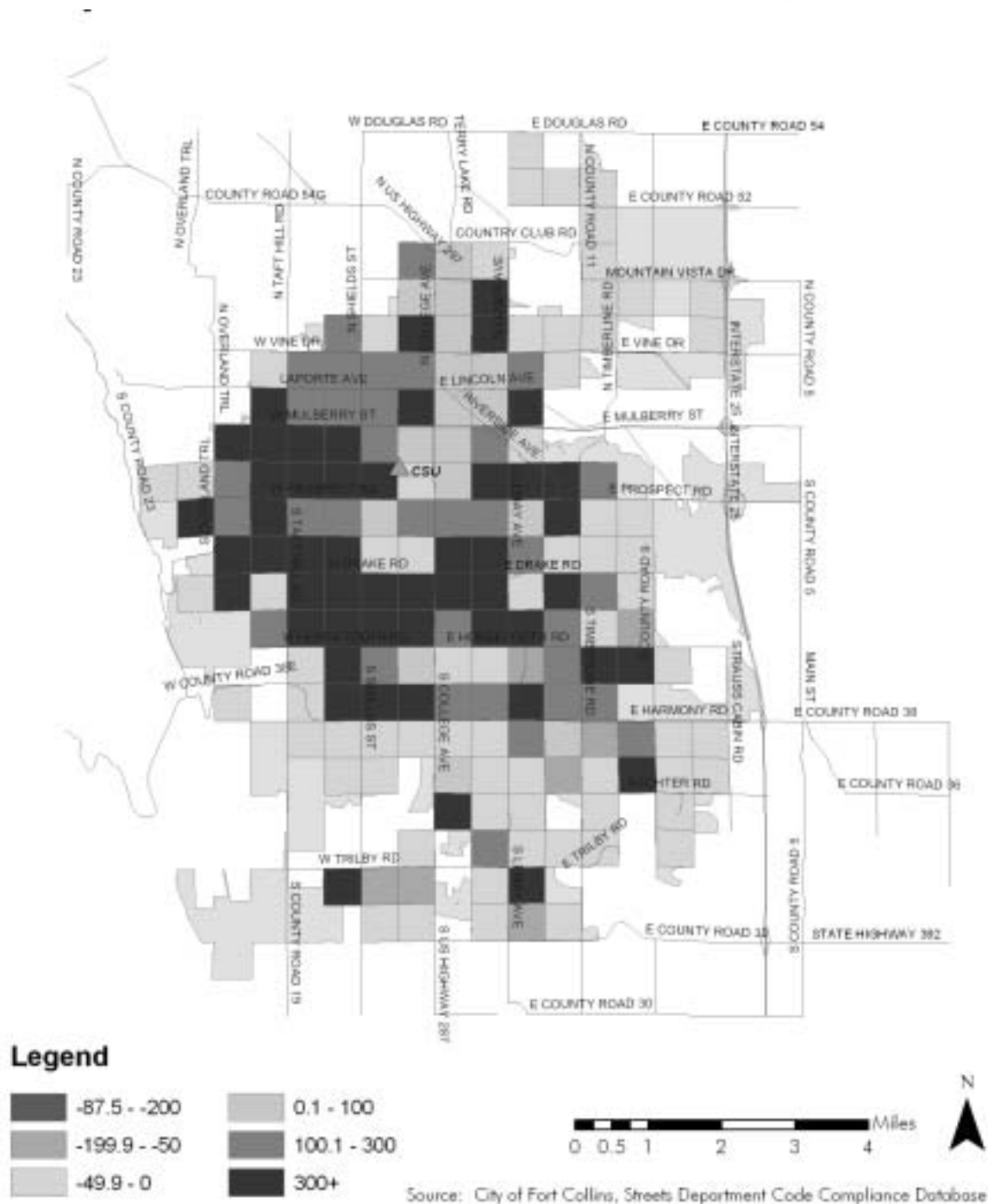
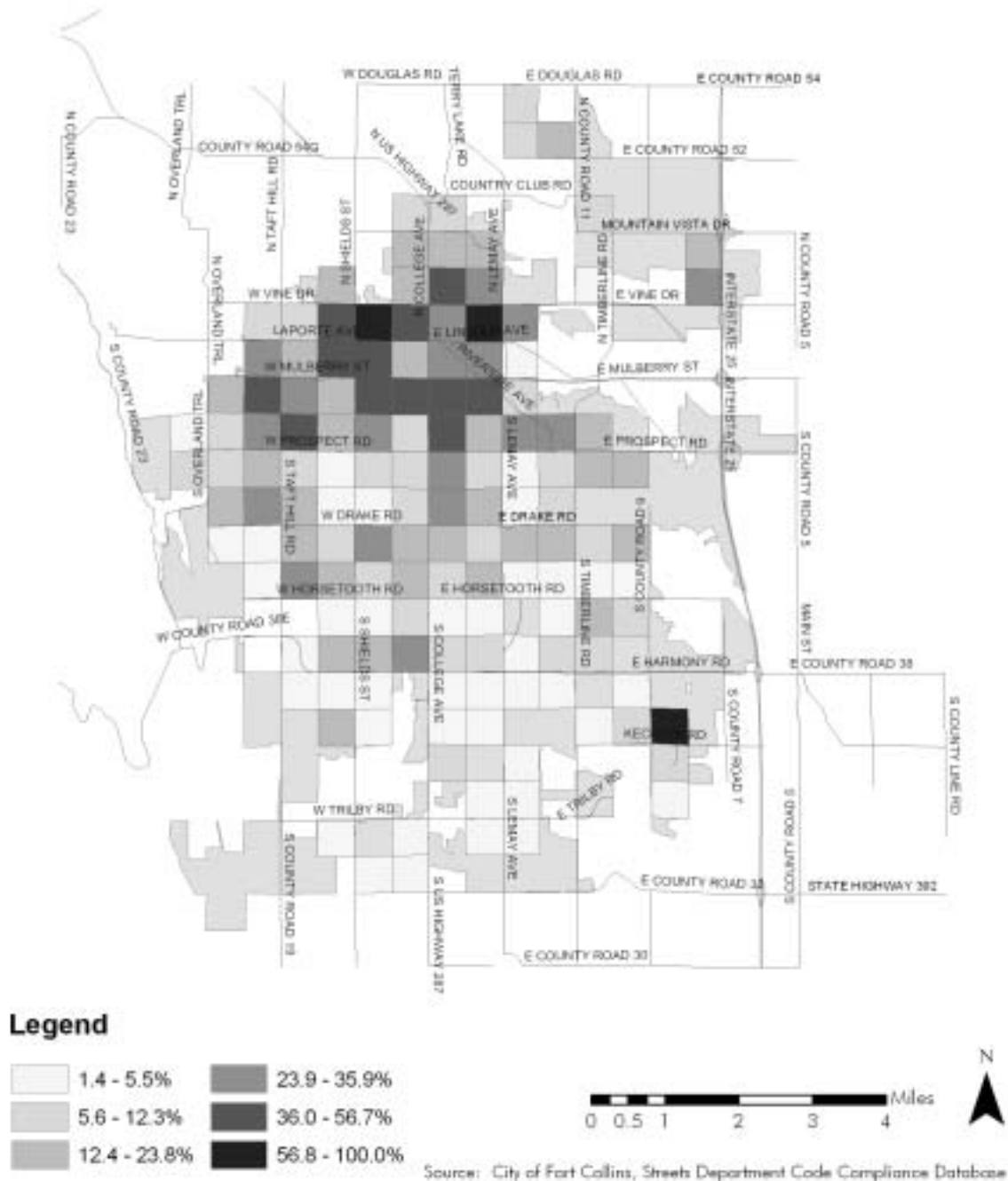


Figure E-42: City of Fort Collins Percent of Parcels with Code Violations - 2003



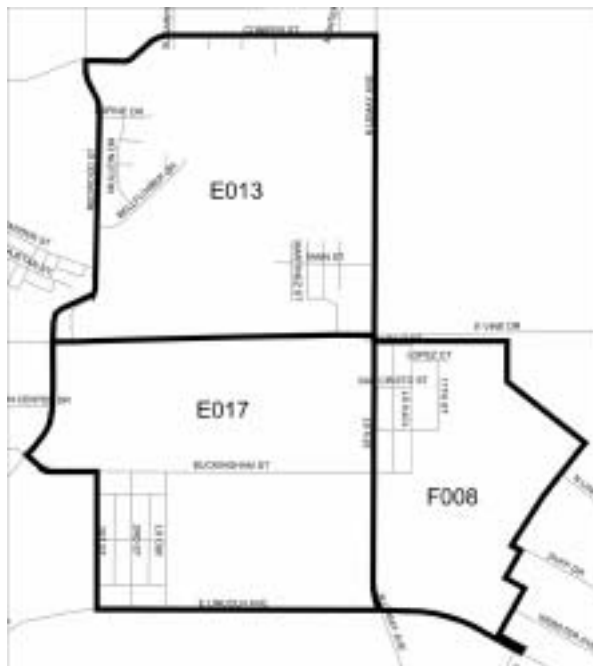
# Appendix F

## City of Fort Collins Police Services Analysis

As shown in Figure F-43, below, the *Northside Neighborhoods Plan* area falls within three reporting districts. Figures F-44 and F-45 on the following page illustrate the types of calls received by Fort Collins Police Services in the past five-year period (1999 – 2003) in these reporting districts. The Fort Collins Police Services Planning and Research unit produced Figures F-46 through F-49 (see pages 99-102) and the associated data to help citizens properly address what type of crime is being reported in their neighborhood.

**Figure F-43: Northside Neighborhoods Reporting Districts (E013, E017, and F008)**

Source: Fort Collins Police Services, April 2004.

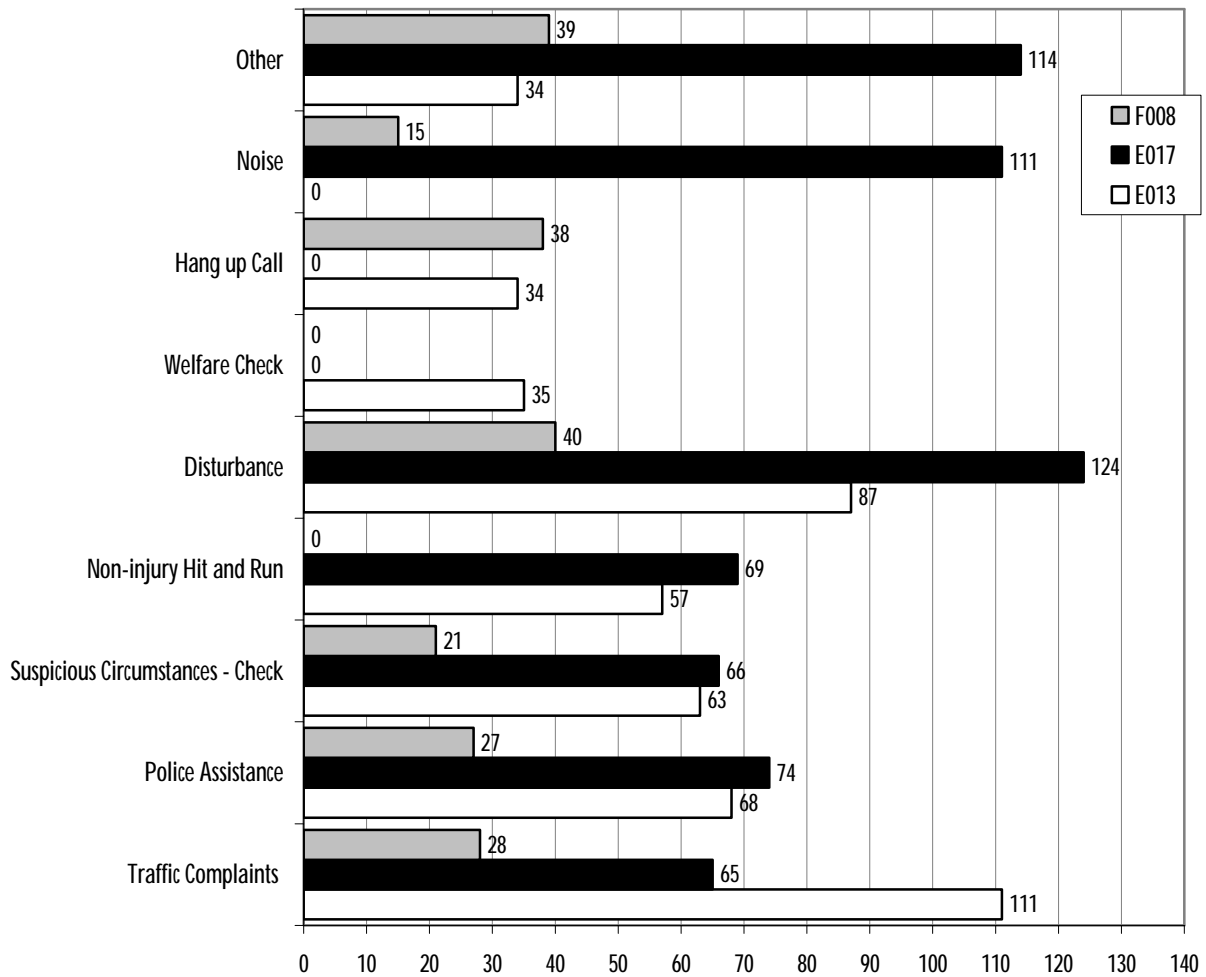


Citywide Offense Comparison (see Figure F-47, on page 100), illustrates the offense count by reporting district for a ten-year period (1993 – 2003). Figures F-47 and F-48 (see pages 100-101) show the offense count by reporting district for 2002 and 2003, respectively. According to Police Services, the three reporting districts in question for this Plan Area are not considered high crime districts. They fall in the two lower ranges of the offense count. Other areas of the city have a higher number of offenses, not only in the years 2002 and 2003, but also over a ten-year period.

Finally, Figure F-49 (see page 102) shows the ten reporting districts in Fort Collins that have experienced the highest number of drug-, noise-, and disturbance-related calls for the 1999 – 2003 period. Again, the three reporting districts in the Plan Area are not in the top 10 for Fort Collins.

Police services attended a Citizen Advisory Group meeting in spring 2004 and pledged to maintain direct communication with the neighborhoods.

As discussed in Appendix A (see page 51) some neighborhood residents have expressed concerns that the types of crimes reported do not represent all crimes occurring in the neighborhoods or recent crime trends. In addition, some citizens are concerned that comparing Reporting Districts does not accurately compare crimes on a per capita basis.

*Figure F-44: Incident Count – January 1999 to December 2003**Figure F-45: Top Incidents by Area - January 1999 to December 2003*

	Reporting District			Total
	E013	E017	F008	
Traffic Complaints	111	65	28	204
Police Assistance	68	74	27	169
Suspicious Circumstances - Check	63	66	21	150
Non-injury Hit and Run	57	69	0	126
Disturbance	87	124	40	251
Welfare Check	35	0	0	35
Hang up Call	34	0	38	72
Noise	0	111	15	126
Other	34	114	39	187
<b>Total</b>	<b>489</b>	<b>623</b>	<b>208</b>	<b>1,320</b>



Figure F-47: Citywide Offense Count - 2002

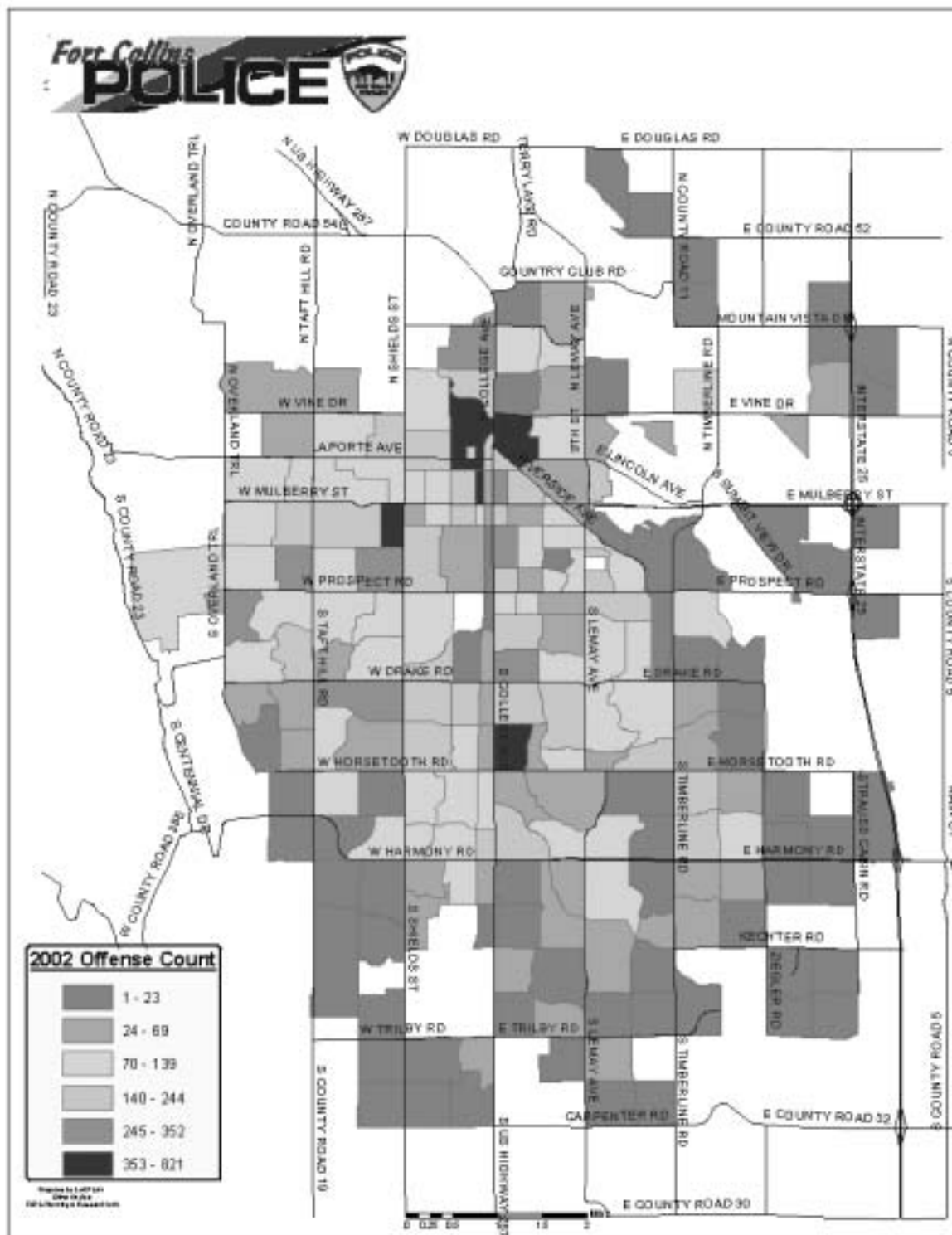


Figure F-48: Citywide Offense Count - 2003

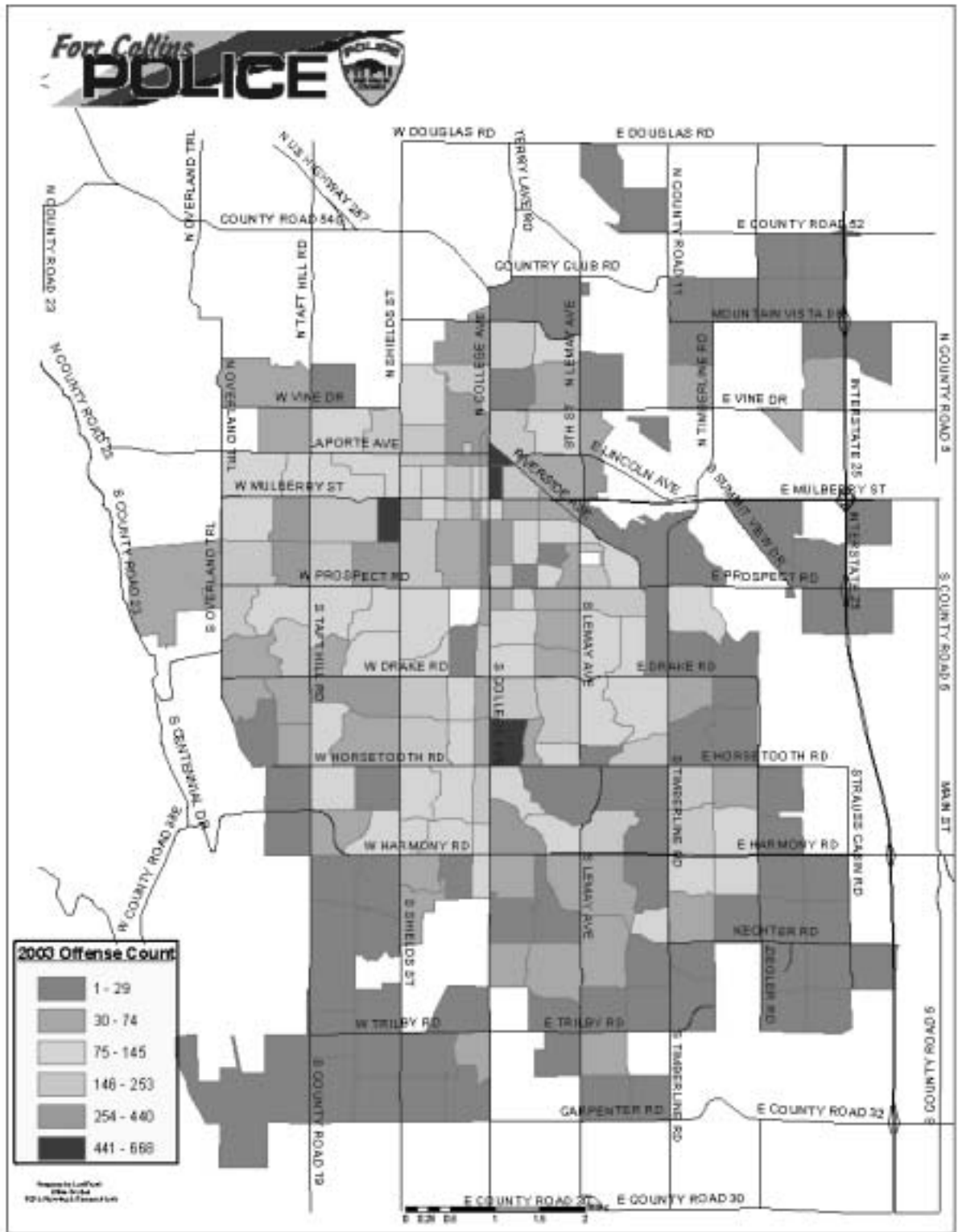
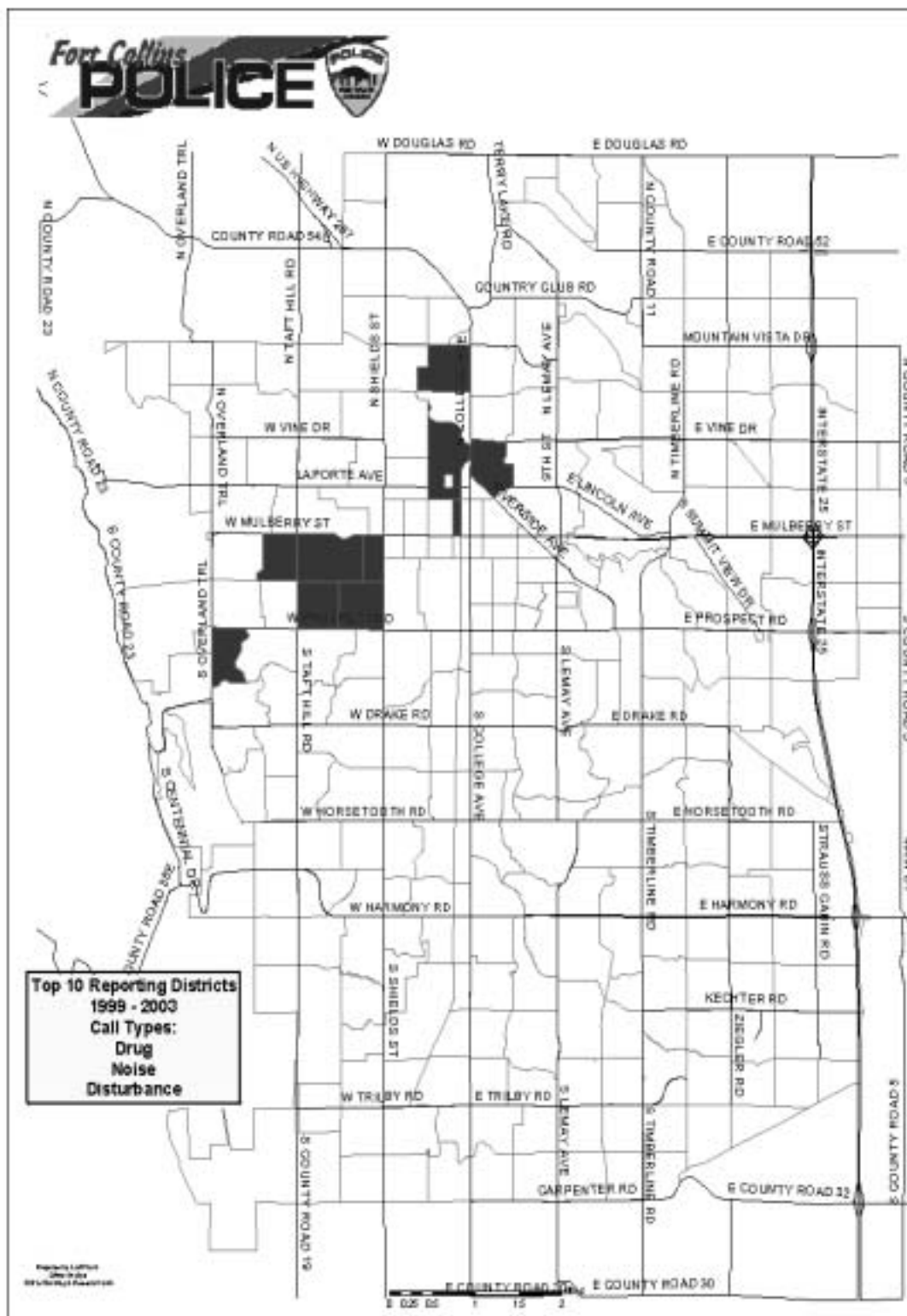


Figure F-49: Top 10 Citywide Reporting Districts - 1999 to 2003





# Appendix G

## Lemay Avenue Alignment Analysis

### Summary of Analysis


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#### Process

At Citizen Advisory Group meetings in May and June, some committee members expressed concern about the cost of the proposed *Master Street Plan* (MSP) realignment of Lemay Avenue, and whether this project will ever be funded. Prompted by discussion at the committee meeting and the Planning and Zoning Board, the planning team studied alternatives to the Lemay realignment. Staff considered three alternatives to the realignment (all involving widening of the existing Lemay alignment) that are described in more detail on the next page.

After staff prepared technical analysis showing the alignment and impacts of widening Lemay, staff concluded the MSP realignment remains the better alternative because widening Lemay would have tremendous impacts on the existing neighborhoods and would not ultimately solve the traffic problems in the area.

The planning team polled the CAG, the Transportation Board, and the Planning and Zoning Board about whether to pursue the question of widening Lemay with the neighborhoods. CAG and T-Board both recommended no further study of Lemay Widening. P&Z was split on its direction. Taking into account advice from these boards, City Council recommend no further analysis of the Lemay alternatives

 (see *Summary of Advice and Direction on page 106*).

#### Staff Recommendations

Staff acknowledged there are significant issues that should preclude further consideration of improving Lemay to a 4-lane arterial status on its current alignment, even though it has the potential to be a less expensive project than the MSP realignment. These considerations are:

- Widening Lemay Avenue only provides a short-term, partial fix to adequate public facilities, and congestion and queuing issues at the Vine and Lemay intersection.
- It does not provide relief from delays associated with trains because there would not be a grade-separated crossing.
- It does not solve access problems for property owners along Lemay in the Andersonville neighborhood.
- It would require acquisition of some properties along Lemay and demolition of the homes.
- It precludes future neighborhood continuity, stressed as a key factor in this Plan, and would severely impact the neighborhoods of Andersonville and Alta Vista neighborhoods.
- It has political implications dealing with prior City commitments, historic preservation, and environmental justice issues.

## Master Street Plan Lemay Alternatives

The planning team explored the following three potential alternatives to the *Master Street Plan* realignment of Lemay Avenue:

Figure G-50: Lemay Current Alignment with 115' ROW

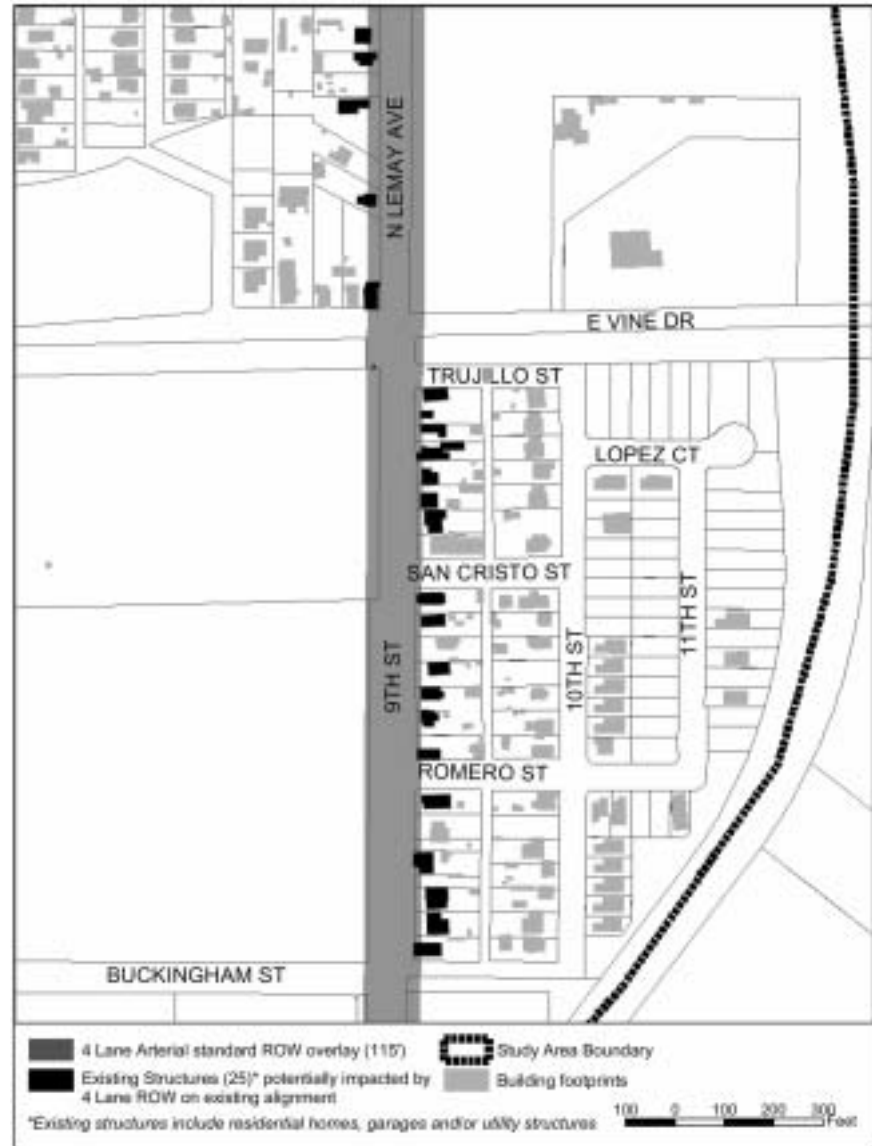
1. Current alignment with 115-foot right-of-way.
2. Current alignment with a narrower 102-foot right-of-way.
3. Alignment shifted to the west, requiring moving high voltage power poles.

### 1. Lemay Current Alignment (115-foot Right-of-Way)

This option would require widening of Lemay Avenue at its current alignment to 4 lanes with a 115-foot right-of-way (see Figure G-50 to the right). There would be no grade-separation for the railroad crossing.

Considerations are:

- An estimated impact to 25+ structures (including homes and a church) along Lemay;
- Access and queuing issues remain;
- Railroad issues remain; and
- This option impacts neighborhood continuity between Andersonville and Alta Vista neighborhoods.



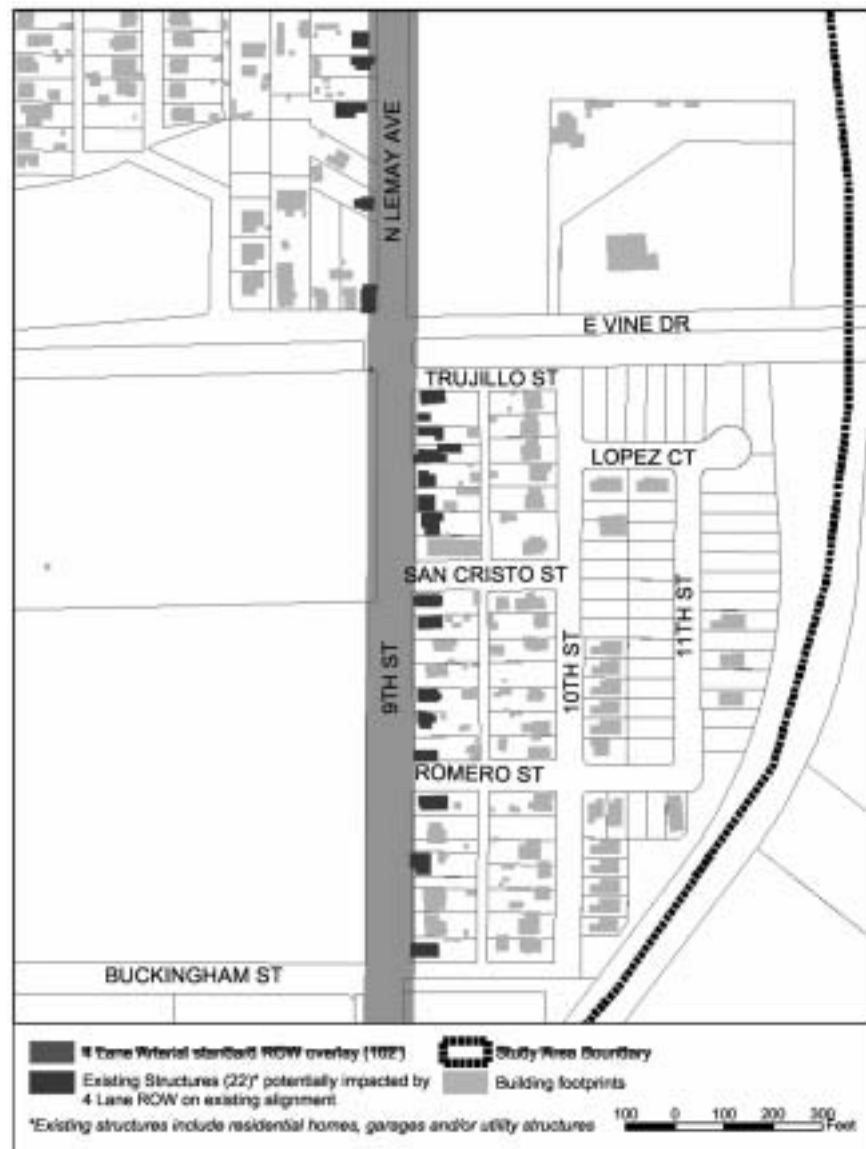
## 2. Lemay Current Alignment (102-foot Right-of-Way)

This option would require widening of Lemay Avenue at its current alignment to 4-lanes with a 102-foot right-of-way (see Figure G-51 to the right). There would be no grade-separation for the railroad crossing.

Figure G-51: Lemay Current Alignment with 102' ROW

Considerations are:

- Estimated impact to 22+ structures; (including homes and a church) along Lemay;
- Access and queuing issues remain;
- Railroad issues remain; and
- This option impacts neighborhood continuity between Andersonville and Alta Vista neighborhoods.



### 3. Lemay Shifted and Widened Alignment

The third option would shift the alignment of Lemay Avenue slightly to the west and would require moving the high voltage power poles that are currently along the street (see Figure G-52, to the right). There would be no grade-separation for the railroad crossing.

*Figure G-52: Current Lemay Shifting and Widening Alternative*

Considerations are:

- The option still impacts up to eight homes in the Alta Vista neighborhood;
- It requires movement of several large power poles and lines at considerable expense;
- The delay issues related to the railroad remain unanswered;
- Access treatment would still be necessary to protect Andersonville neighborhood residents;
- The option impacts neighborhood continuity between Andersonville and Alta Vista neighborhoods; and
- The option increases impacts to vacant land owners to the west.



## Financial Cost Comparison of Alternatives

### ***Master Street Plan – Lemay Realignment***

The realignment of Lemay proposed in this Plan and in the *Master Street Plan* has the following associated costs:

- Total project cost is \$23 million (Capital Costs - CIP 2004).
- This cost includes the grade separation over or under the railroad.
- It could be funded by approximately \$7 million in Street Oversizing (SO) fees, \$5 million in developer contributions, and \$11.5 million capital improvements budget and other sources.
- There is a potential for the railroad to contribute towards grade-separated crossing.
- The City has acquired right-of-way between Lincoln Avenue and Vine Drive.

Shifting and widening Lemay would have the following associated costs:

- Total estimated project cost would be approximately \$12 million.
- It has limited potential for development/SO fees to pay for improvements.
- It potentially could cost more for right-of-way acquisition and legal costs.

## Summary of Advice and Direction

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### **Citizen Advisory Group (September 22, 2004)**

The planning team polled the Citizen Advisory Group (CAG), and a majority supported the *Master Street Plan* alternative to realign Lemay. Some CAG members did not feel this alternative should have been explored before more discussion took place with the CAG and neighborhood residents, given the severity of the potential impacts on

the neighborhoods. Many members, however, remain concerned about the financial feasibility of the Lemay realignment.

### **Transportation Board Meeting**

The planning team presented the Lemay realignment options to the Transportation Board to determine whether to further explore the widening options. The Transportation Board unanimously supported the *Master Street Plan* realignment alternative.

### **Planning and Zoning Board**

The planning team presented the Lemay realignment options to the Planning and Zoning Board to get advice as to whether to further explore the widening options with the neighborhoods. The P&Z Board was split in its advice to (a) talk to neighborhoods and further consider explore Lemay options, and (b) to support the *Master Street Plan* realignment of Lemay.

### **City Council Study Session (September 28, 2004)**

After presenting the options to the two boards and the CAG, the planning team presented the Lemay options to the City Council to get direction about whether to further question the widening options with the neighborhoods. Council unanimously supported the *Master Street Plan*—Lemay realignment and did not recommend further exploration of the Lemay widening.

