

The Fort Collins

Old Town Neighborhoods Plan

The Old Town Neighborhoods Plan

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For more information, or to share questions or comments, please contact us.

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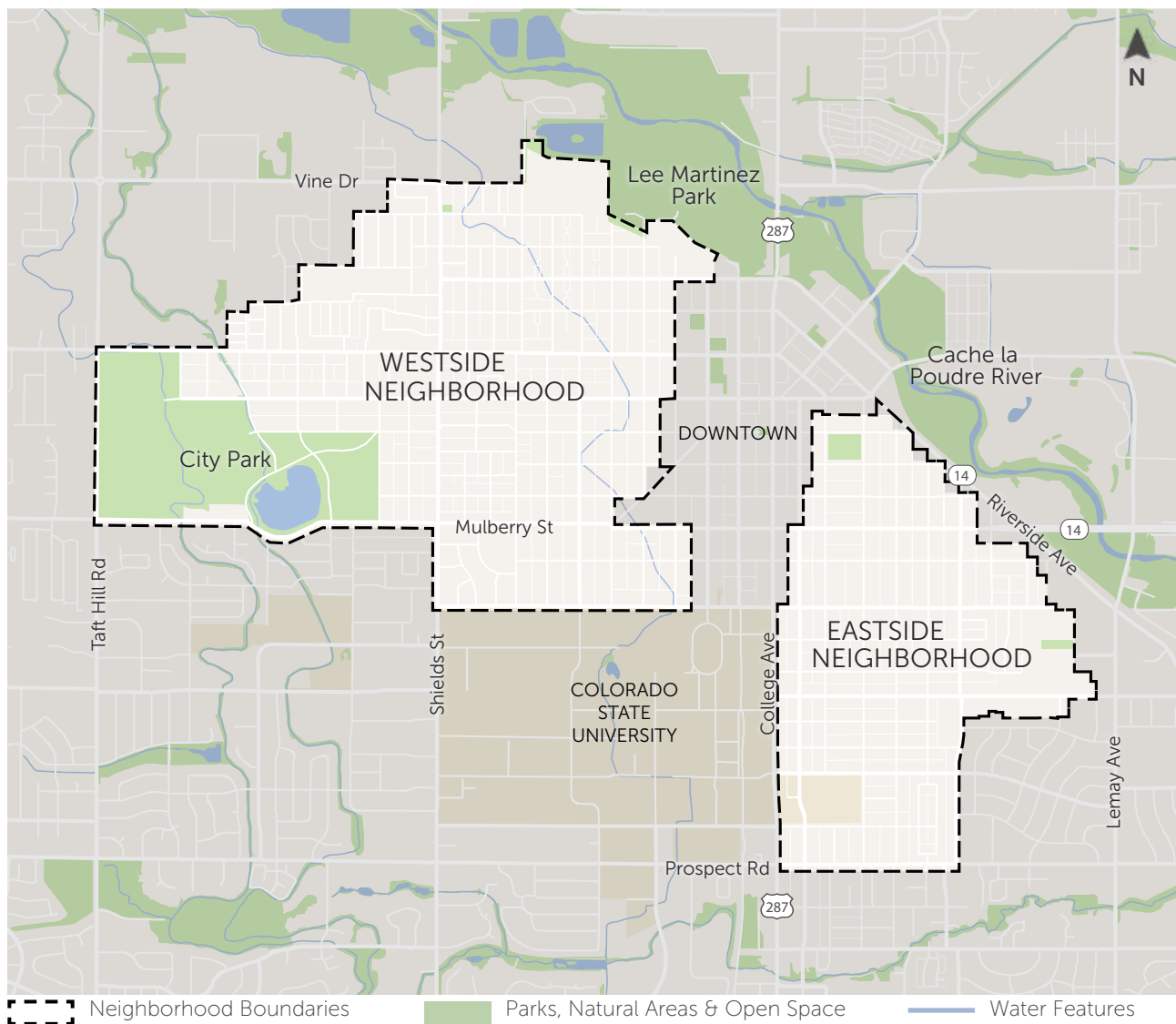
Overview



Introduction

The Old Town Neighborhoods Plan (Plan) is a combined update of the Eastside and Westside Neighborhood Plans developed in the 1980s, and provides a renewed vision and policy guidance for the two neighborhoods. This plan seeks to address new and ongoing neighborhood issues and opportunities and provides details on programs, strategies and actions to support neighborhood quality of life in topic areas such as land use, transportation, housing, sustainability, and more.

The Plan study area includes both the Eastside and Westside neighborhoods, which border Downtown and extend further south and west. Encompassing many of the earliest residential blocks in Fort Collins, the neighborhoods are unique, offering a historic connection to the community's founding, distinctive architectural styles, and a favorable location close to Downtown, Colorado State University and the Poudre River.





Planning Process & Organization

The Old Town Neighborhoods Plan was developed throughout 2015 and 2016 in four distinct phases. The Plan document organizes information and recommendations around each of these phases:

Phase 1 – Overview

The project's first phase included research and evaluation of current neighborhood and community conditions, trends, related planning efforts, and exploration of key issues and opportunities identified by neighborhood stakeholders.

Phase 2 – Vision

The second phase involved extensive neighborhood outreach and dialogue to understand and articulate stakeholders' ideas and preferences for the future. From this dialog, a renewed neighborhood vision was developed to guide future decision making for the area.

Phase 3 - Framework

The framework design phase included mapping the physical elements of the neighborhood vision and expressing proposed changes to neighborhood character, land-use, mobility, and sustainability through the use of a neighborhood framework map.

Phase 4 – Implementation

The final plan phase included the development of new policies, strategies and programs to achieve and implement the neighborhood vision and framework plan. The neighborhood policies and strategies provide direction, and specific implementation tasks are summarized in action tables organized by immediate, short, and mid-term timelines.

Outreach

In addition to research and analysis of neighborhood conditions and trends, the Old Town Neighborhoods Plan also included extensive public outreach to better understand the key issues and opportunities identified by neighborhood residents and stakeholders. Outreach activities were varied, from traditional open houses and listening sessions, online surveys, and wiki-mapping, to more interactive events like neighborhood walking and bike tours. A complete list and summaries of outreach activities can be found in the Community Engagement Summary in the Plan Appendix.

A key focus of Plan outreach included a neighborhood stakeholder group. Neighborhood residents, property owners, real estate and development professionals, renters, and landlords from both neighborhoods were represented. As an ongoing and consistent neighborhood voice, the stakeholder group helped interpret feedback and trends, and provided guidance in the creation of the neighborhood vision, framework, and policies.



Outreach, by the numbers...

21 public workshops, meetings & events

26 stakeholder group members

10 stakeholder group meetings

1000's
of interactions, comments & survey responses

BACKGROUND

Plan Predecessors

The Old Town Neighborhoods Plan is a combined update of the 1986 Eastside Neighborhood Plan and the 1989 Westside Neighborhood Plan. The 1980s plans were the first neighborhood plans in Fort Collins, and their goal was the enhancement of the two neighborhoods and the preservation of their unique and defining elements. This vision is carried forward in the Old Town Neighborhoods Plan update.

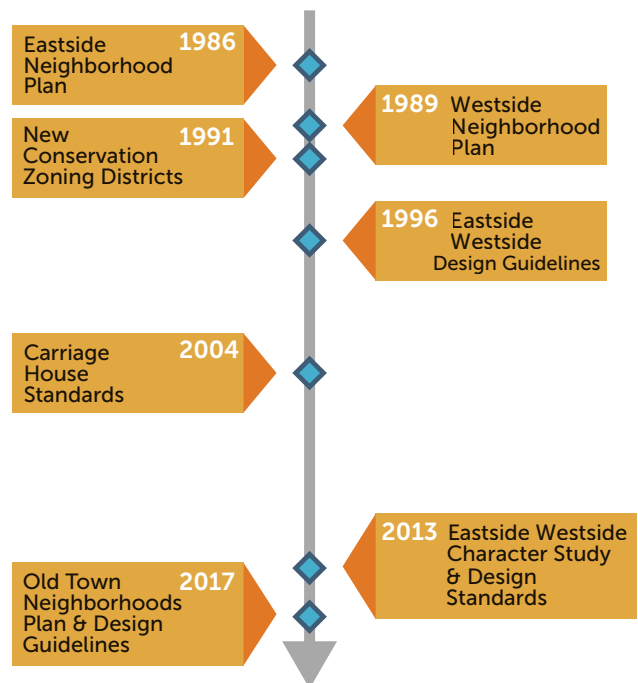


The policies and implementation strategies from the original neighborhood plans focused on the preservation of the lower-density character and efforts to redirect traffic and traffic-generating uses outside the neighborhoods. Other key recommendations and policies included:

- Establishment of three new conservation zoning districts delineating areas for low-density and medium-density housing, and a buffer zone providing a transition between neighborhood edges and Downtown / CSU.

- Development of Eastside Park in the Eastside Neighborhood.
- Ongoing construction, replacement and maintenance of neighborhood sidewalks.
- Improved enforcement of property maintenance and nuisance standards.
- Reconfiguration of neighborhood street classifications and street network design changes to reduce neighborhood cut-through traffic.
- Establishment of residential parking permit programs near the CSU campus and Downtown edges.

Timeline of Neighborhood Planning Efforts & Zoning Changes



Beyond the original 1980's neighborhood plans, previous planning efforts or zoning changes in the neighborhoods have included the first neighborhood design guidelines in 1996, and more stringent requirements for carriage houses and the elimination of other alley-loaded dwelling units in 2004.

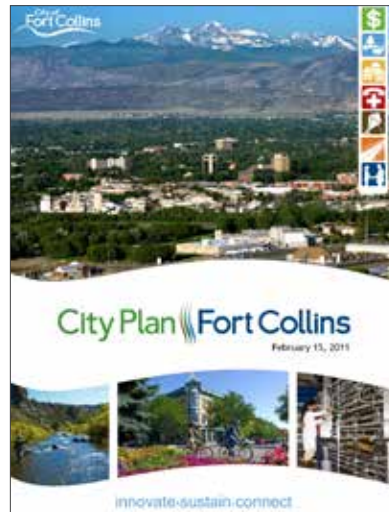
Relationship to Other Plans

City Plan is the comprehensive plan for Fort Collins, providing a vision and priorities for the next 10-20 years. City Plan provides overarching guidance for the entire community, while allowing neighborhood and subarea plans to articulate more specific policies and actions within targeted geographic areas. The last update in 2011 provides the following direction and guidance to incorporate into the Old Town Neighborhoods Plan:

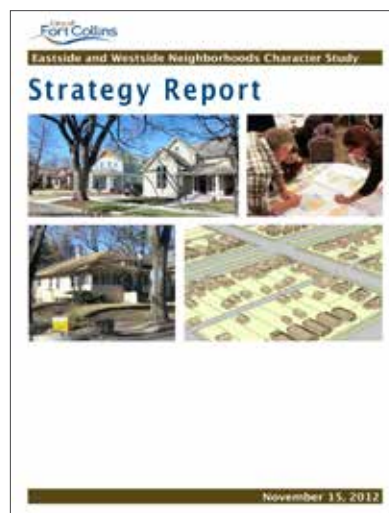
- Cohesive, distinct, vibrant, safe, and attractive neighborhoods
- Quality and attainable housing options for all household types and income levels
- Preservation and enhancement of historic resources and neighborhood character
- Investment to reduce greenhouse gas emissions and improve energy efficiency
- An interconnected network of parks and recreational facilities
- A collaborative and community-based approach to problem-solving
- Inclusive and accessible to all people
- Multiple modes of safe, affordable, easy, and convenient travel

The **Eastside Westside Character Study** was initiated to help address concerns about the scale and placement of some residential additions and new construction. Key recommendations and implementation actions included adjustments to the Land Use Code measurements for building height, building size (floor area ratio), and solar access provisions. Land Use Code standards were also altered to reduce the maximum size of structures based on lot size.

The character study also recommended updates to the 1996 neighborhood design guidelines by providing examples of promoting compatible development and additions within the neighborhoods.



City Plan
(2011)



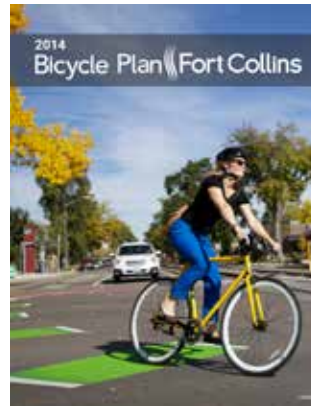
Eastside
Westside
Character
Study (2013)

The **Bicycle Master Plan** envisions policies, programs and projects to achieve an enhanced level of bicycling in the community and development of a community-wide low-stress bicycle network. The low-stress network includes routes through both the Eastside and Westside Neighborhoods, and many of the recommendations and implementation actions from the Bicycle Master Plan have been incorporated into the Old Town Neighborhoods Plan.

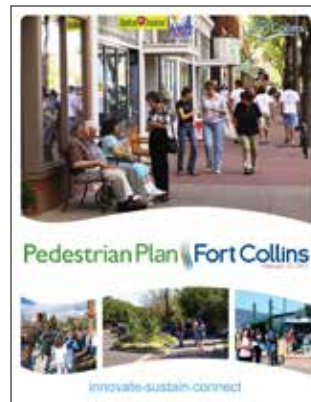
The **Pedestrian Plan** addresses citywide pedestrian needs like gaps in the sidewalk network, safer ways to cross the street, and better ramps at street corners. The purpose of the Pedestrian Plan is to promote a pedestrian-friendly environment that encourages options for walking and a comfortable environment where public spaces, streets, and paths offer a high level of convenience, efficiency, and safety.

The **Climate Action Plan** identifies Fort Collins' current level of greenhouse gas emissions and commits to reducing future emissions below a 2005 baseline. By 2030, the community seeks to reduce emissions by 80% of the baseline, and to be carbon neutral by 2050. A large portion of the communities' emissions derive from powering and heating/cooling buildings. As the area of the community with some of the oldest structures, energy efficiency of buildings is an important element in helping the neighborhoods achieve a proportionate reduction in emissions.

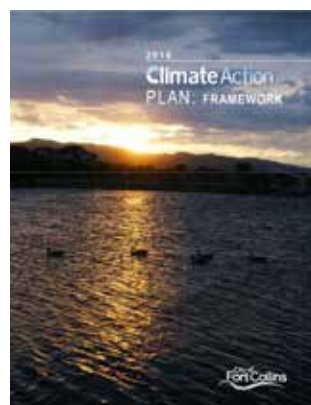
The **Downtown Plan** was updated concurrently with the Old Town Neighborhoods Plan, and represents a comprehensive review of issues and opportunities facing the commercial core of the community. Some of these issues overlap or affect the nearby Old Town Neighborhoods, including parking, development and design along Downtown edges, and transportation choices and options.



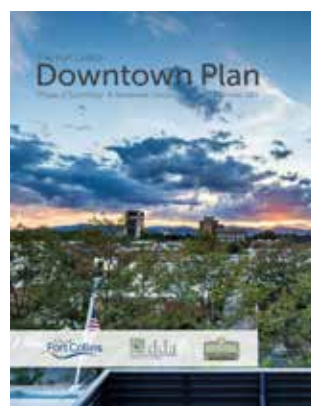
Bicycle Plan
(2014)



Pedestrian Plan
(2011)



Climate Action
Plan (2015)



Downtown Plan
(2017)

About the Old Town Neighborhoods

The Old Town Neighborhoods comprise the Eastside and Westside Neighborhoods bordering Downtown to the west, east, and southeast. The neighborhoods represent some of the earliest residential blocks in the community and their history of growth and development are closely tied to founding and initial growth of the community and Colorado State University (CSU).

Located on either side of Downtown and CSU, the neighborhoods feature close proximity to many other nearby amenities such as City Park, the Downtown Library, the Poudre River, and numerous historic landmarks. Short and direct neighborhood blocks provide easy connections that help facilitate alternative travel options, and the neighborhoods contain a large population of transit, pedestrian and bicycle commuters.

Although both neighborhoods are widely recognized for their many examples of late 19th and early 20th century residential architecture and styles, the neighborhoods also feature a great collection of homes constructed as late as the 1940s, 1950s and 1960s, such as those found in the Hanna Farm, Mantz, and Circle Drive subdivisions.



Ranch style homes in the Circle Drive subdivision

Very little vacant or developable land remains within the Old Town Neighborhoods. While large-scale redevelopment is not anticipated in the study area, the neighborhoods continue to experience home additions, remodels, and limited demolition and replacement of existing homes with new structures. Opportunities for small and medium-sized multifamily projects also continue to attract interest, especially across from CSU along Laurel Street in the Westside Neighborhood and along College Avenue in the Eastside Neighborhood.

With their historic home styles, mature trees, and short blocks, the neighborhoods cannot be recreated elsewhere in the community. An ongoing neighborhood concern is how best to preserve, protect and enhance neighborhood character while still allowing opportunities to adapt to shifting community and social needs/goals.



State-champion American Elm (Westside Neighborhood)

Eastside Neighborhood

The 350 acres of the Eastside Neighborhood spans both sides of Mulberry Street, east of College Avenue. The neighborhood includes a predominance of single-family homes, with small-to-medium sized multifamily and commercial developments near Library Park and the CSU campus. Prominent destinations and amenities include the South College commercial frontage, the CSU University Center for the Arts, the CSU Trial Gardens, and Library Park.

The Eastside Neighborhood features many of the oldest homes in the community, including homes dating as far back as 1868. Much of the neighborhood is also located within the nationally designated Laurel School Historic District. The Laurel School Historic District features many examples of late 19th and early 20th architectural home styles, such as Bungalow, Craftsman and late Victorian.



Blooming flowers on display at the CSU Trial Gardens



A mix of retail, restaurants, and professional offices front College Avenue



The life-sized chess board at Library Park

Westside Neighborhood

The 800-acre Westside Neighborhood also features primarily single-family homes and a collection of small to mid-sized multifamily projects close to Downtown and the CSU campus. Key amenities and destinations include City Park, Lee Martinez Park, the Mountain Avenue parkway and trolley, and the neighborhood-serving Beavers Market.

The restored trolley segment is a the last-running segment of the larger Fort Collins streetcar system, which also traveled through the Eastside Neighborhood. Providing transportation from Howes Street near Downtown to City Park, the trolley runs along the median of Mountain Avenue and past many examples of locally-designated homes, Beaver's Market, and one of the best examples of the Old Town Neighborhoods' urban tree canopy.



Trolley running within the Mountain Avenue Parkway



Beavers Market at Shields Street & Mountain Avenue

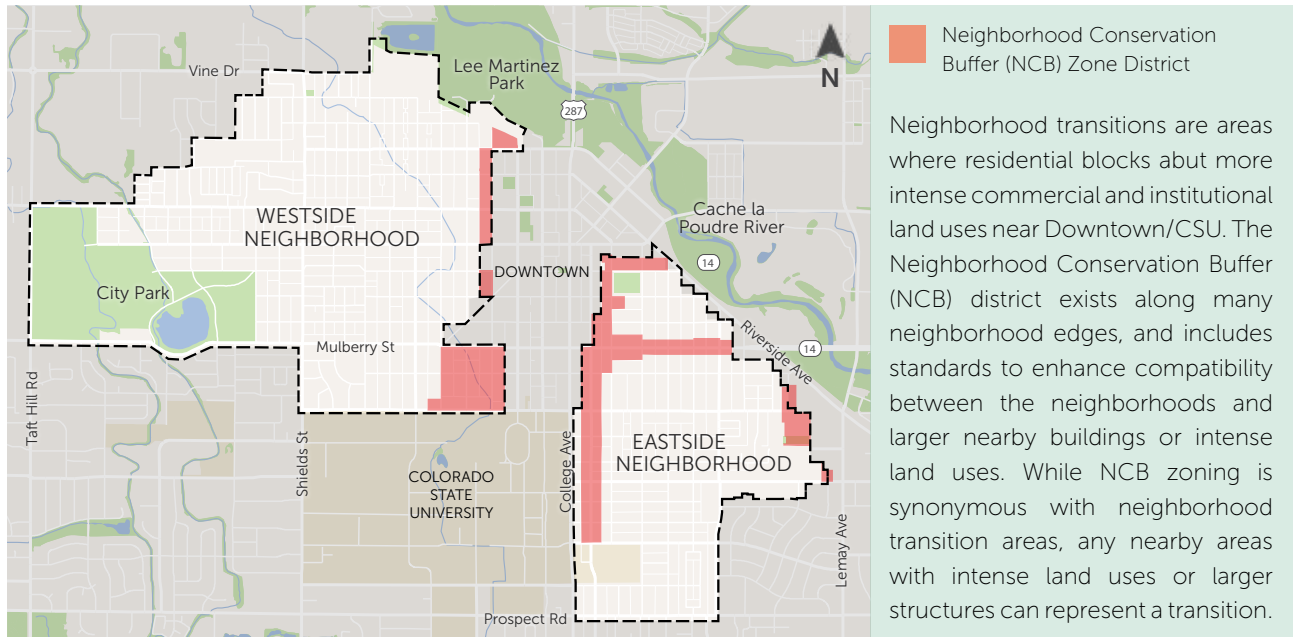


Sheldon Lake, City Park



The Farm at Lee Martinez Park (Credit: Grant Smith)

Transition Areas



An important focus of the Old Town Neighborhoods Plan is an assessment of the transition areas located along the edges of the neighborhoods where they abut Downtown and CSU. Most of the neighborhood transition areas are defined by the presence of the Neighborhood Conservation Buffer (NCB) zone district, which was implemented following adoption of the first neighborhood plans.

The NCB district is present in two areas of the Westside Neighborhood. The first area is a half-block strip along the west side of Meldrum Street between Cherry Street and Mountain Avenue, and the second area is located south of Mulberry Street between Whitcomb Street and the eastern block of Meldrum Street.

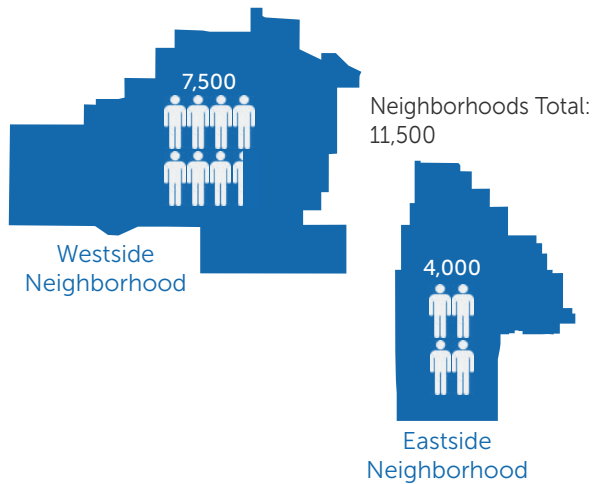
The first NCB area is predominantly residential, with a mix of single-family and multifamily buildings. Small-scale commercial uses are present near Mountain Avenue. The second NCB area features many multifamily structures catering to college students. Within the past 10 years, several larger multifamily projects have been constructed along Laurel Street across from the CSU campus.

In the Eastside Neighborhood there are three primary areas with NCB zoning. The first is along Mulberry Street from the alley between Stover and Cowan Streets on the east to Mathews Street on the west. This area features single-family homes, many of which have been converted to use as professional offices. Since 2005, very little development activity or new buildings have occurred in this area.

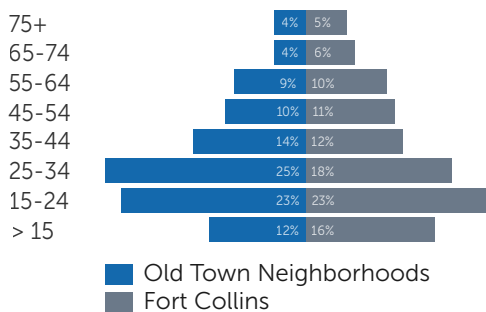
The second transition-area occurs along Remington Street from Pitkin Street on the south to Laurel Street on the north. This area features a mixture of single-family homes, duplexes, and small multifamily structures and professional offices. Many of the units in this area are renter-occupied, with a large population of CSU students.

The final Eastside transition area is located between Downtown and Library Park, along Mathews Street and Oak Street. The proximity to the core of Downtown is evident within the area, which tends to feature more professional offices and institutional land-uses. The Mathews Street block west of Library Park is currently experiencing renewed interest in new multifamily and commercial redevelopment.

Neighborhood Population

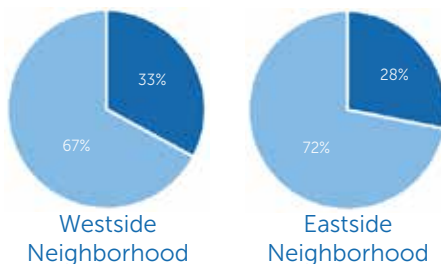


Age Distribution

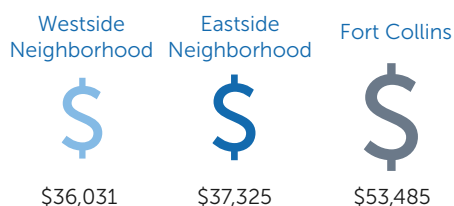


College Enrollment

Residents enrolled in undergrad & graduate education



Median Household Income



Neighborhood Demographics

Approximately 11,500 people live in the Old Town Neighborhoods, a decrease of several hundred since 2000. The decreasing population is the continuation of a long-term trend of decreasing household sizes, and not a loss in units or higher vacancies. This loss has been offset partially by an overall increase in the number of new dwelling units, many of which are located close to CSU's campus along Laurel Street or College Avenue.

Median age in the neighborhood is close to the community average; however, specific age cohorts tend to skew away from younger children and towards the 25-to-34 year old age groups due to the large college-student population within each neighborhood.

Approximately 30% of residents in the Old Town Neighborhoods are enrolled in undergraduate or graduate education, with many additional residents working at the university as staff and faculty. Most students tend to cluster in the southeast corner of the Westside Neighborhood and the westernmost blocks of the Eastside Neighborhood. Many of the properties found in these sections of the neighborhood are rentals with fewer long-term residents.

The large CSU student population also skews neighborhood income statistics. Although home prices in the neighborhoods are among the highest in the community, median household income is approximately \$17,000 less than the community-wide median of \$53,000.



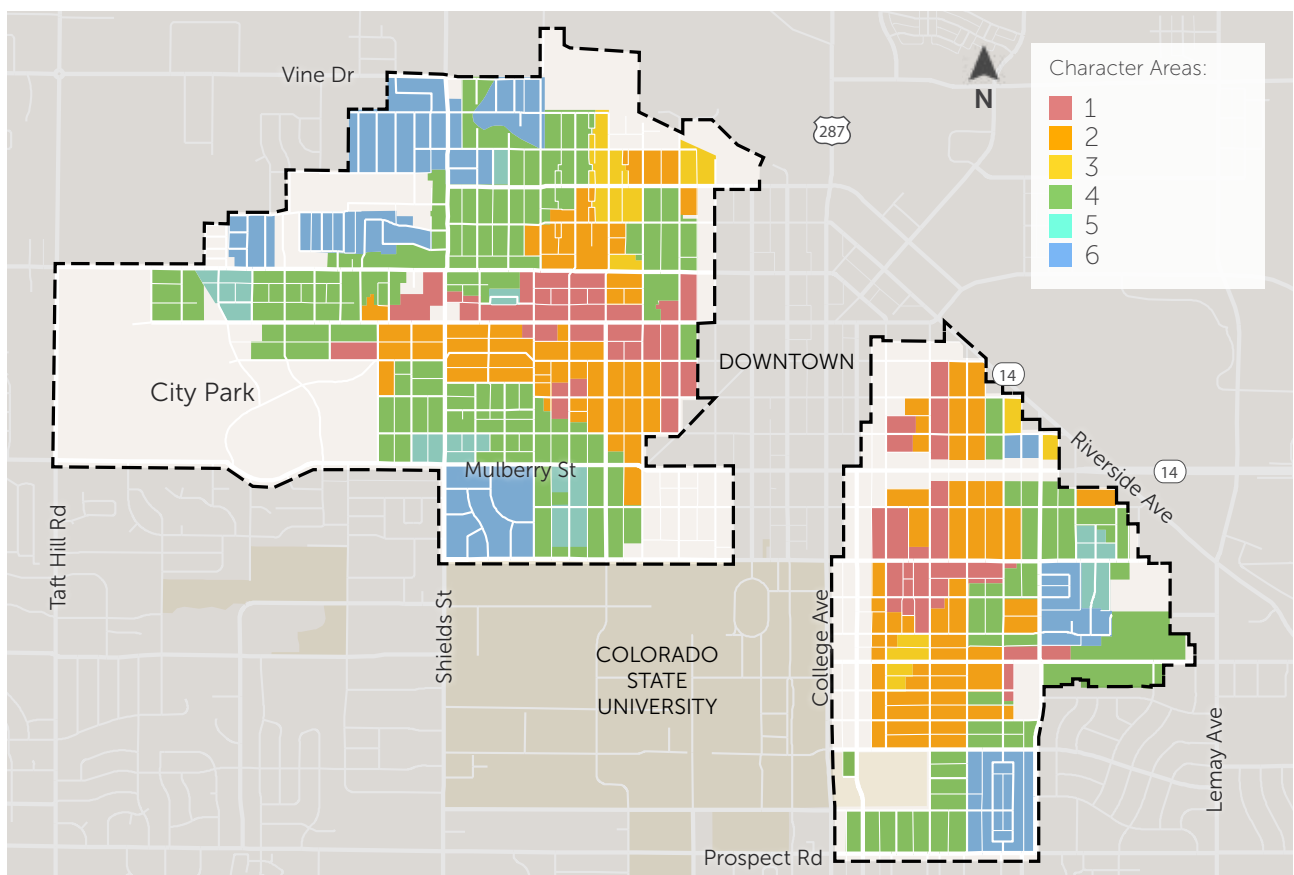
Neighborhood Design & Character

The Old Town Neighborhoods feature a diverse mix of building ages, sizes, and styles. Many residents identify building style as one of the most defining features of the neighborhoods. However, other elements such as gridded streets, narrow rectangular lots, mature trees, and the presence of alleys also contribute to the unique neighborhood character.

This combination of elements is unique in Fort Collins and gives a distinct feeling to the neighborhoods that is difficult to find or recreate elsewhere in the community. These design elements are also an important consideration in discussions involving the perceived compatibility of additions, remodels and new construction in the neighborhoods.

As part of the 2013 Eastside Westside Character Study, a range of variables were analyzed to understand patterns of consistency and diversity within the Old Town Neighborhoods. While the larger study area exhibits many common elements, variations and diversity exist in various subareas and at different block levels.

Using information on building age, building size, building height, lot size, lot coverage and floor area ratio, six character areas were identified. These character areas are a key consideration in recognizing unique block-by-block differences, and offer a foundation for the development of new neighborhood design guidelines.



The 2013 Eastside Westside Character Study identified six distinct character areas comprising the NCL and NCM zone districts of the Old Town Neighborhoods. Character districts were determined based on building age, size and height, as well as lot size, lot coverage and floor area ratio. Additional information about the neighborhood character districts can be found in the Old Town Neighborhoods Design Guidelines, available for download on the Old Town Neighborhoods Plan webpage: www.fcgov.com/otnp

Old Town Neighborhood Character Areas

The Old Town Neighborhood Design Guidelines, adopted concurrently with the Old Town Neighborhoods Plan, provide information on each

of the six different character areas, which are defined by characteristics such as building size and age, roof forms, architectural styles, and setbacks.

Character Area 1

Common Styles:

- Queen Anne
- Classic Cottage
- Vernacular
- Craftsman



Classic Cottage

Typical Years of Construction:

1882-1920



Vernacular

Character Area 2

Common Styles:

- Craftsman
- Classic Cottage
- Vernacular
- Bungalow

Typical Years of Construction:

1901-1920



Large porches are common in Character Area 2

Character Area 3

Common Styles:

- Minimal Traditional
- Classic Cottage
- Vernacular
- Small lots

Typical Years of Construction:

1901-1920



Classic Cottage



Min. Traditional



Vernacular L-Cottage

Character Area 4

Common Styles:

- Minimal Traditional
- Classic Cottage
- Vernacular
- Large lots



Character Area 4 typically features one-story homes with larger lots and side yard setbacks.

Typical Years of Construction:

1901-1960

Character Area 5

Common Styles:

- Minimal Traditional
- Vernacular
- Small footprints



Minimal Traditional

Typical Years of Construction:

1941-1960



Modified Minimal Traditional

Character Area 6

Common Styles:

- Minimal Traditional
- Ranch

Typical Years of Construction:

1950-1970

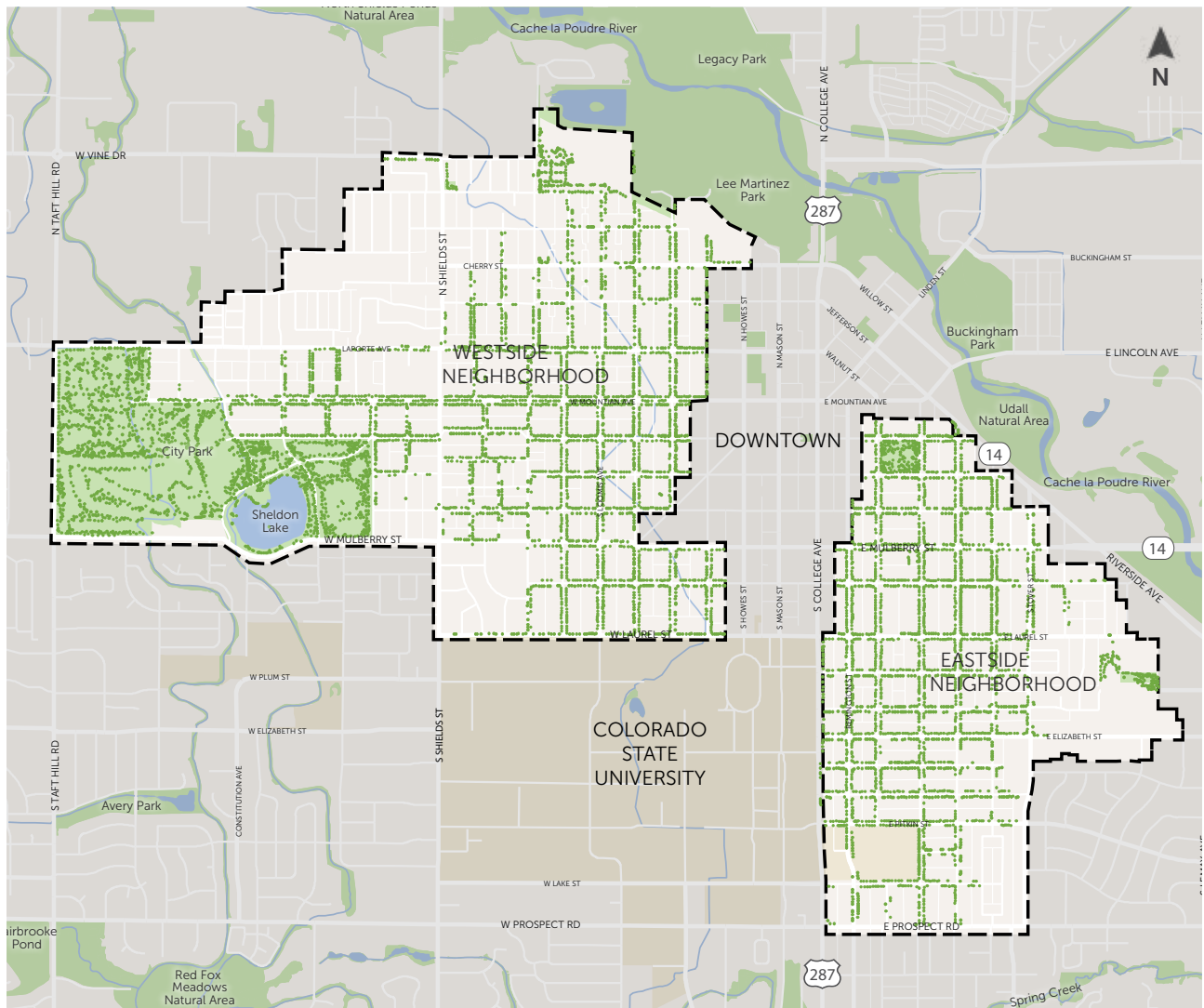


Ranch homes in Character Area 6

Neighborhood Tree Canopy

A defining feature of the Old Town Neighborhoods is their mature tree canopy, comprised of a network of both public and private trees. Public trees can be found within the tree lawns between streets and sidewalks along most Old Town Neighborhood streets. Extensive plantings can also be found in City, Lee Martinez, Library, and Eastside Parks. Even more numerous are the collection of mature trees planted on private property throughout the neighborhood contributing to the urban tree canopy.

There are slightly over 8,200 trees in parks or within street right-of-ways in the neighborhoods, each represented by a single green dot in the map below. The network of trees themselves help outline the neighborhood's gridded street network. Several notable holes exist in the street tree network where attached sidewalks began to appear in the 1940s, 1950s, and 1960s in the northwest corner of the Westside Neighborhood and the far eastside of the Eastside Neighborhood.



Public trees (located either within street right-of-way or within parks) are shown in the map above. The neighborhoods also contain an extensive and mature urban tree canopy located on private lots (not depicted).

Development Activity

Located near community economic generators, the Poudre River, and cultural facilities, the Old Town Neighborhoods are some of the most attractive and desirable in the City. As a result, home prices in the neighborhoods are steadily rising, alongside concerns over neighborhood affordability.

Although the neighborhoods are built-out, many permits are issued each year for home additions, detached accessory structures like garages, and new home construction that replaces an existing structure. Between 2005 and 2014, an average year featured permits for 8 new homes, 14 secondary buildings, and 27 home additions.

The Westside Neighborhood experiences a majority of new permit activity. While most activity is focused on single-family homes, between 2005 and 2014, a number of larger multifamily student-oriented projects were also permitted near the CSU campus along Laurel Street, and such developments were largely responsible for the net addition of new dwelling units within the neighborhood.

The average size for all homes in the neighborhoods are 1,266 square in the Eastside and 1,123 square feet in the Westside. Newly-constructed homes in both neighborhoods average 2,018 square feet in size, and the average size of home additions is approximately 630 square feet. After renovations, homes with additions tend to approach 2,000 square feet in size, similar to new construction. Over the past decade, the larger size of new home construction as well as home additions has increased the average size of all homes and plays an important role in affecting neighborhood values and affordability.

Between 2011 and 2016, home price increases were particularly dramatic, and meant that some of the smallest neighborhood residences were not attainable for large segments of the community. Homes from both neighborhoods also continue to experience conversion from owner-occupied

housing to rental housing. While this trend is occurring both at the community and national levels, it has been more pronounced in the Old Town Neighborhoods, especially the Eastside Neighborhood. In 2014, two thirds of all units in the Eastside neighborhood were renter occupied.

Average Household Size



Construction Activity 2005-2014

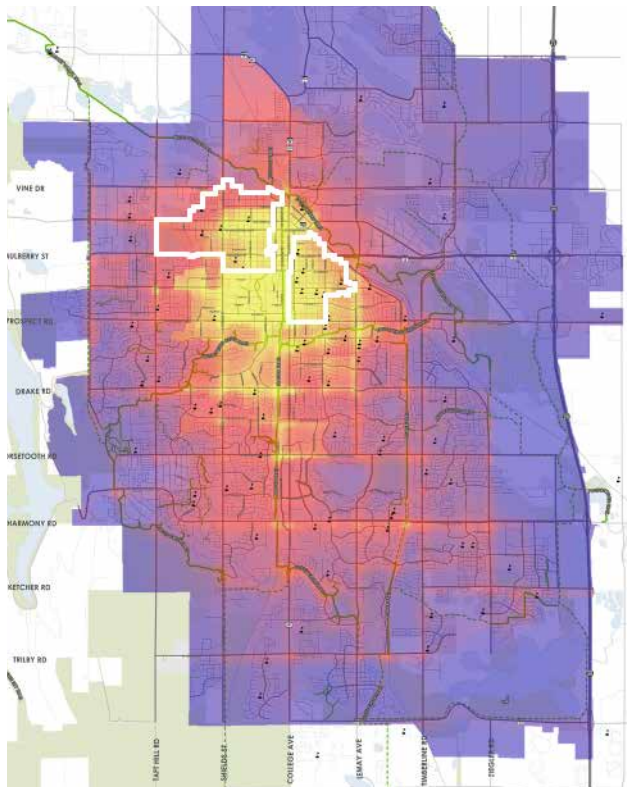
Unit Type	Annual Permits	Total Permits	Total Units	Average Size
Single Family	8.1	73	73	2,018
Duplex	0.8	7	11	1,251
Multifamily	1.3	12	73	1,054
Additions	27	243	--	637
Secondary Bldg.	13.6	122	--	532

New Unit Permit Locations 2005-2014



Transportation & Mobility

The Old Town Neighborhoods reflect a unique pattern of homes in close proximity to commercial, educational, and occupational destinations, on short blocks with a gridded street network, which provides multiple travel routes and great options for travel by walking and biking. As a result, the Old Town Neighborhoods, Downtown, and CSU feature the highest proportion of transit, bike and pedestrian commuters in the community.



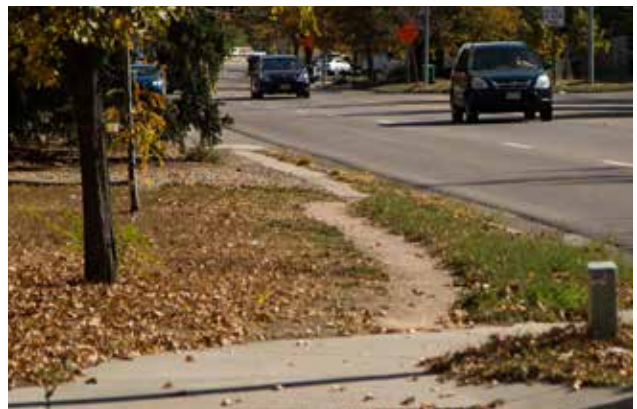
Bicycle-usage heat map, 2014 Bicycle Master Plan. The warmer yellow, orange and red colors indicate higher bicycle traffic.

While a higher proportion of trips in the neighborhoods take place using non-vehicular methods, the infrastructure supporting these travel options is aging and tends to be constrained by limited rights of way and older infrastructure. Many streets in the neighborhoods feature attached or missing sidewalks, non-continuous or narrow bike lanes, and arterial streets without turn lanes, medians, or convenient crossing locations.

Arterial streets such as Mulberry Street and Shields Street are particularly representative of the challenge of accommodating all travel modes in a limited street right of way. Portions of these corridors must accommodate four vehicle travel lanes, bike lanes and sidewalks within a 60-foot right of way. Modern arterial street standards with four vehicle travel lanes, bike lanes, detached sidewalks, and tree lawns would utilize a 115-foot right of way cross section.

Traffic congestion and safety issues are recognized as a challenge for both West Mulberry Street and North Shields Street as two constrained arterials that bisect the neighborhoods. Balancing vehicular level of service requirements with non-vehicular modes of travel is particularly challenging in these segments.

In addition to space constraints, land-uses and development patterns along these arterial streets differ from elsewhere in the community. Neighborhood arterial streets tend to be lined with single-family homes rather than commercial development. Mulberry and Shields Streets must serve a dual purpose as important community commuting corridors and local neighborhood streets, providing access to individual homes with numerous curb cuts and driveways. Even as they act as local access for single-family homes, their larger widths and higher traffic volumes still represent a barrier to intra-neighborhood connectivity.

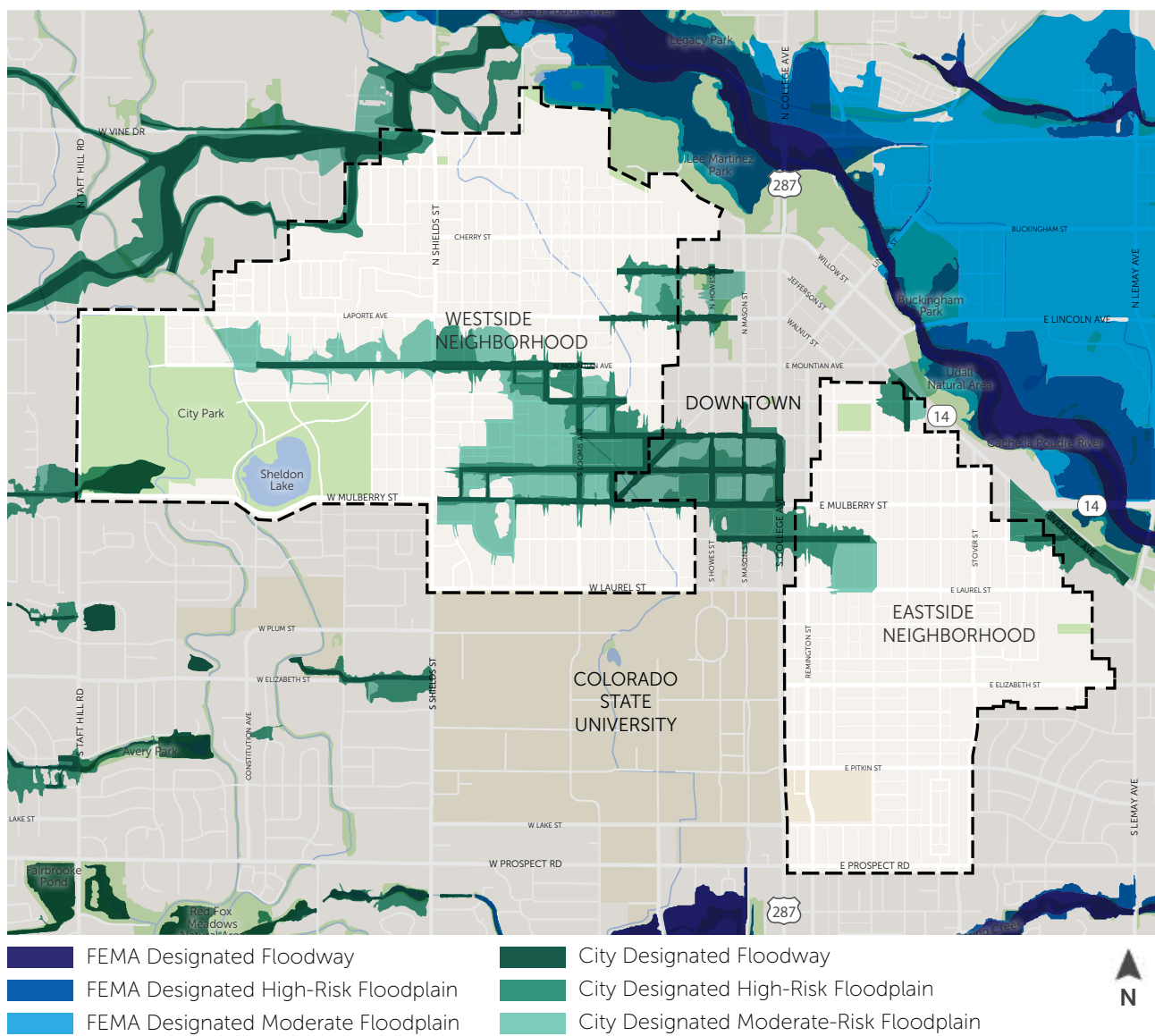


Social trails often mark missing sidewalks in the neighborhoods, such as in this location along East Mulberry Street.

Floodplain & Neighborhood Infrastructure

The Old Town Neighborhoods Plan encompasses the Old Town, West Vine, and the Canal Importation floodplains. The floodplain acreage and number of structures within the Plan area is shown in the table on the following page. The Old Town floodplain has a higher number of structures at risk for being damaged in a flood than any other drainage basin in Fort Collins. Further, in this floodplain there is little to no warning time to alert residents of potential flooding hazards.

The Old Town floodplain is subject to flash flooding if the streets and stormwater system are unable to handle the flows. Flood waters can quickly spread through the blocks and into basements, causing significant damage. The Westside Neighborhood is also impacted by inadvertent spills from irrigation canals that can cause flooding of neighborhoods during flood events. Large capital improvement projects have been completed since the 1997 flood to improve drainage in Old Town. However, there is more work to be done.



The table below summarizes the size of floodplains and impacted structures that currently exist in the Old Town Neighborhoods:

Flood Risk in the Old Town Neighborhoods Plan Boundaries		
	High Risk Floodplain (Acres of 100-year floodplain)	Structures Greater than 500 sq. ft. in High Risk Floodplain
Old Town	104	441
Canal Importation Basin	10	0
West Vine	11	38

The Fort Collins Stormwater Master Plan includes several major capital stormwater infrastructure projects within the Old Town Neighborhoods. When implemented, these improvements will move structures out of the floodplain and mitigate potential flood risks. Future storm sewer improvement projects include Magnolia/Myrtle, Oak Street, Mulberry/Riverside, LaPorte/Cherry and Whedbee. In addition to storm sewer improvements, incorporating low impact development (LID) practices into development and redevelopment projects helps reduce the quantity and improve the quality of stormwater runoff.



Floodplain requirements often result in new construction that is raised or elevated above base flood elevations, which may interrupt the established character of a block as new construction "sits" higher than adjacent homes.

Overview of Floodplain Regulations

Life, safety and property protection from flooding are key goals of the City of Fort Collins Utilities. Development within the floodplain must comply with the floodplain regulations in Chapter 10 of the Fort Collins Municipal Code. A sample of these regulations are listed below:

- No residential structures in the floodway.
- New structures must be elevated 18-inches above the 100-year flood elevation. Non-residential structures or mixed-use structures with all residential uses on upper floors may substitute floodproofing for the elevation requirement.
- Additions must be elevated 12-inches above the 100-year flood elevation.
- Any structure that is substantially improved (improvements more than 50% of the value of the structure) must be brought up to code including elevation 12-inches above the 100-year flood elevation.
- Critical facilities are prohibited.
- Any work in the floodway must document no-rise in the 100-year flood elevations.

Neighborhood Issues & Opportunities

During initial outreach activities, stakeholders were frequently asked to share their opinions about the most important neighborhood issues and opportunities. While individual responses varied, the overall collection of ideas tended to feature several recurring themes and topics. Frequently mentioned themes were further refined by the neighborhood stakeholder group and staff to use as organizational elements throughout the remainder of plan document:



Neighborhood Character & Compatibility

The defining characteristics of the neighborhood, such as home size and design, mature landscaping, and historic resources.



Land Use & Transition Areas

The type and location of neighborhood land uses, as well as buffer zones near the edges with Downtown and CSU.



Circulation & Mobility

Ease of travel options and safety throughout the neighborhoods, whether on local or arterial streets.



Sustainability

The social, environmental and economic wellbeing of the neighborhoods, both now and into the future.



Neighborhood Character & Compatibility

Frequently heard issues and opportunities:

- Balancing development and design standards with private property rights
- Developing and promoting information and incentives on compatible development
- Design and size of new construction and home additions
- Recognizing and celebrating historic resources and districts
- Protecting and enhancing the tree canopy

New construction size and style

Although homes in the Old Town Neighborhoods feature diverse architecture and building sizes, concerns remain that some new construction looks or feels incompatible with the existing neighborhood character. At the same time, many stakeholders voiced concerns that new design standards would restrict property rights further, and that opportunity exists to promote and encourage compatible development through education and incentives.

"Old Town is a mosaic of home styles each relevant to the decades in which they were designed...styles come and go. It's great to be able to look through a neighborhood and see multiple decades represented in design styles."

- survey respondent



406 Stover Street, one of the oldest homes in the Old Town Neighborhoods, was constructed in the late 1870s or early 1880s.

Neighborhood Charm & Historic Resources

The architectural styles, street pattern and tree canopy are unique features of the neighborhoods that cannot be recreated. Residents have expressed that care should be taken to protect and enhance these neighborhood features, through landmark designations and the application of design guidelines and standards. Many also feel there may be opportunities to identify and celebrate the many historic properties and districts located within the neighborhoods to share the history of the area.

Neighborhood Pride

Areas of the neighborhoods continue to see increases in rental housing, which some believe may lead to relaxed property maintenance. Neighbors expressed interest in finding solutions to incentivize maintenance to keep the neighborhoods beautiful for all neighbors. The tree canopy in particular was highlighted as important for monitoring and maintenance, both by the City and residents alike.



Well-maintained properties in the Eastside Neighborhood.



Land Use & Transition Areas

Frequently heard issues and opportunities:

- Impacts of growth and larger buildings near neighborhood edges with Downtown and CSU
- Lack of flexibility for new accessory dwelling units
- Protecting the integrity of the single-family neighborhoods
- Education about neighborhood zoning and development standards
- Proactively anticipating changes near Downtown and CSU

Integrity of the Residential Neighborhoods

With continued growth near Downtown and CSU, there has been an increase in multifamily and non-residential development abutting traditional single-family areas. Finding ways to compatibly transition between lower density residential areas and higher activity or intensity found near Downtown and CSU is an important focus for many neighborhood residents and property owners.

Accessory Dwelling Units

Some residents highlighted that accessory dwelling units like carriage houses or in-law apartments could be a way to help long-term residents age-in-place, care for family members, or increase the supply of smaller, more affordable units. However, current development standards restrict smaller accessory units from being constructed except only on the largest of neighborhood lots.

Transition Areas

Both staff and stakeholders questioned what types of land-uses, standards, incentives, or requirements might be appropriate to help create better transitions between the residential neighborhoods and the edges of Downtown and CSU featuring taller buildings, higher intensity, and busier commercial retail, and institutional land-uses.

"The buffer areas between the two neighborhoods will be the focal point of residential vs. commercial. The integrity of the Eastside/Westside Neighborhoods needs to spill over into these areas."

- survey respondent



Businesses occupying former homes in the NCB district along East Mulberry continue the residential look and feel of the area.

Development Standards Education

Neighbors, builders and design professionals voiced that standards for buildings and construction in the neighborhoods have changed frequently and are confusing or difficult to understand. Clearer and more concise information is needed. If more compatible development is sought, all parties could benefit from additional education on specific standards and their intent and purpose, as well as ideas on how to incorporate modern amenities into older structures.



New mixed-use residential development in the transition area



Circulation & Mobility

Frequently heard issues and opportunities:

- Missing or insufficient bike and pedestrian facilities on Mulberry and Shields Streets
- Safety and convenience crossing arterial streets
- Spillover parking near Downtown and CSU
- Improving safety and convenience for all travel modes
- Improved access and connections to nearby natural areas, trails, and parks
- Congestion

Intra-Neighborhood Travel and Trail Connections

Travel within the neighborhoods functions well for most modes, but there are still opportunities to continue filling in missing sidewalk gaps, performing routine maintenance, and improving connections to nearby parks and trails (often across arterial streets). Many residents cited the need for easier connections to the Spring Creek Trail and Poudre River Trail (Eastside Neighborhood), as well as sidewalks to Lee Martinez Park (Westside Neighborhood).

Parking

For many living near Downtown, CSU, or the library, spillover parking is a frequent and frustrating occurrence. Many close to these daytime parking generators are worried about parking conditions worsening over time, or expanding further into the neighborhoods, which could be addressed with additional tweaks or flexibility to the Residential Parking Permit (RP3) program, and other parking management efforts.

Mulberry and Shields Streets

Many issues and opportunities identified by residents specifically focused on travel conditions along the Mulberry and Shields corridors:

- It feels uncomfortable to walk or bike along many segments of these streets
- Both streets lack consistent bike lanes and feature missing or narrow sidewalks
- With no center turn lanes, left-turning vehicles can create backups and safety issues
- Adding additional crossings or enhancing existing crossings would improve connectivity
- Congestion and roadway safety



Wait times & short crossing durations were identified by residents who use the Whedbee and Mulberry Street intersection.



Sustainability

Frequently heard issues and opportunities:

- Decreasing affordability and ability to age-in-place
- Maintaining the diversity of neighborhoods ages, incomes, family situations, and housing choices
- Aging neighborhood infrastructure and utilities
- Ease of home energy retrofits and energy generation and compatibility with existing character
- Impacts of additional development on human health and well-being (e.g. noise, smoke, privacy)
- Supporting existing neighborhood and Downtown businesses



Diversity of home styles, sizes, and ages in the Eastside Neighborhood

Affordability and Diversity

As desirable neighborhoods, rents and home prices in the Old Town Neighborhoods are rising faster than the rest of the community. Many are worried rising prices are slowly leading to a lack of diversity in home sizes and that the neighborhoods are becoming more unaffordable for families with children or those with lower or fixed incomes.

"Old Town has charm that isn't found in newer developments. It is interesting, unique and beautiful with its wide streets and diverse appearance."

- open house comment

Home Energy Retrofits

Community goals such as the Climate Action Plan call for reducing neighborhood and community greenhouse gas emissions. One of the largest sources is from the energy used to heat and cool buildings. With some of the oldest structures in the community, opportunities exist to provide information and guidance on programs and ideas to retrofit existing structures to increase efficiency, while maintaining their traditional look and feel.

Health & Well-Being

Along with interest for more flexibility to see smaller, more affordable units come potential concerns about increasing the impacts on the well-being of neighbors from additional backyard fires, noise from animals, traffic, reduced privacy, and the loss of more open-feeling backyards and alleys.

Vision

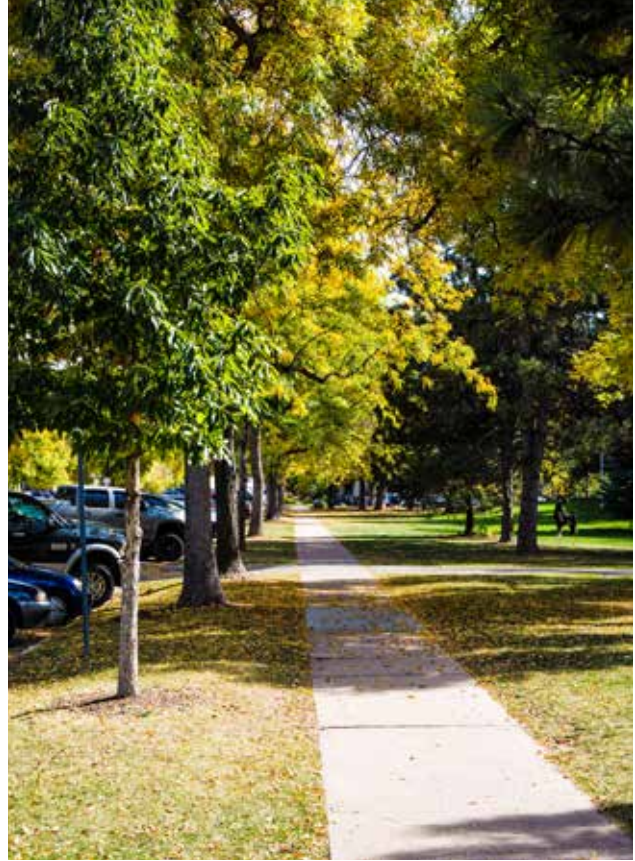


Vision Overview

The Old Town Neighborhoods are Unique, Livable, Connected and Sustainable. As mature, established neighborhoods, many of the ideas and opportunities expressed by stakeholders in support of the neighborhoods' vision emphasize preserving and enhancing the qualities that already make the neighborhoods a wonderful place to live.

Developed with the aid of residents, a stakeholder group, City staff and elected officials, the vision for the Old Town Neighborhoods reflects a collection of values, opportunities and feelings about the neighborhoods as they exist today and as they are envisioned in the future.

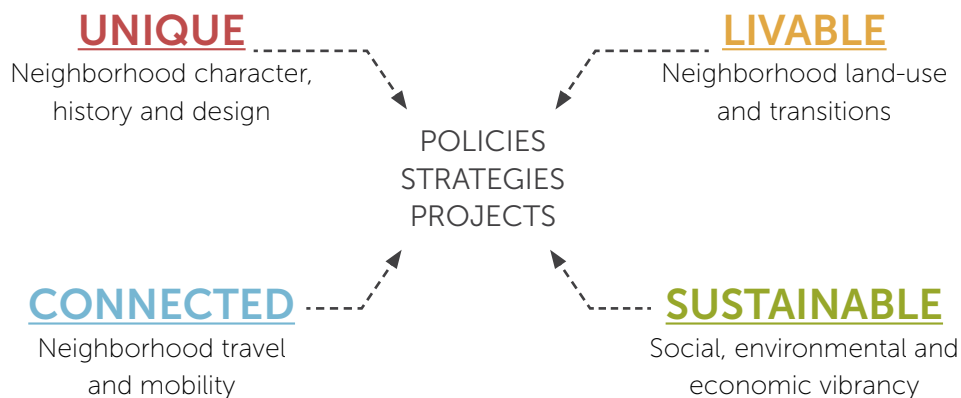
The vision also builds upon many of the ideas expressed in the original neighborhood plans developed in the 1980s. While the neighborhoods have evolved and face new challenges and opportunities, the ideas of celebrating their one-of-a-kind elements, enhancing mobility, and promoting neighborhood pride remain relevant.



Vision Structure

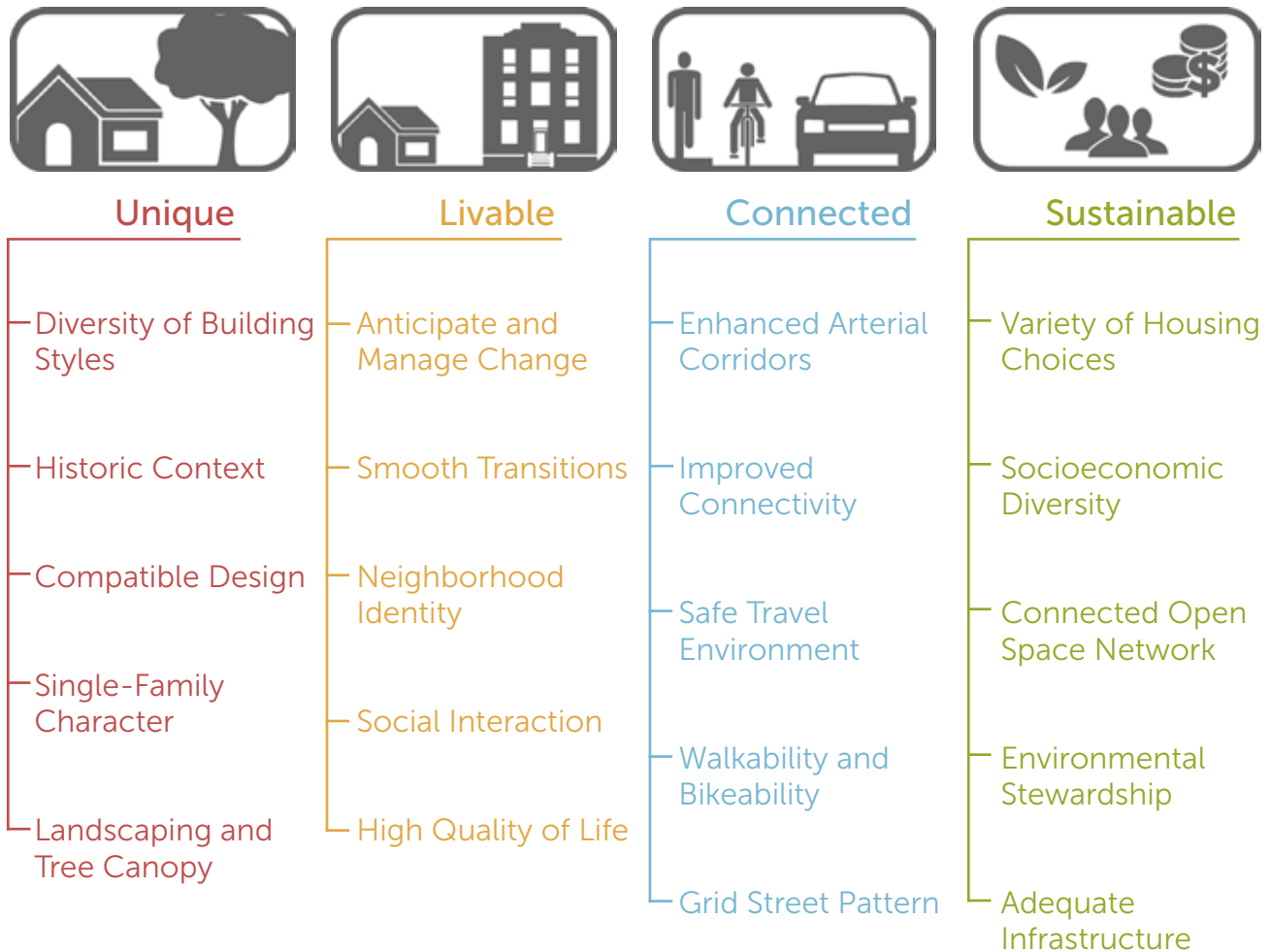
The Old Town Neighborhoods vision is composed of four topic areas: Unique, Livable, Connected, and Sustainable. These topic areas represent the defining physical and social elements of the neighborhood, and are supported by value statements that relate to specific ideals and principles.

Combined, the vision statements and values for each topic area outline specific neighborhood elements to preserve or enhance the present and future. The vision provides the foundation for future neighborhood policies, strategies, and implementation projects or actions.



Vision at a Glance

Summarized below are the key concepts within each topic area. The following pages illustrate and articulate these vision concepts and neighborhood values.



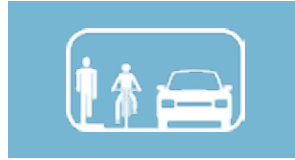
What we heard...



"Historic properties are what make Old Town unique, but retaining the character of Old Town is more about variety than it is about sameness."



"Preserving the character of these neighborhoods is important in keeping Fort Collins as we know it, but it is also important to allow home owners to express themselves and have the homes of their dreams."



"We have gridded streets which are great for multi-modal transportation. Let's make that even better."



"I feel sensitivity and care should be taken for the past when planning for the future, but I don't think these needs should supersede the social, environmental, and economic sustainability needs of these communities within which we are planning ."

Top Responses:

Vision Questionnaire: What do you like most about the Old Town Neighborhoods?

1

Mature Trees & Landscaping



2

Diversity of Home Sizes & Home Styles



3

Walkable Street Pattern





Neighborhood Character & Compatibility

Vision: Celebrating and enhancing the qualities that make the neighborhoods unique and which foster “Old Town Charm.”

Values:

- Recognizing and protecting historic resources
- Celebrating the diversity of home sizes, styles, and residents
- New construction that is sensitive to neighborhood character and context
- Well-maintained landscaping and tree canopies



Diverse home sizes, styles, and unique landscaping



Neighborhood Character & Compatibility



Recognizing and protecting historic resources



Celebrating the diversity of home sizes, styles, and residents



New construction that is sensitive to neighborhood character and context, and well-maintained landscaping and tree canopies



Vision: Neighborhoods designed for friendly interactions and a high quality of life.

Values:

- Maintaining the stability of single-family neighborhoods
- Compatible non-residential and buffer areas adjacent to the neighborhoods
- Front porches, urban gardens and quiet streets which promote friendly interactions, evening strolls and neighborhood pride



Compatible transitions from Downtown to the neighborhoods



Land Use & Transition Areas



Maintaining the stability of single-family neighborhoods



Compatible non-residential and buffer areas adjacent to or within the neighborhoods.



Front porches, urban gardens, and quiet streets which promote friendly interactions, evening strolls, and neighborhood pride



Vision: Neighborhoods integrated into the community with safe and convenient travel options.

Values:

- Multiple travel options that take advantage of the historic street grid pattern and short neighborhood blocks
- Easy-to-cross arterial streets that balance functionality as both commuting corridors and neighborhood streets
- Continued enhancement of the neighborhood bicycle and pedestrian networks
- Arterial street system that provides mobility, minimizes neighborhood cut-through traffic and supports safety



Safe and convenient travel options to nearby destinations



Circulation & Mobility



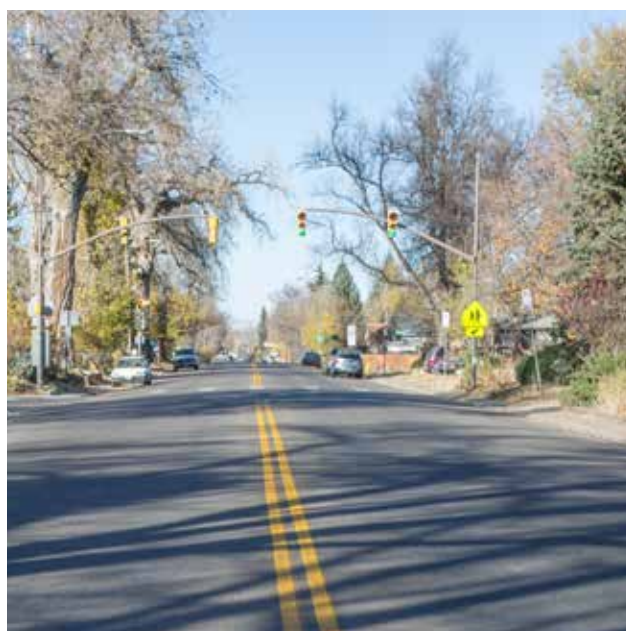
Multiple travel options that take advantage of the historic street grid pattern and short neighborhood blocks



Easy-to-cross arterial streets that balance functionality as both commuting corridors and neighborhood streets



Continued enhancement of the neighborhood bicycle and pedestrian networks



Arterial street system that provides mobility, minimizes neighborhood cut-through traffic and supports safety



Sustainability

Vision: Neighborhoods with the resources and knowledge to help maintain and improve their economic, social and environmental vibrancy

Values:

- A variety of housing choices to sustain the capability to live in the neighborhoods for all ages, income levels, and family situations
- Connected green spaces, urban gardens, and access to nearby natural amenities
- Efficiency and environmental stewardship
- Renewed neighborhood infrastructure for the present and future



Sustainable neighborhoods with multiple housing options, urban agriculture, and energy retrofits



Sustainability



A variety of housing choices to sustain the capability to live in the neighborhoods for all ages, income levels, and family situations



Connected green spaces, urban gardens, and access to nearby natural amenities



Efficiency and environmental stewardship



Renewed neighborhood infrastructure for the present and future

Framework






PLAN FRAMEWORK

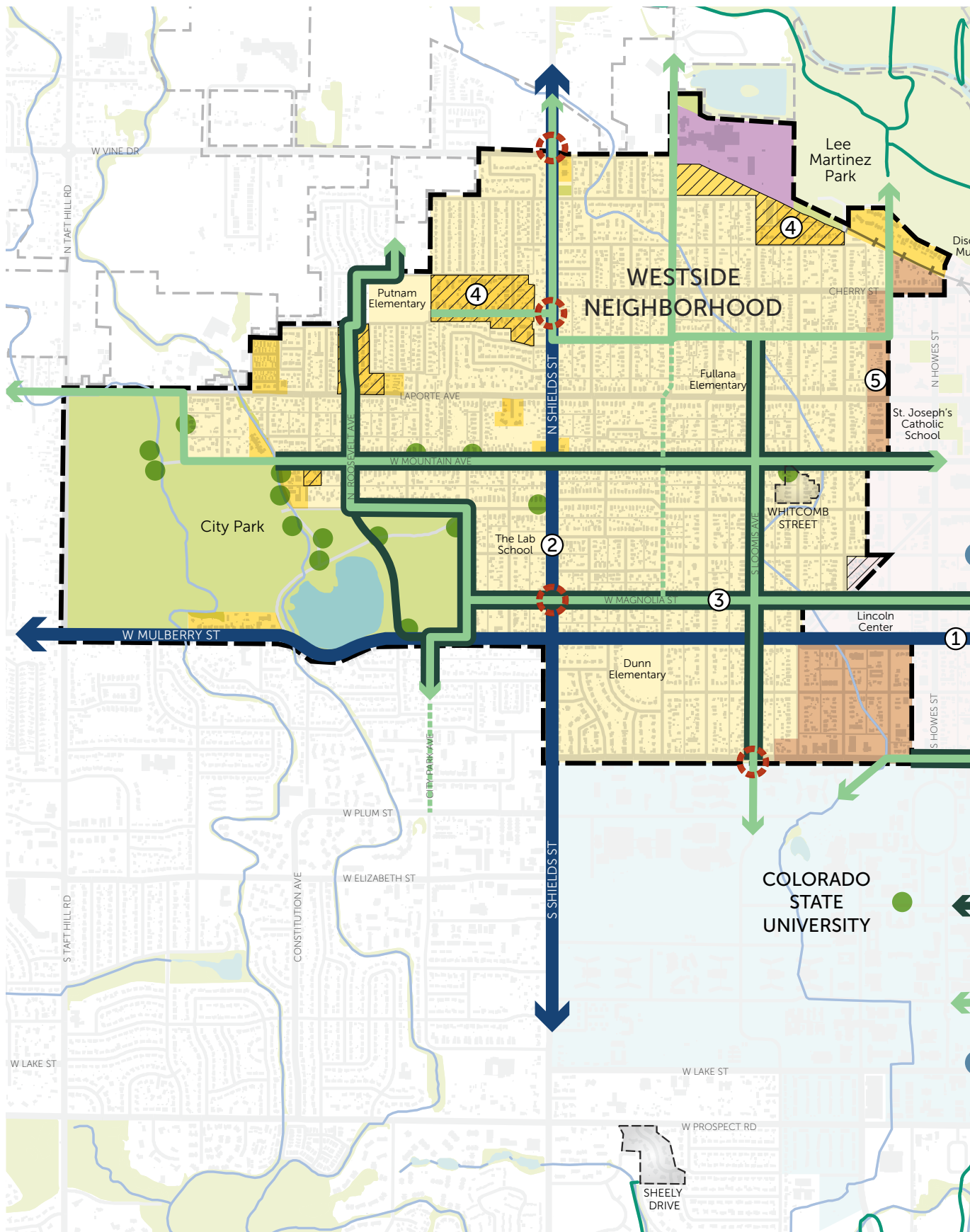
Overview

The Plan Framework is the central piece of the Old Town Neighborhoods Plan and represents a guide to new or modified neighborhood elements designed to achieve the neighborhood vision. The Plan Framework includes recommendations about preserving and enhancing neighborhood character, land use, connectivity, and the tenets of sustainability.

The Plan Framework is organized around the four neighborhood vision topic areas, highlighting key recommendations. Additional strategies and implementation actions are outlined in the implementation chapter. The Plan Framework Map on the following pages visualizes the key physical characteristics proposed for the neighborhoods.



Framework Topic	Key Framework Elements	Related Vision Theme
Neighborhood Character and Compatibility	<ol style="list-style-type: none"> 1) Design Guidelines 2) Neighborhood Identity Features 3) Development Activity Monitoring 	Unique 
Land Use and Transitions	<ol style="list-style-type: none"> 1) Areas of Preservation and Enhancement 2) Neighborhood Zoning / Mixed Use Pockets 3) Buffer and Transition Areas 	Livable 
Transportation and Mobility	<ol style="list-style-type: none"> 1) Neighborhood / Local Streets 2) Mulberry & Shields Street Improvements 3) Parking 	Connected 
Sustainability	<ol style="list-style-type: none"> 1) Neighborhood Greenways 2) Housing Choices & Affordability 3) Urban Tree Canopy 	Sustainable 



Plan Framework

Legend

EXISTING ELEMENTS

- City Boundary
- Neighborhood Boundary
- Building
- Roadway
- Parks & Open Space
- Steams, Rivers, Lakes
- Trails
- Downtown Plan Boundary
- CSU Main Campus Boundary
- Buffer Transition
- Areas of Preservation and Enhancement
- Low Density Mixed-Use Neighborhood
- Employment Zone
- Max Transit Line
- Notable Trees²
- Designated Historic Districts

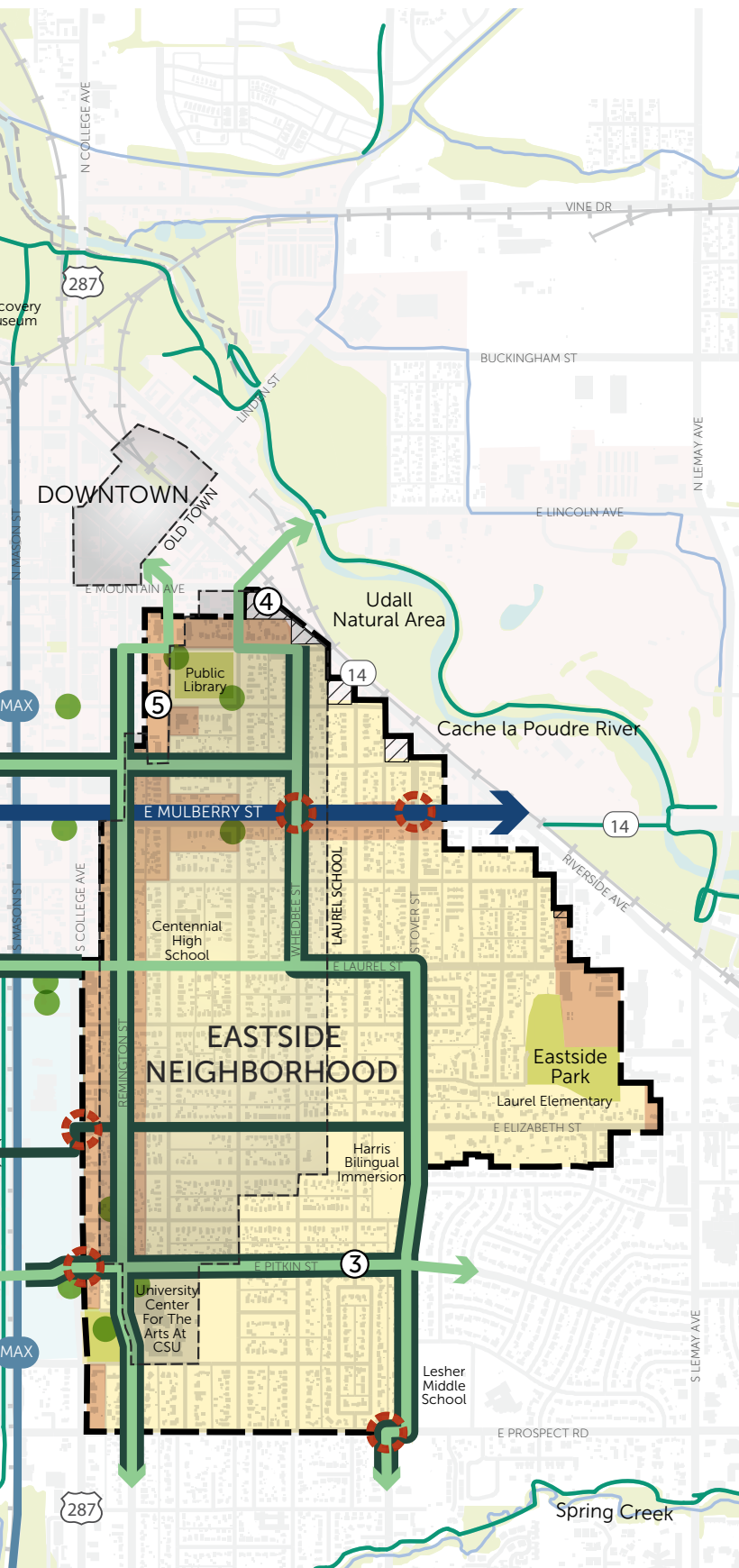
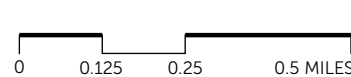
FUTURE ELEMENTS

- Potential Rezoning
- Arterial Street Improvements
- Prioritized Bike Routes¹
- Interim Alternative Bike Routes
- Neighborhood Greenway Improvements
- Enhanced Crossing

1. Routes taken from the Fort Collins Bicycle System Wayfinding Plan
 2. Locations taken from Colorado Tree Coalition's Notable Tree Tour in Fort Collins

Key Projects

- 1 Mulberry Corridor Improvements
- 2 Shields Corridor Improvements
- 3 Greenway Designations
- 4 Future Zoning Changes
- 5 Buffer Transition Area



Neighborhood Character & Compatibility

The Old Town Neighborhoods comprise an eclectic mix of older homes of various sizes and styles, along with mature landscaping, and a grid-street block pattern. These elements collectively establish a neighborhood character not found elsewhere in the community. It is this uniqueness that residents commonly refer to as “Old Town Charm.”

The blocks within the Old Town Neighborhoods are diverse, with a range of existing character and contexts. These conditions help shape development and influence the perceived compatibility of new developments. Each block contains different physical characteristics, such as architectural styles, alley configuration, block size, or building age, and compatibility varies throughout the neighborhood. The updated neighborhood vision captures this uniqueness, and supports preserving and enhancing neighborhood character and compatibility in building additions and new construction.

The Plan Framework incorporates neighborhood character and compatibility elements by illustrating the physical attributes that are most important in achieving compatibility between existing and proposed development and additions. The physical design of public spaces, including streetscape amenities, neighborhood entryways, parks, and historic districts may also help to define the unique nature of the neighborhoods for residents and visitors alike.

Throughout the Plan process, residents voiced their goals to encourage compatible building design to maintain or enhance the existing neighborhood character. This continues feedback heard during the 2013 Eastside Westside Character Study, which created new Land Use Code standards related to mass, scale, solar access, and recommendations for new neighborhood design guidelines.

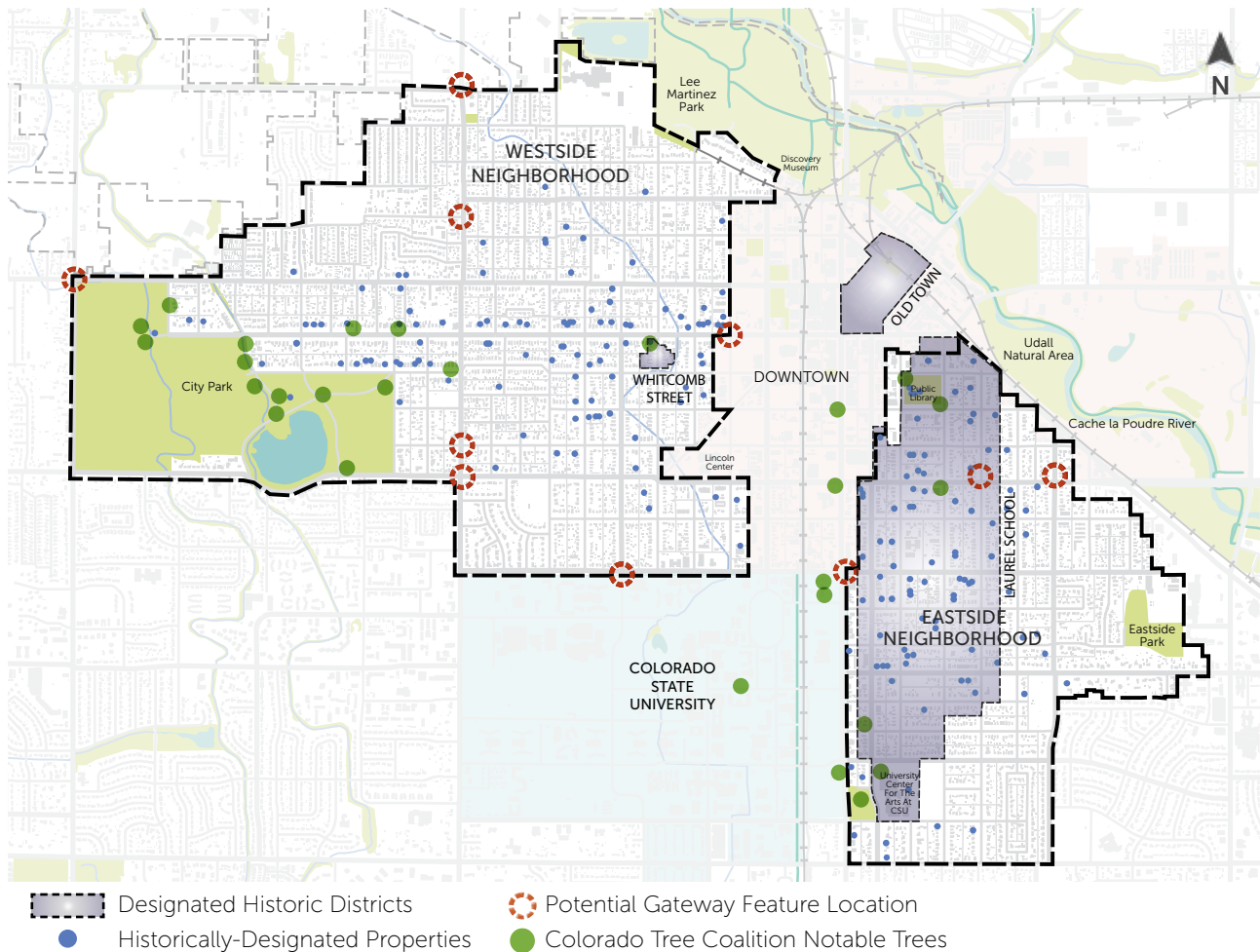
The Plan Framework for Neighborhood Character and Compatibility includes the recommendation for three key projects to preserve and enhance neighborhood charm, including new voluntary Neighborhood Design Guidelines, neighborhood identity features, and ongoing monitoring of the effectiveness of the 2013 Eastside Westside Character Study design standards. In addition, smaller neighborhood projects such as continued maintenance of the tree canopy and education on alternative streetscape landscaping alternatives will be employed.



Diversity of residential building size, styles, and ages can be found throughout the neighborhoods, or on the same block.

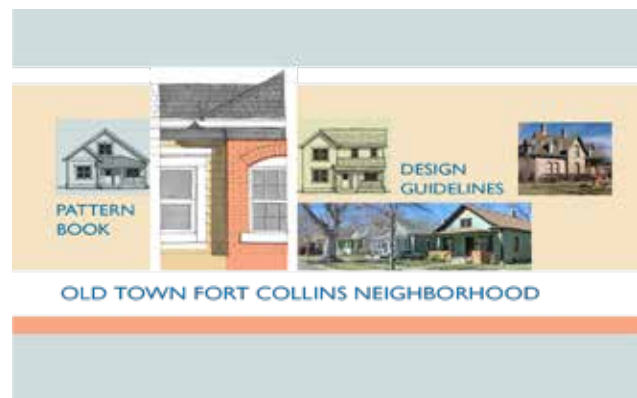


Locating large additions in the rear help maintain existing streetscape proportions from public streets and sidewalks.



Design Guidelines

The 2013 Eastside Westside Character Study identified six different character areas around the neighborhoods based on factors such as lot size, building age, and architectural styles. New neighborhood design guidelines are being developed concurrently with the Old Town Neighborhoods Plan to provide information, ideas, and resources on compatible design for neighbors and design professionals when they consider home additions or new construction.



New neighborhood design guidelines should help residents identify common neighborhood styles and features when considering home additions or new construction.

Compatibility in the Old Town Neighborhoods: Voluntary guidelines or regulatory standards?

Of all the issues, opportunities, and strategies discussed throughout the Old Town Neighborhoods Plan process, none elicited more split opinion than design compatibility of additions and new construction. While nearly all agree it is important to protect the existing character of the neighborhood, opinion is divided on whether voluntary design guidelines or regulatory standards are the most appropriate solution.

Many strong opinions were expressed on this subject throughout the planning process, and the split opinion extended to the neighborhood stakeholder group. Many members of the stakeholder group advocate for additional design standards, while others maintain the City should not have a role in the design or style of single-family homes, and that the 2013 Eastside Westside Character Study Design Standards adequately addressed neighborhood compatibility concerns.

Unlike considerations for other Plan policies and strategies, the lack of middle ground between voluntary guidelines and regulatory standards leaves little room for compromise and presents a challenge for staff to develop an appropriate solution. Ultimately, this Plan recommends proceeding with the use of voluntary design guidelines, with more emphasis on their ongoing promotion, incentives, and continued monitoring of the 2013 Eastside Westside Character Study Design Standards on new construction.

Factors affecting the decision to proceed with voluntary guidelines include:

- Discussion of compatibility and appropriate solutions was highly contentious during the 2013 Eastside Westside Character Study. Ultimately, City Council approved new design standards and supported follow-up implementation to develop new voluntary design guidelines, which are an immediate action item of this Plan.
- There are new opportunities to promote the use of design guidelines than in the past, such as financial incentives included as part of the Design Assistance Program. The new design guidelines also feature a more visual, easy to understand format that is user-friendly for neighbors, builders, and design professionals.
- An implementation action of this Plan includes ongoing monitoring and evaluation of the 2013 Eastside Westside Character Study Design Standards to ensure their purpose and intent are being met. Stakeholders have specifically requested more information and evaluation of the standards related to design compatibility, solar access, and how the City measures wall and roof height at the side yard setback. Staff proposes to compile and release this information as more examples of new construction and home additions are available for review.



Identity Features

Features, such as markers, monuments, specialty landscaping, and signage can further enhance neighborhood identity, improve wayfinding, or celebrate important places. Several markers already exist, but a more consistent approach could strengthen their purpose to highlight unique aspects of neighborhood history and the built environment.



Potential neighborhood identity features, wayfinding signage, and streetscape improvements could be incorporated at select neighborhood locations.

Development Activity Monitoring

Ongoing monitoring of development activity and home sizes within the neighborhoods will follow implementation of the Eastside Westside Character Study design standards. The new standards implemented in spring 2013 added new requirements for solar access, home size (floor area ratio), and front house design for new construction and home additions. In the next several years, after additional examples of new home construction have been completed, a case-study report exploring the impact and potential issues of the new standards will be compiled to help determine if the purpose and intent behind the standards are being met.



Case studies of new construction can help determine if recently-adopted design standards are meeting their intent and purpose.

Land Use and Transitions

Much of the appeal of the neighborhoods lies in walkable, tree-lined streets near Downtown and CSU that, despite their proximity to denser areas of town, still retain a distinctly residential feel. The residential blocks adjacent to the central social, commercial, and educational hub of the community make the neighborhoods a uniquely livable area.

The Old Town Neighborhoods' predominantly residential character is reflected in their zoning pattern. Neighborhood Conservation zone districts make up the majority of the neighborhoods with small pockets of other zoning reflecting the potential for more varied development patterns.

Neighborhood Conservation, Low Density (NCL) zoning is characterized by single-family detached homes in the neighborhood furthest away from Downtown. Neighborhood Conservation, Medium Density (NCM) contains mainly single-family detached homes but with small multi-family buildings within the interior of the neighborhoods. Neighborhood Conservation, Buffer (NCB) districts define a transition from the neighborhoods to Downtown or CSU. NCB features a mix of uses and building types that contain single-family homes alongside transitional uses such as medical or professional offices.

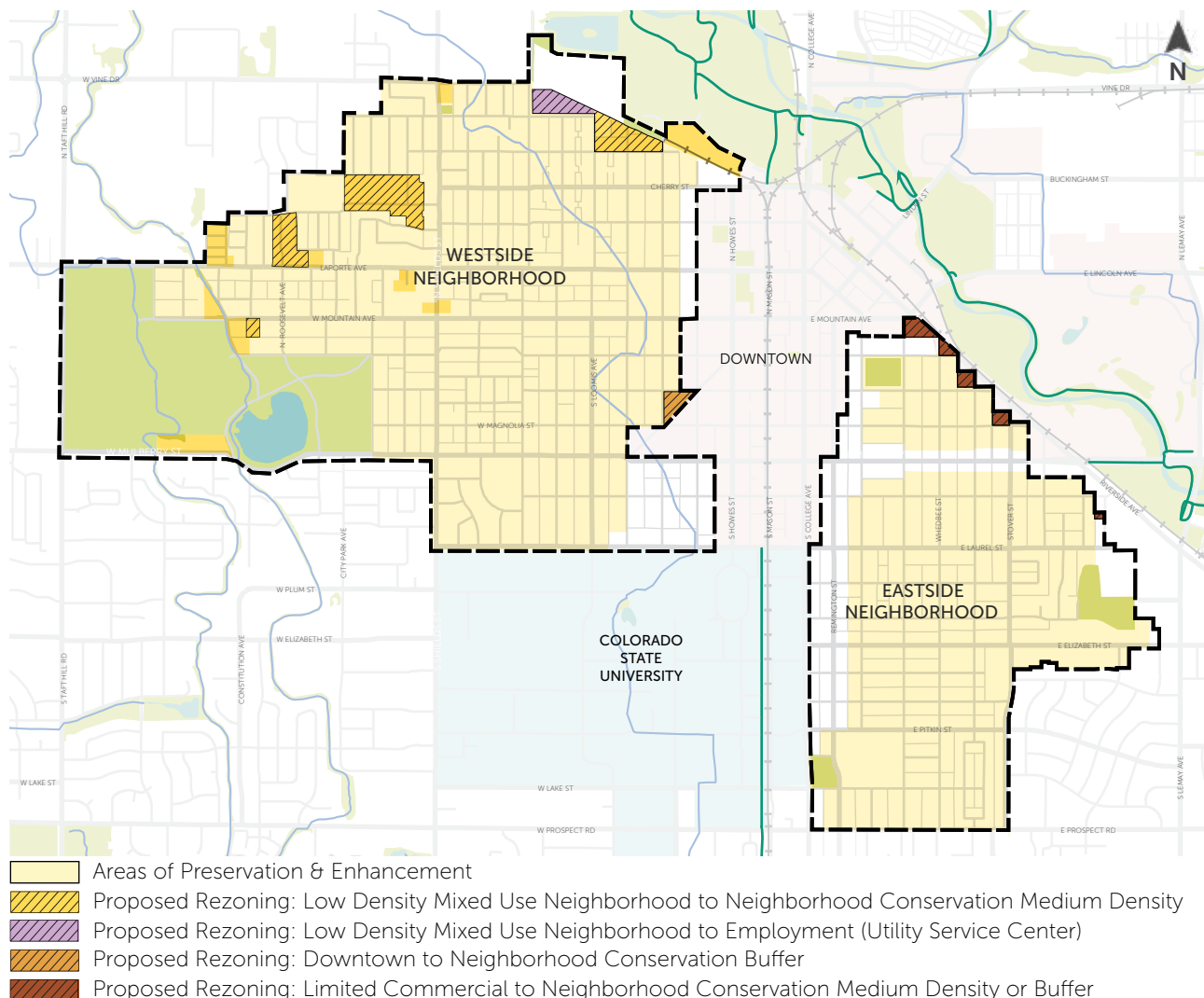
In addition to the conservation zoning comprising a majority of the neighborhoods, in the Westside, pockets of Low Density Mixed-Use Neighborhood (LMN) zoning permit smaller scale, neighborhood serving commercial uses and multi-family developments typical of newer neighborhoods in Fort Collins. In the Eastside along Riverside Avenue, small, triangular-shaped areas of Limited Commercial (CL) zoning allows a range of commercial and industrial uses.

While the neighborhood conservation zone districts are suited to maintaining the traditional low and medium residential density in the neighborhoods, several of the LMN and CL zone districts may be disruptive to neighborhood character if redevelopment occurs in the future. These pockets permit land-uses, densities, and building sizes beyond established neighborhood expectations.

The Plan Framework designates the core NCL and NCM zone districts as neighborhood preservation and enhancement areas while adjusting several pockets of commercial (CL), and mixed-use (LMN) zoning to better reflect existing development patterns, adjacent neighborhood uses, and future redevelopment character.



A new mixed-use (townhomes & coffee shop) under construction in 2016 in a Low Density Mixed-Use Neighborhood (LMN) zoning pocket located at Mountain Avenue and Shields Street. The types of uses and building design standards in LMN differ from the conservation zoning found throughout the majority of the Old Town Neighborhoods. The design is intended to reflect the residential character of adjacent single-family houses.



Neighborhood Preservation & Enhancement Areas

The original Eastside and Westside Neighborhood plans identified the need to preserve the existing mix of architectural styles, street layout, and quality of life within the neighborhoods. These plans initiated the creation of the Neighborhood Conservation zone districts, which aimed to conserve the existing character of the neighborhoods. Citizens have confirmed their desire to preserve this character, stressing the importance of protecting the historic charm while allowing for small changes and enhancements to allow the neighborhood to thrive in the years to come.

The core of the Old Town Neighborhoods, represented by the NCL and NCM zone districts, will be designated as areas for preservation and enhancement. The majority of the neighborhoods

should be expected to remain predominantly residential with single family homes and a smaller collection of duplexes and appropriately-scaled multifamily buildings.

Proposed Rezoning

Several areas of mixed-use or commercial zoning in the Eastside and Westside Neighborhoods are proposed to be rezoned to neighborhood conservation zoning districts. The proposed changes will occur in areas where the existing development pattern and land-uses are similar to adjacent blocks of neighborhood conservation zoning. These areas also represent limited redevelopment potential for commercial uses or where commercial/office development interior to the neighborhoods along local streets would be disruptive to neighborhood character and compatibility.

Buffer and Transition Areas

As Downtown and CSU continue to grow and evolve, maintaining a clear edge and transition between the residential character of the Old Town Neighborhoods and Downtown is important to residents. Many of the blocks in these transition areas are already zoned as part of the Neighborhood Conservation Buffer (NCB) district, which attempts to achieve transitional land-uses, building heights, and design between Downtown and the neighborhoods.

In coordination with the Downtown Plan, one block of the Downtown zone district bounded by Olive Street, Sherwood Street, and Canyon Ave is proposed to be rezoned to the Neighborhood Conservation Buffer (NCB) zone district. While buffer zoning exists along nearly all other Downtown edges, this block is unique in transitioning directly from Downtown to Neighborhood Conservation Medium Density zoning. The rezoning recognizes the primarily residential nature of the block and the request by property owners and nearby neighbors to consider

alternative zoning while maintaining the medical and professional office uses that exist at one corner.

Stakeholders indicated the types of land-uses found in the buffer zone district, such as larger homes, professional and medical offices, and multifamily dwellings, are appropriate. However, specific issues related to site layout, building design, and activities or nuisances in rear parking areas are crucial to ensure a smooth and functional transition to the smaller structures and homes found in the neighborhoods.

As part of the effort to clarify design and site planning intent, new transition-area design guidelines and standards will be explored within neighborhood transition areas. The effort will be coordinated along both sides of transition areas (neighborhoods and Downtown) for future redevelopment and new construction. Potential focus areas include parking, building height, building materials, ground-floor character, and roof form.

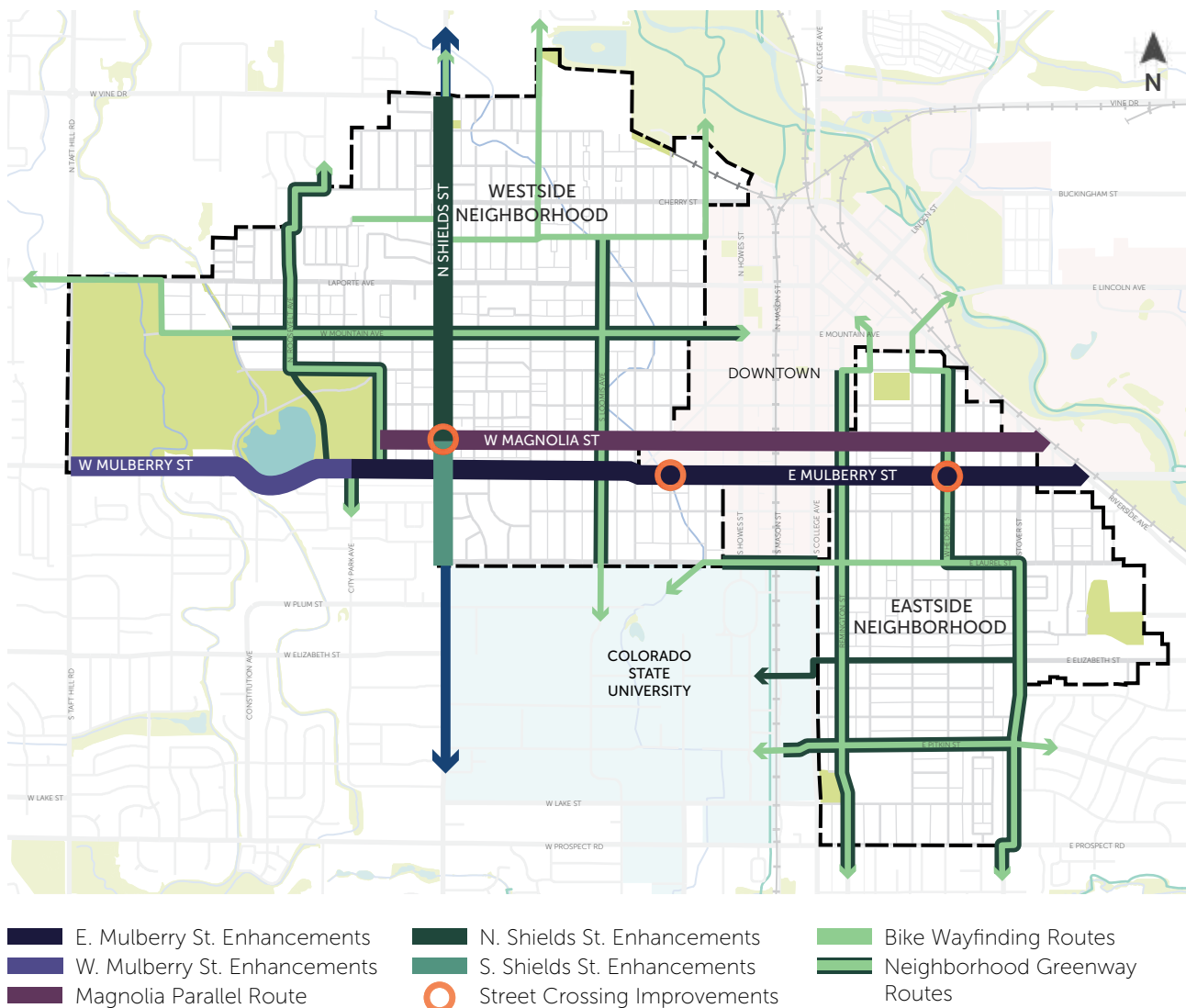


This multifamily building in the Neighborhood Conservation Buffer zone district near CSU represents many of the qualities neighbors suggested for design in transition areas, including the use of materials and roof form that are consistent with the neighborhoods, a traditional front porch that maintains the existing streetscape pattern,, and well-maintained rear parking areas.

Circulation and Mobility

The Old Town Neighborhoods Plan Framework highlights new or improved elements of the transportation system designed to support the neighborhood vision for enhanced connectivity and safety for all travel modes within the neighborhoods and beyond. The Plan Framework Transportation enhancements encompass changes to both the local transportation network and arterial corridors.

The local transportation network includes city streets classified as collector and local roads. Local roads operate with low volumes of traffic and speeds, while collector roads collect traffic from local roads and distribute it to arterials. Within the neighborhoods, Mulberry and Shields Streets represent the primary east-west and north-south arterial corridors for travel in, through, and out of the Old Town Neighborhoods.



Local Streets

Each mode of transportation should be accommodated within the local transportation network. The focus of residents' goals and improvements included additional attention on pedestrian and bicycle amenities, as many felt the local street network already functions well for drivers and vehicles.

The local street network must function primarily as a resident serving system. Streetscape design can positively influence people's overall perception of a place and can leave a lasting impression. At the same time, these streets must respect and celebrate the history of the neighborhoods. The following objectives represent the intent of streetscape improvements for the local street network.

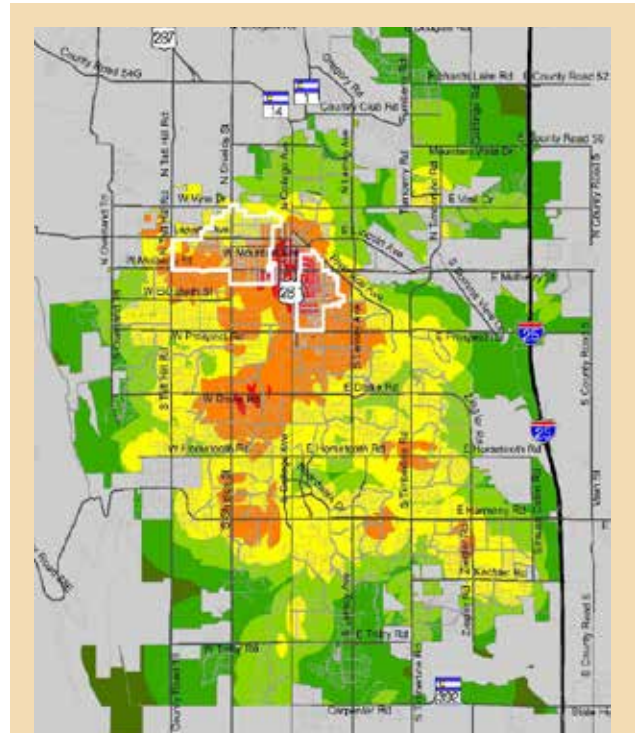
Traffic calming effectively slows automotive traffic, creating safer streets for pedestrians and bicyclists. The creation of bulbouts or curb extensions at wide, trafficked intersections may help slow vehicles at intersections and improve safety for pedestrians by decreasing crossing widths. These improvements can be paved or landscaped, and could incorporate artistic sculptures or other identity features.

Improving walkability of streets in the neighborhoods can be achieved by establishing important pedestrian connections and improving existing walking conditions. Safely connecting residents to destinations and amenities can be accomplished by ensuring the existing sidewalk network is complete and accessible for all abilities.

Creating safer crossings at intersections of the local street network that cross arterial or collector roads will improve the mobility of residents. Improvements such as pedestrian refuges, complete ADA intersection ramps, and enhanced signals would further increase pedestrian safety at crossings. Retrofitting bike lanes from arterial streets to adjacent local streets identified as alternative low-stress routes would further enhance bike and pedestrian mobility and safety.

Improving aesthetics along the local street network can help establish more distinguished neighborhoods and can be achieved with the addition of landscaping, site furnishings, and art.

Urban agriculture is already a popular phenomenon in Fort Collins. Providing opportunities for activities to occur along streets is recommended given the locations are accessible and easy to maintain.



Fort Collins Pedestrian Priority Model. Warmer colors indicate higher priority for sidewalk maintenance and construction.

The Street Maintenance Plan and Sidewalk Improvement Programs help maintain and construct missing sidewalks and curbs throughout the community based on funding and prioritization. Building upon the findings from the Pedestrian Plan, many areas of the Old Town Neighborhood receive high priority for future improvements due to higher pedestrian usage and proximity to Downtown / CSU. Funding for these programs remains critical to completing and maintaining the neighborhood sidewalk network



Arterial Corridors

Shields Street and Mulberry Street are two primary arterial streets serving the Old Town Neighborhoods, but also represent a barrier for intra-neighborhood travel. Both streets feature missing or sub-standard bike, pedestrian, and vehicle infrastructure. Both streets are congested and heavily constrained by existing development and limited right-of-way, so compromise is necessary to enhance travel and safety in the near future in lieu of a costly capital improvement project.

Stakeholder interest throughout the Old Town Neighborhoods Plan process was consistent in the desire to see improvements to bike and pedestrian infrastructure on Mulberry and Shields Streets, while maintaining each as an important commuting corridor for vehicles.

There are many existing and expected demands for Mulberry and Shields streets. Most importantly, these streets are expected to function as arterial corridors while supporting existing residents and businesses and minimizes cut-through traffic on local streets in the neighborhoods. Balancing various trade-offs related to traffic calming, throughput, right-of-way constraints, and access is critical. The following objectives represent future considerations for streetscape improvements on Mulberry Street, Shields Street, and the surrounding street network.

Mulberry & Magnolia Streets

Recommended Mulberry corridor options include:

Taft Hill Road to City Park Ave: Reduce the number of vehicle travel lanes from four to three, with one travel lane each direction and a center turn lane. Lower traffic volumes means traffic can continue to flow smoothly with the addition of center turn lanes allowing for safer and more convenient left turn movements. Space gained from the reduction in lanes will be utilized to enhance bike and pedestrian mobility with new buffered bike lanes and sidewalks.

City Park Ave to Riverside Ave: Due to higher traffic volumes, improvements along this segment of the corridor will consist of widening and construction of missing sidewalks and enhanced crossing treatments. One block to the north, Magnolia Street can create an alternative and comfortable experience for bicyclists and pedestrians.

Magnolia Parallel Route (Jackson Ave to Riverside Ave): New buffered bike lanes will be added along with potential adjustments to intersections to emphasize east-west travel. Existing detached sidewalks, mature landscaping, and lower traffic volumes and speeds will create a safer and more pleasant travel environment, while an enhanced crossing of Shields Street can offer a convenient and safe options for travel to City Park.

Shields Street

Recommended Shields corridor options include:

Laurel Street to Magnolia Street: The existing four vehicle travel lanes should remain in place, but a reduction in lane widths will allow the street curbs to be moved inward, creating additional space for wider sidewalks and a shared bike / pedestrian path. While one of the most constrained sections of any arterial corridor in the Old Town Neighborhoods, this segment also represents the best opportunity for additional right-of-way improvements as redevelopment occurs along the west side of the street. Until this option is implemented for Shields Street, alternative bike routes are identified on City Park Avenue and Washington Street.

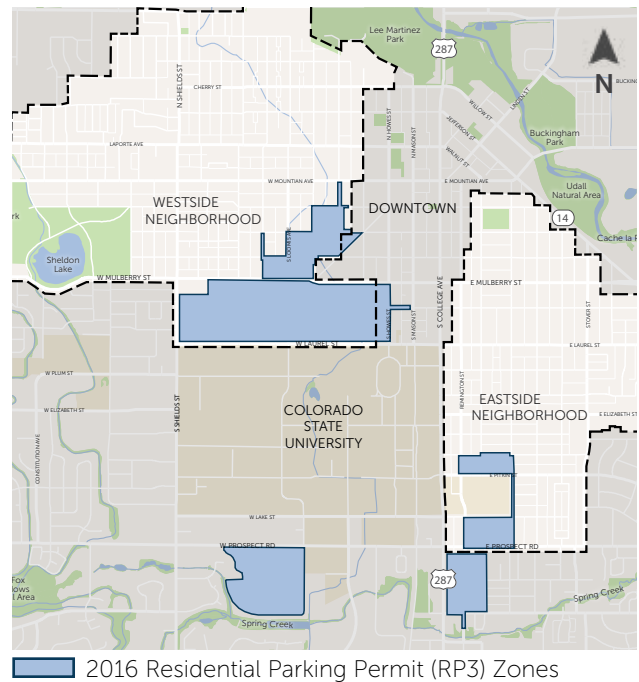
Magnolia Street to Laporte Street (approximate):

The function and need for travel lanes are being evaluated to determine whether changes could allow for a center turn lane and potential bikes lanes in this street segment.

Laporte Street to Vine Drive: The width of the existing two vehicle travel lanes can be reduced while still providing parking on one side of the street. The additional space gained from the lane reduction and parking will be used to create buffered bike lanes.

Parking

Monitoring, expansion, and continued refinement of the Residential Parking Permit Program (RP3) will remain the primary actions to resolve neighborhood parking concerns. Recent expansion of RP3 parking zones near CSU and Downtown have improved resident parking availability. Ongoing monitoring and feedback will continue to shape the program to ensure adequate usage of on-street parking while balancing program inconveniences, such as parking for guests or contractors within RP3 zones.



Shields Street from Laporte Avenue to Vine Drive may be able to accommodate new buffered bike lanes to improve travel for bikes within the existing right-of-way. In the long-term, additional sidewalk widening may also improve the pedestrian experience.

Sustainability

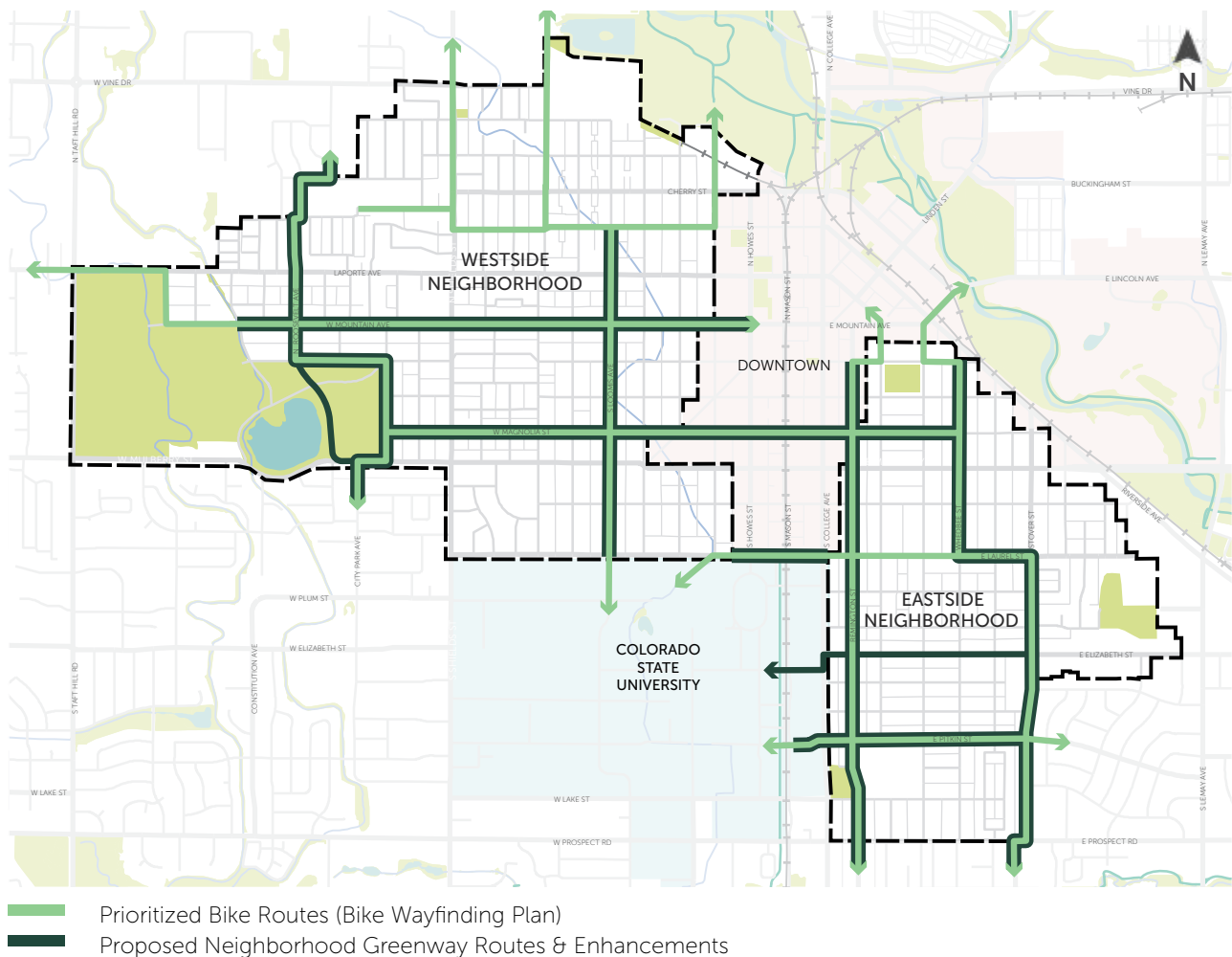
The Old Town Neighborhoods Plan effort has been guided by the three primary aspects outlined in the Sustainable vision theme: environmental, social, and economic. Each element of sustainability is an integral part of the Old Town Neighborhoods Plan, although not every element of sustainability represents a physical change.

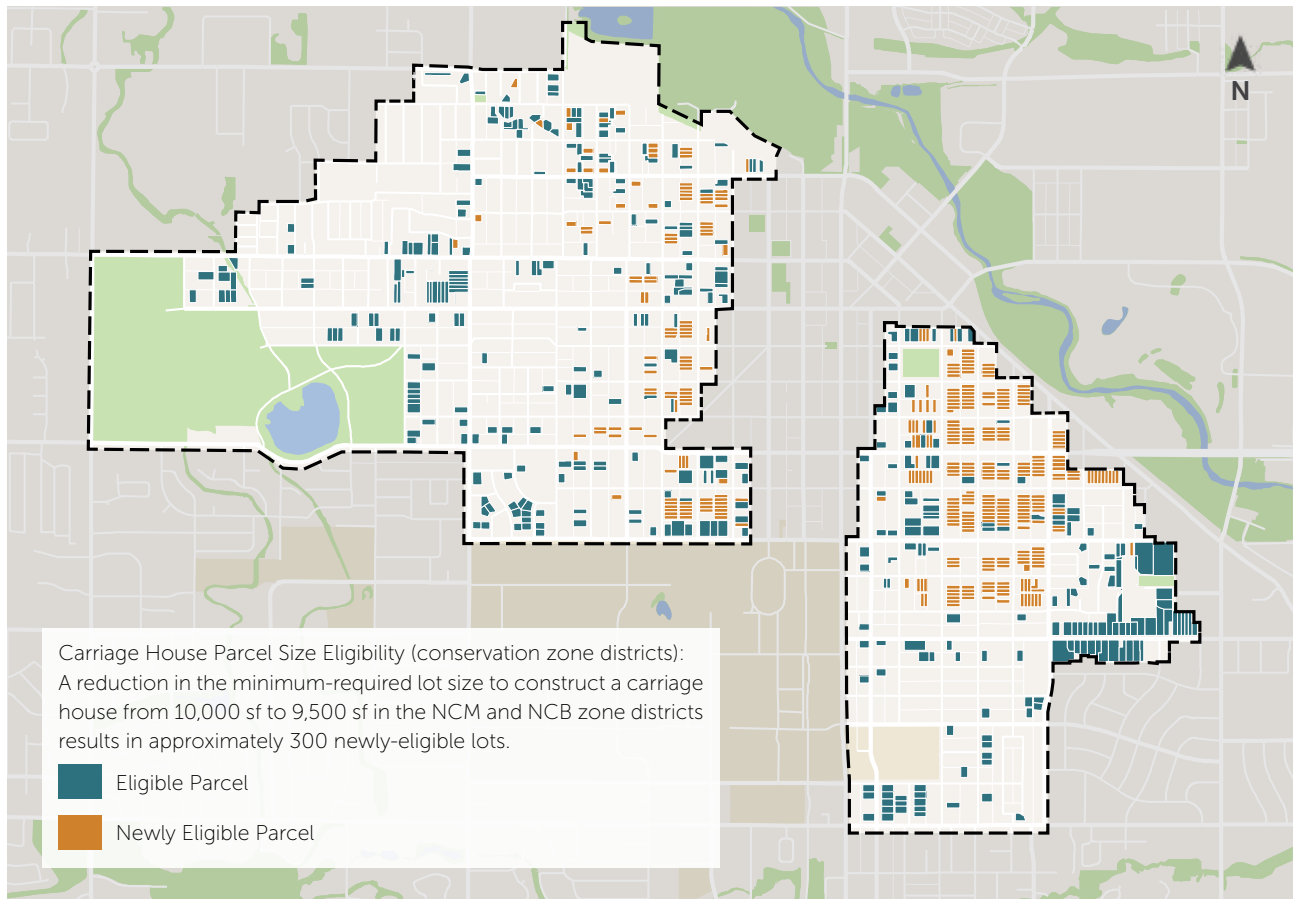
Key Plan Framework enhancements or changes include development of the Neighborhood Greenways travel and design network, Land Use Code standard changes to permit greater flexibility for Accessory Dwelling Units (ADUs) and ongoing monitoring, maintenance, and replacement of the neighborhood tree canopy.

Neighborhood Greenways

For travel by foot or bike, the short, tree-lined streets of the Old Town Neighborhoods are regarded as some of the best in the community. To further enhance local neighborhood trips by pedestrians and bicyclists, a connected network of neighborhood greenways will be implemented.

Neighborhood greenways are residential streets with low volumes of traffic and enhanced bike, pedestrian, and streetscape amenities. Neighborhood greenways are modeled after the Remington Greenway project along Remington Street and will help implement the 2014 Bicycle Master Plan's low-stress network.





Housing Choice & Affordability

Housing costs are rising rapidly in Fort Collins, and especially in the Old Town Neighborhoods. High desirability and limited supply of units make home-ownership for median earners in the neighborhoods more difficult and are also pushing up rental prices.

While housing affordability should be addressed at a larger geographic and policy scale, small changes to zoning and Land Use Code requirements for accessory units could offer new housing options within the neighborhoods for smaller units, workforce housing, family-care, and opportunities to age in place for existing residents. This plan proposes some additional flexibility for backyard carriage houses and defining a new type of internal accessory unit located within existing homes.

To ensure neighborhood character and compatibility is preserved, a slight reduction in the minimum lot size for a detached carriage house is proposed. Additionally, internal accessory units in existing

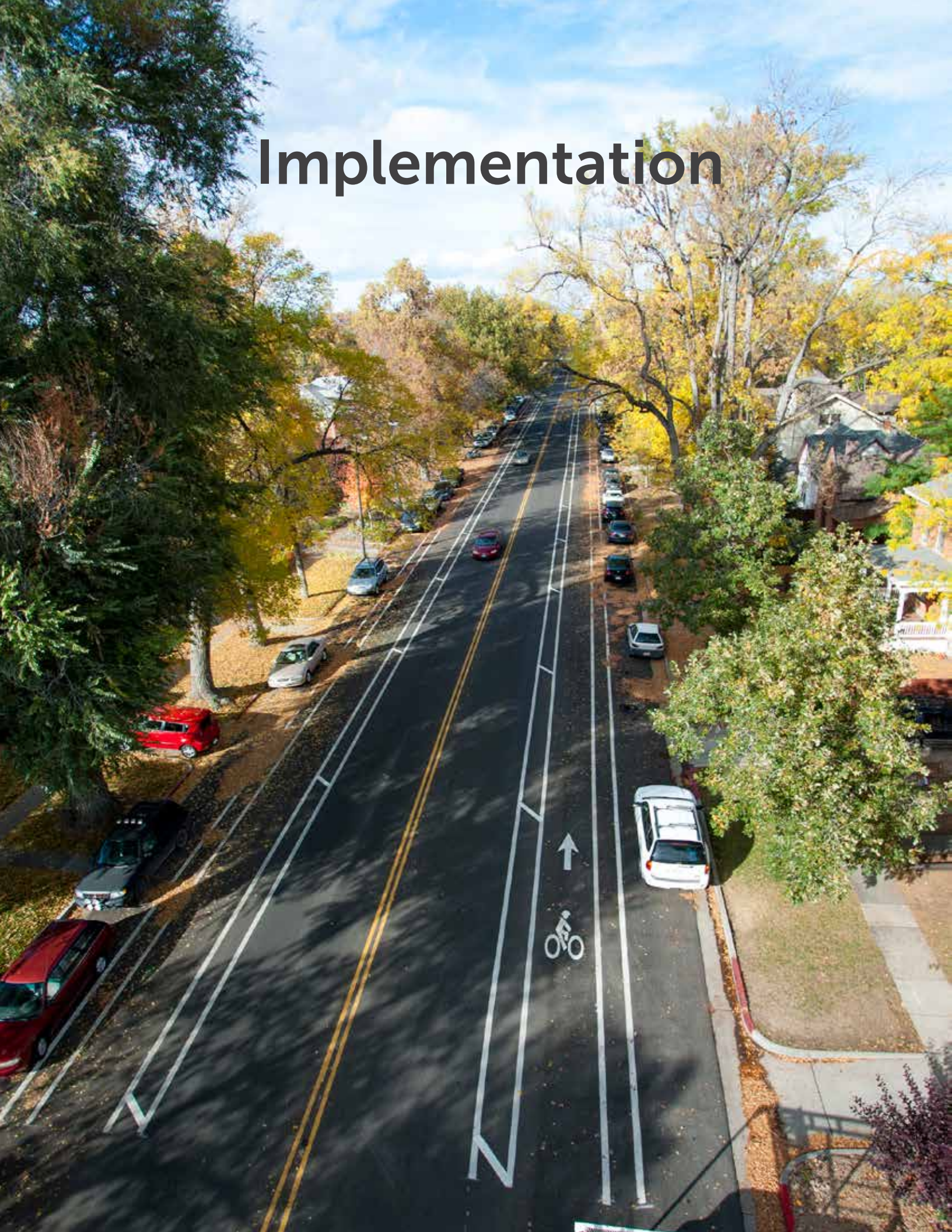
structures would cause no externally visible changes to the neighborhood. Additional restrictions to ensure the protection of neighborhood parking and privacy would also be implemented as part of a future package of potential land use changes.

Neighborhood Tree Canopy

Unique neighborhood landscaping and the mature tree canopy are some of the neighborhoods' greatest assets. Maintaining the tree canopy and replacement of lost street trees will be an ongoing neighborhood priority, working through the City's Street Tree Replacement program and the potential to participate in Forestry's Neighborhood Tree Canopy Project by planting free trees at selected residences. Additional education materials will be promoted to help sustain the current tree canopy, showcasing resources and guides for notable trees, proper maintenance and trimming, and ideas for alternative tree lawn landscaping or front and back yard xeriscaping.

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Implementation



POLICIES, STRATEGIES & IMPLEMENTATION

Overview

The Old Town Neighborhoods Plan policies determine how we can best achieve the values and ideals expressed in the Neighborhood Vision. Policies represent desired outcomes and provide guidance for strategies, which are more specific ideas and tasks that help to directly implement the overall vision or policy. The OTNP policies form the foundation for implementation of the plan.

The vision themes guide and organize the policy sets. Each set establishes a general policy and multiple strategies that identify a clear direction for implementation. Strategies that can be immediately implemented into more specific implementation actions and are summarized in tables at the end of this chapter.

Implementation Timeframes

- **Immediate Actions** (Within 120 days of adoption): Items adopted concurrently with or immediately following adoption of the Old Town Neighborhoods Plan.
- **Short-Term Actions** (2017-2018): Items completed within the current Budgeting for Outcomes (BFO) budget cycle.
- **Mid-Term Actions** (2019-2026): High-priority items that should be initiated and implemented in alignment with upcoming budget cycles.
- **Ongoing Programs & Actions:** Items that are already in progress, do not have a specified timeframe, or require ongoing coordination to implement.



The roundabout and curb extensions at Laurel and Remington Streets, recently constructed as part of the Remington Greenway improvements, also feature stormwater improvements, curb extensions, and new landscaping.



Policy NCC 1

Preserve and enhance the character and “Old Town Charm” of the neighborhoods.

Strategies:

- NCC 1.1** Encourage the use of adopted City streetscape and xeriscape design criteria for alternative planting options in front yard and parkway areas.
- NCC 1.2** Support well-maintained front yard landscaping to enhance the streetscape environment and attractiveness of the neighborhoods.
- NCC 1.3** Educate neighbors about City programs and initiatives, such as free mulch for residences and the Street Tree Replacement and Neighborhood Tree Canopy Programs.
- NCC 1.4** Encourage the use of front porches in new construction and additions.
- NCC 1.5** Encourage additional neighborhood communication through Nextdoor, social media, and the Neighborhood Connections project.
- NCC 1.6** Support and enforce the International Property Maintenance Code to encourage well-kept properties

Common Street Trees in the Old Town Neighborhoods



Linden



Elm



Oak



Maple





Policy NCC 2

Protect historic resources within the neighborhoods.

Strategies:

- NCC 2.1 Support property owner and neighborhood-initiated requests for historic designation of eligible properties.
- NCC 2.2 Monitor, evaluate, and educate the community about the impacts of the 2013 Eastside Westside Character Study design standards implemented through the Land Use Code.
- NCC 2.3 Provide educational materials on financial incentive programs for maintaining designated landmarks, and promote the new Old Town Neighborhood Design Guidelines as part of outreach efforts and the development review process.

Encompassing some of the first residential blocks in the City, the Old Town Neighborhoods feature a large collection of historic resources, ranging from the stately homes for the community's early business and political leaders, to modest but distinctive cottages and bungalows, as well as the early infrastructure, amenities, and institutions that supported the growth of the City.



The Stover Residence at 503 Remington Street is a designated landmark that has been adapted for use as professional offices. William Stover was a prominent local businessman and served as a representative at the State Constitutional Convention. The 1887 Italianate-style home was designed by Hiram C. Pierce.



The Park View Apartments at 221 Mathews Street is one of the older multifamily buildings in the Old Town Neighborhoods. Originally crafted with an Art Deco/Mission facade, in 1936 it was updated with the current Tudor design shortly after completion.



The location for the Grandview Cemetery, on the far western edge of the Westside Neighborhood was chosen for the abundant water rights from nearby canals. The first interment at the cemetery was Felix Scoville, a three month old baby in November, 1887.



Policy NCC 3

Support compatible building design for new construction and remodels.

Strategies:

- NCC 3.1** Develop and promote the updated Old Town Neighborhoods Design Guidelines for the Neighborhood Conservation Low Density and Neighborhood Conservation Medium Density zone districts.
- NCC 3.2** Promote and encourage the use of the design guidelines and design resources early in the development review process and as part of neighborhood outreach efforts.
- NCC 3.3** Incentivize the use of the design guidelines through the existing Design Assistance Program.

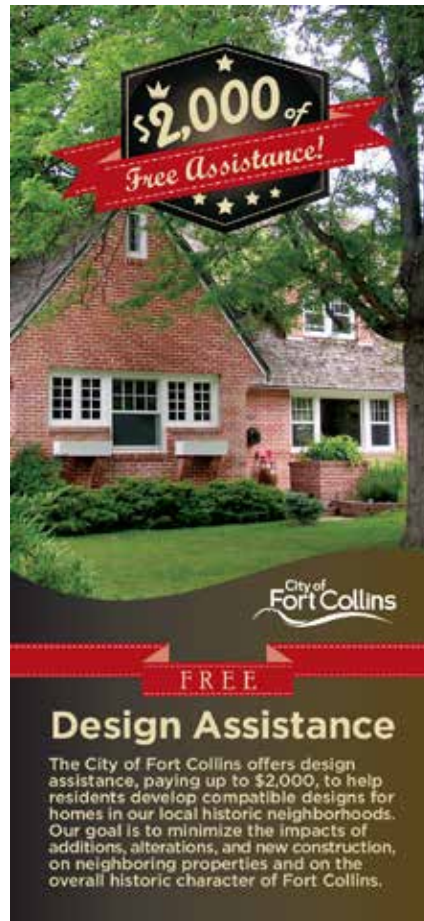
Policy NCC 3 Implementation

What: The Old Town Neighborhood Design Guidelines will be adopted to provide information on neighborhood character areas, building patterns, common architectural styles, and ideas on how home alterations, additions, and new construction can be compatibly integrated with the existing neighborhood context. The Design Guidelines build upon the Eastside Westside Character Study and provide a comprehensive resource for homeowners, neighbors, design professionals, decision-makers, and City staff.

How: The Old Town Neighborhoods Design Guidelines will be adopted within several months of the Old Town Neighborhoods Plan, and can be immediately used to help guide and inform decisions on additions, new construction, and how to compatibly integrate energy-efficient home upgrades.

Who: Fort Collins Planning

When: Immediate



The Old Town Neighborhoods Design Guidelines can help guide local design professionals and homeowners planning to use the Design Assistance Program.



Alignment with City Plan:

City Plan policies and principles encourage the important role of historic properties and historic preservation programs and incentives in the Old Town Neighborhoods and community-wide:

Policy LIV 16.3 - Increase Awareness (Historic Preservation)

Increase awareness, understanding of, and appreciation for the value of historic preservation in contributing to the quality of life in Fort Collins.

Policy LIV 16.3 - Utilize Incentives

Use incentives to encourage private sector preservation and rehabilitation of historic resources.

Policy LIV 16.5 - Encourage Landmark Designations

Actively encourage property owners to designate their properties as historic landmarks.



Vernacular - L cottage

Vernacular - with perpendicular gable



Craftsman - Bungalow



Foursquare



Ranch

The Old Town Neighborhoods Design Guidelines will highlight common features of the architectural styles found throughout the Old Town Neighborhoods and include information on compatible repairs, alterations, and new construction.

Policy NCC 4

Provide more options for allowing accessory dwelling units within the established single-family neighborhoods.

Strategies:

- NCC 4.1 Conduct a review of existing Land Use Code standards for carriage houses and develop new internal accessory dwelling unit standards that support opportunities for additional housing while maintaining neighborhood character;
- NCC 4.2 Complete additional outreach with neighbors and stakeholders prior to Land Use Code changes; include evaluation of proposed changes to short term rental rules and requirements when developing potential code changes.



Policy NCC 4 Implementation

What: The Old Town Neighborhoods Plan includes a recommendation to revise or develop Land Use Code standards and requirements for accessory dwelling units (ADU) in the neighborhood conservation zone districts. Both neighbors and Boards and Commissions indicated interest in enhancing flexibility for accessory units, such as carriage houses or new subordinate, internal units. These units can be utilized as smaller dwellings for existing residents to age-in-place, family care, or more attainable units for those earning median incomes, while maintaining the traditional visual character of the neighborhoods.



Locating new accessory units internal to existing homes or using rear carriage houses helps to maintain the visual character of the neighborhoods while permitting additional units that could be used for aging-in-place, family care, or that are more attainable for those earning median incomes.

How: Although stakeholders expressed strong interest in ADU flexibility, additional outreach will be required to identify the specific level of flexibility or changes desired. Preliminary feedback and ideas discussed during the Old Town Neighborhoods Plan process included the following elements, which may help form a basis for follow-up outreach and implementation. Potential code changes include:

- Reduce the minimum lot size required for carriage houses in the NCM and NCB zone districts from 10,000 square feet to 9,500 square feet.
- Define internal accessory dwelling units as a new land use permitted in the NCM and NCB zone districts.
- Limit internal ADUs to 40% of the maximum size of the existing unit to ensure subordination.
- Allow only one type of ADU per lot.
- Require both the primary dwelling and ADU to meet existing design standards for floor area ratio.
- Require additional parking for internal ADUs.
- Questions remain about whether greater flexibility for ADUs should apply to the NCL zone district; further evaluation and feedback is necessary.

Who: Fort Collins Planning

Timeline: Immediate or Short Term





Alignment with City Plan:

Previously-adopted policies and principles in the City's comprehensive plan support potential accessory dwelling units changes as part of the Old Town Neighborhoods Plan:

Policy LIV 6.1 - Types of Infill and Redevelopment in Residential Areas

Infill and redevelopment in residential areas may occur through:

- The addition of new dwelling on vacant lots and other undeveloped parcels surrounded by existing residential development.
- Dwelling units added to existing houses (e.g., basement or upstairs apartments)
- Small, detached dwellings added to lots of sufficient size with existing houses (e.g., "alley houses or "granny flats")...

Policy LIV 6.2 - Seek Compatibility with Neighborhoods

Encourage design that complements and extends the positive qualities of surrounding development and adjacent buildings.

Policy LIV 7.3 - Encourage Accessory Housing Unit Development

Recognize accessory housing units as a viable form of additional, and possibly more affordable, housing and encourage their development provided such development is consistent with existing residential neighborhood character.

Requirements and standards for rear or alley-loaded dwelling units like carriage houses have become stricter over time. The last major changes to standards occurred in Spring 2004 and included:

- Eliminated the construction of duplex/multifamily units along alleys or in rear lots
- Reduced the maximum footprint and overall size of carriage houses
- Reduced the maximum height and eave height of carriage houses
- Required a public hearing and neighbor notification for approval of a carriage house

Minimum lot size requirements for carriage houses were incorporated in the early 1990s when the Neighborhood Conservation Zone Districts were established.



Future accessory units or storage spaces are often designed above new garage units throughout the neighborhoods.



Policy LUT 1

Preserve the character and compatibility of the Old Town Neighborhoods.

Strategies:

- LUT 1.1 Support and maintain conservation zoning throughout the Old Town Neighborhoods.
- LUT 1.2 Review the purpose and intent of the pockets of Low Density Mixed-Use Neighborhood (LMN) zoning in the neighborhoods; maintain LMN zoned areas in strategic locations to allow for housing variety and neighborhood-serving businesses. Review the purpose and intent of the Limited Commercial (CL) zoning along Riverside Avenue.
- LUT 1.3 Define short term rentals as a new land use in the Land Use Code and allow the use in appropriate locations based on zone district.
- LUT 1.4 Support neighbors interested in historic designation of their properties or larger historic districts.
- LUT 1.5 Support and enhance urban agriculture as an accessory use in the neighborhoods.



The character of the neighborhoods should continue to remain largely residential, with mostly single-family homes. Some commercial and multifamily can be found scattered throughout the neighborhoods, especially near neighborhood edges or along busier streets.



Policy LUT 1 Implementation

What: The original Eastside and Westside Neighborhood Plan visions to preserve and protect neighborhood character will be continued and reinforced, designating the core NCL and NCM zoning districts in the neighborhoods as areas of preservation and enhancement. The designation reinforces expectations for residents and City staff that the neighborhoods should not experience large, sudden changes.

In addition, the plan recommends rezoning several pockets, or areas of zoning, to better align current and future land-uses and development patterns to match their surrounding neighborhood context. Not all commercial or mixed-use zoning pockets would be rezoned. Several pockets along neighborhood edges and busier streets would remain, as well as areas where collection of nonconforming uses would be created by a change in zoning. These areas can continue to function as smaller centers providing neighborhood services.

How: In the Westside Neighborhood, staff has identified several Low Density Mixed-Use Neighborhood (LMN) pockets for potential rezoning to a neighborhood conservation zone district based on their similarity of land-uses and development pattern to adjacent blocks. The LMN zoning in these pockets also represents a potential interruption of neighborhood character if commercial uses or larger buildings were to be proposed.

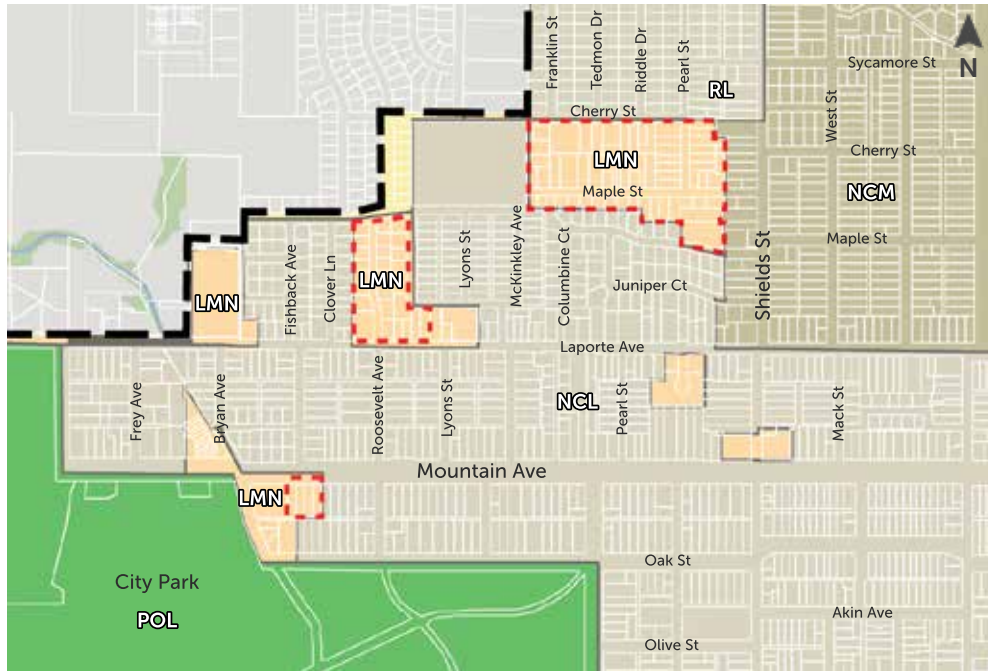
Similarly, the Eastside Neighborhood includes several areas of Limited Commercial (CL) zoning near Riverside Avenue where existing residential land-uses and character could shift to nontraditional neighborhood uses such as retail, auto-repair, or parking based under the present zoning. These areas are proposed to be rezoned to a more consistent form of neighborhood conservation zoning.

Who: Fort Collins Planning

Timeline: Immediate



Westside Neighborhood: Potential rezoning of Low Density Mixed-Use Neighborhood (LMN) zone pocket near the Fort Collins Utility Service Center



Proposed Rezoning Areas

Zoning Districts:

- Low Density Mixed-Use Neighborhood (LMN)
- Neighborhood Conservation Medium Density (NCM)
- Neighborhood Conservation Low Density (NCL)
- Neighborhood Conservation Buffer (NCB)
- Public Open Lands (POL)

Westside Neighborhood: Potential rezoning of Low Density Mixed-Use Neighborhood (LMN) pockets west of Shields Street



Proposed Rezoning Areas

Zoning Districts:

- Limited Commercial (CL)
- Neighborhood Conservation Medium Density (NCM)
- Neighborhood Conservation Low Density (NCL)
- Neighborhood Conservation Buffer (NCB)

Eastside Neighborhood: Potential rezoning of select Limited Commercial (CL) parcels near Riverside Avenue



Policy LUT 2

Improve transitions between the established single-family neighborhoods and Downtown/CSU.

Strategies:

- LUT 2.1 Explore options to create new or expanded Neighborhood Conservation Buffer (NCB) zoning between Downtown and the neighborhoods.
- LUT 2.2 Develop new design guidelines and standards for neighborhood transition areas and the Neighborhood Conservation Buffer (NCB) zone district to improve compatibility between residential blocks and more intense nearby development.
- LUT 2.3 Limit new commercial development within the established residential areas consistent with neighborhood conservation zoning. Encourage neighborhood-supportive services and compatible commercial activity along neighborhood edges or within transition areas.

Policy LUT 2 Implementation

What: New transition-area design guidelines and standards will be developed to ensure smoother transitions between the edges of the neighborhoods and Downtown/CSU. During outreach efforts, many stakeholders felt the existing land-use mix in the transition areas of low to medium density residential, professional offices, medical clinics, and community and civic institutions represented an appropriate mix. Most concerns centered on building design, scale, and materials, parking, and the relationship of rear facades and alleys to single-family homes.

Given this set of issues, an important focus for the new transition-area guidelines and standards should center on site and building design. Opportunity exists to explore new guidelines or standards relating to building mass, bulk, and scale, roof form, building

materials, ground floor character, and more. The new guidelines and standards could also be specifically tailored to the individual context between the neighborhoods and the new Downtown character areas established as part of the Downtown Plan update.

How: The new transition-area design guidelines or standards will be developed as a follow-up implementation action to both the Downtown and Old Town Neighborhoods Plan, and feature additional public outreach, and consultant participation and expertise.

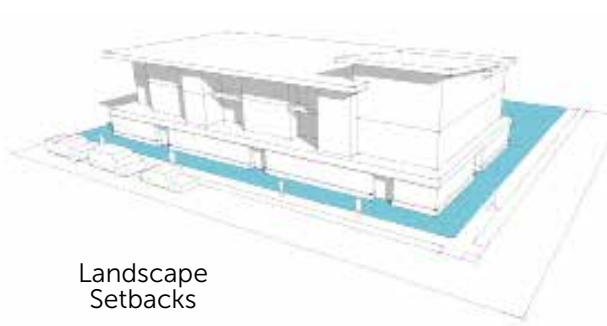
Responsibility: Fort Collins Planning

Timeline: Short or Medium Term.

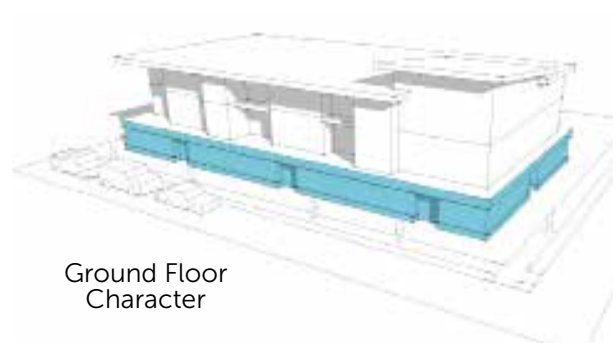


Policies, Strategies & Implementation

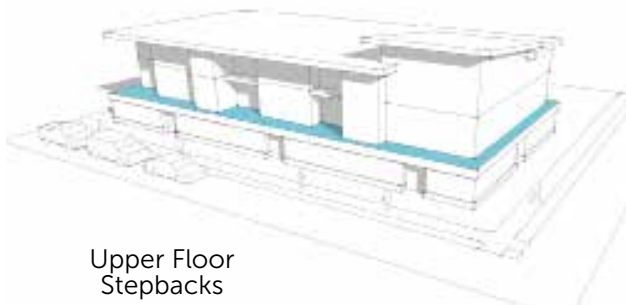
Future design guidelines and standards for larger buildings in the transition areas between the neighborhoods and Downtown will address common building design and siting concerns raised by community members, including:



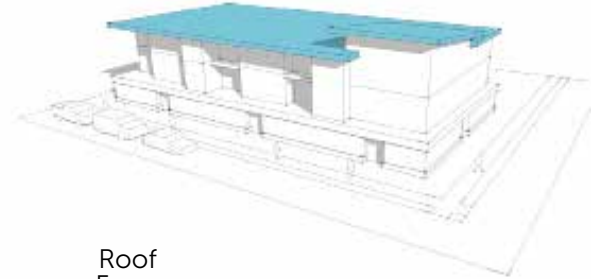
Landscape
Setbacks



Ground Floor
Character



Upper Floor
Setbacks



Roof
Form



Recent example of a new multifamily development in a transition area of the Eastside Neighborhood.



The transition areas near the Library feature many examples of offices in converted residences, and multifamily structures.



Policies, Strategies & Implementation



Converting existing single-family homes to commercial uses is viewed favorably by stakeholders within neighborhood transition areas. Required building and site upgrades during conversion can be substantial and may include finding additional space for parking, ADA-accessibility, floor loading, and more.



Larger setbacks and additional landscaping help set commercial properties in transition areas apart from their Downtown counterparts and fit in with residential surroundings.



The confluence of Downtown and the neighborhoods can be seen near the intersection of Magnolia Street and Canyon Avenue, where offices and retail businesses abut single-family homes in the Neighborhood Conservation Medium Density (NCM) zone district.



Policy LUT 3

Establish neighborhood identity features at primary neighborhood entrances.

Strategies:

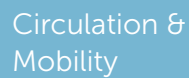
- LUT 3.1 Enhance key intersections and pedestrian crossings to provide inviting entrances and safety measures for the neighborhoods.
- LUT 3.2 Work with Art in Public Places on place making initiatives involving local artists that will enhance key neighborhood entryways.
- LUT 3.3 Propose new streetscape design improvements at entryways.
- LUT 3.4 Develop and implement a signage and wayfinding program.

Policy LUT 4

Identify ways to improve neighborhood safety.

Strategies:

- LUT 4.1 Coordinate with Police Services, Utilities, and Poudre School District to improve enforcement and lighting in Eastside Park.
- LUT 4.2 Improve safety for pedestrians, bicyclists, and vehicles at street crossings along high-volume streets and intersections.
- LUT 4.3 Encourage foot traffic in public places by adding or augmenting paths, landscaping, and activity spaces.
- LUT 4.4 Ensure collaboration between the Safe Routes to School and Sidewalk Improvement Programs to continue reducing or eliminating missing and damaged sidewalks near school sites over time.



Policy C 1

Strategies:

-

Stakeholders identified the following locations and intersections for future focus and study. These locations represent current popular crossings, or where future neighborhood greenways intersect arterial streets.

- Shields St & Magnolia St
- Shields St & Mulberry Ave
- Mulberry St & Loomis Ave
- Mulberry St (Mulberry Pool)
- Mulberry St & Whedbee St
- College Ave & Elizabeth St
- Prospect Rd & Stover St

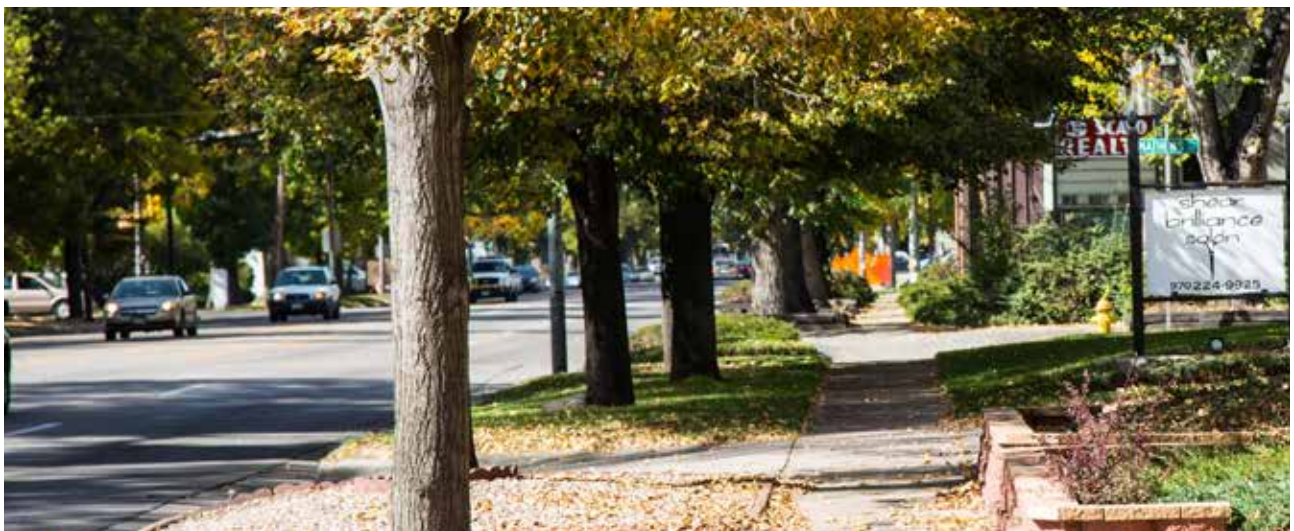


Policy C 2

Enhance bike and pedestrian infrastructure along Mulberry and Shields Streets while maintaining appropriate vehicle levels of service.

Strategies:

- [C 2.1](#) Identify locations where traffic volumes permit fewer or narrower vehicle travel lanes to support new or expanded bike and pedestrian amenities, such as wider sidewalks and buffered bike lanes.
- [C 2.2](#) Explore short and medium-term solutions for bike and pedestrian options using the existing right-of-way.
- [C 2.3](#) Create complementary parallel routes on nearby adjacent streets where the costs, vehicle efficiency, or timelines for arterial improvements are prohibitive.
- [C 2.4](#) Connect to a network of low-stress bicycle routes throughout the neighborhoods with enhanced bicycle, pedestrian, and streetscape amenities.
- [C 2.5](#) Improve connections from the neighborhoods to nearby parks, natural areas, and trails.
- [C 2.6](#) Coordinate future restriping and potential Shields and Mulberry Street enhancements with upcoming resurfacing improvements as part of the Pavement Management Plan.



Mulberry Street east of College Avenue features a more comfortable walking experience with detached sidewalks and street trees, but lacks on-street bike lanes found along many other arterial streets in the community.

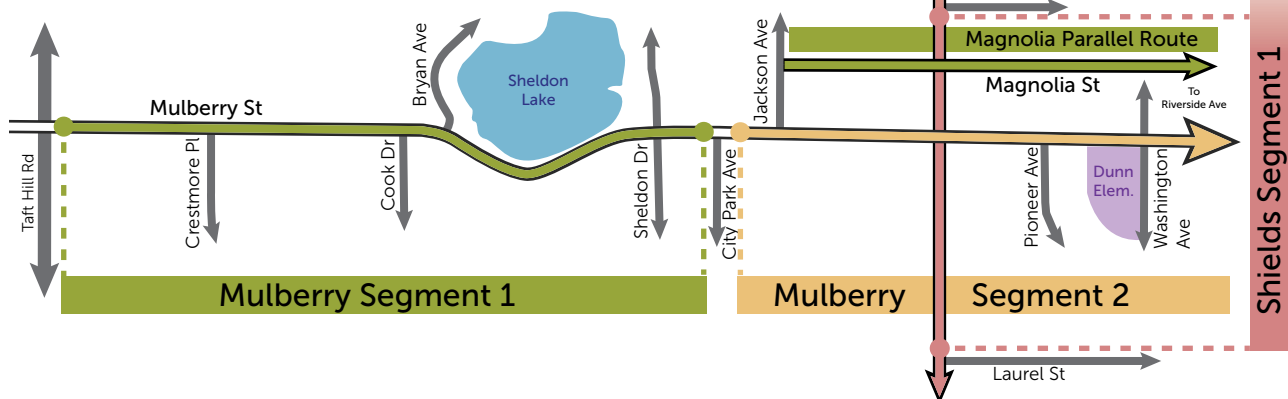


Policy C 2 Implementation

What: The Old Town Neighborhoods Plan recommends consideration of incremental changes to the Shields and Mulberry corridors to appropriately accommodate a balance of vehicle, bicycle, and pedestrian users. The long-term vision of the Master Street Plan for each corridor consists of four vehicle travel lanes, bike lanes, detached sidewalks and tree lawns. The neighborhood vision and stakeholder input indicated a willingness to explore short and medium-term implementation solutions for enhanced bike and pedestrian improvements at strategic locations, without having to expand the street right-of-way, and that could be implemented without larger capital investments. Further evaluation is needed to determine specific opportunities.

How: Each arterial corridor includes potential recommendations for optional changes by segment on the following pages. If feasible, the improvements such as restriping, sidewalk and crossing improvements, or parallel routes, could be implemented in phases as funding, additional study, and scheduled roadway maintenance occurs.

- Lower traffic volumes & enhancement costs; shorter implementation timeline
- Higher traffic volumes or enhancement costs; short & mid-term actions
- High traffic volumes; additional study required; mid-term actions



Shields & Mulberry Corridor Segments

The green-yellow-red segments in the figure below are reflective of a factors influencing implementation, with green being easier and red being more difficult. Elements affecting implementation include available right-of-way, traffic volumes, estimated costs, and whether additional study or analysis is required.



Mulberry Street

Taft Hill Road to City Park Ave (Segment 1):

Reduce the number of vehicle travel lanes from four to three, with one travel lane each direction and a center turn lane. The lower traffic volumes on this segment means traffic can continue to flow smoothly, while the new center lane allows for safer and more convenient left turns to residential driveways and local streets. Space gained from the reduction in lanes will be utilized to enhance bike and pedestrian mobility with new buffered bike lanes and wider sidewalks.

- Short-term recommendations: restripe from 4 vehicle lanes to 3 vehicle lanes (including center turn lane); add new buffered bike lanes.
- Mid-term recommendations: Potential crossing enhancement at City Park Ave; coordinate improvements with updates to the City Park Master Plan.
- Long-term recommendations: sidewalk widening.

City Park Ave to Riverside Ave (Segment 2):

Higher traffic volumes in this segment make a reduction in vehicle lanes prohibitive. Instead, improvements will consist of the construction and widening of sidewalks and enhanced crossing treatments to make it safer and more convenient to cross from one side of the street to the other as a bicyclist or pedestrian. Bike and pedestrian travel will be encouraged along Magnolia Street as a parallel route, one block to the north.

- Short-term recommendations: 4 vehicle travel lanes & center turn lane (existing now) to remain; Identify locations for crossing enhancements.
- Mid-term recommendations: implement Magnolia Street parallel route for pedestrians and bicyclists; install missing sidewalks (Mulberry near Riverside Ave).
- Long-term recommendations: sidewalk widening.



This Streetmix cross-section represents the conceptual striping recommendation for West Mulberry between Taft Hill Road and City Park Avenue (Segment 1), including one vehicle travel lane each direction, a new center turn-lane, and buffered bike lanes. Future sidewalk widening may also occur.

(within 120 days)



Circulation &
Mobility

Policies, Strategies & Implementation

Magnolia Parallel Route

Lower traffic volumes and wider streets create an excellent opportunity for improved bike and pedestrian infrastructure and operations. New buffered bike lanes will be added along with potential adjustments to intersections to support east-west travel. Existing detached sidewalks, mature landscaping, and lower traffic volumes and speeds will create a safer and more pleasant travel environment for bicyclists and pedestrians.

- Short-term recommendations: Restriping of Magnolia Street with buffered bike lanes; parallel parking remains.
- Mid-term recommendations: new/continuous buffered bike lanes; potential intersection management changes (e.g. 4-way to 2-way stop); potential activated-crossing at Shields Street.



Mulberry Street between City Park Avenue and Riverside Avenue (Segment 2) features higher traffic volumes that make lane restriping impractical. Installation of missing sidewalks along East Mulberry Street near Riverside Avenue are a priority, along with crossing enhancements and the implementation of the Magnolia Street parallel route one block to the north.



The Magnolia Parallel Route, located one block north of Mulberry Street, will offer an improved pedestrian and bicycling experience with lower traffic volumes, continuous detached sidewalks and street trees, and buffered bike lanes. Recent and planned restriping of the street will continue to accommodate vehicle lanes and parking. The numbers on the striping plan above represent anticipated vehicle, parking, and bike land widths.



Shields Street

Laurel Street to Magnolia Street (Segment 1):

Four vehicle travel lanes will remain in place, but a reduction in lane width could allow curbs to be moved inward, creating additional space for wider sidewalks. The wider sidewalks can act as shared bike and pedestrian paths as an interim enhancement. While one of the most constrained segments in the neighborhoods, it also represents one of the only opportunities for future right-of-way acquisition from redevelopment along the west side of the street.

- Mid or long-term recommendations: reduction in vehicle travel lane widths and sidewalk widening (approximately 8-feet), with a shared bike and pedestrian path on the sidewalks (bikes one-way only on each side of the street).

Magnolia/Mountain to Laporte Ave (Segment 2):

The number of vehicle travel lanes will be reviewed to determine whether a reduction is possible. For example, one alternative is to reduce from four to three lanes, with one travel lane each direction and a center turn lane. Space gained from the reduction in overall travel lanes will be dedicated to buffered bike lanes and long-term sidewalk widening. Some adjustment to parking on Shields Street north of Laporte Avenue may be needed.

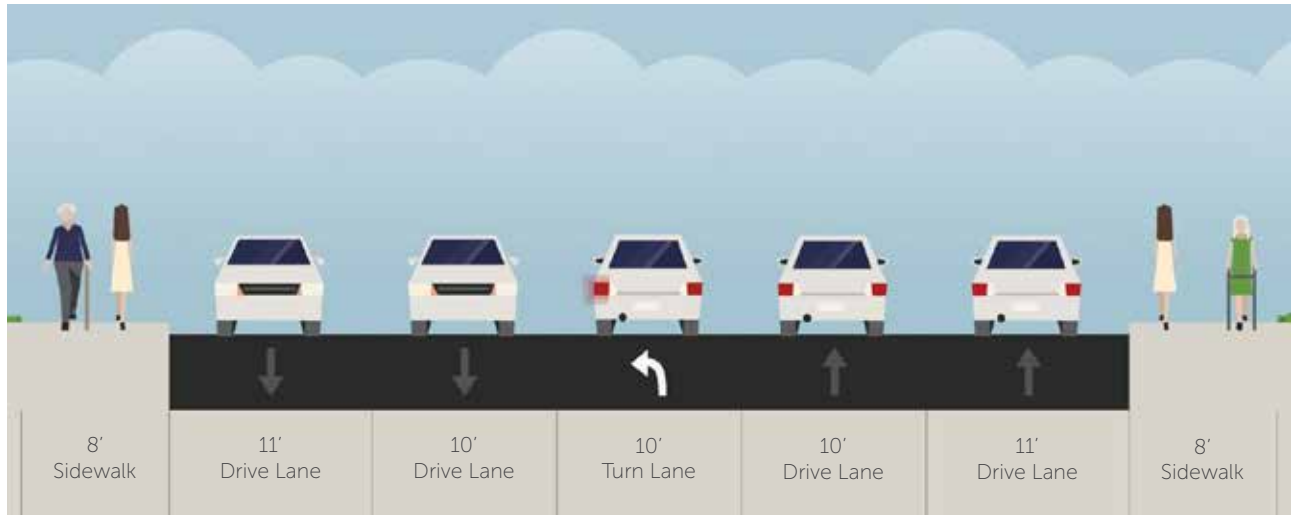
- Short-term recommendation: Detailed evaluation
- Mid-term recommendations: new center turn lane and reduction in vehicle lane widths
- Long-term recommendations: sidewalk widening; new configuration based on direction of travel:

Northbound: 2 vehicle travel lanes

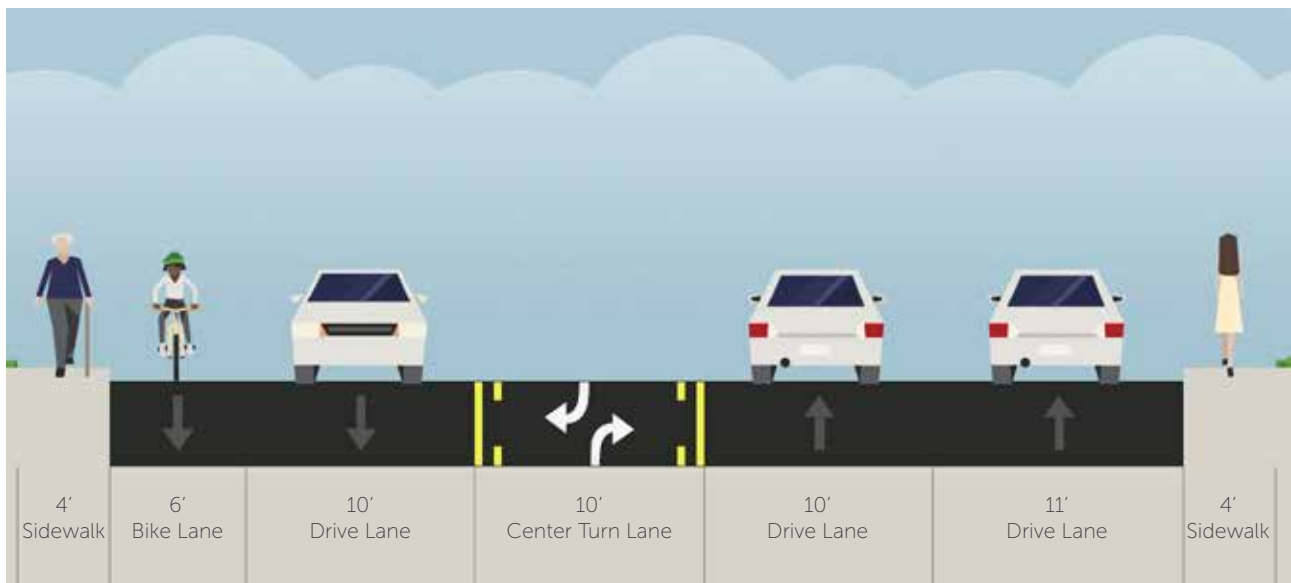
Southbound: 1 vehicle travel lane; 1 new
6-foot bike lane



Shields Street near Maple Street



Shields Street from Laurel Street to Mulberry/Magnolia Streets (Segment 1) features high traffic volumes. A potential option for pedestrian and bicycle enhancements could include decreasing vehicle lane widths to create wider sidewalks acting as shared-use bicycle and pedestrians paths.



Additional study of final options on Shields Street between Magnolia Street and Mountain Avenue/Laporte Avenue (Segment 2) is needed. Conceptually, the constrained street right-of-way may be able to accommodate reduced vehicle lanes and a bike lane in one direction of travel, as well as a new center turn lane.



Laporte Street to Vine Street (Segment 3):

Two lanes with parallel parking is the current configuration of this segment. The width of these two lanes would be reduced while still providing parking on one side of the street, where overall parking is underutilized. The additional space gained from the lane and parking reduction will be used to add buffered bike lanes.

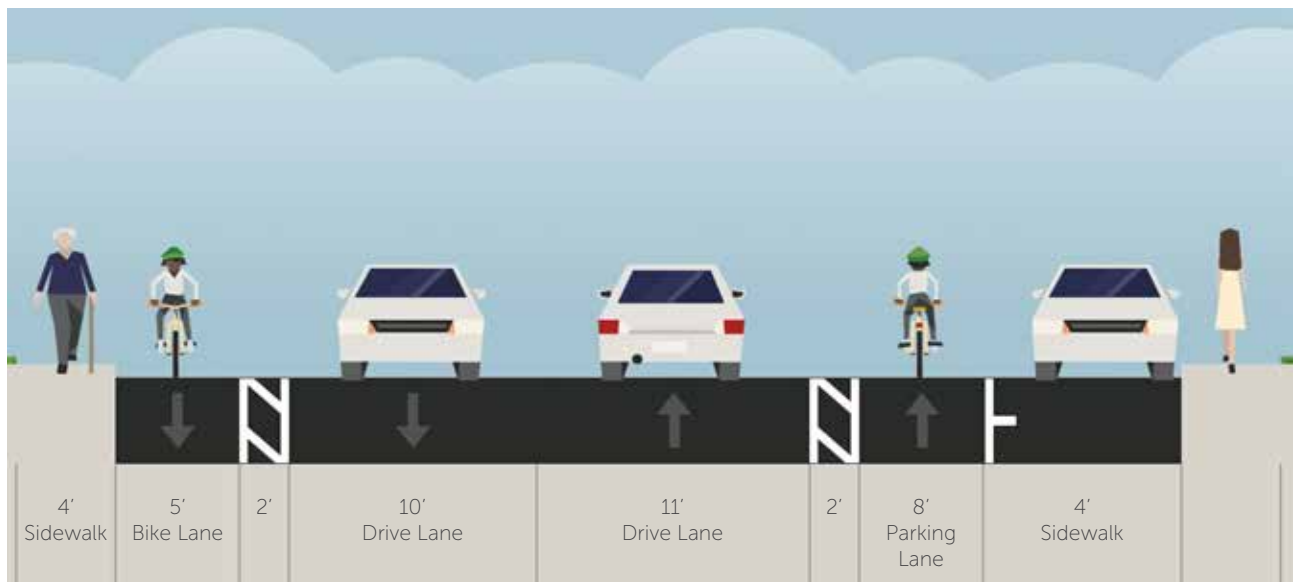
- Short-term recommendations: 2 vehicle travel lanes; reduction in vehicle lane widths; new on-street bike lanes; explore existing on-street parking (adding on-street bike lanes requires removing one side of on-street parking)

Who: Fort Collins Planning, FCMoves, Traffic Operations, Fort Collins Streets

Timeline: Immediate, Short and Mid Term Actions



Homes and walls/fences are extremely close to Segment 1 & 2 of Shields Street, stressing the importance of finding ideas and solutions that utilize the existing street right-of-way.



Lower traffic volumes along Shields Street between Laporte Avenue and Vine Drive (Segment 3) could allow for buffered bike lanes and on-street parking on one side of the street.



Policy C 3

Improve intra-neighborhood travel for bikes and pedestrians.

Strategies:

- C 3.1 Prioritize improvements near schools in support of the Safe Routes to Schools program.
- C 3.2 Implement wayfinding to guide bicyclists and pedestrians to low-stress bicycle routes, parks, open spaces, or notable locations within the surrounding neighborhoods and community.
- C 3.3 Continue funding for the installation of missing or degraded sidewalks
- C 3.4 Ensure bike routes and neighborhood greenways are plowed during/after snow events

Segments of missing sidewalks can be found throughout both neighborhoods. One concentrated area of missing sidewalks is located in the Eastside Neighborhood near Riverside Avenue and Mulberry Street. New or replacement sidewalks should focus on areas near schools, parks, and transit.



Missing Sidewalk Locations

Policy C 4

Monitor and promote the Residential Parking Permit Program (RP3) within the neighborhoods where appropriate to reduce parking conflicts.

Strategies:

- C 4.1 Support neighborhood-initiated requests to participate in the Residential Parking Permit Program (RP3), especially in and near the neighborhood transition areas.
- C 4.2 Ensure neighborhood coordination and communication in conjunction with potential Downtown and CSU parking changes.
- C 4.3 During the review of new or redevelopment projects, ensure adequate on-site parking is provided that does not contribute to neighborhood parking impacts.

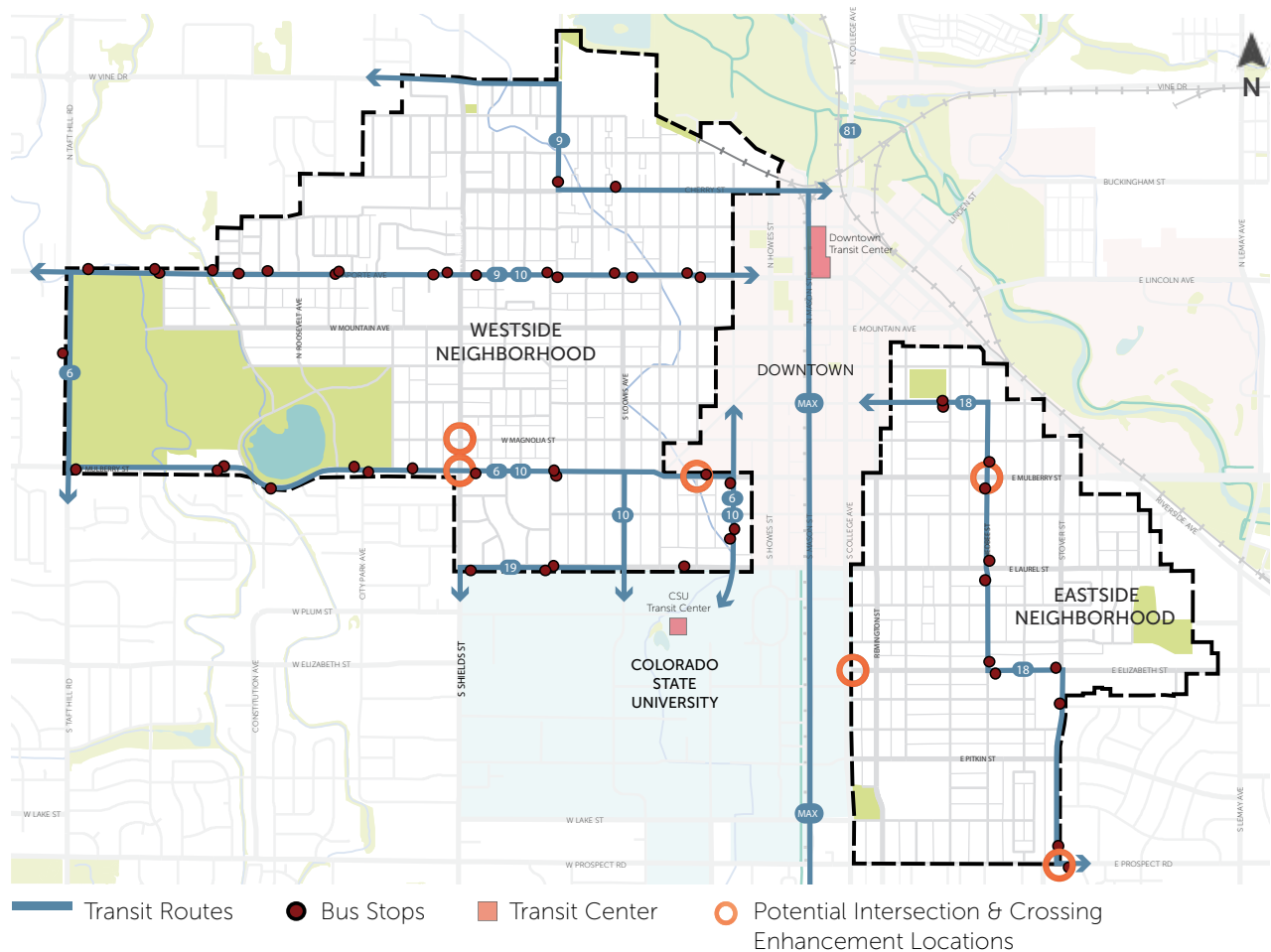


Policy C 5

Encourage the use and convenience of transit throughout the neighborhoods.

Strategies:

- C 5.1 Identify improvements and enhancements at neighborhood transit stops meeting Transfort's Bus Stop Design Standards and Guidelines.
- C 5.2 Ensure adequate infrastructure and space for transit facilities when redevelopment occurs, especially along arterial and collector streets.
- C 5.3 Coordinate future connections between transit and new car and bike share locations, street crossings, and intersection improvements.





Alignment with City Plan:

Old Town Neighborhood Plan policies, strategies, and implementation actions have been developed to align with existing City Plan principles and policies for vehicles, bikes, pedestrians, and transit:

Policy T 4.4 - Attractive and Safe Neighborhood Streets

Neighborhood streets will provide an attractive environment and be safe for pedestrians, bicyclists, and drivers as well as having a well-designed streetscape, including detached sidewalks, parkways, and well-defined crosswalks.

Policy T 11.1 - Bicycle Facilities

Ensure safe and convenient access by bicycle in neighborhoods and other pedestrian and bicyclist-oriented districts

Policy T 11.2 - System Design

Provide a comprehensive, citywide system of on- and off-road bicycle transportation facilities.

Policy T 12.6 - Safe and Secure

Develop safe and secure pedestrian settings by developing and maintaining a well-lit, inhabited pedestrian network and by mitigating the impacts of vehicles...

Principle T13: Driving will be a safe, easy, and convenient mobility option.

Principle T 16: The transportation system will be managed to minimize environmental impacts.

Policy T 24.4 - Street Design Criteria

Keep street design standards current with community values, new modes of travel, and new technical standards such as green streets and reshaping existing streets.



The Old Town Neighborhood Circulation & Mobility policies and strategies support and encourage the use and mix of travel choices and options found throughout the study area and nearby destinations.



Policy S 1

Encourage a variety of housing choices for all ages, income levels, and family situations. to sustain the capability to live in the neighborhoods.

Strategies:

- S 1.1 Develop new standards for Accessory Dwelling Units (ADUs) to compatibly expand the number of smaller units suitable for family-care, aging-in-place, or workforce housing.
- S 1.2 Maintain Low Density Mixed-Use zoning in strategic locations to preserve housing choices and existing neighborhood-serving businesses.
- S 1.3 In the Neighborhood Conservation Buffer zone district, encourage compatible scale and design when redevelopment or infill construction occurs.

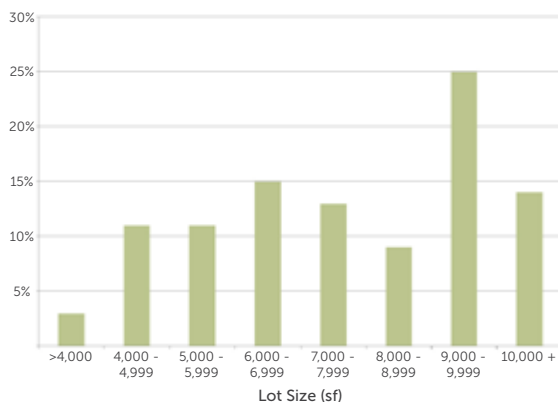


Many residents expressed a desire for greater flexibility for accessory dwelling units, either internal to an existing home or as a carriage house, often combined with an alley garage.

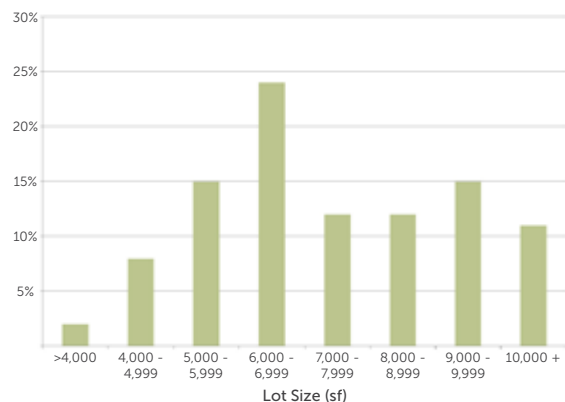
Standards for carriage houses, accessory units, and alley-loaded buildings have shifted over time in the neighborhoods. Current standards exclude a majority of lots from constructing carriage houses.

To permit a detached accessory unit in the NCL zone district, a 12,000 square foot lot is required. A 10,000 square foot lot is required in the NCM and NCB zone districts..

Distribution of Lot Sizes in the Old Town Neighborhoods



Eastside Neighborhood



Westside Neighborhood



Policy S 2

Improve connectivity to green spaces, urban gardens, and nearby natural amenities and enhance existing green spaces within the neighborhoods.

Strategies:

- S 2.1 Implement neighborhood greenways featuring streetscape and stormwater improvements along key neighborhood routes that connect to nearby green spaces and the community low-stress bicycle network.
- S 2.2 Add more bicycle parking facilities in City Park as part of the City Park Master Plan update, and ensure safe and convenient access to other nearby parks and natural areas.
- S 2.3 Maintain the existing mature tree canopy in medians and parkways and mitigate impacts from pests and disease; consult the City Tree Inventory system to identify areas susceptible to pests to recommend alternative species during redevelopment. Promote educational information for neighbors regarding maintenance and Forestry programs.
- S 2.4 Identify opportunities to provide smaller public gathering spaces and community gardening within the neighborhoods.



The neighborhood entrance to Lee Martinez Park along Elm Street currently lacks sidewalks.



Stakeholders suggested purchasing the former railroad right-of-way north of Cherry Street as a formal natureway or trail.



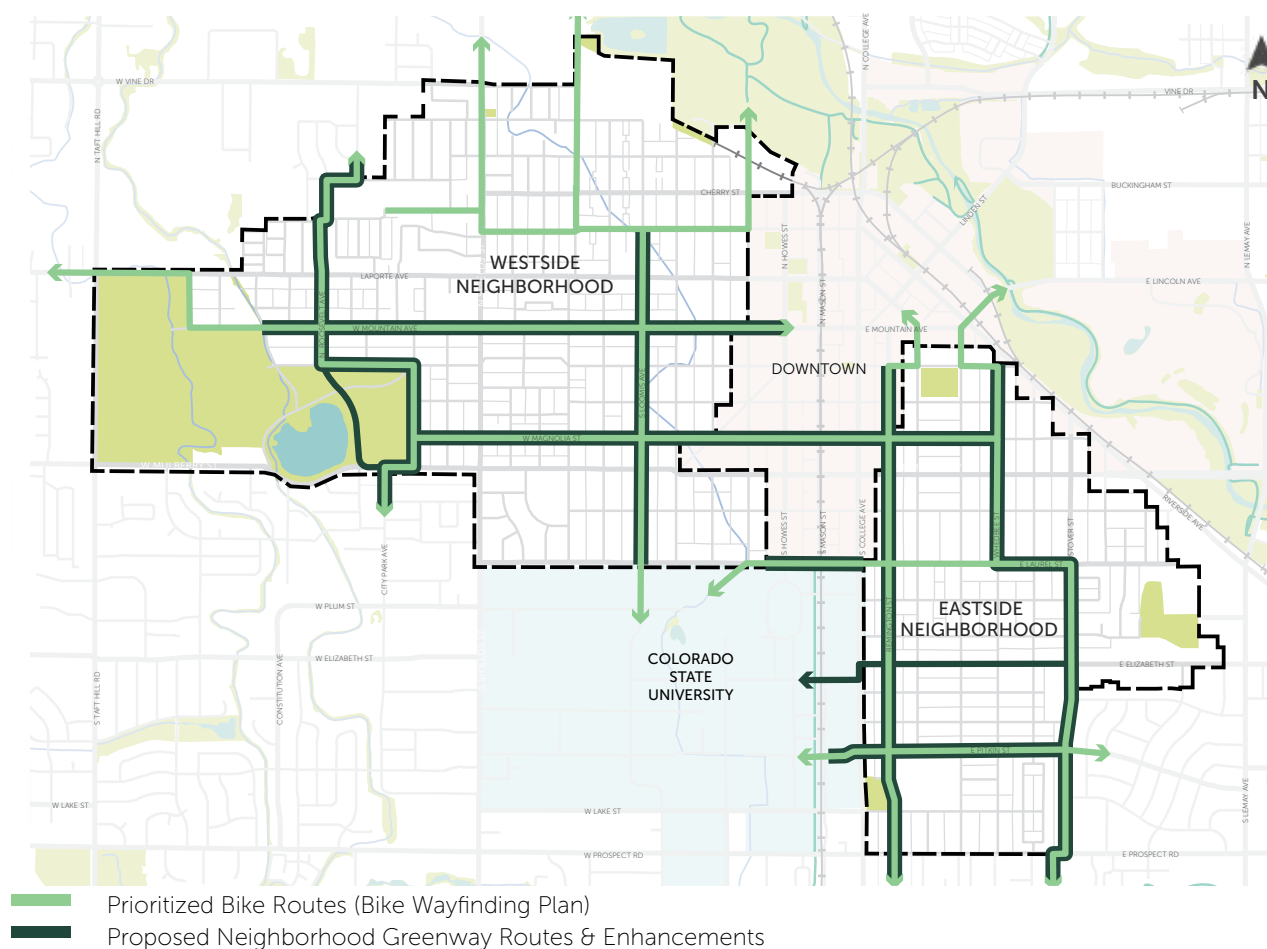
Policy S 2 Implementation

What: To further encourage local neighborhood trips by pedestrians and bicyclists, a connected network of neighborhood greenways will be implemented. Neighborhood greenways are residential streets with low volumes of traffic and enhanced bike, pedestrian, and streetscape amenities. The neighborhood greenways in this Plan are modeled after the Remington Greenway project along Remington Street and will help implement the 2014 Bicycle Master Plan's low-stress network.

How: Each greenway may incorporate multiple design elements over time and as funding becomes available. While most improvements such as restriping or street-tree maintenance can be accomplished in shorter time frames, elements such as curb-extensions will require additional planning and funding prior to implementation.

Who: Fort Collins Planning, FCMoves, Traffic Operations, Fort Collins Streets, Stormwater / Utilities

Timeline: Immediate, Short, and Mid Term Actions





Potential Neighborhood Greenway Design Elements



STREET TREES - The pedestrian experience along urban greenways is vastly improved under the shade and shelter of deciduous street trees, and their presence may also encourage slower vehicle traffic.



BIO-SWALES - Bio-swales are landscape improvements that help alleviate stress on existing stormwater infrastructure by capturing water on-site.



RAIN GARDENS - Rain gardens are landscapes in low lying areas that collect stormwater runoff. Native plantings in rain gardens also function as urban habitats for birds and insects.



URBAN AGRICULTURE - Existing vegetation strips, medians, tree lawns and front yards can be used to produce vegetables. Raised beds create better soil conditions and an ordered aesthetic.



BULB-OUT CROSSWALK - Bulb-outs and curb extensions enhance safety by increasing pedestrian visibility, shortening crossing distances, slowing turning vehicles, and visually narrowing the roadway.



PARKLETS - Transformation of un-programmed spaces into gathering places can offer respite in appropriate neighborhood locations.



Sustainable

Policies, Strategies & Implementation



INTERSECTION TREATMENTS - Neighborhood intersections with higher or unique traffic flows could benefit from exploring alternative traffic control and intersection treatments, such as special paving, medians, or roundabouts.



DIRECTIONAL SIGNAGE - Directional signage along urban greenways can aid pedestrian navigation through neighborhoods and districts.

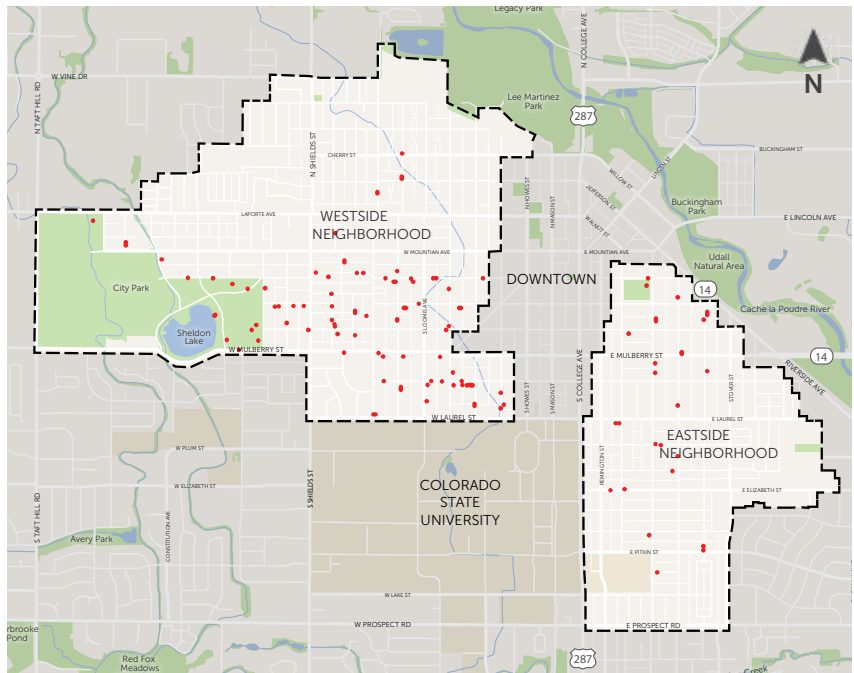


INTERPRETIVE SIGNAGE - Special signage helps educate and engage passersby about the benefits and features of urban greenways, nearby destinations, routes, historic places, and neighborhood history.

An important element of neighborhood greenways, and the comfort and aesthetic of travel along all neighborhood streets, is the presence of street trees.

When accidents, disease, or old age cause an interruption in the street tree network, Forestry helps fill the gaps throughout the community by planting replacement trees as part of the Street Tree Replacement Program.

In 2016 alone, Forestry planted 120 new street trees in the Old Town Neighborhoods. Forestry rotates to different areas of the community each year; in this portion of the community, coming years will focus on replacement street trees north of Mountain Avenue.



● New Street Tree Planted in 2016



Policy S 3

Promote environmental stewardship and support implementation of the Climate Action Plan in the Old Town Neighborhoods.

Strategies:

- S 3.1 Identify high-priority actions that can help achieve CAP goals by analyzing neighborhood-scale utilities data and conservation of existing energy and materials associated with choosing rehabilitation and additions over demolition and redevelopment.
- S 3.2 Coordinate with Historic Preservation to streamline information and process for optimal energy performance, and retrofit options for older and historic homes.
- S 3.3 Educate homeowners and renters within the Old Town Neighborhoods about home energy and sprinkler audits.
- S 3.4 Develop a comprehensive list of energy efficiency, water conservation and xeriscaping programs offered by the City targeted toward neighbors and businesses.
- S 3.5 Investigate methods to encourage landlords to implement energy efficiency improvements.
- S 3.6 Consider a backyard fire ban to improve air quality and reduce emissions consistent with the Climate Action Plan. The ban could be modeled after similar policies in Denver with the aim of reducing exposure to harmful irritants and particulates in wood smoke.



Fort Collins Utilities offers a variety of services and programs to help residents and businesses improve their energy usage, from audits, to online monitoring, and prizes and incentives.





Policy S 4

Upgrade critical neighborhood infrastructure to ensure adequate services for both the present and future.

Strategies:

- S 4.1 Continually monitor and assess the capacity of existing infrastructure systems (stormwater, wastewater, electricity, streets, etc.) to meet current and expected neighborhood needs. Work with Utilities to identify key upgrades and timelines for implementation.
- S 4.2 Coordinate alley maintenance and improvements to mitigate impacts from increased use from new accessory dwelling units or other redevelopment.
- S 4.3 Integrate stormwater retention and filtration measures into roadway, alley and parkway planting strips as part of long-term neighborhood greenway improvements.

Policy S 5

Encourage small-scale, neighborhood supporting businesses where permitted by existing zoning along neighborhood edges and transition areas.

Strategies:

- S 5.1 Maintain Neighborhood Conservation Buffer zoning at neighborhood edges and transition areas and encourage more focus on development form, parking, and design, rather than use.
- S 5.2 Continue to allow home occupation licenses for home-based businesses where allowed by the Land Use Code
- S 5.3 Support existing, long-standing small businesses in the neighborhoods.



Policy S 6

Protect people and property from the impacts of flooding.

Strategies:

- S 6.1 Integrate the concept of flood protection as an integral part of building design at all stages of the planning process.
- S 6.2 Further integrate floodplain regulations into the planning process and emphasize the importance of flood protection in building design to create a resilient community.
- S 6.3 Promote the Fort Collins: Be Flood Ready program and continue to work with community stakeholders to educate the community on flood safety and property protection techniques.

Policy S 6

Implementation

What: An important aspect of sustainability is recognizing the impact natural disasters can have on a community. Flooding is the natural disaster that poses the highest risk to the Old Town Neighborhoods. Integrating flood protection into the planning process is critical. The Fort Collins: Be Flood Ready campaign promotes flood awareness in Fort Collins. The City has teamed with other stakeholders such as CSU, the Board of Realtors, and the Red Cross to provide messaging related to flooding in the community. The goal is to continue to become more flood resistant when events occur to ensure the community is safe, damage is limited, and the area is able to recover quickly.

How: The City's floodplain regulations in Chapter 10 of City Code provide a comprehensive set of criteria to make structures more flood resistant. The importance of these criteria should be more strongly promoted. Education and outreach programs, such as the annual Flood Awareness Week, offer opportunities to inform and educate citizens on flood safety, and property protection.

Who: Fort Collins Utilities, Fort Collins Planning (development review) and other stakeholders

Timeline: Ongoing and short-term



Fort Collins and stakeholder partners provide consistent messaging and promotional materials throughout the community to raise awareness about flood hazards, risks, and best practices.



Sustainable

Policies, Strategies & Implementation

Alignment with City Plan:

The following City Plan policies and principles align with recommendations in the Old Town Neighborhoods Plan:

ENV 4.1 - Improve Connectivity

Explore opportunities for land conservation partnerships between Stormwater, Parks and Recreation, Transportation, and Natural Areas departments to provide and enhance trail corridors to connect open lands, to enhance wildlife habitat and corridors, and to improve bicycle and pedestrian access to schools, parks, natural areas, rivers, shopping areas, and neighborhoods.

Policy ENV 4.5 - Support Community Horticulture

Encourage and support the establishment of community gardens and other horticultural projects throughout the City to provide food, beautification, education, and other social benefits...

Policy ENV 5.5 - Provide Information and Education

Provide information and education to raise awareness, train stakeholders, and encourage net energy use reduction in all new construction.

Policy ENV 18.4 - Manage Floodplain

Require structures and facilities that are unavoidably located 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.

Policy ENV 5.7 - Offer Incentives

Offer a variety of monetary and other incentives to encourage new construction to substantially exceed minimum code requirements for energy efficiency and renewable energy use.

Policy Assessment

A triple bottom line (TBL) evaluation tool was created to help understand the potential impacts of the plan policies on the economic, social, and environmental characteristics of the neighborhoods, community, and City organization. Adapted from the City's Sustainability Assessment Considerations Checklist and public survey results, the specific evaluation criteria were developed jointly by the Old Town Neighborhoods Plan Stakeholder Group, City staff, and project consultants. The result was a list of evaluation criteria uniquely applicable to the Old Town Neighborhoods.

The purpose of the TBL evaluation was to ensure alignment between the plan's policy recommendations, neighborhood feedback, existing City plans, to help prioritize implementation actions.

The complete assessment tool evaluation data can be found in the plan appendix, and the evaluation criteria by topic area may be found in the table below. The evaluation results revealed the following policies will likely achieve the highest overall TBL outcomes:

- **NCC 2:** Protect historic resources within the neighborhoods.
- **LUT 1:** Preserve the character and compatibility of the Old Town Neighborhoods.
- **C 3:** Improve intra-neighborhood travel for bikes and pedestrians.
- **S 2:** Improve connectivity to green spaces and natural amenities.
- **S 3:** Promote environmental stewardship and support implementation of the City's Climate Action Plan.

TBL Evaluation Criteria	
Economic	<ul style="list-style-type: none"> • Access to Neighborhood Businesses • Aesthetic Improvements • Cost to Implement • Funding Availability • Reinvestment Opportunities • Housing Choices
Social	<ul style="list-style-type: none"> • Access to parks, trails, nature & recreation • Cultural and historic preservation • Property maintenance • Public support • Safety • Sense of place and community
Environmental	<ul style="list-style-type: none"> • Energy efficiency, building performance, retention of embodied energy • Greenhouse gas reductions • Ability to use alternative travel • Mix of land uses • Reduce vehicle miles traveled • Traffic flow

Implementation Actions

A summary of Plan implementation actions, are summarized on the following pages. The actions are organized by timeframe for expected completion, using the following metrics:

- **Immediate Actions** (Within 120 days of adoption): Items adopted concurrently with or immediately following adoption of the Old Town Neighborhoods Plan.
- **Short-Term Actions** (2017-2018): Items completed within the current Budgeting for Outcomes (BFO) budget cycle.
- **Mid-Term Actions** (2019-2026): High-priority items that should be initiated and implemented in alignment with upcoming budget cycles.
- **Ongoing Programs & Actions:** Items that are already in progress, do not have a specified timeframe, or require ongoing coordination to implement.

Immediate Action Items (within 120 days)

Strategy	Implementation Action	Responsibility	Potential Funding Sources
Land Use & Transitions			
LUT 1.2	<p>Initiate additional public outreach and review of potential rezonings in the neighborhoods to enhance consistency with neighborhood conservation zoning districts. Areas being considered for rezoning:</p> <p>Westside Neighborhood:</p> <ul style="list-style-type: none"> Low Density Mixed-Use Neighborhood (LMN) pockets Triangular Downtown (D) district block bounded by Canyon Ave, Sherwood St, Olive St <p>Eastside Neighborhood:</p> <ul style="list-style-type: none"> Limited Commercial (CL) district located half a block in from Riverside Ave 	Planning	Staff Time
LUT 1.3	Develop a system to register and regulate short-term rentals on a City-wide basis by defining short term rental as a land use in the Land Use Code; allow the use in appropriate locations based on zone district.	Planning, City Manager's Office	Staff Time

Circulation & Mobility

C 1.1 C 1.2 C 1.3	<p>Identify additional locations for new or enhanced arterial crossings that could include a variety of potential crossing treatments; evaluate signal timing to support safety and convenience for all users. Specific crossings to evaluate:</p> <p>Eastside Neighborhood</p> <ul style="list-style-type: none"> Pitkin/College E. Elizabeth/college Stover/Mulberry Whedbee/Mulberry <p>Westside Neighborhood</p> <ul style="list-style-type: none"> S. Loomis/Laurel Shields/Magnolia Shields/Maple 	Traffic Operations, Streets, FCMoves, Planning	Staff Time
C 2.6	Coordinate restriping of North Shields Street between Laporte Avenue and Vine Drive with upcoming repaving projects. Restriping may include adjustments to travel lane and parking lane widths to create new bike lanes.	Traffic Operations, Streets, FCMoves, Planning	Street Maintenance Program

Character & Compatibility

NCC 3.1 NCC 3.2 NCC 3.3	Develop, adopt, and promote new design guidelines for the Neighborhood Conservation Medium Density (NCM) and Neighborhood Conservation Low Density (NCL) zone districts.	Planning, Historic Preservation	General Fund (2014)
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Short Term Action Items (2017-2018)

Strategy	Implementation Action	Responsibility	Potential Funding Sources
Land Use & Transitions			
LUT 4.1	Coordinate with Police Services & Utilities to improve enforcement and lighting in Eastside Park.	Planning, Police Services, Utilities	Staff Time, General Fund
LUT 4.2	Develop new design guidelines and standards for compatible design and transitions for the areas near the Downtown-Neighborhood buffer areas (the guidelines/standards will cover the Neighborhood Conservation Buffer zone district and nearby adjacent zoning)	Planning	Old Town Neighborhoods Plan, Downtown Plan Reserves, Staff Time

Circulation & Mobility			
C 1.1 C 1.2 C 1.3	Install new pedestrian push-button signal (or other appropriate crossing treatment) at Shields Street and Magnolia Street	Traffic Operations, Streets, Planning	General Fund

Sustainability			
S 3.1	Analyze neighborhood-scale utilities data and monitor energy efficiency progress over time to help identify enhancements that can help improve neighborhood energy efficiency.	Planning, Utilities, Sustainability Services	Staff Time
S 3.3 S 3.4 S 3.6	Develop a comprehensive list of energy efficiency, water conservation, energy audit, outdoor air quality, and xeriscaping programs offered by the City to share and promote with neighborhood residents and businesses.	Planning, Utilities, Sustainability Services	Staff Time
S 3.2	Coordinate with Historic Preservation to streamline the process for energy retrofits in potentially historic homes.	Historic Preservation, Planning	Staff Time
S 6.1 S 6.2 S 6.3	Provide education to residents and the development community on floodplain regulations. Utilize the Historic Preservation review process to help inform residents early in the process if their property is located in a floodplain.	Planning, Historic Preservation, Utilities	Staff Time

Character & Compatibility			
NCC 4.1 NCC 4.2	Complete additional outreach to review new standards for Carriage Houses or other Accessory Dwelling Units in the NCB, NCM, and NCL zone districts to support opportunities for additional housing options while maintaining neighborhood character. Consider changes to Carriage House minimum lot size requirements and a new type of internal accessory unit that is subordinate to the primary dwelling.	Planning	Staff Time

Mid Term Action Items (2019-2026)

Strategy	Implementation Action	Responsibility	Potential Funding Sources
Land Use & Transitions			
LUT 3.1 LUT 3.2	Explore working with the Art in Public Places board on place making initiatives involving local artists that will enhance key neighborhood entryways	Planning, Art in Public Places	BFO, General Fund, Art in Public Place Project Funding Requirements
LUT 3.4	Coordinate on future neighborhood signage (e.g. greenways) to include enhanced wayfinding or signage, such as boundaries of historic districts	Planning, Streets, FCMoves, Historic Preservation	BFO, General Fund
LUT 4.4	Coordinate with the Safe Routes to School and Sidewalk Improvement Program to reduce and eliminate missing or inadequate sidewalks in the Old Town Neighborhoods and Mulberry and Shields corridors.	Planning, FCMoves, Streets, Engineering	Staff Time, Sidewalk Improvement Program, Safe Routes to School

Circulation & Mobility

C 2.1 C 2.2	Identify locations for narrower vehicle travel lanes to provide wider sidewalks for bikes and pedestrian travel utilizing the existing street right-of-way.	Traffic Operations, FCMoves, Streets, Pavement Management, Planning	Staff Time, Street Maintenance Program
C 2.6	Coordinate restriping of West Mulberry with future repaving project.	Traffic Operations, FCMoves, Streets, Pavement Management, Planning	Street Maintenance Program
C 1.1 C 1.2 C 1.3	Implement additional location(s) for new or enhanced arterial crossings identified as part of ongoing neighborhood mobility analysis	Traffic Operations, Streets, FCMoves, Engineering	BFO, General Fund
C 2.3	Create complementary parallel routes, such as Magnolia Street, to arterials where cost, vehicle efficiency, or timelines for improvements are prohibitive.	Traffic Operations, FCMoves, Streets	Street Maintenance Program, General Fund
C 2.4	Create network of neighborhood low-stress pedestrian and bicycle routes (neighborhood greenways) with streetscape improvements that may include additional landscaping, curb extensions, stormwater improvements, and more over time.	FCMoves, Planning, Traffic Operations	BFO, General Fund

Mid Term Action Items

Strategy	Implementation Action	Responsibility	Potential Funding Sources
Sustainability			
S 1.1	Develop new standards for Accessory Dwelling Units to support housing choices and options (see NCC 4.1, 4.2)	Planning	Staff Time
S 2.1	Implement neighborhood greenways featuring streetscape and stormwater improvements and streetscape amenities along key neighborhood routes (see C 2.4)	FCMoves, Planning, Traffic Operations	BFO, General Fund
S 2.2	Add more bicycle parking facilities in City Park, and ensure that other City parks and natural areas have adequate pedestrian and bicycle access, such as Sherwood Street entering Lee Martinez Park or Eastside Park connections.	FCMoves, Parks, Planning	Sidewalk Improvement Program, General Fund, BFO
S 2.3	Maintain the existing mature tree canopy in medians and tree lawns and mitigate impacts from pests and disease; consult the City Tree Inventory system to identify areas susceptible to pests and disease; identify blocks with minimal tree canopy for enhancements	Forestry, Planning	Neighborhood Tree Canopy, Nature in the City, Staff Time, General Fund
S 4.1	Assess the capacity of existing systems (stormwater, wastewater, electricity, streets, etc.) to meet current and expected neighborhood needs.	Utilities, Stormwater	Staff Time
S 4.2	Coordinate with Engineering to mitigate street and alley impacts from potential ADU changes that could result in increase alley vehicle/pedestrian use.	Planning, Engineering	Staff Time
S 5.1	Maintain NCB zone district at the edge of the neighborhoods and encourage a mixture of uses within these districts with focus more on the development form and parking rather than use. Develop new guidelines or standards for development in the NCB zone district (see LUT 4.2)	Planning	Staff Time

Ongoing Action Items

Strategy	Implementation Action	Responsibility	Potential Funding Sources
Land Use & Transitions			
LUT 1.4	Support property owners and neighbor interest in designating historic properties/districts where appropriate.	Historic Preservation, Planning	Staff Time

Circulation & Mobility

C 3.1 C 3.3	Implement sidewalk gap improvements along the Mulberry and Shields corridors and other neighborhood streets, with an emphasis near schools.	Engineering, FCMoves, Safe Routes to School	Sidewalk Improvement Program
C 4.1 C 4.2	Support neighborhood-initiated requests to participate in the Residential Parking Permit program (RP3), especially in and near transition areas and CSU.	Parking Services	Staff Time, General Fund
C 4.3	Coordinate redevelopment and new development projects to ensure they provide adequate on-site parking and do not contribute to neighborhood parking concerns.	Planning	Staff Time

Sustainability

S 4.3	Integrate stormwater retention and filtration measures into roadway, alley, and parkway planting strip improvement projects.	Utilities, FCMoves, Planning, Engineering	General Fund, BFO, Stormwater Fees
S 6.2	Continue requiring new development and redevelopment to be protected from flood damage by complying with the floodplain regulations in Chapter 10 of the Fort Collins Municipal Code.	Utilities, Planning	Staff Time
S 6.3	Coordinate with Utilities to promote the Fort Collins: Be Flood Ready program and enhance community knowledge of existing floodplain regulations.	Utilities, Planning	Staff Time