

CARRYING FORWARD EXISTING GOALS, PRINCIPLES, AND POLICIES

Draft 6/22/10

Introduction

PURPOSE OF THIS DOCUMENT

This document is a step within Phase 2 of *Plan Fort Collins*. Phase 2 focuses on refining the community's vision, identifying new policy choices and tradeoffs, and identifying and refining existing policies to carry forward. This document builds on the work and public outreach completed during Phase 1, which focused on trends, opportunities, and challenges facing the City.

In 2010, many of the goals, principles, and policies contained within the 2004 versions of *City Plan* and the *Transportation Master Plan* (TMP) still generally reflect community ideas and aspirations. Yet, looking toward the future, there are opportunities to refine and clarify the City's existing goals and policies to reflect new trends and feedback. This document outlines the existing goals, principles and policies from *City Plan* and the *TMP*, and offers preliminary recommendations for carrying them forward into *Plan Fort Collins*.

ORGANIZATION OF EXISTING PRINCIPLES AND POLICIES

The table on the following pages begins with a list of existing goals (pages 3-5), and then details the existing principles and policies, organized according to the topics used in previous editions *City Plan* and the *TMP*. The existing principles and policies topics include:

- Land Use (page 6)
- Transportation (page 8)
- Community Appearance and Design (page 13)
- Economy (page 16)
- Housing (page 17)
- Environment (page 19)
- Open Lands (page 23)
- Growth Management (page 26)
- Transportation Corridors (TMP) (page 32)
- Enhanced Travel Corridors (TMP) (page 35)

Each goal, principle, and policy is marked with “keep,” “refine,” or “remove,” in addition to comments to refine or update the text. These suggestions are based on the feedback received to-date and issues and opportunities identified in the Phase 1 *Snapshot Report* and community dialogue. The planning team will continue to review and refine the existing goals, principles, and policies to carry forward against feedback and preferred directions collected during Phase 2.

PROPOSED NEW ORGANIZATION

After the community selects preferred directions for the Plan (near the end of Phase 2), the planning team will reorganize the existing goals, principles, and policies to align with the proposed new *Plan Fort Collins* structure and to carry forward along with the new policy directions. Closely aligned with the City's Budgeting for Outcomes results categories, the seven proposed parts of the *Plan Fort Collins* vision include:

- Economic Health (EH)
- Environmental Resources (ENV)
- Community and Neighborhood Livability (LIV)
- Safety and Wellness (SW)
- Culture, Parks, and Recreation (CPR)
- Transportation (T)
- High Performing Community (HI)

The “Vision Category” column on the following pages provides preliminary suggestions for reorganizing the existing goals, principles, and policies. Please note that a number of the existing ideas are relevant, but may be more appropriately addressed in Phase 3 with other implementation actions. These items are marked “I” followed by the relevant vision categories.

Because many of the existing ideas overlap several vision categories, the primary corresponding category and other related categories are identified. During the reorganization of the existing goals, principles, and policies, the planning team will aim to remove redundancies and consolidate closely related ideas.

NEXT STEPS

During Phase 3 a more complete list of implementation strategies will be developed to accomplish the new, refined, and existing goals, principles, and policies identified through the Phase 2 efforts. The planning team will work with the community to identify priority implementation items, and then will fold all of the pieces into the draft Plan.

CITY PLAN GOALS, PRINCIPLES, AND POLICIES	KEEP	REFINE	DELETE	COMMENTS	VISION CATEGORY
<i>Land Use Goals:</i>					
Our community will have a compact land use pattern within a well-defined boundary.	X	X		Define compact	LIV
Fort Collins will be a city of cohesive, distinct, diverse, attractive and safe neighborhoods.	X	X		Add "active"	LIV
Our community will have a primary downtown center supported by other districts with unique or specialized areas such as employment, civic, mixed-use and commercial.	X	X		Look at greater emphasis on other activity centers outside of downtown	LIV
Existing, underutilized commercial and industrial areas will be provided opportunities for mixed-use redevelopment, revitalization and economic growth, while improving upon their unique and positive qualities.	X				Primary: NL Related: EH
Colorado State University will continue to be one of the city's major activity centers.	X	X		Update statement using CSU Master Plan	LIV
<i>Transportation Goals:</i>					
Our community will develop and sustain a safe, convenient, and efficient transportation system incorporating and integrating many modes of travel including automobiles, transit, bicycles, and pedestrians.	X	X		Coordinate with TMP update.	T
Our community's transportation system will improve air quality, manage traffic congestion, and support efficient land use.	X	X		Coordinate with TMP update. Change air quality to environmental quality, add supports economic health and stormwater management.	Primary: T Related: ENV
The City's transportation and land use decisions will be mutually supportive.	X	X		Coordinate with TMP update. Add utility decisions.	Primary: LIV Related: T
Our community's growth will be structured in a compact pattern that facilitates pedestrian, bicycle and transit travel.	X	X		Coordinate with TMP update.	T
Our community's transportation system will be integrated with nearby county, regional, state, and national systems.	X	X		Coordinate with TMP update. May be too broad?	T
Walking will be a practical and enjoyable means of travel.	X	X		Coordinate with TMP update. Combine walking and bicycling?	Primary: T Related: SW
The bicycle will be a practical transportation choice for residents and visitors.	X	X		Coordinate with TMP update. Add commuters.	Primary: T Related: SW
Our community will have a comprehensive public transit system.	X	X		Coordinate with TMP update.	Primary: T Related: SW
<i>Community Appearance and Design Goals:</i>					
Our community's streets and walkways will be planned, built, and maintained as attractive public spaces.	X	X		Add "safe". Gateways may require separate section from streetscape environment	Primary: T Related: LIV
Housing in many different forms will be included in attractive, safe neighborhoods that encourage walking and social interaction.	X	X		Add quality/safe housing	LIV
Commercial buildings will contribute to the character of Fort Collins as a unique place.	X				LIV
Thoughtful design of the total community image and environment will strengthen Fort Collins' identity, security, and livability.	X	X		This is an unclear statement – needs further clarification of intent	Primary: LIV Related: SW
<i>Economy Goals:</i>					

CITY PLAN GOALS, PRINCIPLES, AND POLICIES	KEEP	REFINE	DELETE	COMMENTS	VISION CATEGORY
The economic health of our community will be sustainable.	X	X		Update with latest information and definitions	EH
Fort Collins will maintain its role as a regional economic center.	X	X		Changing regional role will impact this statement	EH
Colorado State University will continue to be a major factor in our community's economy.	X				EH
Our community will continue to support cultural amenities as an important contributor to our economic health and as a reflection of the importance of the arts and our heritage.	X	X		May need an update to reflect Cultural Plan	Primary: CPR Related: EH
<i>Housing Goals:</i>					
Our community will be a place where all of its people will have an opportunity to live in safe, habitable, and affordable housing.	X	X		Add quality	LIV
Our community will provide a mix of housing distributed throughout the city.	X				LIV
Our community will encourage preservation of existing housing.	X	X		Clarify - does preservation refer to historic properties or just preserving the housing stock in terms of numbers?	LIV
Our community will create an environment that meets the special needs of our residents.	X	X		Clarify that "the community will create an environment that encourages housing and facilities that meets..."	LIV
Our buildings will be environmentally sustainable.	X	X		Add triple bottom line – energy efficiency, green building, etc. and don't limit to environment	Primary: LIV Related: ENV, EH
<i>Environment Goals:</i>					
Our community will be a responsible steward of the natural environment, such as improving air quality, water quality, conserving resources, and reducing solid wastes.	X				ENV
Our community will continually improve Fort Collins' air quality as the city grows by applying strong, comprehensive policies and strategies to address air quality issues.	X				ENV
Our community will maintain high standards for ensuring clean water quality.	X				ENV
The City will have strong resource conservation programs including energy, water, native and restored wildlife habitat areas and urban forests.	X				ENV
Our community will have a strong waste reduction and management program.	X				ENV
Our community will be protected from all forms of hazardous materials.	X	X		Not "protect" – "will take prevention/mitigation measures.	ENV

CITY PLAN GOALS, PRINCIPLES, AND POLICIES	KEEP	REFINE	DELETE	COMMENTS	VISION CATEGORY
<i>Open Lands Goals:</i>					
Our community will have a comprehensive system of open lands.	X				ENV
Valued open lands such as natural areas, community separators, and agricultural lands will be preserved and protected through an active, comprehensive, and regional program.	X				ENV
Our community will continue to actively acquire and manage land and water to preserve, protect, and enhance locally and regionally valued open lands.	X				ENV
Our community will have a balanced system of open lands and recreational areas including parks, trails, recreational facilities and urban streetscapes.	X	X		Add community gardens	Primary: CPR Related: ENV, LIV
<i>Growth Management Goals:</i>					
Our growth management program will be based on creating a city that is livable and sustainable.	X	X		Define this better.	LIV
To derive the greatest value possible from its investments in infrastructure, the City will assure critical maintenance of existing capital facilities, gradually remedy deficiencies in existing facilities over time, and provide facilities adequate to serve new growth in accordance with adopted levels of service for public facilities and services.	X				LIV
The City will involve citizens in the planning and decision-making processes of government.	X				HI
Development will pay its share of the cost to provide needed public facilities and services.	X				LIV
Development will not be permitted where it cannot be adequately served by critical public facilities and services.	X				LIV
The City's land use regulations will be a primary mechanism for implementing the goals and policies of <i>City Plan</i> .	X				I
Regular monitoring and evaluation of actual experience and trends in meeting the goals of the plan will lead to both <i>City Plan</i> amendments and improved ability to project future conditions.	X				I
The plans and policies of the City, adjacent municipalities, Colorado State University, Poudre and Thompson School Districts, and Larimer County will be closely coordinated.	X				HI

CITY PLAN GOALS, PRINCIPLES, AND POLICIES	KEEP	REFINE	DELETE	COMMENTS	VISION CATEGORY
<i>Land Use Principles and Policies:</i>					
PRINCIPLE LU-1: Growth within the City will promote a compact development pattern within a well-defined boundary.	X				LIV
Policy LU-1.1 Compact Urban Form. The desired urban form will be achieved by directing future development to mixed-use neighborhoods and districts while reducing the potential for dispersed growth not conducive to pedestrian and transit use and cohesive community development.	X	X		May need to be updated based on new policy directions.	LIV
PRINCIPLE LU-2: The City will maintain and enhance its character and sense of place as defined by its neighborhoods, districts, corridors, and edges.	X				LIV
Policy LU-2.1 City-Wide Structure. The City will adopt a city-wide structure of neighborhoods, districts, corridors, and edges as a means of creating identifiable places and achieving the goals of compact development that is well-served by all modes of travel.	X				Primary: LIV Related: T
Policy LU-2.2 Urban Design. The design review process, supplemented by design standards and guidelines, will be used to promote new construction and redevelopment that contribute positively to the type of neighborhoods, districts, corridors and edges described herein while emphasizing the special identity of each area.	X				LIV
PRINCIPLE LU-3: The <i>City Structure Plan</i> will be used to provide a geographic depiction of how these <i>City Plan Principles and Policies</i> are applied throughout the City.	X				LIV
Policy LU-3.1 General Area Designations. The City Structure Plan will identify where the various designations apply within the Fort Collins growth management area as an indication of the City's intent to maintain certain conditions within these areas or to promote certain types of development.	X				LIV
Policy LU-3.2 Amendments. Any significant changes to the area designations identified in the City Structure Plan will require an amendment to the City Structure Plan and adequate public participation. The City Structure Plan will be reviewed and evaluated on a regular basis.	X				I
Policy LU-3.3 Development Regulations Established. Within each general area designation, specific development regulations will be established to provide greater detail regarding the intensity of activity desired, sequence and timing of development, and to address specific issues related to the types of uses and character of development and other criteria to be accommodated.	X				I (LIV)
PRINCIPLE LU-4: More specific subarea planning efforts will follow the adoption of these <i>City Plan Principles and Policies</i> which tailor <i>City Plan's</i> city-wide perspective to individual neighborhoods, districts, corridors, and edges. [SEE FIGURE LU-4]	X	X		Future subarea plans as needed, update Figure LU-4	I (LIV)
Policy LU-4.1 Planning within the Context of City Plan. <i>City Plan</i> establishes city-wide policies. Subarea plans are needed to help implement <i>City Plan</i> by applying its general, city-wide policies to a specific subarea.	X				I (LIV)
LU-4.2 Generic Scope. A subarea plan will be comprehensive or issue-specific in scope, geographically limited to a defined area that may be as large as a corridor or as small as the boundaries of an individual neighborhood organization.	X				LIV
Policy LU-4.3 Collaboration. Collaborative relationships between stakeholders and the City will be fostered to help ensure that subarea plans are practical and effective.	X				I (HI)

CITY PLAN GOALS, PRINCIPLES, AND POLICIES	KEEP	REFINE	DELETE	COMMENTS	VISION CATEGORY
<p>Policy LU-4.4 Initiation of Subarea Plans. Subarea plans will typically be initiated by the City. Neighborhood organizations and/or the neighborhood property owners may also initiate planning efforts for their area. The City should adopt policies for neighborhood-initiated plans as a requirement to receive support for plan development or formal City action for implementation.</p>	X				HI
<p>Policy LU-4.5 Priority Subareas. The following areas have been identified as priority for future subarea planning: Northside Neighborhoods, Northwest Area including CSU Foothills Campus</p>	X	X		Update list of subareas or remove	LIV
<p>Policy LU-4.6 Existing Plans. Existing subarea plans will be reviewed and made consistent with <i>City Plan</i>, as needed. Four plans are planned to be updated: East Side Neighborhoods Plan, West Side Neighborhoods Plan, <i>Downtown Plan</i>, <i>North College Avenue Corridor Plan</i></p>	X	X		List needs to be updated	LIV
<p>Policy LU-4.7 Redevelopment / Infill. Subarea plans will serve as the primary means of identifying targeted areas that are to be encouraged as locations for redevelopment and infill activity.</p>	X				Primary: LIV Related: EH

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<i>Transportation Principles and Policies:</i>					
PRINCIPLE T-1: The physical organization of the city will be supported by a framework of transportation alternatives that balances access, mobility, safety, and emergency response throughout the city, while working toward reducing vehicle miles traveled and dependence upon the private automobile.	X			Coordinate with TMP update.	Primary: LIV Related: T, SW
Policy T-1.1 Land Use Patterns. The City will implement land use patterns, parking policies, and demand management plans that support effective transit, an efficient roadway system, and . Appropriate residential densities and non-residential land uses should be within walking distance of transit stops, permitting public transit to become a viable alternative to the automobile.	X	X		Coordinate with TMP update. Replace alternative transportation modes with bicycling and walking.	Primary: LIV Related: T
Policy T-1.2 Multi-Modal Streets. Street corridors will provide for safe, convenient, and efficient use of all modes of travel, including motor vehicles, transit, bicycles, and pedestrians.	X	X		Coordinate with TMP update. Expand to include complete streets and great/green streets?	Primary: T Related: SW
Policy T-1.3 Street Design Criteria. The City will continue developing street design criteria to support vehicular movement, transit, ride-sharing and non-motorized modes of transportation, which minimize conflicts between transportation modes, are compatible with surrounding land uses, and meet the needs of the users.	X	X		Coordinate with TMP update. Add and Stormwater management.	Primary: T Related: LIV
Policy T-1.4 Adequate Facilities. The City will ensure the provision of adequate facilities for the movement of goods and people while maintaining the integrity of existing streets and minimizing travel-related impacts within residential neighborhoods. As growth occurs, appropriate transportation investments should be made to support increased demands for travel.	X			Coordinate with TMP update.	Primary: T Related: LIV
Policy T-1.5 Targeted Areas. The City will provide transit services and non-motorized travel opportunities to support development of activity centers and districts in a manner that minimizes single-occupant automobile travel.	X			Coordinate with TMP update.	Primary: T Related: LIV
Policy T-1.6 Level of Service Standards. The City will prepare and adopt level of service standards for automobiles, bicycles, pedestrians and transit.	X	X		Coordinate with TMP update. Change to 'The City will develop and apply level of service standards for all travel modes.	T
Policy T-1.7 Transportation of Information. The City will encourage the development and sharing of infrastructure to facilitate the movement of information throughout the City.	X			Coordinate with TMP update.	T
Policy T-1.8 Transportation System Performance. The City will continue to improve the quality, type, and frequency of collecting data to evaluate the performance of the transportation system.	X	X		Coordinate with TMP update. Add 'and reporting' after collecting.	T
Policy T-1.9 Interstate Interchange Improvements. The City will encourage partnerships among the Colorado Department of Transportation, Federal Highway Administration, and private interests to build new and/or improve existing interchanges, overpasses, and/or underpasses on I-25 to increase mobility. (Note: this policy does not commit the City to financial participation in the interchange improvements.)	X	X		Coordinate with TMP update. Change 'among' to 'with'. Add 'neighboring community's before 'private interests'.	Primary: T Related: EH

CITY PLAN GOALS, PRINCIPLES, AND POLICIES	KEEP	REFINE	DELETE	COMMENTS	VISION CATEGORY
Policy T-1.10: Context Sensitive Design. The City will continue to design transportation projects with consideration for the context or setting through careful planning, consideration of different perspectives, and tailoring designs to particular project circumstances. The intent of the policy is to ensure that transportation projects not only move vehicles, bikes, and pedestrians safely and efficiently, but are sensitive to the environmental, scenic, aesthetic, and historic values of the area.	X	X		Coordinate with TMP update. Add 'plan and' after 'continue to', add 'Diverse needs of community' after 'perspectives',	Primary: T Related: LIV
PRINCIPLE T-2: Mass transit will be an integral part of the City's overall transportation system.				Coordinate with TMP update.	T
Policy T-2.1 Transit System. The City's public transit system will be expanded in phases to provide integrated, high-frequency, productivity-based transit service along major transportation corridors, with feeder transit lines connecting all major district destinations, consistent with adopted transit plans.	X	X		Coordinate with TMP update. Add - Access to health and human services	T
Policy T-2.2 Transit Stops. Transit stops will be integrated into existing and future business districts and Neighborhood Commercial Centers in a way that makes it easy for transit riders to shop, access local services, and travel to work. Transit stops should be provided no more than 1/4 mile walking distance of most residences to the extent feasible. The design and location of transit stops should function as an integral part of these destinations and provide adequate lighting, security, pedestrian amenities and weather protection.	X	X		Coordinate with TMP update. Add bicycle. Add 'and cyclists (bike racks)' after 'security, pedestrian'.	Primary: T Related: LIV
Policy T-2.3 Transit Route Design. The City will implement fixed-route transit services through a phased transition to a productivity-based system, where appropriate, consistent with the adopted transit plans.	X			Coordinate with TMP update.	T
PRINCIPLE T-3: City transportation programs will promote the reduction of vehicle miles traveled through strategies that reduce trip generation and length and increase automobile occupancy.	X	X?		Coordinate with TMP update. Add other metrics?	T
Policy T-3.1 Demand Management. The City will promote travel demand reduction measures that reduce automobile trips and promote alternative travel modes in which results can be measured - such as telecommuting and in-home businesses, electronic communications, variable work weeks, flextime, transit access, bicycle and pedestrian amenities, parking management, and trip reduction programs for large employers.	X	X		Coordinate with TMP update. Change 'amenities' to 'facilities'. Remove 'for large employers'.	Primary: T Related: EH
Policy T-3.2 Ridesharing Programs. The City's carpooling and vanpooling programs will be expanded to support the use of ridesharing as an alternative to the single-occupant vehicle, consistent with adopted local, regional, and long-range plans (e.g. North Front Range Transportation Demand Management Program).	X	X		Coordinate with TMP update. Add 'will support regional' after 'The City'. Remove 'will be expanded to support the use of ridesharing'.	Primary: T Related: EH
PRINCIPLE T-4: Bicycling will serve as a practical alternative to automobile use for all trip purposes.	X			Coordinate with TMP update.	T
Policy T-4.1 Bicycle Facilities. The City will encourage bicycling for transportation through an urban growth pattern that places major activity centers and neighborhood destinations within a comfortable bicycling distance, that assures safe and convenient access by bicycle, and that reduces the prominence of motorized transportation in neighborhoods and other pedestrian and bicyclist-oriented districts.	X	X		Coordinate with TMP update. Change 'continuity' to 'connectivity, safety' to section a. Add 'and transit stops' to section b after 'neighborhoods'.	Primary: T Related: LIV
Policy T-4.2 System Design. The City will design a city-wide system of on- and off-road bicycle transportation facilities according to adopted standards while maximizing safety, convenience and comfort for bicyclists of all ages and skill levels in conformance with accepted design criteria.	X	X		Coordinate with TMP update. Change 'off-road' to 'off-street'.	Primary: T Related: SW

CITY PLAN GOALS, PRINCIPLES, AND POLICIES	KEEP	REFINE	DELETE	COMMENTS	VISION CATEGORY
Policy T-4.3 Management/Maintenance. The City's investment in streets and bicycle facilities will be protected through a proactive, high-quality maintenance program that is tailored to the specific needs of people who ride bicycles for transportation, and to risk management considerations.	X	X		Coordinate with TMP update. Change 'risk management considerations' to promote safety'.	T
Policy T-4.4 Enforcement. Respect for bicyclists and by bicyclists for traffic laws should be encouraged through effective, on-going enforcement programs. These programs should emphasize safety and educational messages.	X			Coordinate with TMP update.	Primary: T Related: SW
Policy T-4.5 Education. The City will improve safety and encourage increased transportation bicycling through a comprehensive, on-going set of education programs targeted at motorists, pedestrians and bicyclists of all ages.	X	X		Coordinate with TMP update. Add 'non-profits' after civic groups,'.	Primary: T Related: SW
PRINCIPLE T-5: The City will acknowledge pedestrian travel as a practical transportation mode and elevate it in importance to be in balance with all other modes. Direct pedestrian connections will be provided from places of residence to transit, schools, activity centers, work and public facilities.	X	X		Coordinate with TMP update. Include connections to health facilities.	Primary: T Related: LIV
Policy T-5.1 Land Use. The City will promote a mix of land uses and activities that will maximize the potential for pedestrian mobility throughout the community.	X			Coordinate with TMP update.	Primary: T Related: LIV
Policy T-5.2 Connections. Pedestrian connections will be clearly visible and accessible, incorporating markings, signage, lighting and paving materials.	X			Coordinate with TMP update.	Primary: T Related: SW
Policy T-5.3 Continuity. The City will provide a safe, continuous and understandable pedestrian network incorporating a system of sidewalks, crossings and trails throughout the community. Bridges and crossings should be provided over railroads, rivers, drainageways, and other features that may be major barriers to a continuous pedestrian network.	X	X		Coordinate with TMP update. Integrate systems safe for all non-motorized modes (ped, bicycles, wheelchairs, etc.)	Primary: T Related: LIV
Policy T-5.4 Sidewalks. Sidewalks will be designed, constructed, and maintained to provide safety, comfort, and a "walkable" community.	X			Coordinate with TMP update.	T
PRINCIPLE T-6: Street crossings will be developed to be safe, attractive, and easy to navigate.	X			Coordinate with TMP update.	Primary: T Related: SW
Policy T-6.1 Street Crossings. The City will design street crossings at intersections consistent with adopted standards with regard to crosswalks, lighting, median refuges, corner sidewalk widening, ramps, signs, signals, and landscaping.	X			Coordinate with TMP update.	T
Policy T-6.2 Intersection Improvements. Traffic calming and sight distance improvements at intersections should be developed where appropriate to enhance the safety of street crossings.	X			Coordinate with TMP update.	Primary: T Related: SW
Policy T-6.3 Pedestrian Signalization. The City will ensure that signals, signs, and markings have clear vehicular and pedestrian indicators for street crossings. Automatic pedestrian phases at high demand intersections and pedestrian buttons at low demand areas should be provided.	X	X		Coordinate with TMP update. Change 'Pedestrian Signalization' to 'Pedestrian and Bicycle Signalization'. Add 'and bicycle' after 'vehicular'. Add 'bicycle detection' after 'phases'.	Primary: T Related: SW
PRINCIPLE T-7: The City will encourage the development of attractive and easy to navigate pedestrian facilities to create an interesting pedestrian network.	X			Coordinate with TMP update.	T
Policy T-7.1 Pedestrian Facilities. The City will encourage the provision of pedestrian scale improvements that fit the context of the area.	X			Coordinate with TMP update.	Primary: T Related: LIV

CITY PLAN GOALS, PRINCIPLES, AND POLICIES	KEEP	REFINE	DELETE	COMMENTS	VISION CATEGORY
PRINCIPLE T-8: The City will develop secure pedestrian settings by developing a well-lit inhabited pedestrian network and by mitigating the impacts of vehicles.	X	X		Coordinate with TMP update. Not sure what this means – needs clarification	T
Policy T-8.1 Security. Clear and direct lines of sight in pedestrian settings should be provided to increase the perception of security.	X	X		Coordinate with TMP update. Again, clarify – not sure what this means	Primary: T Related: SW
Policy T-8.2 Site Improvements. The City will increase pedestrian safety by identifying and correcting potentially dangerous locations with physical improvements.	X			Coordinate with TMP update.	T
Policy T-8.3 Safety. The City will enact local policies and ordinances that will enhance pedestrian safety, develop educational programs for all age groups, as well as for bicyclists and motorists, and increase enforcement.	X			Coordinate with TMP update.	Primary: T Related: SW
PRINCIPLE T-9: Private automobiles will continue to be an important means of transportation.	X			Coordinate with TMP update.	T
Policy T-9.1 Vehicle Miles Traveled (VMT). The City will continually strive to reduce the growth rate in vehicle miles traveled (VMT) by implementing a VMT reduction program that strives to meet or exceed the performance of similar programs in comparable cities.	X	X?		Coordinate with TMP update. Add 'other metrics' after 'reduce the?'	T
Policy T-9.2 New and Existing Roadways. New streets will be designed and constructed to ensure an acceptable level of service. The City will maintain or enhance the quality of existing roadways.	X			Coordinate with TMP update.	T
PRINCIPLE T-10: The City will participate in a coordinated, regional approach to transportation planning.	X			Coordinate with TMP update.	T
Policy T-10.1 Regional Transportation Planning. The City will continue to participate in the North Front Range Metropolitan Planning Organization's (MPO) transportation programs and planning efforts. The City will promote interagency cooperation, encourage regional coordination, and develop private partnerships to facilitate cooperative land use, air quality protection, and transportation decision-making.	X	X		Coordinate with TMP update. Change 'air quality' to 'environmental' and add 'economic development' after 'protection, and'.	Primary: T Related: HI
Policy T-10.2 Funding. The City will continue to actively pursue all available long-term, consistent funding mechanisms from federal, state and local sources to implement and maintain a multi-modal transportation system and travel demand management program.	X	X		Coordinate with TMP update. Change 'and travel demand management program' to '(capital, O&M, programs and services)'.	Primary: T Related: EH
Policy T-10.3 Future Passenger Rail. The City's public transit system will incorporate future opportunities for commuter passenger rail or other interregional rail transit connections between the North Front Range and Denver.	X	X		Coordinate with TMP update. Add '/among' after 'connections between'.	T
Policy T-10.4 Future Regional Transit Service. The City will work cooperatively with the North Front Range Metropolitan Planning Organization and other northern Colorado communities to identify opportunities to provide regional transit connections along regionally significant transportation corridors.	X	X		Coordinate with TMP update. Add 'and Trails' after 'Future Regional Transit'. Add 'and trails' after 'regional transit'.	T
Policy T-10.5 Interregional Transit Corridors. The City will work cooperatively with regional partners to identify opportunities to provide interregional transit connectivity along the Front Range.	X			Coordinate with TMP update.	T

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<i>Community Appearance and Design Principles and Policies:</i>					
PRINCIPLE CAD-1: Each addition to the street system will be designed with consideration to the visual character and the experience of the citizens who will use the street system and the adjacent property. Together, the layout of the street network and the streets themselves will contribute to the character, form and scale of the City.	X				LIV
Policy CAD-1.1 Street Design Standards. All new public streets must conform to City street standards. Alternative street designs may be approved by the City where they are needed to accommodate unique situations, such as important landscape features or distinctive characteristics of a neighborhood or district, provided that they meet necessary safety, accessibility and maintenance requirements.	X				Primary: T Related: LIV, SW
Policy CAD-1.2 Street Layout. New streets will make development an integrated extension of the community. The street pattern will be simple, interconnected and direct, avoiding circuitous routes.	X				Primary: T Related: LIV
Policy CAD-1.3 Streetscape Design. All new streets will be functional, safe and visually appealing. Shade trees, landscaped medians and parkways, public art, and other amenities will be included in the streetscape.	X	X		May need to be updated to set direction for new streetscape design standards	Primary: T Related: LIV, CPR
Policy CAD-1.4 Street Tree Design. Street trees should be used in a formal architectural fashion to reinforce, define and connect the spaces and corridors created by buildings and other features along a street. Canopy shade trees will constitute the majority of tree plantings, and a mixture of tree types will be included, arranged to establish partial urban tree canopy cover. Existing trees will be preserved to the maximum extent feasible.	X				Primary: LIV Related: ENV, CPR
Policy CAD-1.5 Street Lighting. Lighting fixture design and illumination should be tailored to match the context of the street. Lighting levels should be designed to emphasize the desired effect and not the light source, avoiding sharp contrast between bright spots and shadows, spillover glare, and preserving "dark sky" views at night time.	X				Primary: LIV Related: SW
Policy CAD-1.6 Retrofit of Existing Streetscapes. Existing arterial streets should be redesigned to include landscaped medians and parkways when opportunities permit and funding is available.	X				Primary: LIV Related: CPR
Policy CAD-1.7 Street Art. The City will encourage the incorporation of artistic elements such as sculpture, into the streetscape design.	X				Primary: LIV Related: CPR
PRINCIPLE CAD-2: Public spaces, such as plazas, civic buildings, outdoor spaces, parks, and gateway landscapes should be designed to be functional, accessible, attractive, safe and comfortable.	X				Primary: LIV Related: CPR
Policy CAD-2.1 Civic Buildings and Grounds. Civic facilities -- such as community buildings, government offices, recreation centers, post offices, plazas, libraries and schools -- should be placed in central locations as highly visible focal points.	X				LIV
Policy CAD-2.2 Public Space Design. Mixed-use commercial and civic design proposals should incorporate one or several design components related to public outdoor space including pedestrian circulation, transit facilities, plazas, pocket parks, sitting areas, children's play areas and public art.	X				Primary: LIV Related: T, CPR
Policy CAD-2.3 Entryways. Community entryways will be enhanced and accentuated at key entry points to the City including interstate interchange areas, and other major arterial streets leading into the City.	X	X		May need to be updated. Title change to "gateways" may be more appropriate.	Primary: LIV Related: T

CITY PLAN GOALS, PRINCIPLES, AND POLICIES	KEEP	REFINE	DELETE	COMMENTS	VISION CATEGORY
PRINCIPLE CAD-3: Commercial developments create a powerful impression of the City, both individually and taken together as a whole. While corporate franchises and chain stores will remain vital and recognizable, commercial developments will be designed to contribute to Fort Collins' distinct visual quality and uniqueness.	X				Primary: LIV Related: EH
Policy CAD-3.1 Modification of Standardized Commercial Architecture. Commercial buildings will demonstrate a reflection of local values with site-specific design. Standardized architectural prototypes will be modified, if necessary, so that the City's appearance remains unique. Development will not consist solely of repetitive design that may be found in other communities.	X				LIV
Policy CAD-3.2 Compatibility with Surrounding Development. Proposed commercial buildings must contribute to the positive character of the area. Building materials, architectural details, color range, building massing, and relationships to streets and sidewalks will contribute to a distinctive local district, corridor, or neighborhood.	X				LIV
PRINCIPLE CAD-4: Security and crime prevention will continue to be important factors in urban design.	X				Primary: LIV Related: SW
Policy CAD-4.1 Crime Prevention and Security. A natural approach to crime prevention will continue to be important in the design and layout of new development. Natural crime prevention means the natural community surveillance that results from visibility and observation by citizens who feel a sense of ownership of the community. These qualities will continue to be fostered by the urban design of development. Anonymous environments, hidden areas, difficult access, etc. will be addressed and avoided.	X	X		What is "natural" crime prevention? Need to clarify this – explain what it means.	Primary: LIV Related: SW
Policy CAD-4.2 Lighting and Landscaping. Security lighting should generally be at low, even levels to create comfortable area-wide visibility and not highly contrasting bright spots and shadows. Lighting should be selected to reduce glare and preserve "dark sky" views of night skies. Landscaping should be designed to avoid hidden areas, particularly where such areas may be used at night, such as near building approaches and entrances.	X				Primary: LIV Related: SW
PRINCIPLE CAD-5: The quality of life in Fort Collins will be enhanced by the preservation of historic resources and inclusion of heritage in the daily life and development of the City and community.	X				LIV
Policy CAD-5.1 Survey, Identification, and Prioritization. The City will determine what resources are within the Growth Management Area, how significant these resources are, the nature and degree of threat to their preservation, and methods for their protection.	X				LIV
Policy CAD-5.2 Education and Awareness. The City will raise the level of awareness and understanding of and appreciation for the value of historic preservation in contributing to the quality of life in Fort Collins.	X				LIV
Policy CAD-5.2 Education and Awareness. The City will raise the level of awareness and understanding of and appreciation for the value of historic preservation in contributing to the quality of life in Fort Collins.	X				LIV
Policy CAD-5.3 Incentives. The City will use incentives to encourage private sector preservation and rehabilitation of historic resources.	X				Primary: LIV Related: EH

CITY PLAN GOALS, PRINCIPLES, AND POLICIES	KEEP	REFINE	DELETE	COMMENTS	VISION CATEGORY
Policy CAD-5.4 Planning and Regulations. The City will formally recognize the contribution of historic resources to the quality of life in Fort Collins through planning and regulations.	X				LIV
Policy CAD-5.5 Landmark Designation Program. The City will actively encourage property owners to designate their properties.	X				LIV
PRINCIPLE CAD-6: Artistic enrichment and cultural opportunity are vital to community values, quality of life, and economic and social wellness. The City will promote, encourage and stimulate the growth of cultural development and participation.	X				Primary: CPR Related: LIV, EH
Policy CAD-6.1 Role of City. The City will continue to sustain City-owned facilities and City-initiated programming, and assist local arts organizations by providing administrative consultation, marketing expertise, technical assistance, and box office services.	X				Primary: CPR Related: LIV
Policy CAD-6.2 Types of Projects. The City will provide, maintain, and operate historic and cultural facilities. A full range of performing, historical, and visual arts programs will be produced and presented.	X				Primary: CPR Related: LIV
Policy CAD-6.3 Acquisitions. The City will acquire, exhibit, preserve and store historic artifacts and works of art of local, regional, national and international significance. The Art in Public Places program should continue in effect, to be administered by City staff in conjunction with the Art in Public Places Board.	X				Primary: CPR Related: LIV

CITY PLAN GOALS, PRINCIPLES, AND POLICIES	KEEP	REFINE	DELETE	COMMENTS	VISION CATEGORY
<i>Economic Sustainability and Development Principles and Policies:</i>					
PRINCIPLE ECON-1: The City will pursue a balanced and sustainable economic development program.	X				Primary: EH Related: LIV
Policy ECON-1.1 Balance of Employment Opportunities. The City will support the enhancement of its economic base and job creation by supporting the location of new businesses and the retention of existing businesses.	X				Primary: EH Related: LIV
Policy ECON-1.2 Economic Development Policy. The City will work with the business community and various business organizations to develop specific plans, goals and objectives in order to continue to encourage and support economic development and economic opportunities which provide primary employment, increase private investment within the community, and improve the quality of life for Fort Collins' residents.	X				Primary: EH Related: LIV
Policy ECON-1.3 Infrastructure and Capital Facilities. The City will ensure that the infrastructure needed to support the economy is in place within the constraints of City financial resources.	X				EH
Policy ECON-1.4 Jobs/Housing Balance. The City will strive to ensure that a reasonable balance exists between employment and housing is maintained as well as a balance between basic jobs and non-basic jobs. The primary intent is to create a relative balance between the wages generated by various types of employment and housing prices.	X	X		May need to be updated	Primary: EH Related: LIV
Policy ECON-1.5 Maintain and Expand City Revenue Base. The City will ensure that commercial uses that generate the sales and use tax revenues which support the City's financial base are maintained and expanded. The City will also explore other options to expand and diversify its revenue base, including targeted annexations of existing commercial corridors, such as the Mulberry Corridor, as well as revenue sharing agreements with other communities.	X				Primary: EH Related: LIV
PRINCIPLE ECON-2: Economic Sustainability: The City will strive to develop an economy which will be self-sustaining within the limits of its GMA (including possible modifications for CSU Foothills Campus, Wildflower and Fossil Creek Areas).	X				Primary: EH Related: LIV
Policy ECON-2.1. Fort Collins will investigate ways to diversify its revenue stream from the traditional "sales/use tax" model.	X				EH
Policy ECON-2.2. Fort Collins will be a leader in developing an economy which continues to "develop" within its GMA.	X				Primary: EH Related: LIV
Policy ECON-2.3. Fort Collins will investigate ways to maintain its desired level of services.	X				EH

CITY PLAN GOALS, PRINCIPLES, AND POLICIES	KEEP	REFINE	DELETE	COMMENTS	VISION CATEGORY
<i>Housing Principles and Policies:</i>					
PRINCIPLE HSG-1: A variety of housing types and densities will be available throughout the urban area for all income levels.	X				LIV
Policy HSG-1.1 Land Use Patterns. The City will encourage a variety of housing types and densities, including mixed-used developments that are well-served by public transportation and close to employment centers, services, and amenities. In particular, the City will promote the siting of higher density housing near public transportation, shopping, and in designated neighborhoods and districts.	X				LIV
Policy HSG-1.2 Housing Supply. The City will encourage public and private, for-profit and non-profit sectors to take actions to develop and maintain an adequate supply of single- and multiple-family housing, including mobile homes and manufactured housing that is proportionately balanced to the wages of our labor force.	X	X		Ensuring safe, quality, affordable housing	LIV
Policy HSG-1.3 Accessory Housing Units. The City will recognize accessory housing units as a viable form of additional, and possibly affordable housing, and will develop special permit procedures, criteria, and restrictions governing their existence that are designed to facilitate their development while protecting existing residential neighborhood character.	X	X		Not sure what "accessory" housing units is – clarify. Take out "will develop special permit procedures...those have been developed".	LIV
Policy HSG-1.4 Land for Residential Development. The City will permit residential development in all neighborhoods and districts in order to maximize the potential land available for development of housing and thereby positively influence housing affordability.	X				LIV
Policy HSG-1.5 Special Needs Housing. The housing needs of all special populations within the community should be met. Residential-care facilities, shelters, group homes, elderly housing, and low-income housing should be dispersed throughout the Fort Collins urban area and the region.	X				LIV
Policy HSG-1.6 Basic Access. The City supports the "Practical Housing for All" initiative; therefore housing units, including single family and multiple-housing units should be constructed with practical features that provide basic access and functionality for people of all ages and widely varying mobility and ambulatory-related abilities.	X	X		Don't like the term "basic access". Also, clarify the "Practical Housing for All Initiative" and whether or not it is still applicable. May want to address accessible housing vs. adaptable housing.	LIV
PRINCIPLE HSG-2: The City will encourage the creation and expansion of affordable housing opportunities and preservation of existing housing stock.	X				LIV
Policy HSG-2.1 Affordable Housing Information. The City will collect, maintain and disseminate information and vital statistics on housing affordability such as cost, demand, and supply of affordable housing stock.	X				LIV
Policy HSG-2.2 Incentives. The City will support and encourage the private development of affordable housing by offering incentives and reducing local government barriers to the construction of additional units.	X				LIV
Policy HSG-2.3 Development Practices. The City will seek opportunities to modify land use regulations and permit processes that make project approval timelines, achievable densities, and mitigation costs more predictable.	X				LIV

CITY PLAN GOALS, PRINCIPLES, AND POLICIES	KEEP	REFINE	DELETE	COMMENTS	VISION CATEGORY
Policy HSG-2.4 Preservation of Neighborhoods. The City will attempt to retain existing affordable housing stock through conservation efforts of older residential neighborhoods.	X	X		Unclear connection between retaining the existing housing stock through conservation and affordable housing – does this refer to gentrification? May want to clarify to include “aging in place” or keeping existing neighborhoods affordable for long-term residents.	LIV
Policy HSG-2.5 Distribution of Affordable Housing. The City will encourage a community-wide distribution of affordable housing in all neighborhoods to promote diverse neighborhoods.	X				LIV
Policy HSG-2.6 Displacement. The City should explore ways to mitigate the impact upon residents displaced through the closure or conversion of either a manufactured housing park or conversion of rental apartments, particularly single room occupancy units, to condominiums or other uses.	X				LIV
Policy HSG-2.7 Impact of New Policies and Regulations. The City will assess the effects of new polices and regulations, or changes to existing policies and regulations, on housing development costs and overall housing affordability, in order to achieve an appropriate balance between housing affordability and other objectives such as urban design quality, maintaining neighborhood character, and protecting public health, safety and welfare.	X				LIV
Policy HSG-2.8 Historic Residences. The City will explore opportunities to combine development efforts with historic preservation. The City will place priority on preserving existing residential structures of historic value. Housing:	X				LIV
Policy HSG-2.9: Supply of Land. The City will seek ways to maintain an adequate supply of land for affordable housing through proactive techniques such as land banking.	X				LIV
PRINCIPLE HSG-3: Neighborhood stability must be maintained and enhanced.	X	X		Change “must” to “should be encouraged” to	LIV
Policy HSG-3.1 Development Practices. The character of stable residential neighborhoods should be preserved through neighborhood planning, assistance to neighborhood organizations, and supportive regulatory techniques.	X				LIV

CITY PLAN GOALS, PRINCIPLES, AND POLICIES	KEEP	REFINE	DELETE	COMMENTS	VISION CATEGORY
<i>Environment Principles and Policies:</i>					
PRINCIPLE ENV-1: Continually improve Fort Collins' air quality as the City grows.	X			Note: Staff is assessing how to best harmonize all AQ policies with City Plan and may propose shifting some existing AQ polices such as "Toolbox of Approaches", "Priority Pollutants", "Health" into City Plan.	ENV
Policy ENV-1.1 Air Quality Plan. The City will adopt and implement a comprehensive Air Quality Plan.	X	X		Needs to be updated. AQ policies will be updated by Council; AQ Plan will be updated administratively.	ENV
Policy ENV 1.2. City-wide Approach. The City's primary approach to improving air pollution is to reduce total city-wide emissions over the long term. The City's secondary approach is to assure that localized air pollution exposures conform to adopted health standards.	X				ENV
PRINCIPLE ENV-2: The City will reduce total motor vehicle emissions of high priority pollutants by focusing on both technology (tailpipe emissions) and behavior (driving patterns).	X	X		Change "motor vehicle" to "Mobile Source"; remove "high"	ENV
Policy ENV-2.1 Actions on Vehicle Miles Traveled. The City will slow the growth of vehicle-miles of travel by employing strategies that reduce vehicle trip rates, reduce vehicle trip length, and increase vehicle occupancy.	X	X		Move to Transportation section under new Mobility Management Principle.	Primary: ENV Related: T
Policy ENV-2.2 Actions on VMT. To reduce VMT, the City will encourage its customers to use telephone, Internet, or other methods to register for City offerings and purchase tickets. The City will also minimize the need for driving by organizing offerings with a neighborhood focus, so participants don't have to travel long distances.	X			Move to Transportation section under new Mobility Management Principle.	Primary: ENV Related: T
Policy ENV-2.3 Price Mechanisms. The City will use price mechanisms of the free market to help shift citizen and business choices toward actions that reduce vehicle miles traveled, including identifying and removing hidden cost subsidies to motor vehicle users, employing economic incentives and disincentives, and other market approaches.	X			Move to Transportation section under new Mobility Management Principle.	Primary: ENV Related: T
Policy ENV-2.4 Actions on Tailpipe Emissions. The City will employ strategies to reduce per-mile tailpipe emissions such as promotion of car maintenance, mechanic training, encouraging use of alternative fuels, purchasing clean vehicles, use of clean lawn and garden equipment, prohibition of smoking vehicles, consideration of a local emissions testing and repair program, and reducing traffic delays.	X			Remove "consideration of a local emissions testing and repair program"	Primary: ENV Related: T
PRINCIPLE ENV-3. By 2010 the City will reduce greenhouse gas emission 30% below predicted worst-case 2010 levels in order to reduce the impact of the Fort Collins community on global warming.	X	X		Modify to reflect new goal and reasons City wants to reduce emissions.	ENV
Policy ENV-3.1. Local Action Plan. The City will adopt and implement a local action plan to reduce greenhouse gas emissions.	X	X		Add new language that calls for all City plans and programs that impact GHG emissions to identify reductions that contribute to meeting City GHG goal.	ENV
Policy ENV-3.2. Biennial Report. The City Manager will prepare a biennial report outlining the City's progress on achieving its greenhouse gas reduction goal and recommending future actions.			X	Covered in Council resolution adopting most recent Plan.	ENV

CITY PLAN GOALS, PRINCIPLES, AND POLICIES	KEEP	REFINE	DELETE	COMMENTS	VISION CATEGORY
PRINCIPLE ENV-4: Drinking water provided by the City's Water Utility will meet or exceed customer expectations for quality, quantity, and reliability. Water conservation will be strongly encouraged.	X				ENV
Policy ENV-4.1 Water Quality Standard. The City will develop and adhere to water quality standards, treatment practices, and procedures that provide the highest level of health protection that can be realistically achieved.	X				ENV
Policy ENV-4.2 Water Supply Policy. The raw water requirements for new development should be set such that, with other water acquisitions and water conservation measures, the total water supply available is adequate to meet or exceed a 1 in 50-year drought.	X				ENV
Policy ENV-4.3 Water Demand Management Policy. The City should initiate and intensify activities that demonstrate a commitment to the efficient and wise use of water.	X				ENV
PRINCIPLE ENV-5: Energy efficiency and use of renewable energy resources will be encouraged, facilitated, and regulated in both the public and private sector through information and educational services, incentive programs, requirements, and enforcement of regulations such as the Energy Code.	X				Primary: ENV Related: EH
Policy ENV-5.1 Renewable Energy. The use of solar energy and other renewable resources are recommended energy sources.	X	X		May need to be updated to include new technologies	Primary: ENV Related: EH
Policy ENV-5.2 Solar Access. The City will consider the use of solar energy systems and the protection of unobstructed sunlight to those systems resulting from proper planning, as contributing significantly to the public health, safety, and welfare of the citizens of Fort Collins.	X				Primary: ENV Related: EH, SW
Policy ENV-5.3 Impact of Shadows from Public Projects. The City will evaluate and diminish, to the extent practical, the impacts of shadows cast on existing or proposed solar energy systems located on properties to the north of proposed public development and redevelopment projects.	X				Primary: ENV Related: LIV
Policy ENV-5.4 Solar Easements over Public Properties. The City will consider, where practical, granting solar easements over public properties for existing and future solar systems.	X				Primary: ENV Related: LIV
Policy ENV-5.5 Shading by Trees. The City will consider the location of future trees and trimming of existing trees in public parks, medians, streets and other public areas to prevent existing and future solar energy systems from being shaded. Trees will also be planted to provide natural cooling and shade.	X				Primary: ENV Related: LIV
Policy ENV-5.6 Remove Barriers to Renewable Energy Use. The City will eliminate unnecessary barriers to the utilization of renewable energy resources in new and existing buildings which arise through the application and enforcement of City Codes.	X				Primary: ENV Related: EH
Policy ENV-5.7 Renewable Energy in New Development. The use of renewable energy resources should be considered in the layout and construction of new development.	X				Primary: ENV Related: EH, LIV
Policy ENV-5.8 Public Buildings. The City will be a model to the community by using solar energy in its buildings and facilities whenever feasible.	X				Primary: ENV Related: LIV
Policy ENV-5.9 Additional Policy Development. Comprehensive policies will be developed to encourage the use of alternative forms of energy, such as wind-generated power and solar energy.	X				ENV

CITY PLAN GOALS, PRINCIPLES, AND POLICIES	KEEP	REFINE	DELETE	COMMENTS	VISION CATEGORY
PRINCIPLE ENV-6: Natural habitat/ecosystems (wildlife, wetlands, and riparian areas) will be protected and enhanced within the developed landscape of Fort Collins.	X				ENV
Policy ENV-6.1 Protection and Enhancement. The City's regulatory powers will be used to preserve, protect, and enhance the resources and values of natural areas by directing development away from sensitive natural features -- such as wetlands, riparian areas and wildlife habitat. When it is not possible to direct development away from natural areas, these areas will be protected in the developed landscape.	X				ENV
Policy ENV-6.2 Floodplains. The City will preserve and protect natural areas in the 100-year floodplain of the Poudre River, Spring Creek, Fossil Creek, Boxelder Creek and other waterways.	X				ENV
PRINCIPLE ENV-7: Community noise standards will be enforceable, measurable, and realistic.	X				ENV
Policy ENV-7.1 New Policy Development. Comprehensive policies will be developed to guide the implementation of programs and regulations to prevent noise pollution.	X				ENV
PRINCIPLE ENV-8: The City will minimize potentially hazardous conditions associated with flooding, recognize and manage for the preservation of floodplain values, adhere to all City mandated codes, policies, and goals, and comply with all State and Federally mandated laws and regulations related to the management of activities in flood prone areas.	X				ENV
Policy ENV-8.1 Balance of Environmental and Economic Concerns. The City will recognize and manage floodplains with the intent to provide a balance between the environmental protection and economic development of floodplain lands.	X				Primary: ENV Related: EH
Policy ENV-8.2 Risk Management. The City will seek to minimize risk to life and property by structural and non-structural design or modification of actions in the floodplain where it is not otherwise practical to place structures and human activities outside of the floodplain. New development will be discouraged in the floodplain to avoid additional modifications and structural controls.	X				Primary: ENV Related: SW
Policy ENV-8.3 Minimize Flood Damage. The City will recognize that maintenance, restoration and enhancement of the natural resources and the beneficial functions of floodplains is a concurrent goal with reducing human vulnerability to flood damage.	X				Primary: ENV Related: SW
Policy ENV-8.4 Floodplain Management. The City will require structures and facilities that must be in the floodplain to be designed to be consistent with the intent of the standards and criteria of the City of Fort Collins and the National Flood Insurance Program.	X				Primary: ENV Related: SW
Policy ENV-8.5 Education. The City will inform the public about the hazards of flooding, and develop and disseminate the most accurate information obtainable on the local flood hazard.	X				Primary: ENV Related: SW
Policy ENV-8.6 Watershed Approach to Stormwater Management Policy. In addition to flood control and drainage functions, stormwater systems will be designed to minimize the introduction of human caused pollutants. Educational programs and demonstration projects will be pursued to enhance public understanding of pollution prevention efforts. Tributary systems will be designed for water quality control, with appropriate use of buffer areas, grass swales, detention ponds, etc. Receiving water habitat restoration and protection will be included in stormwater master plans, in conjunction with habitat mapping efforts.	X				ENV

CITY PLAN GOALS, PRINCIPLES, AND POLICIES	KEEP	REFINE	DELETE	COMMENTS	VISION CATEGORY
PRINCIPLE ENV-9: The City will continue to develop and implement sustainability practices that address long-term social, environmental and economic considerations of the Fort Collins community.	X			May need an update to add more detail	ENV
Policy ENV-9.1. Application of Sustainability Practices. The City will apply sustainability practices to the City's own operations and provide a leadership model for others to adopt sustainability goals.	X				ENV
PRINCIPLE ENV-10: The City will apply cost-effective pollution prevention and zero-waste strategies that will help protect all environmental resources, including air, soil, and water and accelerate the community's ability to meet the City's adopted goal of diverting 50% of the waste stream from disposal in landfills by 2010.	X				ENV
Policy ENV-10.1. Hazardous Materials and Waste. The City will assertively apply pollution prevention-based management in its operations and be committed to acting as a resource to assist the community in preventing pollution and eliminating hazardous chemical usage, and for enforcing environmental regulations.	X				Primary: ENV Related: SW
Policy ENV-10.2 Coordination. The City will participate with private businesses, non-profit groups, CSU, Poudre School District and other government agencies to increase local infrastructure and improve market conditions for recycling, composting and reuse industries, and to educate the public about pollution prevention and recycling.	X				ENV
Policy ENV-10.3 Composting. Organic waste material should be diverted from landfill disposal and put to beneficial secondary use, such as amending soils to increase local water conservation or to generate alternative sources of energy.	X				ENV
Policy ENV-10.4 Regulation. Existing municipal ordinances that promote waste reduction, efficient resource use, and recycling will continue to be an important mechanism for helping reach public policy goals. The City will support efforts that reduce materials consumption and facilitate reuse, recovery and recycling.	X				ENV

CITY PLAN GOALS, PRINCIPLES, AND POLICIES	KEEP	REFINE	DELETE	COMMENTS	VISION CATEGORY
<i>Open Lands Principles and Policies:</i>					
PRINCIPAL OL-1: Preserve and protect open lands within Fort Collins, the Growth Management Area, and regionally to provide habitat essential to the conservation of plants, animals, and their associated ecosystems. This will benefit the citizens of Fort Collins by providing appropriate opportunities for education, scientific research, nature interpretation, fishing, wildlife observation, hiking, and other appropriate recreation activities.	X				ENV
Policy OL -1.1 Open Lands System. The City will have a system of publicly-owned open lands to protect the integrity of wildlife habitat and conservation sites, protect corridors between natural areas, preserve outstanding examples of Fort Collins' diverse natural heritage, and provide a broad range of opportunities for educational, interpretive, and recreational programs to meet community needs.	X				Primary: ENV Related: CPR
Policy OL -1.2 Urban Development. The City will conserve and integrate open lands into the developed landscape by directing development away from natural habitats and features and by using innovative planning, design, and management practices. When it is not possible to direct development away from natural habitats and features, they should be integrated into the developed landscape in a manner that conserves their integrity.	X				Primary: ENV Related: LIV, CPR
Policy OL -1.3 Public Programs. The City will promote understanding and enjoyment of local and regional open lands through appropriate recreational activities, formal and non-formal education, and interpretive programs.	X				ENV
Policy OL -1.4 Partnerships. The City will seek to develop effective local and regional partnerships with other governmental organizations and the private sector for the protection and preservation of locally and regionally valued open lands. It will also seek the cooperation and assistance of citizens, businesses, community groups, conservation organizations, and governmental agencies in the development and implementation of programs to protect and preserve local and regional open lands.	X				ENV
Policy OL -1.5 Inventory. The City will develop and maintain a data inventory on local and regional open lands to aid the City and the public in decisions about these areas, including management of publicly-owned lands.	X				ENV
Policy OL -1.6 Land Acquisition and Management. The City will acquire and manage land and water to preserve, protect, and enhance natural areas.	X				ENV
Policy OL -1.7 Internal Departmental and Agency Coordination. The City will coordinate open land's programs within the City and region to maximize public benefit and explore ways of integrating open lands protection into ongoing City programs. Open Lands:	X				ENV
Policy OL -1.8 Ecosystems Management. The City will manage, maintain, and enhance public open lands and natural areas to ensure the ongoing conservation of plants and animals in need of protection and their associated ecosystems, to control the invasion and spread of undesirable non-native plants, improve aesthetics, and provide opportunities for appropriate public use.	X				ENV
Policy OL -1.9 Conflicts. The City will manage conflicts between people and natural areas through site design, public information and education, habitat manipulation, and plant and animal population management techniques.	X				ENV

CITY PLAN GOALS, PRINCIPLES, AND POLICIES	KEEP	REFINE	DELETE	COMMENTS	VISION CATEGORY
Policy OL -1.10 Public Involvement. The City will involve citizens in planning the management of public open lands.	X				ENV
Policy OL -1.11 Public Information. The City will collect, maintain, and distribute up-to-date information on the location, values, status, and management needs of local and regional open lands.	X				ENV
Policy OL -1.12 Funding. The City will seek alternative funding sources to implement open lands policies and programs, including private, State, and Federal grants, and donations of money, property, and in-kind services.	X				ENV
Policy OL -1.13 Access. The City will design trail routes in open lands to enhance access and recreation while minimizing ecological impacts. Determination of type of trail or suitability for access will be made dependent on potential ecological impacts and recreation needs. Special attention will be given to environmentally sensitive trail design, location, and construction.	X				ENV
PRINCIPLE OL-2: Open lands are important in providing the City with a well-defined edge, establishing community separators, directing growth, and preserving rural character.	X				Primary: ENV Related: LIV, CPR
Policy OL -2.1 Conservation Tools. The City will purchase open lands, conservation easements, and/or development rights and use other tools such as development regulations and planning for the purpose of defining and protecting community edges.	X				ENV
Policy OL -2.2 Access. The City will ensure that development provides and maintains access to public open land areas, where appropriate.	X				ENV
Policy OL -2.3 Community Buffer. Strategic open lands that serve as community separators outside the Growth Management Area will be identified for either public ownership or other land conservation measures.	X				Primary: ENV Related: LIV
Policy OL -2.4 Floodplain. The City will preserve and protect natural areas of the 100-year floodplains of the Poudre River, Spring Creek, Fossil Creek, Boxelder Creek, and other waterways, for conservation purposes.	X				Primary: ENV Related: SW
Policy OL -2.5 Coordination. The City will actively work with local, regional, State, and Federal agencies, as well as private entities, to acquire larger tracts of key open lands in the region.	X				ENV
PRINCIPLE OL-3: A variety of recreational opportunities will be provided to the community through a diverse and interconnected framework of open lands including parks, trails, community separators and natural areas.	X				Primary: ENV Related: CPR
Policy OL -3.1 Corridors. Trails along streams, drainageways, and irrigation ditch corridors should be dispersed throughout the City, provide public access, and link neighborhoods, parks, activity centers, commercial centers, and streets where compatible with natural habitat values utilizing environmentally sensitive trail design.	X				Primary: ENV Related: LIV
Policy OL -3.2 Urban Public Space. Small pocket parks, public plazas, and sidewalk gathering places should include "street furniture" such as benches, and be incorporated into urban designs for the Downtown District, Community Commercial Districts, Commercial Districts, and Residential Districts throughout the City.	X				Primary: CPR Related: LIV
Policy OL -3.3 Community Horticulture. The City will encourage and support the establishment of community vegetable gardens, ornamental gardens, and other horticultural projects throughout the City to provide food, beautification, education, and other social benefits.	X				CPR

CITY PLAN GOALS, PRINCIPLES, AND POLICIES	KEEP	REFINE	DELETE	COMMENTS	VISION CATEGORY
<i>Growth Management Principles and Policies:</i>					
PRINCIPLE GM-1: The City's development will be contained by well-defined boundaries.	X				LIV
Policy GM-1.1 Growth Management Area Boundary. The City will continue to collaborate with the County in having a Growth Management Area boundary surrounding Fort Collins for guiding and managing growth beyond the City limits. The Growth Management Area boundary will help delineate the extent of urban development in Fort Collins. The City's Growth Management Area boundary will be reviewed, and if necessary, modified according to established criteria and procedures, in conjunction with a comprehensive update of <i>City Plan</i> .	X	X		May need to be updated if GMA is fixed	LIV
Policy GM-1.2 Amendments to the Growth Management Area (GMA) Boundary. The GMA Boundary will remain generally as presently configured but will be subject to limited amendments in accordance with the following criteria. Such amendments will be made only after opportunities have been provided for public involvement and comment. The need for possible amendments to the GMA to include the Fossil Creek CPA, the CSU Foothills Campus District and the Wildflower Areas has already been identified as part of the 2004 comprehensive update to <i>City Plan</i> . The identification of any additional proposed amendments to the GMA will be undertaken only in conjunction with future comprehensive updates of <i>City Plan</i> . Criteria to be considered in reviewing each of these proposed GMA amendments...	X				I (LIV)
PRINCIPLE GM-2: The City will utilize various measures for managing growth at its edges.	X				LIV
Policy GM-2.1 Community Coordination. The City will continue to collaborate with Larimer County and other adjacent communities to plan the edges of our Growth Management Area. The City will cooperate with adjacent governmental entities to ensure contiguity of development that limits sprawl and forms community separators. The City will provide guidance on factors including, but not limited to future land use, infrastructure planning, development standards, fees, and the preservation of open lands.	X				Primary: HI Related: LIV
Policy GM-2.2 Community Influence Area. The City will collaborate with Larimer County in establishing a Community Influence Area surrounding the Community Growth Management Area boundary.	X				LIV
Policy GM-2.3 Intergovernmental Agreement Amendments. The City will continue to work with Larimer County to revise the Intergovernmental Agreement (IGA) as needed. A revised IGA will take into consideration the following objectives: a. Institute a consistent and coordinated system of fees and standards for development located inside and outside the Growth Management Area. b. Revise development criteria for projects within the Growth Management Area boundary to be in conformance with <i>City Plan</i> standards. c. Tighten restrictions on growth outside the Growth Management Area boundary.	X				I (LIV)
Policy GM-2.4 Transfer of Development Rights (TDR). The City will work with Larimer County in the further establishment of a TDR program whose primary objective will be to preserve critical lands that would not otherwise be protected without special measures on the part of local government.	X	X		Existing TDU Program almost complete in Fossil Creek Reservoir area. Will we have any more programs?	I (LIV)

CITY PLAN GOALS, PRINCIPLES, AND POLICIES	KEEP	REFINE	DELETE	COMMENTS	VISION CATEGORY
PRINCIPLE GM-3: The City will consider the annexation of new territory into the City limits when the annexation of such property conforms to the vision, goals, and policies of <i>City Plan</i> .	X				I (LIV)
Policy GM-3.1 Annexation Policies. The City Council will weigh the following factors when considering the annexation of new land into the incorporated limits: <ul style="list-style-type: none"> a. Statutory requirements. b. Property to be annexed must be located within the Growth Management Area. c. Phasing of public services and facilities. d. Annexation of county enclaves. e. Infrastructure standards. f. Properties with annexation agreements as conditions of approval. 	X				I (LIV)
PRINCIPLE GM-4: Investment in capital facilities and services will be reviewed comprehensively and made within a framework that balances and evaluates the costs and the relative importance of competing needs.	X				Primary: EH Related: LIV, T
Policy GM-4.1 City Commitment to Providing Capital Facilities. Recognizing the limits of the City's financial resources, the City commits to deriving the greatest value possible from its investments in infrastructure in the following ways. <ul style="list-style-type: none"> a. The City will seek to prioritize existing deficiencies, ensure maintenance of existing capital facilities, and remedy existing insufficiencies in facility provision over time as resources allow. b. The City will ensure that development and redevelopment that occurs under <i>City Plan</i> will only be permitted where it can be adequately served by infrastructure. c. Each of the categories of facilities provided by the City will be funded at a level determined to be appropriate in accordance with the capital improvements plan of the City, in accordance with adopted levels of service for public facilities and services. 	X				Primary: EH Related: LIV, T
Policy GM-4.2 Capital Improvement Policy. The City will continue to operate under the following Capital Improvement Policies: <ul style="list-style-type: none"> a. The City will develop a multi-year plan for capital improvements and update it annually. b. All capital improvement projects will be administered with the City's Capital Project Procedure Manual. c. The City will identify estimated costs and funding sources for each capital project requested before it is submitted to the City Council. d. All City capital improvements will be constructed and expenditures incurred for the purpose as approved by City Council. e. The City will use a variety of different funding sources to fund capital projects with an emphasis on the "Pay-as-you-go" philosophy. f. Funding for operating and maintenance costs for approved capital projects must be identified at the time projects are approved. 	X				I (EH, T, LIV)
Policy GM-4.3 Adequate Public Facilities. The City will develop criteria and level of service standards to ensure that adequate public facilities are available.	X				I (LIV)

CITY PLAN GOALS, PRINCIPLES, AND POLICIES	KEEP	REFINE	DELETE	COMMENTS	VISION CATEGORY
PRINCIPLE GM-5: The provision of adequate public facilities and the phasing of infrastructure improvements will be important considerations in the timing and location of development.	X				Primary: LIV Related: EH, T
<p>Policy GM-5.1 Phasing of Development. The provision of public facilities and services will be utilized to direct development in desired directions, according to the following considerations:</p> <ul style="list-style-type: none"> a. Development will only be permitted where it can be adequately served by critical public facilities and services such as water, sewer, police, transportation, schools, fire, stormwater management, and parks, in accordance with adopted levels of service for public facilities and services. b. New roads and other City services will not be extended to serve development that is inconsistent with City Plan or other regional plans as adopted by the City. Moreover, the City will not enter into any agreements with other jurisdictions to jointly fund or construct infrastructure improvements or provide services that might foster growth that is inconsistent with these plans. These policies will not preclude the City from working with other jurisdictions to provide services and facilities that benefit the entire community such as water and wastewater facilities, regional trails, open space and parks c. Development that occurs within the Growth Management Area will have at least one-sixth of its boundary area contiguous with existing urban development, except as may be otherwise provided by the legislation of the City Council. d. Preferential consideration will be given to the extension and augmentation of public services and facilities to accommodate infill and redevelopment before new growth areas are prepared for development. e. The City will review applications for the creation of new special service agencies and the expansion of existing special service agencies for conformance with these <i>City Plan Principles and Policies</i>. f. The City will work with Larimer County to develop plans and policies for public services and facilities required for new and existing development located in unincorporated areas of the City's Growth Management Area, with special consideration to those subareas and neighborhoods where more detailed planning will follow the adoption of these <i>City Plan Principles and Policies</i>. <p>The City should charge additional fees to non-city residents who utilize City services.</p>	X				I (LIV)
PRINCIPLE GM-6: Development will pay its share of the cost of providing needed public facilities and services.	X				Primary: EH Related: LIV, T
Policy GM-6.1 Fees and Development Requirements. The City will have an efficient and fair system of fees and development requirements that assesses the costs and benefits of financing public facilities and services, the need for which is generated by new development.	X				Primary: EH Related: LIV, T
Policy GM-6.2 Low-Income Housing. Special support will continue to be given to developers/builders of low-income housing that will help offset the costs of the City's impact fees and development requirements to enable development of low-income housing.	X				Primary: EH Related: LIV

CITY PLAN GOALS, PRINCIPLES, AND POLICIES	KEEP	REFINE	DELETE	COMMENTS	VISION CATEGORY
PRINCIPLE GM-7: Strategies will be explored to seed initial development in specified locations, and to provide the special features that offset the impacts associated with increased densities.	X				Primary: EH Related: LIV
Policy GM-7.1 Strategic Locations. The City will explore strategies that will sufficiently influence market conditions to make Community Commercial Districts, Downtown, and Medium Density Mixed-Use Neighborhoods more attractive for private development than other locations.	X	X		May need to be updated to focus on other activity centers in community	Primary: EH Related: LIV
Policy GM-7.2 Public Amenities. The City will explore strategies to offset the impacts of denser development by encouraging new projects to contribute to the public amenities needed to support these greater densities.	X				Primary: LIV Related: EH
PRINCIPLE GM-8: The City will promote compatible infill and redevelopment in areas within the Growth Management Area boundary. SEE FIGURE GM-8.	X				LIV
Policy GM-8.1 Targeted Redevelopment/Infill. Redevelopment and infill development will be encouraged in targeted locations. The purpose of these areas is to channel growth where it will be beneficial and can best improve access to jobs, housing and services with fewer and shorter auto trips. These targeted areas are parts of the city where general agreement exists that development or redevelopment is beneficial. A major goal is to increase economic activity in the area to benefit existing residents and businesses and, where necessary, provide the stimulus to redevelop.	X				Primary: LIV Related: EH, T
Policy GM-8.2 Areas Identified by Neighborhood Subarea Plans. Neighborhood subarea plans will help designate appropriate areas for redevelopment and infill in historic neighborhoods. Appropriate design standards are needed to protect the character of these areas and to ensure conformance with <i>City Plan</i> .	X				LIV
Policy GM-8.3 Intensification Areas. The City will develop a framework for giving citizens notice that in utilizing its existing regulatory framework to foster positive changes in developed areas that lead to desired land uses in compliance with <i>City Plan</i> policies, vacant/underutilized areas in existing neighborhoods may develop and the character of the area may change as a result of this new development.	X				LIV
Policy GM-8.4 Remedy Infrastructure Deficiencies. The City will consider opportunities to selectively correct infrastructure deficiencies in targeted areas, such as storm drainage and streets, so that infill development or redevelopment does not pay an infrastructure "penalty" to remedy past problems in existing developed areas.	X				I (EH, LIV, ENV, T)
Policy GM-8.5 Public Investment. The City will consider opportunities, and the costs and benefits for targeted public investment in order to encourage redevelopment and infill development in appropriate locations.	X				I (EH, LIV)
PRINCIPLE GM-9: The City's ongoing involvement in related planning processes in the region is another important way to achieve Fort Collins' vision.	X	X		"Involvement" may be changed to "participation to coordinate"	HI
Policy GM-9.1 Area-Wide Collaboration. The City will be an active participant in county-, regional-, and state-wide decision-making and policy-setting for major land use, utilities, transportation, housing, environmental management, and telecommunication issues that cross jurisdictional boundaries.	X				Primary: HI Related: LIV, T, ENV

CITY PLAN GOALS, PRINCIPLES, AND POLICIES	KEEP	REFINE	DELETE	COMMENTS	VISION CATEGORY
Policy GM-9.2 Local Government Collaboration. The City will continue to work with other jurisdictions in Northern Colorado, Colorado State University, Poudre and Thompson School Districts, special districts, and Larimer County to develop cooperative regional solutions for land use, transportation, open space and habitat protection, environmental, economic, fiscal sharing, and other planning challenges.	X				Primary: HI Related: LIV, T, ENV
Policy GM-9.3 Collaboration of Service Providers. Service providers should coordinate closely with each other in needs assessment, facility siting, and other matters to ensure continuing delivery of effective and efficient urban services.	X				Primary: HI Related: LIV
PRINCIPLE GM-10: The City will develop various indicators as a means of evaluating the performance of <i>City Plan</i> , and will monitor these on a regular basis to identify situations where the rate or pattern of growth is potentially inconsistent with the intent of <i>City Plan</i> .	X				I (LIV)
Policy GM-10.1 Growth Trends and Performance Indicators. The City will develop and monitor various performance indicators on a regular basis over an extended period of time as a means of evaluating the performance of <i>City Plan</i> .	X				I (LIV)
Policy GM-10.2 Indicators Listed. Performance indicators may include population, employment, price of raw land, price of housing, land absorption and vacancy rates, densities, distribution of growth, air quality, water quality, conversion of vacant and underutilized land, redevelopment activity, mixed-use activity, infill, mode split, vehicle miles traveled (VMT), rate of growth of vehicle miles traveled, development of critical lands, and wildlife populations.	X				I (LIV)
Policy GM-10.3 Special Review Process. If the indicators demonstrate a trend which is inconsistent with <i>City Plan</i> , the City will initiate a review process to determine if said condition needs to be addressed with changes in City policy, regulations or programs.	X				I (LIV)
Policy GM-10.4 Biennial Report. A biennial report will be produced to provide a mechanism for monitoring and evaluating the impacts of <i>City Plan</i> and to assess whether specific policies and strategies are leading to the intended results. Recommendations for improving the Plan's success, based on these reports, may lead to amendments to the Plan.	X				I (LIV)
PRINCIPLE GM-11: The City will amend <i>City Plan</i> and elements thereof as necessary to respond to new and/or changing conditions, notable events, significant trends, and periodic review, as described in Appendix C of <i>City Plan</i> .	X				I (LIV)
Policy GM11.1 Frequency. <i>City Plan</i> and the elements thereof, may be amended, in whole or in part, no more frequently than twice each calendar year for citizen-initiated amendments. In addition to the foregoing, <i>City Plan</i> may be amended at other times concurrently with the adoption of Plan elements as needed and annexation or initial zonings. A comprehensive update of <i>City Plan</i> will take place every five (5) years.	X				I (LIV)
Policy GM11.2 Scope. The specific scope of amendments will be determined by guidance from subarea plans, other strategic plans, departmental functional plans, regional plans and other sources within and external to City government.	X				I (LIV)
Policy GM11.3 Consistency. All Plan amendments will promote the public welfare and be consistent with the vision, goals, principles and policies of <i>City Plan</i> and the elements thereof.	X				LIV
Policy GM11.4 Decision-making. Plan amendments will be accomplished by the action of the City Council, upon receipt of a recommendation from the Planning and Zoning Board.	X				LIV

CITY PLAN GOALS, PRINCIPLES, AND POLICIES	KEEP	REFINE	DELETE	COMMENTS	VISION CATEGORY
PRINCIPLE GM-12: The City will involve citizens in the planning and decision-making processes of government.	X				HI
Policy GM-12.1 Support Citizens' Efforts. The City will support efforts by citizens' organizations to promote and improve their neighborhoods	X				HI
Policy GM-12.3 Working with our Private Partners. The City will continue to work with the development community in making the development review system more predictable and efficient by defining permitted uses that can be approved more quickly, subject to specific design standards to ensure compatibility with existing neighborhoods, compliance with environmental regulations, and conformance with <i>City Plan</i> .	X				HI

CITY PLAN GOALS, PRINCIPLES, AND POLICIES	KEEP	REFINE	DELETE	COMMENTS	VISION CATEGORY
<i>Transportation Corridor Principles and Policies (from the Transportation Master Plan):</i>					
<p>Transportation Corridor Principles and Policies 2.4.2 Corridors are the linking elements of the City. They provide mobility to our citizens between and among districts. Corridors provide connections between different areas, destinations, and the edges of Fort Collins, as well as to regional destinations. Some corridors exist naturally for water and drainage purposes and have value for habitat, recreation, and educational opportunities, while some are man-made – streets and rail routes with access for all means of travel.</p> <p>There are four types of corridors: Transportation Corridors, Enhanced Travel Corridors, Water Corridors, and Poudre River Corridor.</p> <p>Transportation Corridors are developed primarily to increase mobility, provide transportation options, enhance efficiency, improve the aesthetics of the pedestrian/transit interface, and accommodate the flow of goods and people.</p>	X				Primary: T Related: LIV, CPR, ENV
<p>PRINCIPAL TC-1: Transportation Corridors will be developed to provide efficient mobility and cost-effective transport of people and goods between the various districts of the City.</p>	X				Primary: T Related: LIV, EH
<p>Policy TC-1.1 Locating Transportation Corridors. Transportation Corridors will include the 4- and 6-lane arterials shown on the Master Street Plan. Criteria for locating future Transportation Corridors, such as connections from the Community Commercial District at Summit View/Mountain Vista Drives, will be based on multi-modal routes, and the size and location of Neighborhood Commercial Centers; Employment, Industrial, Community Commercial and Campus Districts; and future Residential Districts, in order that Transportation Corridors provide the most efficient linkages and use the most cost-effective resources.</p>	X				Primary: T Related: LIV, EH
<p>Policy TC-1.2 Balanced Network of Transportation Corridors. The development of a balanced Transportation Corridor network, comprised of a multi-modal transportation system, with access and connectivity to and through corridors, and efficiency and mobility -- will be key in determining future street requirements.</p>	X				T
<p>Policy TC-1.3 Integrated Transportation Systems. A network of Transportation Corridors will connect to regionally significant facilities in cooperation with neighboring and regional transportation systems, as indicated in adopted regional transportation plans.</p>	X				T
<p>Policy TC-1.4 Use of Existing Railroad Right-of-Ways. The City will support efforts to explore the use of existing rail right-of-way for interregional transit service including passenger rail service and for other means of transportation such as bicycling, walking, and transit.</p>	X				T
<p>Policy TC-1.5 High Frequency Transit Service. High frequency transit service will be implemented on Transportation Corridors as shown in adopted transit plans and encouraged on Transportation Corridors with supportive land uses, providing links between activity centers and districts, recognizing target markets within the City.</p>	X				Primary: T Related: LIV

CITY PLAN GOALS, PRINCIPLES, AND POLICIES	KEEP	REFINE	DELETE	COMMENTS	VISION CATEGORY
Policy TC-1.6 Transit Supportive Design. The City will implement and integrate Transit Supportive Design strategies with respect to new and infill development opportunities along multi-modal Transportation Corridors where feasible and practical.	X				Primary: T Related: LIV
Policy TC-1.7 Interface Between Transportation Corridors and Open Lands. Transportation corridors that are adjacent to open lands and community separators will be designed in a manner that avoids impacts on resources. Where avoidance is not possible, impacts will be minimized and mitigated while still maintaining the intended function of the Transportation Corridor.	X				Primary: T Related: LIV, ENV, CPR
PRINCIPLE TC-2: The structure and function of each corridor will assure the highest composite Level of Service (LOS) among the modes of transportation in the corridor.	X				T
Policy TC-2.1 Efficient Transportation Flow. The Master Street Plan will support Transportation Corridors by providing efficient multi-modal service.	X				T
Policy TC-2.2 Automobile Congestion. When automobile congestion decreases the composite LOS of a Transportation Corridor, it will be a trigger so that the City will strengthen and direct efforts towards ensuring an increase in LOS that gives priority to alternative modes within the Corridor, possibly including the use of dedicated right-of-way for future transit use.	X				T
PRINCIPLE TC-3: The essential element in a Transportation Corridor is the pedestrian/transit interface. Convenience, access, safety, and aesthetics should be of priority when designing for pedestrian access.	X				T
Policy TC-3.1 Pedestrian Plan. The safety and security of the pedestrian will be a fundamental consideration in the design of a Transportation Corridor. The five principles of the City's adopted Pedestrian Plan -- directness, continuity, street crossings, visual interest and amenity, and security -- as well as the standards, policies and regulations of the Plan, will be implemented in Transportation Corridors.	X				T
Principle TC-4: Transportation Corridors will be developed, and existing ones improved, as densities and demand for services increase.	X				Primary: T Related: LIV
Policy TC-4.1 Integrated Planning. The important relationship between land use and transportation will be reflected in policy decisions, management strategies, and investments that are coordinated, complementary and support the <i>City Structure Plan</i> . The City may provide transit service in advance of demonstrated demand to support development of key districts on high-frequency lines. Such service will be coordinated through future subarea plans.	X				Primary: T Related: LIV
Policy TC-4.2 Transportation Corridor Development. The implementation of new Transportation Corridors will be phased to coincide with new development.	X				Primary: T Related: LIV
Policy TC-4.3 Transportation Corridor Improvement. Strategic improvements to existing facilities, such as the addition of bike lanes, increased transit service and pedestrian access, will be implemented to respond to existing deficiencies and to maintain adopted level of service standards.	X				T
Policy TC-4.4 Density of Development. A compact land use pattern will guide development of Transportation Corridors by providing densities necessary to support alternative modes of travel, such as transit, walking and bicycling -- as well as efficient automobile use.	X				Primary: T Related: LIV

CITY PLAN GOALS, PRINCIPLES, AND POLICIES	KEEP	REFINE	DELETE	COMMENTS	VISION CATEGORY
<p>Policy TC-4.5 Infill and Redevelopment. The City will encourage infill and redevelopment in corridors that complement and support the efficiency of the Transportation Corridor.</p>	X				Primary: T Related: LIV
<p>Policy TC-4.6 Facility Design. Facility design will support all modes of transportation and be matched to appropriately support the surrounding development.</p> <p>Enhanced Travel Corridors (ETC) provide multi-modal connections between two or more major activity centers. ETCs promote safe, convenient, and comfortable access to high frequency transit service and bicycle and pedestrian facilities. ETCs are multi-modal in nature and emphasize wide sidewalks, bike lanes on designated routes, transit stops, and parking facilities. Where feasible, ETCs should integrate features of adjacent land uses to encourage transit ridership and the ability to walk or ride a bicycle.</p>	X				Primary: T Related: LIV

CITY PLAN GOALS, PRINCIPLES, AND POLICIES	KEEP	REFINE	DELETE	COMMENTS	VISION CATEGORY
<i>Enhanced Travel Corridor Principles and Policies (from the Transportation Master Plan):</i>					
Principle ETC-1: Enhanced Travel Corridors will be established strategically within the City as specialized Transportation Corridors and will contain amenities and designs that specifically promote walking, the use of mass transit, and bicycling. Enhanced Travel Corridors will provide high-frequency/high efficiency travel opportunities linking major activity centers and districts in the city.	X				Primary: T Related: LIV
Policy ETC-1.1 Locating Enhanced Travel Corridors. Enhanced Travel Corridors include Harmony Road from College Avenue to I-25), the Mason Transportation Corridor (Downtown to ¾ mile south of Harmony Road), the College/Conifer Corridor (from College Avenue to Mountain Vista), and the Timberline Road/Powers Trail (from Harmony to Conifer). Criteria for locating future Enhanced Travel Corridors will be based on the following: <ul style="list-style-type: none"> • the feasibility of high-frequency transit or rail service • the level of activity in connecting districts • the integration of appropriate land use and development patterns • the availability of right-of-way • the need to counteract decreasing automobile levels of service 	X	X		Replace "College Avenue to I-25" with 'Front Range CC to I-25', replace 'Conifer Corridor' with 'Re-aligned Vine Drive Corridor', remove 'Powers Trail', and replace 'Conifer' with 'Mountain Avenue'.	Primary: T Related: LIV
Policy ETC-1.2 Integrated Transportation Systems. A network of Enhanced Travel Corridors will connect to other Transportation Corridors and to regionally significant facilities in cooperation with neighboring and regional transportation systems as indicated in adopted regional transportation plans.	X	X		Add 'env, econ, utilities'	Primary: T Related: LIV
Policy ETC-1.3 Facility Design. Facility design will support pedestrians, transit, and bicycles, and will be matched to appropriately support the surrounding development to create a substantially focused pedestrian scale urban design.	X				Primary: T Related: LIV
Policy ETC-1.4 Pedestrian/Bicycle and Transit Interface. Enhanced Travel Corridors will have the highest level of service with respect to the interface of pedestrians, bicyclists, and transit. A fundamental consideration in the design of an Enhanced Travel Corridor will be to make the character of the corridor - and access to transit - safe, secure, and convenient for pedestrians and bicyclists.	X				T
Policy ETC-1.5 Efficient Transportation Flow. Enhanced Travel Corridors will have the highest level of transit service. Improvements such as signal preemption, High Occupancy Vehicle (HOV) lanes, and curb extensions at transit stops may be used to enhance bus flow and pedestrian access to transit. Special consideration will be made in the Master Street Plan for transportation flows into and out of Enhanced Travel Corridors.	X				T
Policy ETC-1.6 Economic Opportunity and Development. Enhanced Travel Corridors will support expanded economic opportunity and development generally, and particularly on infill sites and targeted redevelopment areas within the city.	X				Primary: T Related: EH, LIV
Policy ETC-1.7 Corridor Development. The implementation of new Enhanced Travel Corridors may be phased to coincide with new development.	X				Primary: T Related: LIV