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## **Draft Old Town Neighborhoods Plan Announcement**

Thank you for reviewing and providing comments on the Draft Old Town Neighborhoods Plan. We appreciate your time and interest in this planning effort. The feedback we receive during the public comment period (November 7 – December 11) will be used to revise Plan prior to its adoption by City Council. City Council will consider adoption of the Plan in January 2017.

Please note that this draft is a working document. Over the next two months, City staff will continue to revise and refine the draft Plan to incorporate public comment, ensure consistent policy direction, resolve any inconsistencies, and further develop the implementation strategy. **Online feedback for the draft plan will be accepted from November 7 – December 11 at [fcgov.com/otnp](http://fcgov.com/otnp).**

The public comment period is not the only opportunity you have to provide feedback about the draft Old Town Neighborhoods Plan. The City will host two drop-in open houses to present the draft Plan, as well six “coffee chats” in the Downtown area.

### **Draft Plan Open Houses:**

Share input on policies, strategies and recommendations for the Old Town Neighborhoods and Downtown Plans. Both events will be held from 6-8 p.m. and light refreshments will be served. Drop in at any time during the events.

- Monday, Nov. 14, Centennial High School Gymnasium, 330 E. Laurel Street
- Wednesday, Nov. 16, Lincoln Center Columbine Room, 417 W. Magnolia Street

### **Draft Plan Coffee Chats:**

Drop in to chat with City staff about the recommendations in the draft plans. All coffee chats will be held from 9-11 a.m.

- Thursday, Dec. 1, Wolverine Farm Letterpress and Publick House, 316 Willow Street
- Friday, Dec. 2, The Bean Cycle, 144 N. College Ave.
- Tuesday, Dec. 6, Mugs Coffee Lounge (Downtown), 261 S. College Ave.
- Thursday, Dec. 8, The Crooked Cup, 147 W. Oak Street #101
- Friday, Dec. 9, Harbinger Coffee, 505 S. Mason Street
- Saturday, Dec. 10, Dazbog Coffee, 401 Mason Court #105

Dates and times could change; please check [fcgov.com/otnp](http://fcgov.com/otnp) for the most up-to-date information.

Again, thank you for your time and interest in the Old Town Neighborhoods Plan. We look forward to receiving your comments!



The 2017 Fort Collins

# Old Town Neighborhoods Plan





# DRAFT

## For Public Review

Public Comment Period: 11.7.16 - 12.11.16

Please submit review comments, edits, and suggestions electronically at the project webpage: [fcgov.com/otnp](http://fcgov.com/otnp), or to the Planning Services department, PO Box 580, Fort Collins, CO 80522.

Old Town Neighborhoods Plan  
Adoption: January 2017

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## Acknowledgments

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Planning and Zoning Board  
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# Overview

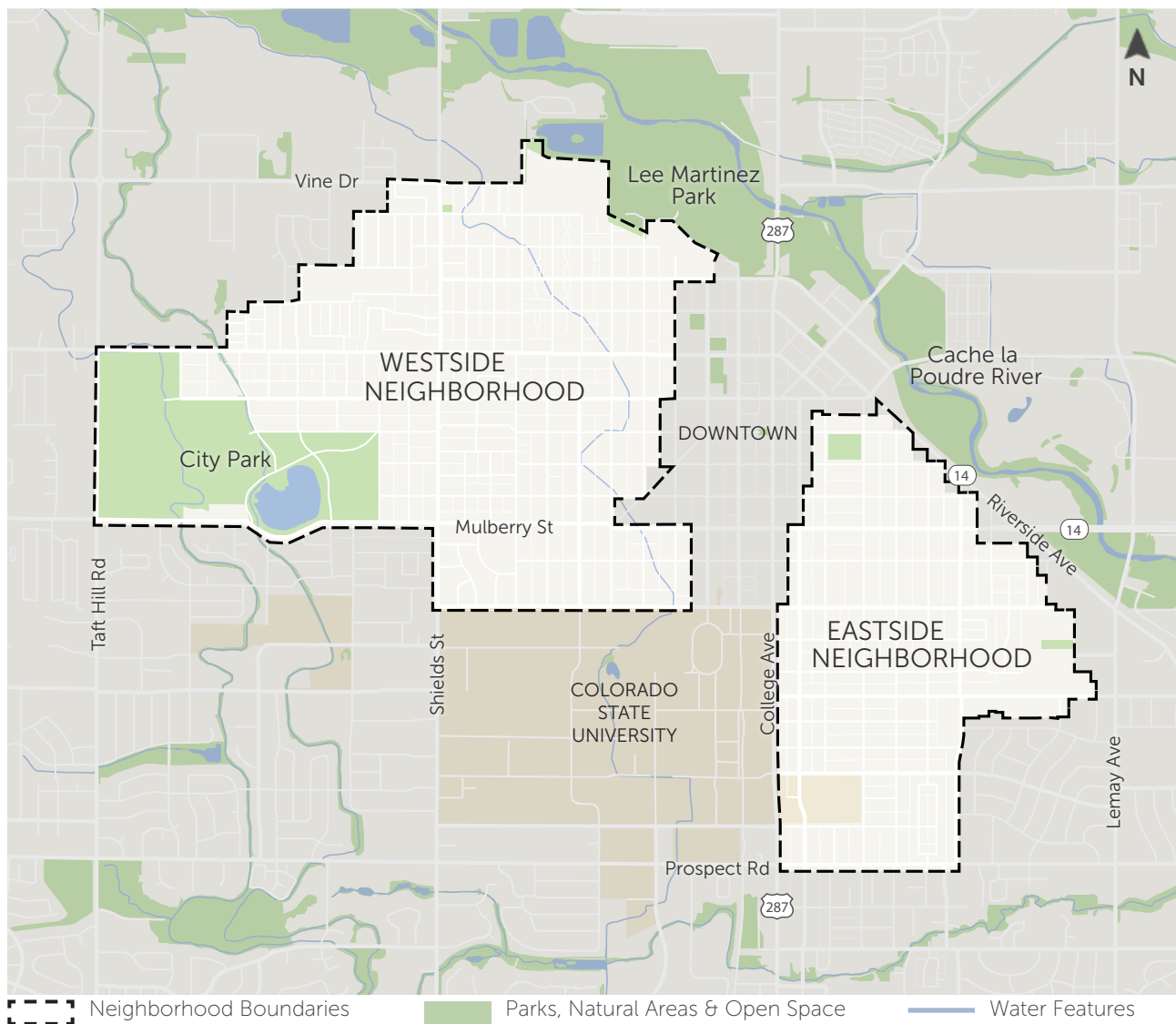




## Introduction

The Old Town Neighborhoods Plan is a combined update of the Eastside and Westside Neighborhood Plans 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, and sustainability.

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 vision for the future.

### 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.



*Participants at the joint Downtown / Old Town Neighborhoods Plan Transitions Workshop, November 2015*

## Outreach, by the numbers...

**21** public workshops, meetings & events

**33** stakeholder group members

**10** stakeholder group meetings

**1000's**  
of interactions, comments & survey responses

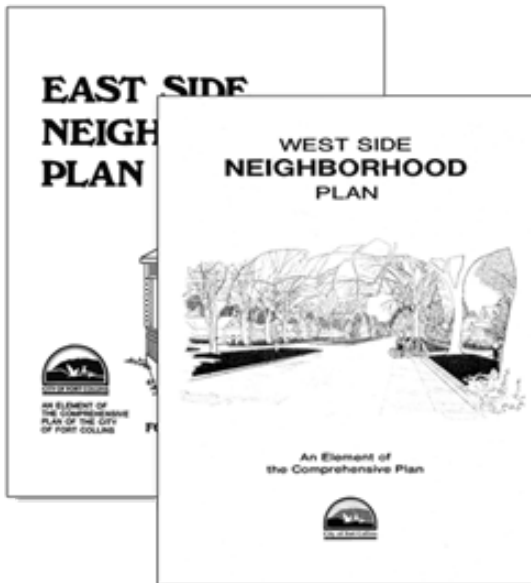
**3** unclaimed lost & found items



## 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 1980's 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.

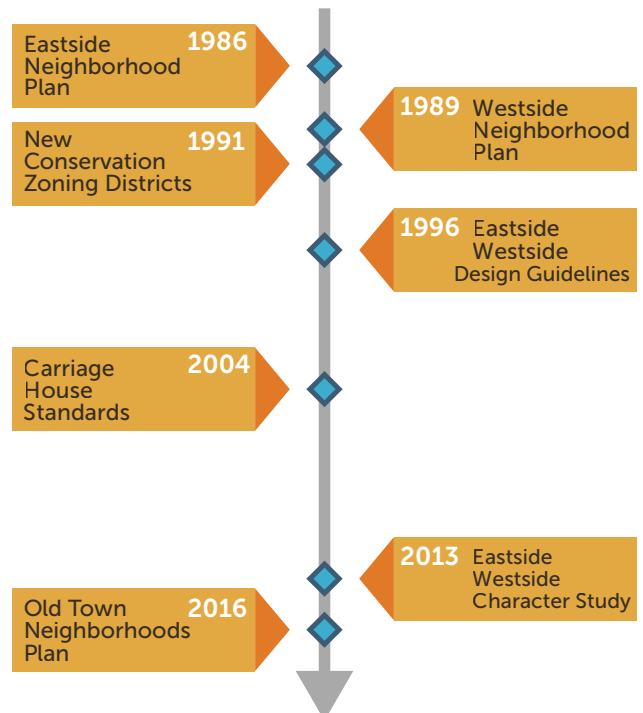


The policies and implementation strategies from the original neighborhood plans focused on the preservation of the lower-density character and efforts to redirect traffic and traffic-generating uses outside the neighborhoods. Other key recommendations and policies included:

- 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.*

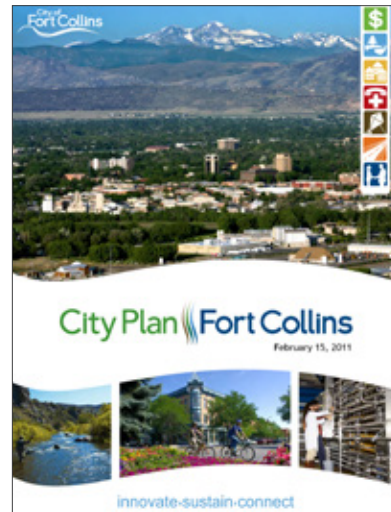
## Relationship to Other Plans

**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:

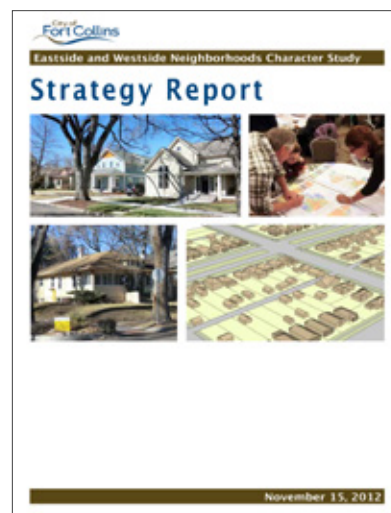
- Cohesive, distinct, vibrant, safe, and attractive neighborhoods.
- Quality and accessible housing options for all household types and income levels.
- Preservation and enhancement of historic resources.
- Investment to reduce greenhouse gas emissions and improve energy efficiency
- An interconnected 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 home 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 an update to the 1996 neighborhood design guidelines and examples demonstrating and promoting compatible development and additions within the neighborhoods.

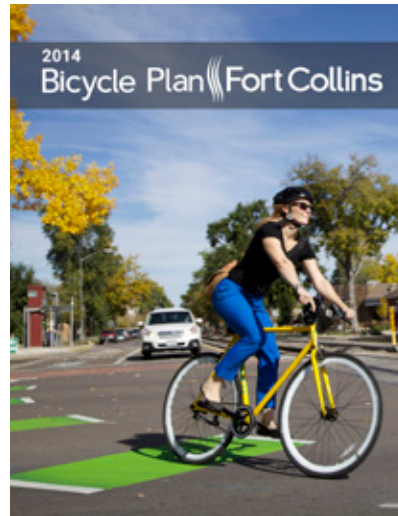


City Plan  
(2011)



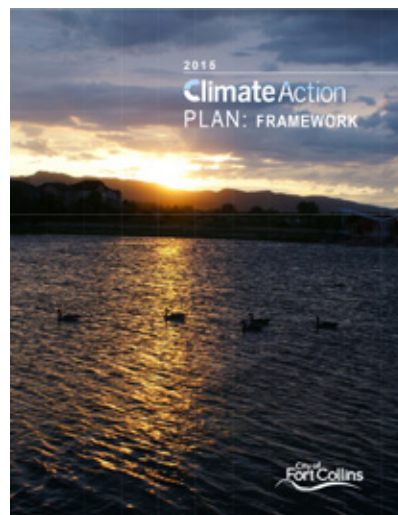
Eastside  
Westside  
Character  
Study (2013)

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.



Bicycle Plan (2014)

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 component in helping the neighborhoods and community achieve a proportionate reduction in emissions.



Climate Action Plan (2015)

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.



Downtown Plan (2017)



## About the Old Town Neighborhoods

The Old Town Neighborhoods comprise the Eastside and Westside Neighborhoods bordering Downtown to the west and east/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 to 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 home styles, the neighborhoods also feature a great collection of homes constructed as late as the 1940's, 1950's and 1960's, such as those found in the Hanna Farm, Mantz, or 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 development is not anticipated in the study area, the neighborhoods continue to experience home additions, remodels, and limited replacement of existing homes with new structures. 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 unique architectural styles, mature trees, and short blocks, the neighborhoods cannot be easily 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 is divided on both sides of East Mulberry Street. 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 Performing Arts Center, 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 Ave*



*The life-sized chess board at Library Park*



## Westside Neighborhood

The larger 800 acres of the Westside Neighborhood is similar to the Eastside Neighborhood in featuring primarily single-family homes and a collection of small-to-mid size multifamily projects as you approach 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 trolley is 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 the Shields St & Mountain Ave*



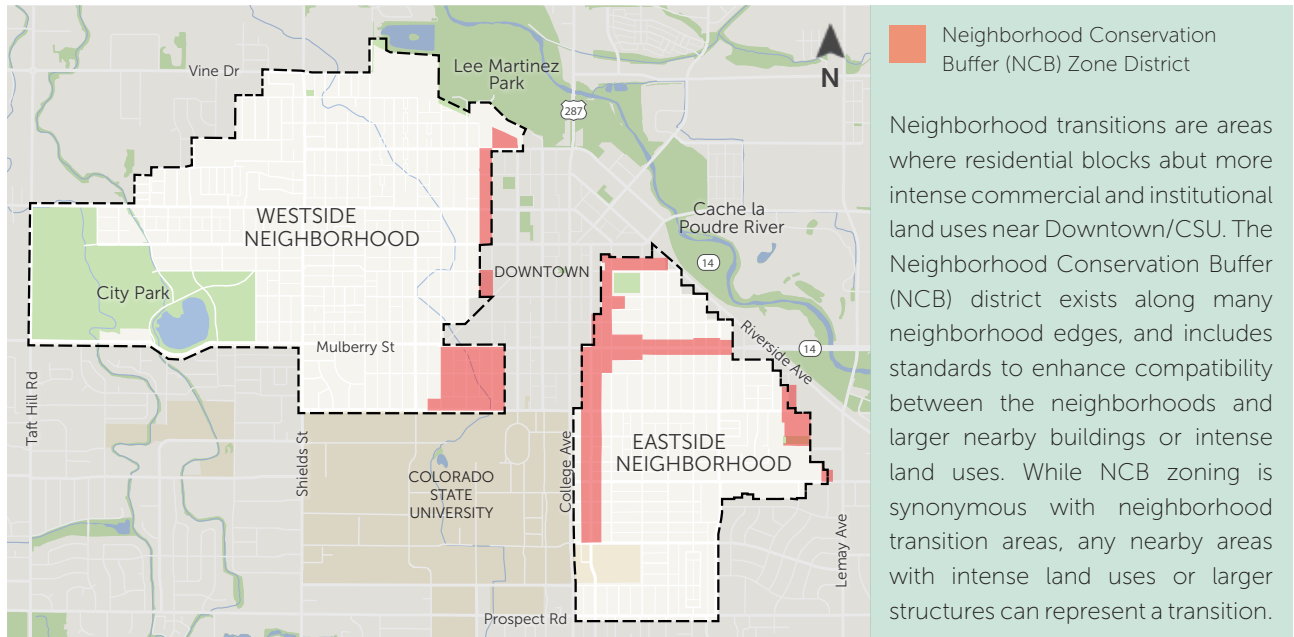
*City Park Landscaping (Credit: John Robson)*



*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 to Mountain Avenue, and the second area is located south of Mulberry Street between Whitcomb Street and the eastern block of Meldrum Street.

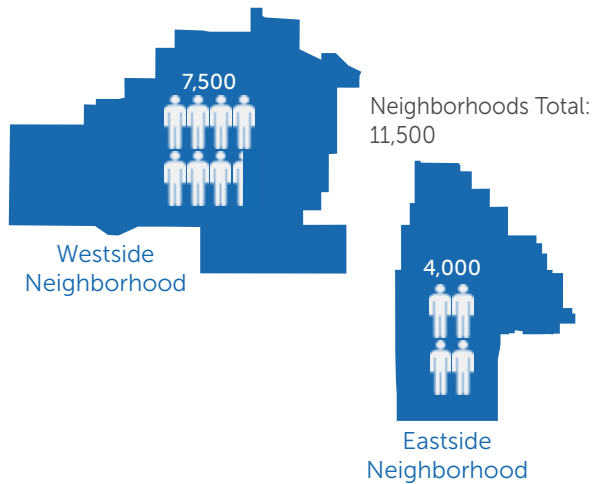
The first NCB area is predominantly residential, with a mix of single-family and multifamily buildings. Small-scale commercial uses are present near Mountain Avenue. The second NCB area features many multifamily structures catering to college students. Within the past 10 years, several larger multifamily 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 Matthews 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.

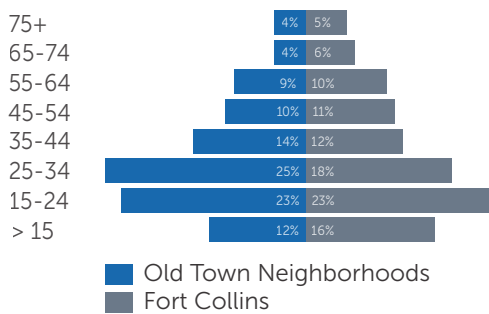
The second transition-area occurs along Remington Street from Pitkin Street on the south to Laurel Street on the north. This area features a mixture of single-family homes, duplexes, and small multifamily structures and professional offices. Many of the units in this area are renter-occupied and cater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

The final Eastside transition area is located between Downtown and Library Park, along Mathews Street and Oak Streets. 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 experienced renewed interest in new multifamily and commercial redevelopment.

## Neighborhood Population

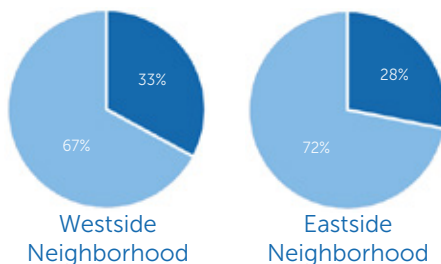


## Age Distribution

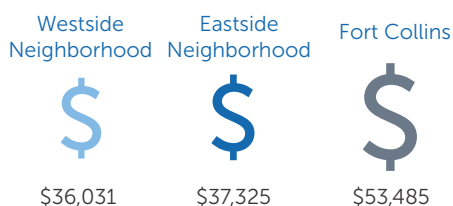


## College Enrollment

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 partially offset 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.

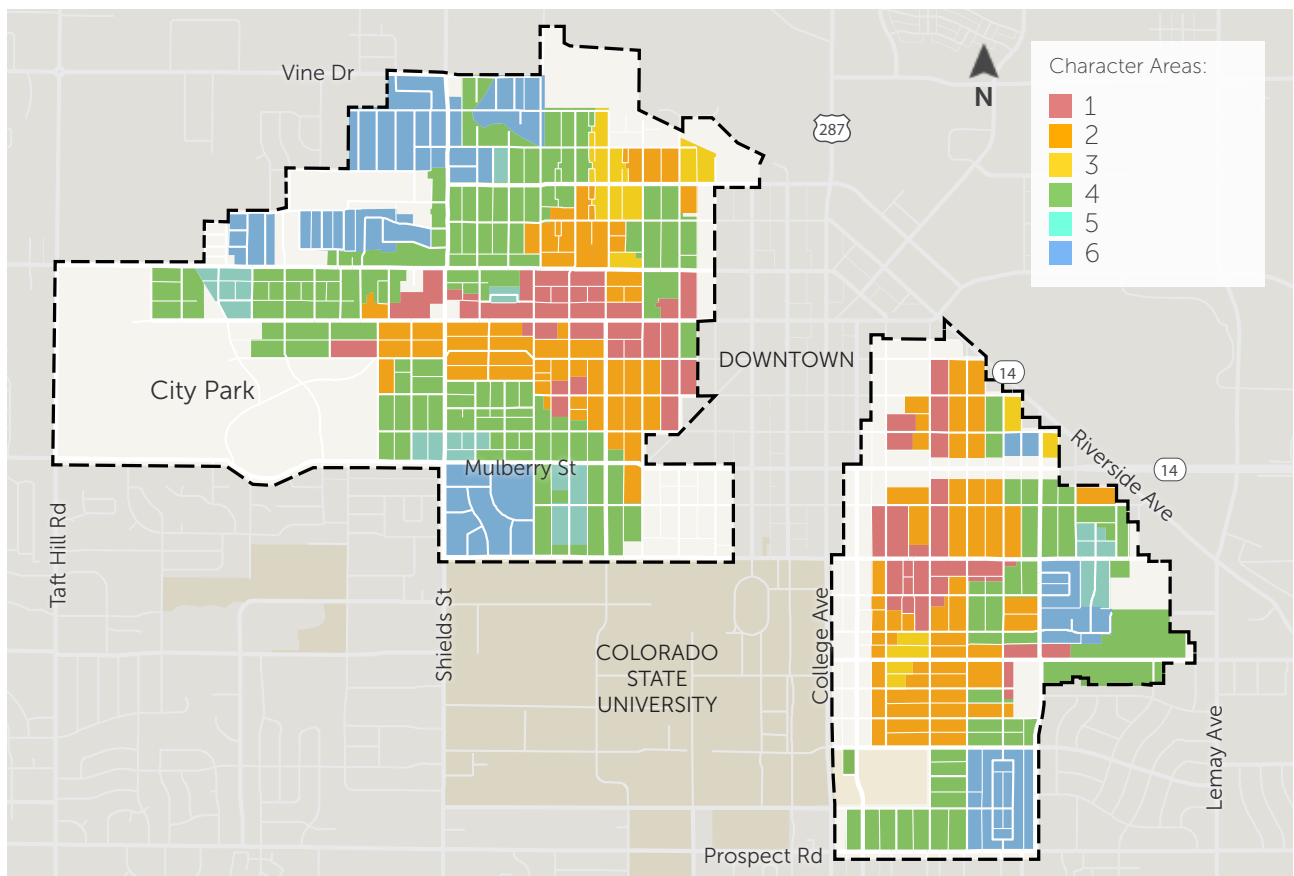
## Neighborhood Design & Character

The Old Town Neighborhoods feature a diverse and eclectic mix of building ages, sizes and architectural 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, and presence of alleys also contribute to the unique neighborhood character.

This combination of elements is unique in Fort Collins and gives a distinct feel 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 established neighborhood development patterns. 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 the 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.



## Development Activity

Located near community economic generators, the Poudre River, and cultural facilities, the 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 fully built-out, many permits are issued each year for home additions, secondary structures, and new home construction that may replace an existing structures. Between 2005 and 2014, an average year typically featured the issuance of permits for 8 new homes, 14 secondary buildings, and 27 home additions.

Due to its larger size, 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 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 have been particularly dramatic, and higher home values mean even some of the smallest neighborhood residences are out of reach for large segments of the community. Both neighborhoods also continue to experience conversion from owner-occupied housing to additional 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

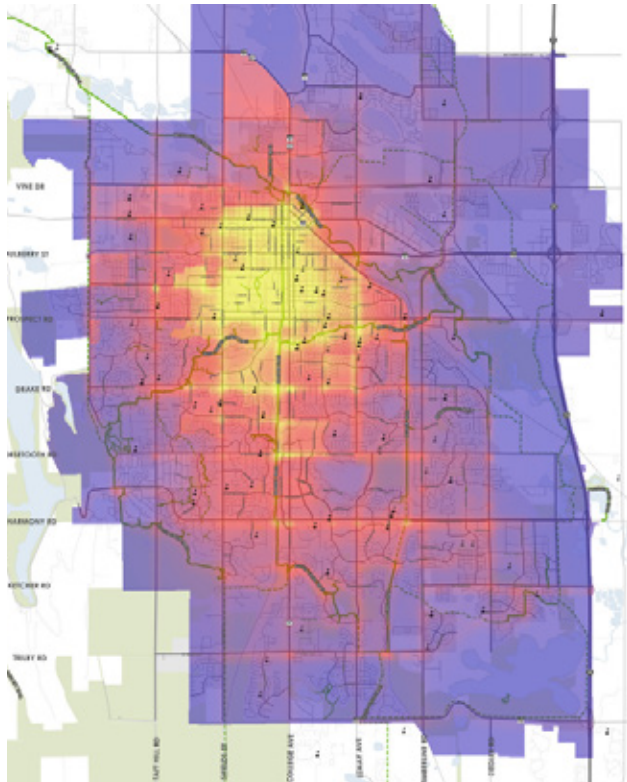
| Unit Type       | Annual Permits | Total Permits | Total Units | Average Size |
|-----------------|----------------|---------------|-------------|--------------|
| Single Family   | 8.1            | 73            | 73          | 2,018        |
| Duplex          | 0.8            | 7             | 11          | 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 short blocks and 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 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. Current 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.

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 acting as local access for single-family homes, their larger widths and higher traffic volumes still represent a barrier to intra-neighborhood connectivity.



*One of many examples of missing or dead-end sidewalks found in the Old Town Neighborhoods.*

## 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 and travel options 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:

- The need for balance between more restrictive development or design standards and 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 a diversity of architecture and building sizes, concerns remain that some new construction looks or feels incompatible. At the same time, many stakeholders voiced concerns that new standards would only 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 1868

### Neighborhood Charm & Historic Resources

The architectural styles, street pattern and tree canopy are unique features of the neighborhoods that cannot be easily recreated elsewhere in the community. Residents have expressed that care should be taken to protect and enhance these neighborhood features. 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

Trends show areas within the neighborhoods continue to see an increase in student and rental housing, which some believe may lead to relaxed property maintenance and upkeep. Outreach participants expressed interest in finding solutions to incentivize maintenance and upgrades to keep the neighborhoods a beautiful and attractive place to live. The neighborhood tree canopy in particular was called out as an aspect for monitoring and maintenance, both by the City and property owners.



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 protect existing lower density areas and to compatibly transition between higher intensities 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 abutting sides 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.



## 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

### 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 parking generators are worried about parking conditions worsening over time, or expanding further into the neighborhoods without additional tweaks or flexibility to the Residential Parking Permit (RP3) program.

### 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



*Long wait times or short crossing durations were identified by many residents who use the Whedbee and Mulberry Street intersection.*





## Sustainability

### Frequently heard issues and opportunities:

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



Diversity of home sizes, styles, 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 on 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 burning, additional noise from animals or traffic, a loss of privacy, and the loss of more open-feeling backyards and alleys.



# Vision



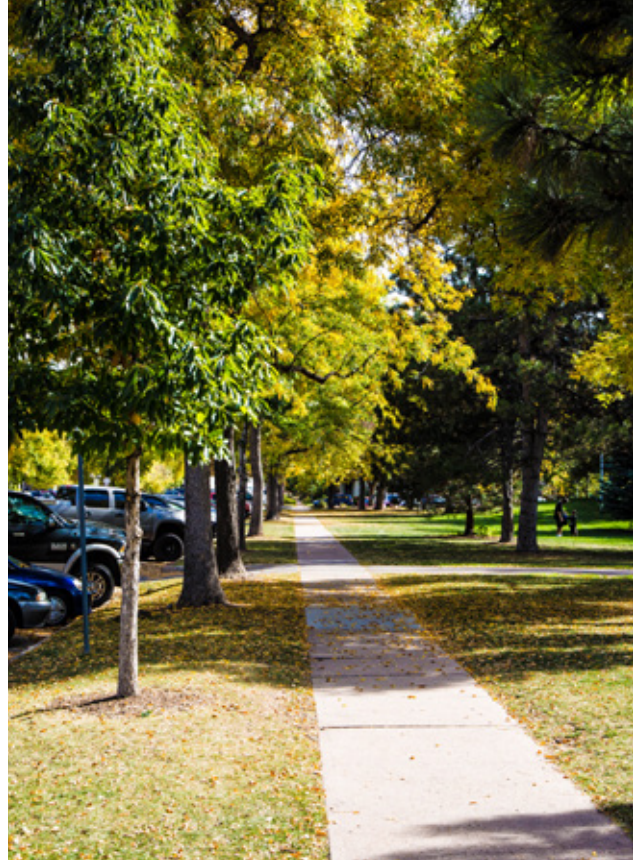


## Vision Overview

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.

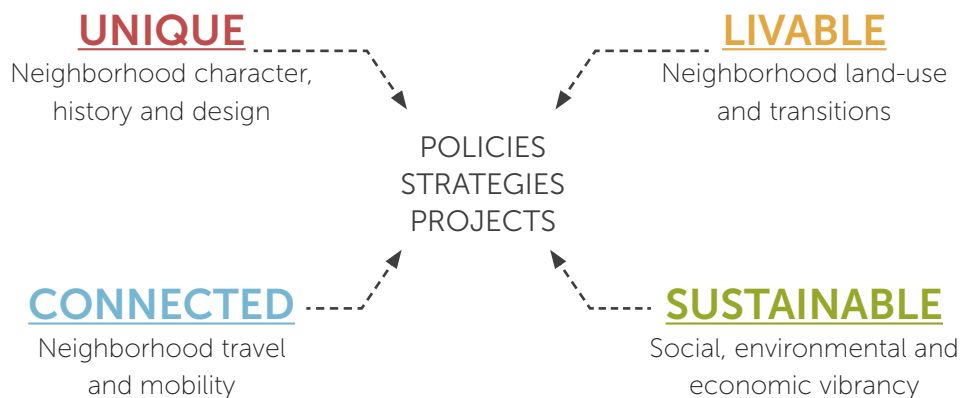
The vision also builds upon many of the ideas expressed in the original neighborhood plans developed in the 1980s. While the neighborhoods have evolved and face new challenges and opportunities, the ideas of celebrating their one-of-a-kind elements, enhancing mobility, and promoting neighborhood pride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



## 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 for the present and future. The goal of the neighborhood vision is to provide 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.



### Unique

- Diversity of Building Styles
- Historic Context
- Compatible Design
- Single-Family Character
- Landscaping and Tree Canopy



### Livable

- Anticipate and Manage Change
- Smooth Transitions
- Neighborhood Identity
- Social Interaction
- High Quality of Life



### Connected

- Enhanced Arterial Corridors
- Improved Connectivity
- Safe Travel Environment
- Walkability and Bikeability
- Grid Street Pattern



### Sustainable

- Variety of Housing Choices
- Socioeconomic Diversity
- Connected Open Space Network
- Environmental Stewardship
- Adequate Infrastructure

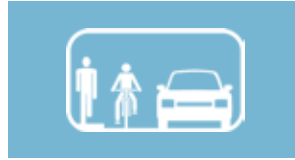
## What we heard...



"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."



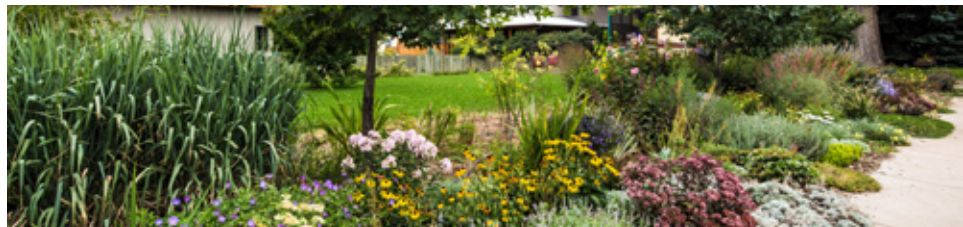
"I feel sensitivity and care should be taken for the past when planning for the future, but I don't think these needs should supersede the social, environmental, and economic sustainability needs of these communities within which we are planning ."

## Top Responses:

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

1

Mature Trees & Landscaping



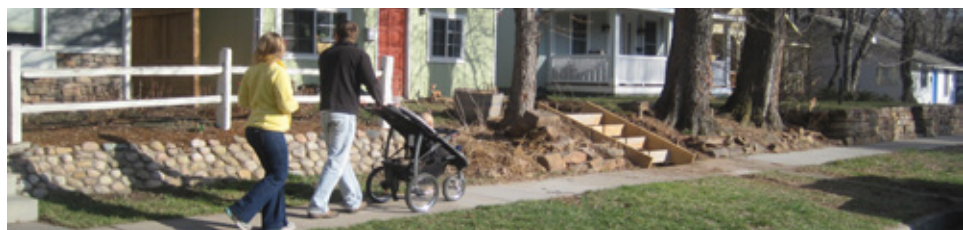
2

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 eclectic mix and 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*





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

**Values:**

- Maintaining the stability of single-family neighborhoods
- Compatible buffer areas between the neighborhoods and Downtown / CSU
- Front porches, urban gardens and quiet streets which promote friendly interactions, evening strolls and neighborhood pride



*Compatible transitions from Downtown to the neighborhoods*



**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



*Safe and convenient travel options to nearby destinations*



## 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
- Environmental stewardship
- Renewed neighborhood infrastructure for the present and future



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



# Framework








## PLAN FRAMEWORK

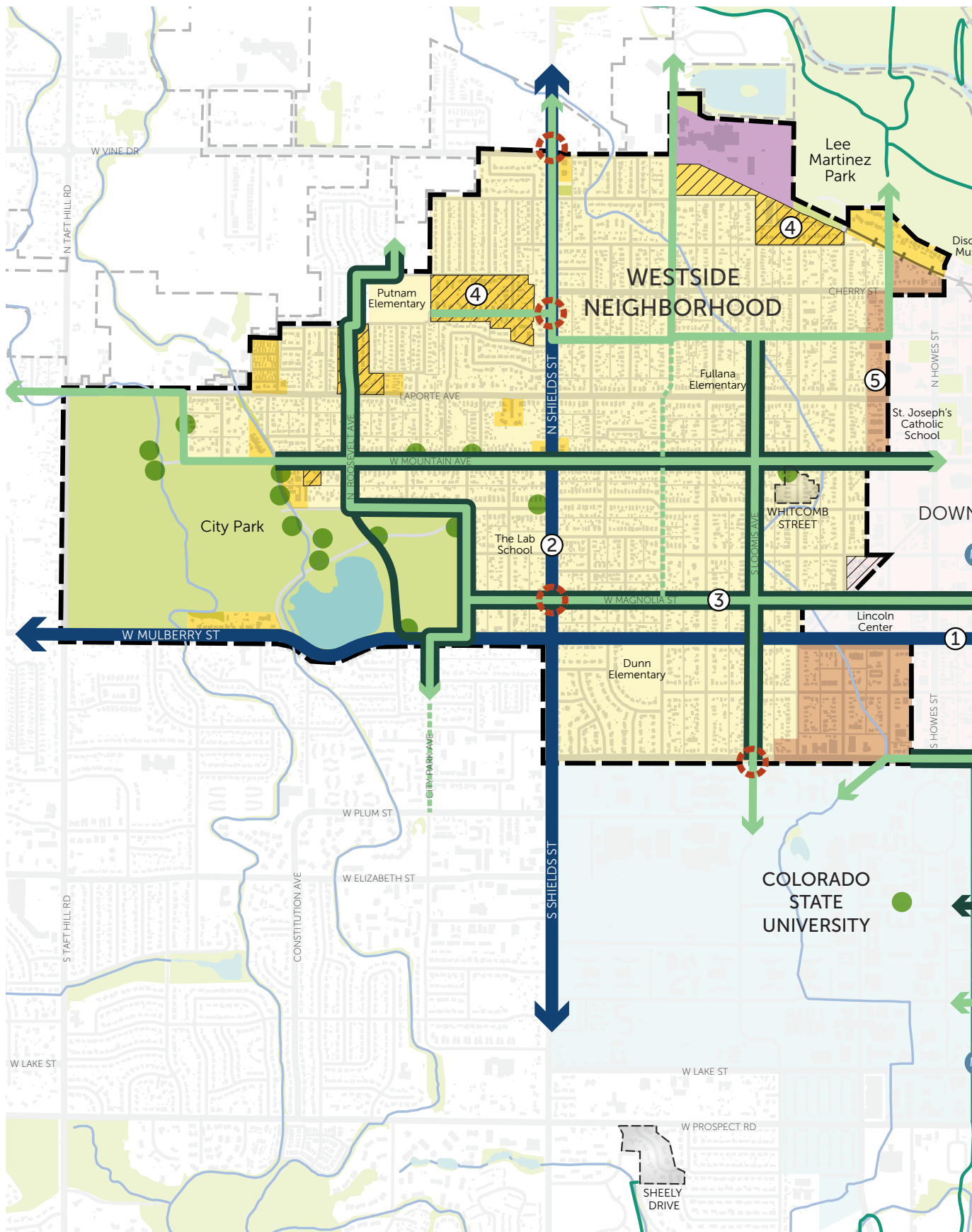
### Overview

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 chapter 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"> <li>1) Design Guidelines</li> <li>2) Neighborhood Identity Features</li> <li>3) Development Activity Monitoring</li> </ol>                          | Unique       |
| Land Use and Transitions                 | <ol style="list-style-type: none"> <li>1) Areas of Preservation and Enhancement</li> <li>2) Neighborhood Zoning / Mixed Use Pockets</li> <li>3) Buffer and Transition Areas</li> </ol> | Livable      |
| Transportation and Mobility              | <ol style="list-style-type: none"> <li>1) Neighborhood / Local Streets</li> <li>2) Mulberry &amp; Shields Street Improvements</li> <li>3) Parking</li> </ol>                           | Connected    |
| Sustainability                           | <ol style="list-style-type: none"> <li>1) Neighborhood Greenways</li> <li>2) Housing Choices &amp; Affordability</li> <li>3) Urban Tree Canopy</li> </ol>                              | 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 Trees<sup>2</sup>
-  Historic Districts

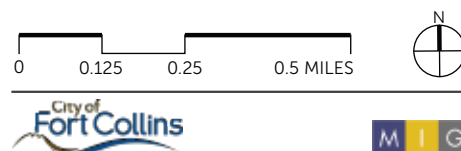
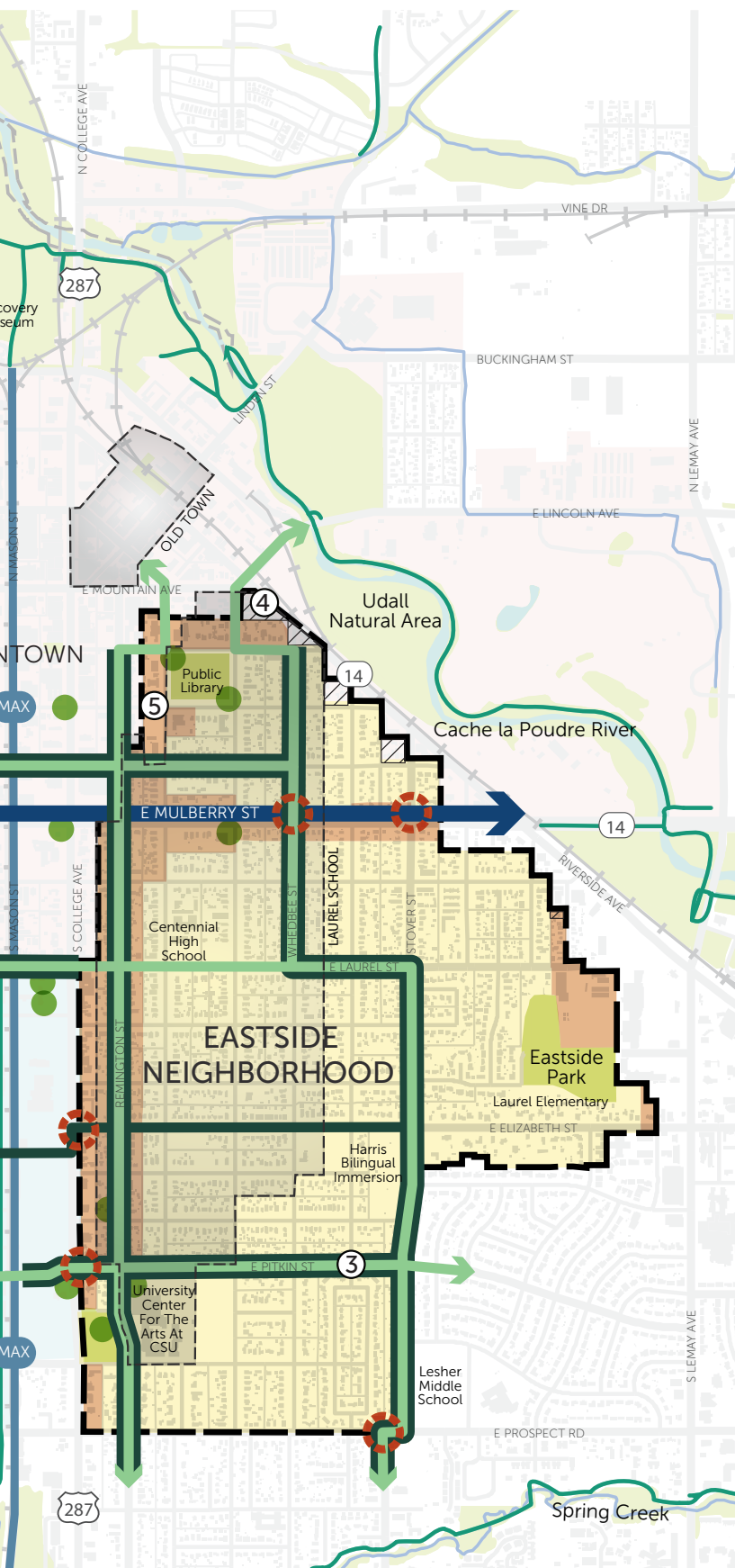
## FUTURE ELEMENTS

-  Potential Rezoning
-  Arterial Street Improvements
-  Prioritized Bike Routes<sup>1</sup>
-  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 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 have voiced their goals for continuing 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, and solar access, and recommendations for new neighborhood design guidelines.

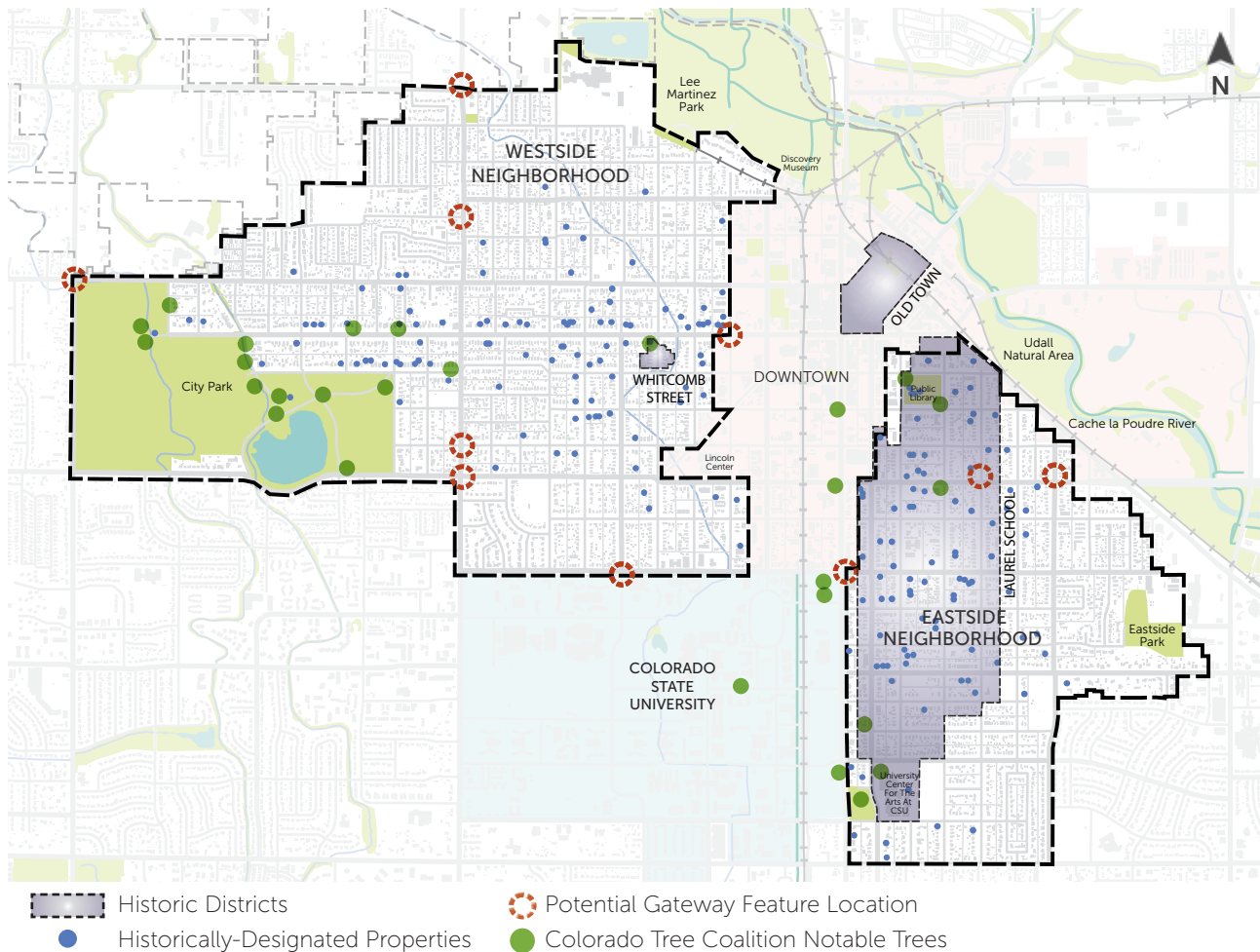
The Plan Framework for Neighborhood Character and Compatibility includes the recommendation for three key projects to preserve and enhance neighborhood charm, including new voluntary Neighborhood Design Guidelines, neighborhood identity features, and ongoing monitoring of the effectiveness of the 2013 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.*

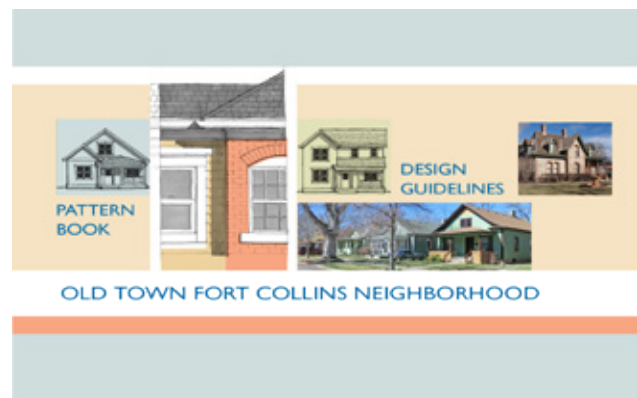


*Locating large additions in the rear help maintain existing streetscape proportions from public streets and sidewalks.*



## 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 will be developed and tailor ideas to individual character areas to help identify and guide compatible developments when residents and design professionals are considering home additions and new construction.



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



### Identity Features

Neighborhood identity features, such as markers, monuments, specialty landscaping, and signage can further enhance neighborhood identity, improve wayfinding, or celebrate important places. Several markers already exist in a piece-meal fashion, 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 continue following the recent implementation of the Eastside Westside Character Study design standards. The new standards implemented additional requirements for solar access, home size (floor area ratio), and front house design for new construction and home additions. Monitoring of new construction activity and evaluation of home sizes in the neighborhoods will help stakeholders evaluate the impact of the design standards and identify if they are meeting their purpose and intent.



*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 land uses 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 Limited Commercial (CL) zoning permits a range of commercial and industrial uses.

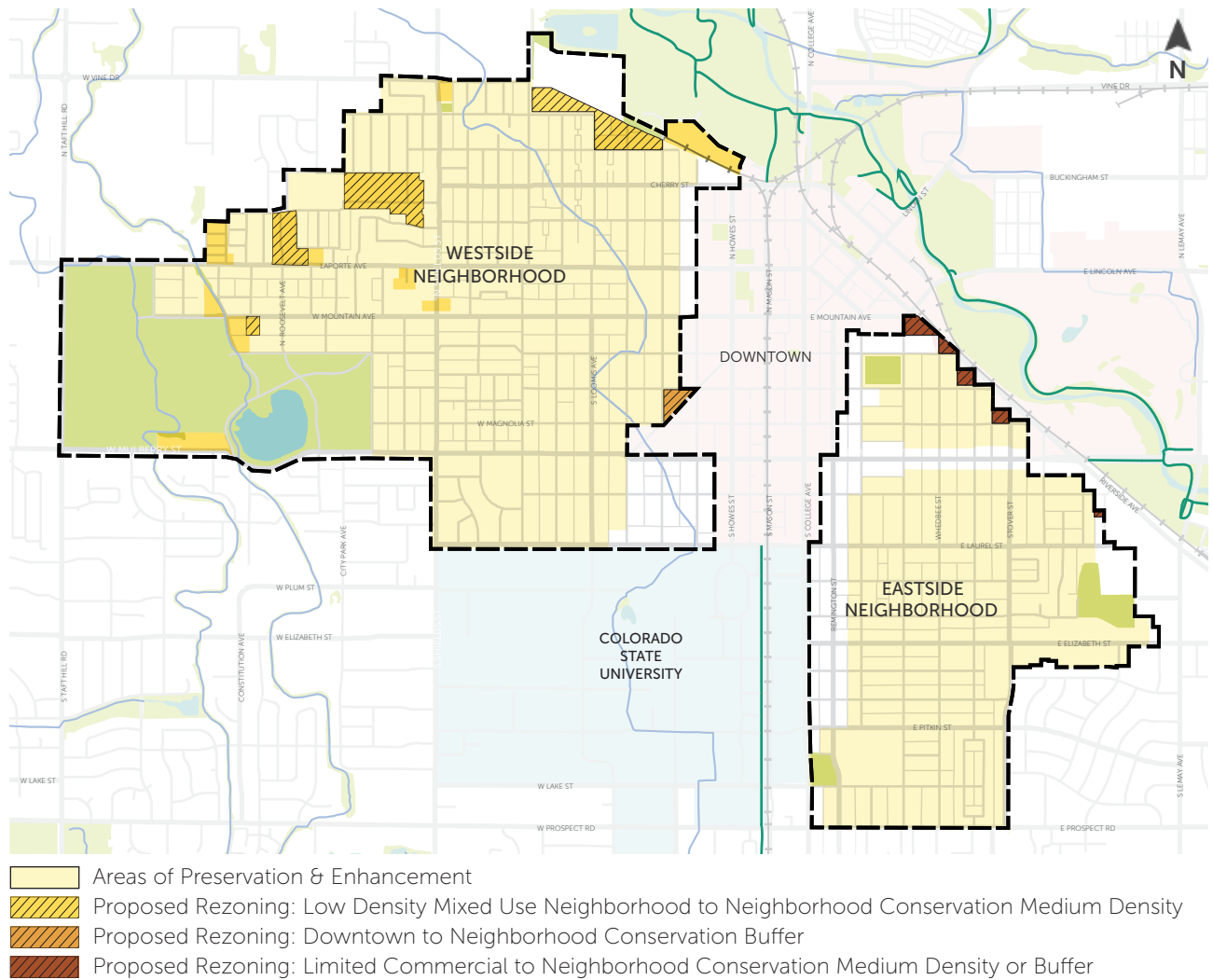
While the neighborhood conservation zone districts are suited towards maintaining the traditional low and medium residential density in the neighborhoods, several of the LMN and CL zone districts may be disruptive to neighborhood character if redevelopment occurs in the future. These pockets permit land-uses, 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) development under construction in Low Density Mixed-Use Neighborhood (LMN) zoning near Mountain and Shields. The types of uses and building design standards in LMN differ from the conservation zoning found throughout the majority of the Old Town Neighborhoods.*





### Neighborhood Preservation & Enhancement Areas

The original Eastside and Westside Neighborhood plans identified the need to preserve the assorted 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 effective transition between the residential character of the Old Town Neighborhoods and Downtown is important to residents.

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.

Feedback from stakeholders indicated the types of land-uses found in the buffer zone district, such as larger homes, profession and medical office, and multifamily, are appropriate, but specific issues related to site layout, building design, and parking 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.

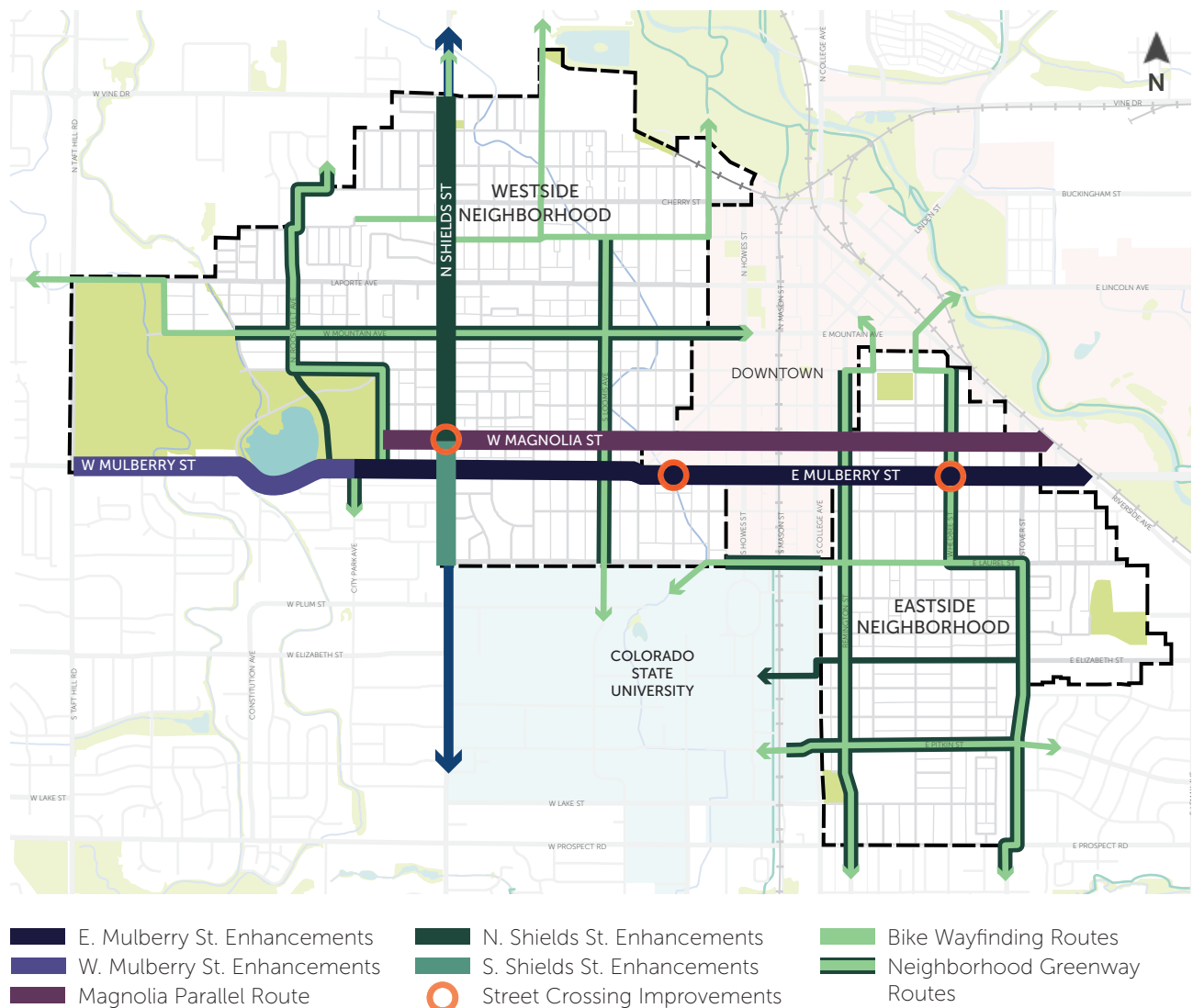


*This multifamily building in the Neighborhood Conservation Buffer zone district near CSU represents many of the qualities neighbors suggest for design in transition areas, including the use of materials and roof form that are consistent with the neighborhoods, a traditional front porch, and well-maintained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

## Transportation 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.

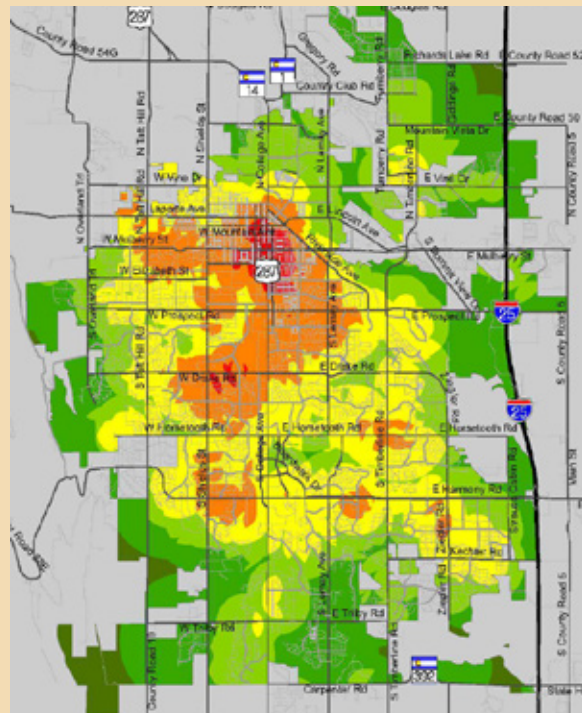
**Traffic calming** effectively slows automotive traffic, creating safer streets for pedestrians and bicyclists. The creation of bulbouts or curb extensions at wide, trafficked intersections may help slow vehicles at intersections and improve safety for pedestrians by decreasing crossing widths. These 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, reduced speed limits and longer traffic light intervals would further increase pedestrian safety at crossings.

**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 of the 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 heavily constrained by existing development and limited right-of-way, meaning trade offs are necessary in the short or medium term to enhance travel and safety without 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 arterial streets are expected to function from a transportation perspective while supporting existing residents and businesses. Therefore, balancing the various trade-offs related to traffic calming, throughput, right-of-way constraints, and access is critical. The following objectives represent the intent for future consideration of streetscape improvements for Mulberry, Shields 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 wider 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 more 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 a potential 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 allow 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 extending on City Park Avenue and Washington Street.

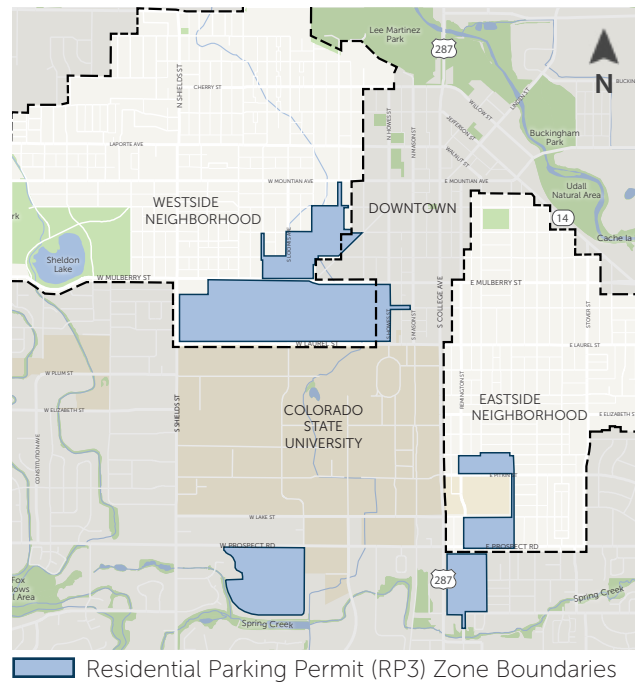
### Magnolia Street to Laporte Street (approximate):

The number of vehicle travel lanes will be reduced in the southbound direction of travel to create additional space for a center turn lane and a bike lane for southbound riders, while northbound will continue to serve two vehicle lanes. The feasibility of sidewalk widening with additional right-of-way should be explored.

**Laporte Street to Vine Drive:** The width of the existing two vehicle travel lanes would 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 have the necessary street width to accommodate new buffered bike lanes to improve travel for bikes. In the long-term, additional sidewalk widening may also improve the pedestrian experience.*

## Sustainability

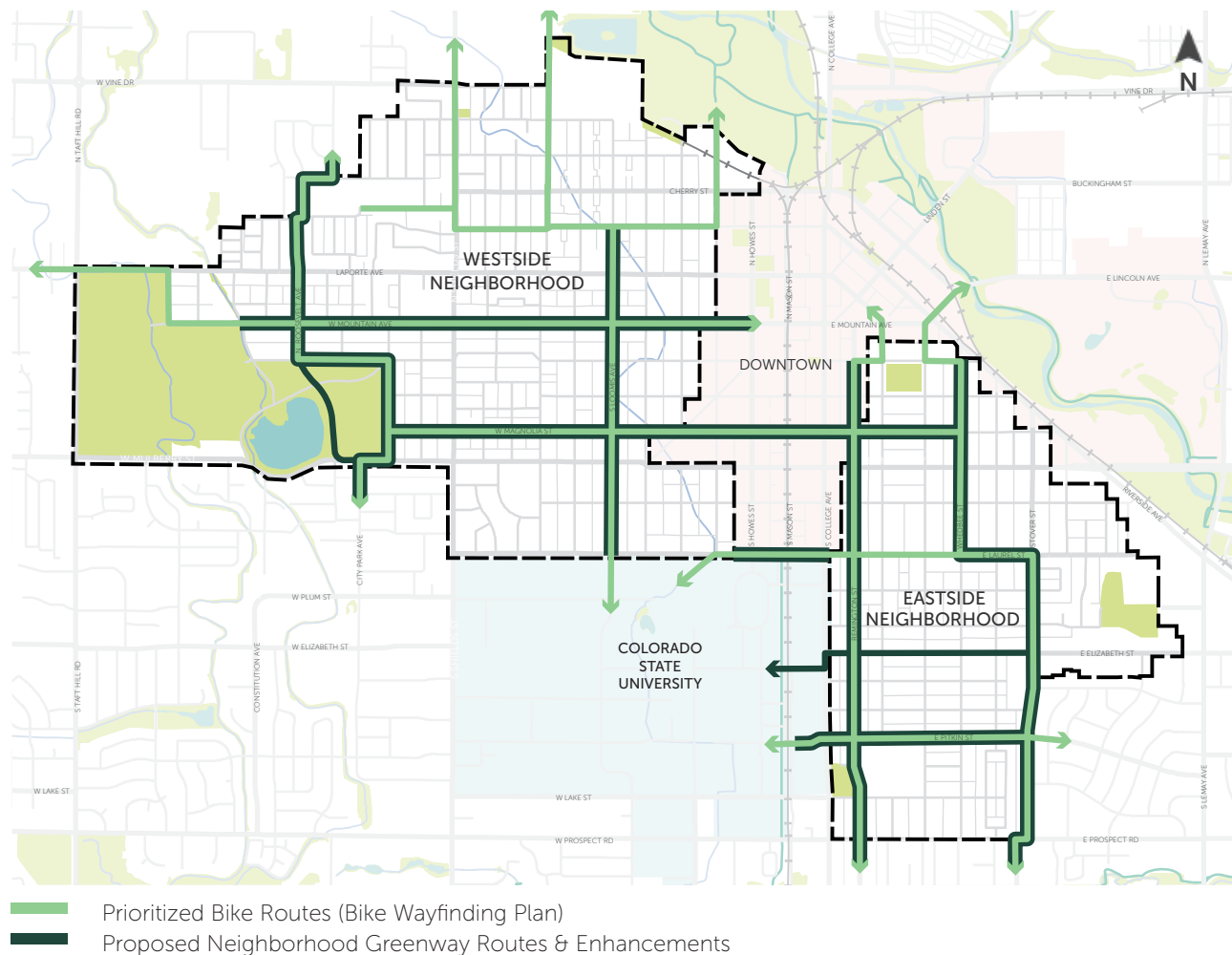
The Old Town Neighborhoods Plan effort has been guided by the three primary aspects of sustainability as outlined in the Sustainable vision theme: environmental, social, and economic. Each element of sustainability is an integral part of the Old Town Neighborhoods Plan, although not every element of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

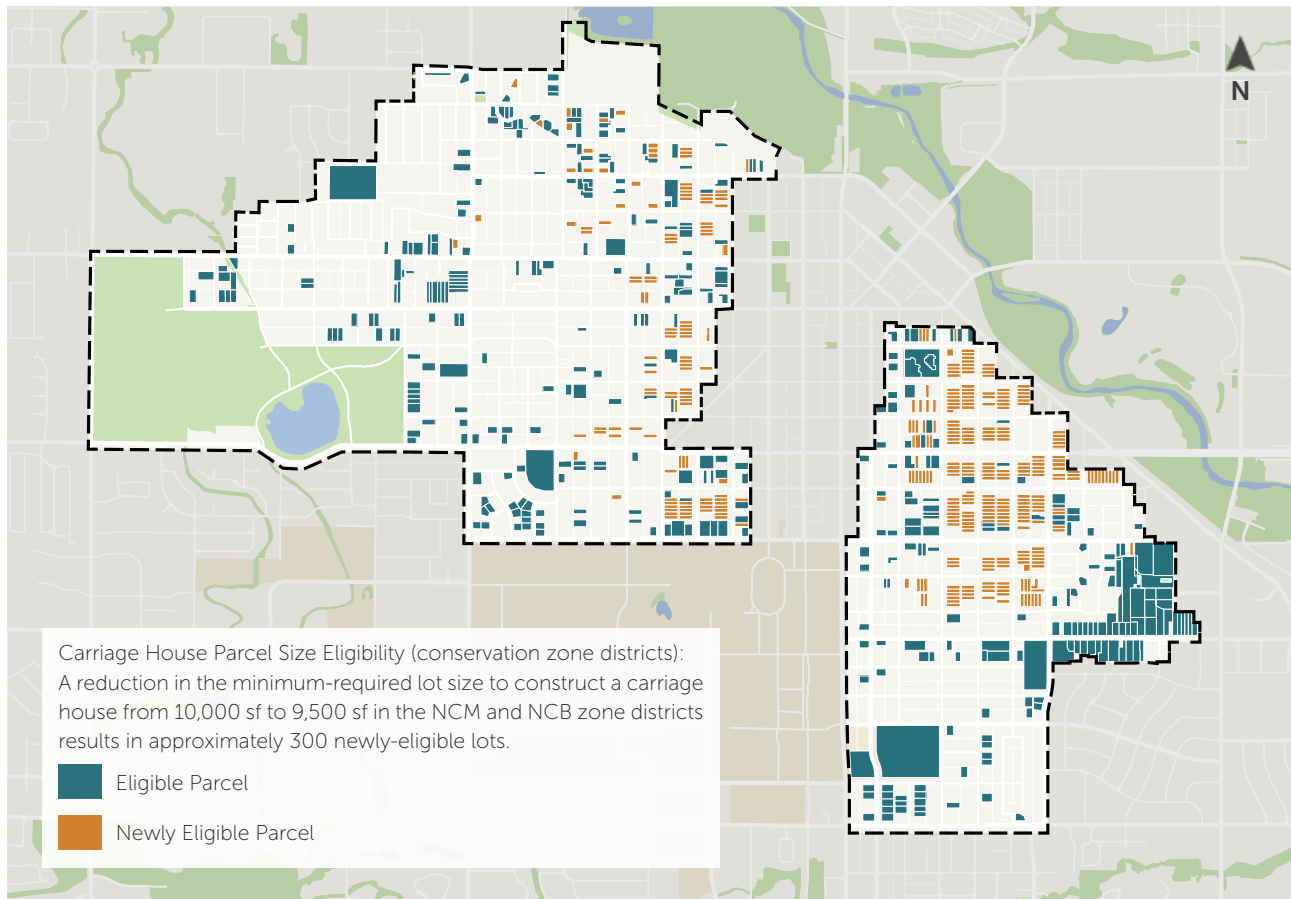
## Neighborhood Greenways

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 have been 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, however, the issue of housing affordability is especially acute in the Old Town Neighborhoods. The neighborhoods suffer from the confluence of desirability and the lack of vacant land for new units.

While housing affordability may need to 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, and family-care and aging in place. 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, only a slight reduction in the minimum lot size for a detached carriage house is proposed. Additionally, units constructed internal to an existing

structure would cause no outwardly 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.



A photograph of a suburban street scene. In the foreground, a large, textured tree trunk stands on the left, partially obscuring the view. Below it, a large, flat, reddish-brown rock sits on a bed of small, light-colored gravel. A concrete sidewalk curves from the bottom right towards the center. In the middle ground, a silver SUV is parked on the asphalt road. Behind the car, there are green trees and a brick house with a chimney. A green street sign is visible on a pole near the house. The sky is overcast and grey.

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. A policy is defined as a definite course, or method of action selected to guide and determine present and future decisions. The OTNP policies form the foundation for implementation of the plan. Policies answer the question, “How are we going to get there?”

The vision themes guide and organize the policy sets. Within each set, general policies are established and contain multiple strategies identifying a clear direction and approach for implementation. Directly implementable strategies have been formalized into more specific implementation actions and are depicted in implementation tables at the end of this chapter.

## Implementation Timeframes

- **Immediate Actions** (Within 120 Days of Adoption): Items identified for completion concurrently with or immediately following adoption of the Downtown Plan.
- **Short-Term Actions** (2017-2018): Items identified for completion 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 generally require ongoing coordination to implement.







### 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 Support neighborhood interaction by encouraging the use of front porches in new construction and a combination of informal and formal gathering spaces.
- NCC 1.5 Encourage additional neighborhood communication through Nextdoor, social media, and the Neighborhood Connections project.

#### 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.
- NCC 2.2 Monitor and evaluate the ongoing impacts of the Eastside Westside Character Study design standards approved in 2013.
- NCC 2.3 Provide educational materials and promote the Old Town Neighborhood Design Guidelines as part of neighborhood outreach efforts and the development review process.

Representing 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 early infrastructure, amenities and institutions supporting the growth of the City.



*Stover Residence at 503 Remington Street. William Stover was a prominent local businessmen and served as a representative at the State Constitutional Convention. The Italianate-style Stover home was designed by Hiram C. Pierce and constructed in 1887.*



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



*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 new design guidelines for the Neighborhood Conservation Low Density and Neighborhood Conservation Medium Density zone districts.
- NCC 3.2      Promote and encourage new design guidelines and design resources early in the review process.
- NCC 3.3      Incentivize the neighborhood design guidelines as part of the existing Design Assistance Program.

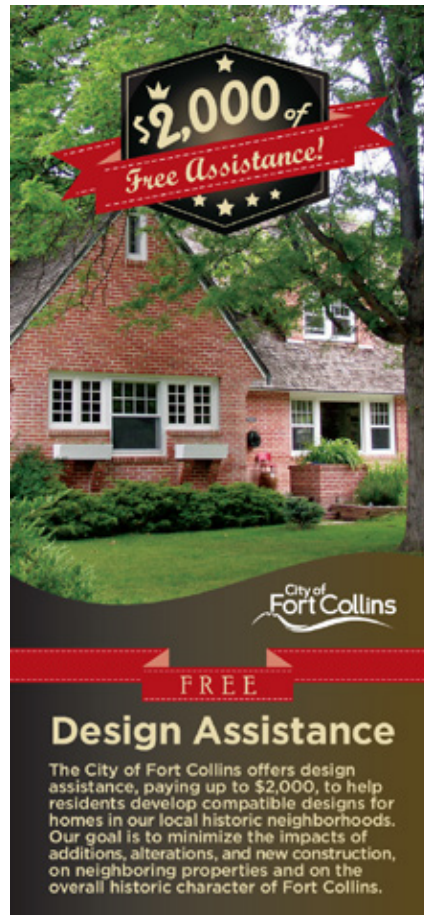
### Policy NCC 3      Implementation

**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 additions and new construction can be compatibly integrated with the 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 are planned to 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.*





**Queen Anne**



**Vernacular - with horizontal gable**



**Vernacular - L cottage**



**Vernacular - with perpendicular gable**



**Craftsman - 2-story**



**Craftsman - Bungalow**



**Craftsman - Bungalow**



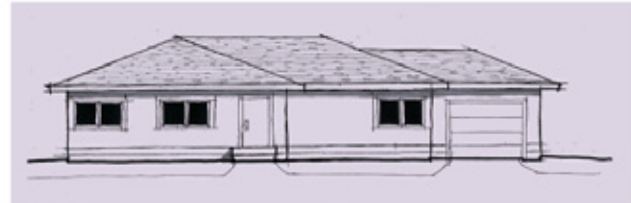
**Foursquare**



**Minimal Traditional**



**Classic Cottage**



**Ranch**

*The Old Town Neighborhoods Design Guidelines will highlight common features of the architectural styles found throughout the Old Town Neighborhoods.*

## 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.



### Policy NCC 4 Implementation

**What:** The Old Town Neighborhoods Plan includes recommendation to revise or develop Land Use Code standards and requirements for accessory dwelling units 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 aging-in-place, family care, and workforce housing, while maintaining the traditional visual character of the neighborhoods.

**How:** Although stakeholders expressed strong interest in ADU flexibility, additional outreach will be required to identify the specific level of flexibility or changes desired. A preliminary framework of code changes to accessory units could include:

- Reducing the minimum lot size required for carriage houses in the NCM and NCB district from 10,000 square feet to 9,500 square feet.
- Defining internal accessory dwelling units as a new land use permitted in the NCM and NCB zone districts.
- Limiting internal ADUs to 40% of the maximum size of the existing unit to ensure subordination.
- Allowing only one type of ADU per lot.
- Requiring both the primary dwelling and ADU to meet existing design standards for floor area ratio.
- Requiring 1 parking space per bedroom in new ADUs.

**Who:** Fort Collins Planning

**Timeline:** Immediate or Short Term



*Locating new accessory units internal to existing homes or using alley-located carriage houses helps maintain the established visual character of the neighborhoods while permitting the capability for additional neighborhood units that could be used for aging-in-place, family care, or smaller workforce housing units.*



### Policy LUT 1

#### Preserve the character and compatibility of the Old Town Neighborhoods.

##### Strategies:

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- LUT 1.1 Support and maintain the existing 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.
- 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 continues expectations for residents and City staff that the neighborhoods should not experience large, sudden changes.

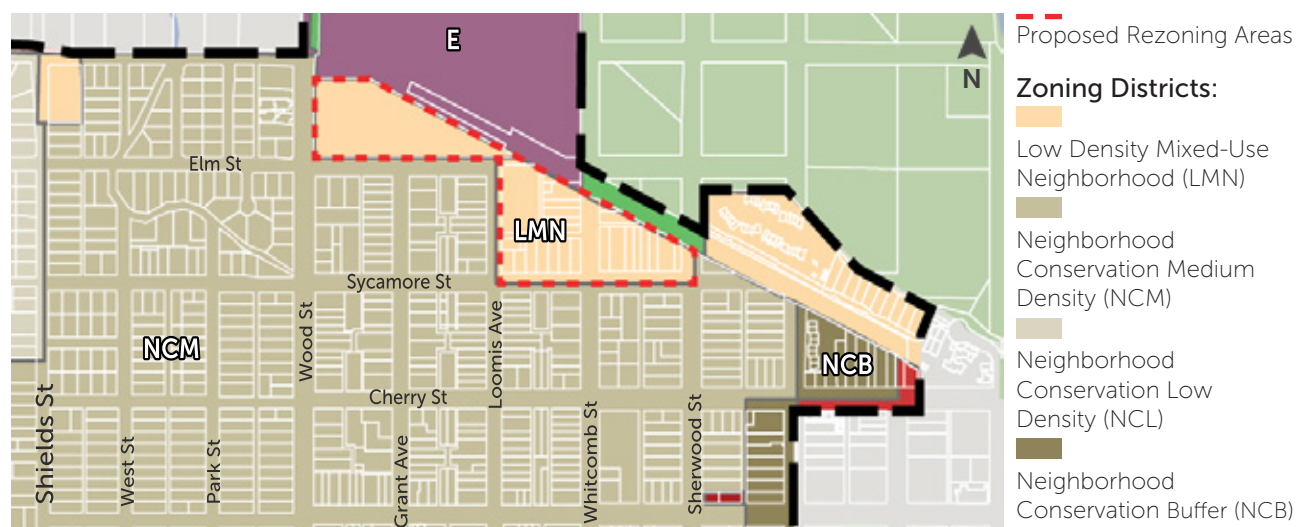
In addition, the plan recommends rezoning several pockets or areas of zoning to better align current and future land-uses and development patterns that will better match their surrounding neighborhood context. Not all commercial or mixed-use zoning pockets are proposed be rezoned. Several pockets along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

**How:** In the Westside Neighborhood, staff has identified several pockets of 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 represent a potential interruption of neighborhood character if commercial uses or larger buildings were to be proposed.

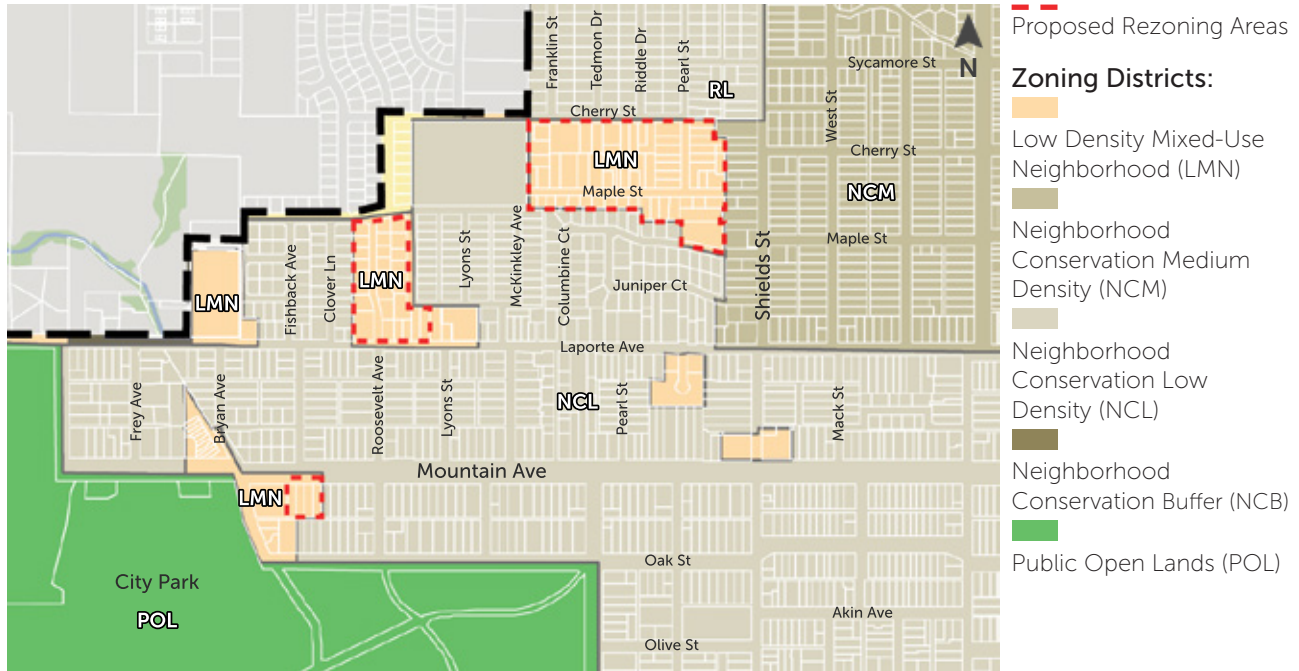
Similarly, the Eastside Neighborhood includes several areas of Limited Commercial (CL) zoning near Riverside Avenue where existing residential land-uses and character could shift to nontraditional neighborhood uses such as retail, auto-repair, or parking based under the present zoning. These areas are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

**Who:** Fort Collins Planning

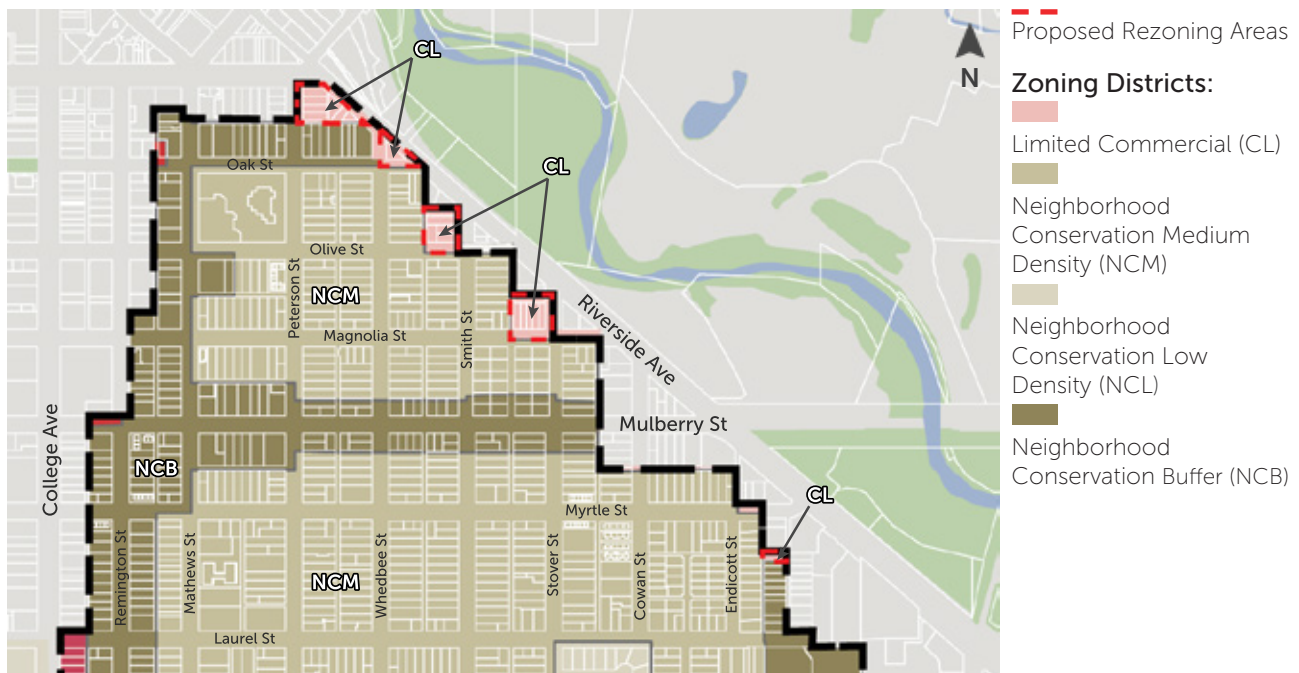
**Timeline:** Immediate



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



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



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-supporting 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 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.

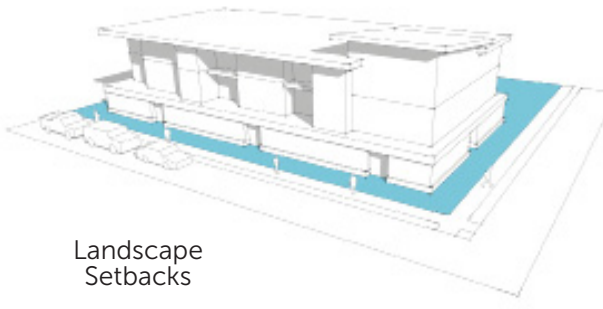
**Responsibility:** Fort Collins Planning

**Timeline:** Short or Medium Term.

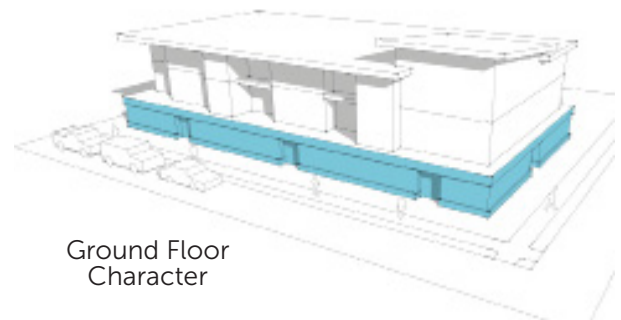




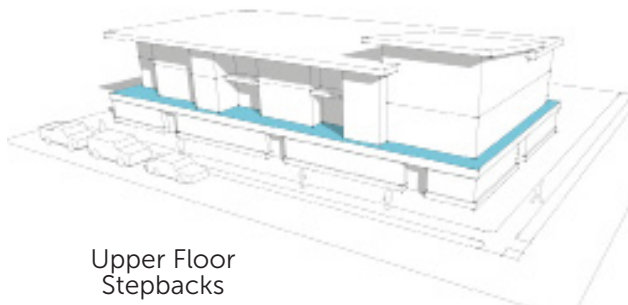
Exploring future design guidelines and standards for larger buildings in the transition areas between the neighborhoods and Downtown could explore common building design and siting concerns raised by community members, including:



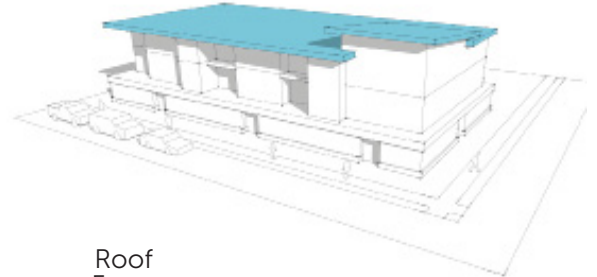
Landscape  
Setbacks



Ground Floor  
Character



Upper Floor  
Setbacks



Roof  
Form



Larger Downtown buildings visible from the Westside Neighborhood near the transition area to Downtown.



The transition areas near the Library feature many examples of offices (converted homes) and multifamily structures.



*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.*



*Building setbacks and additional landscaping help set commercial properties in transition areas apart from their Downtown counterparts and give a more residential feel.*





### Policy LUT 3

#### Establish neighborhood identity features at primary neighborhood entrances.

##### Strategies:

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- 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:

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- 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

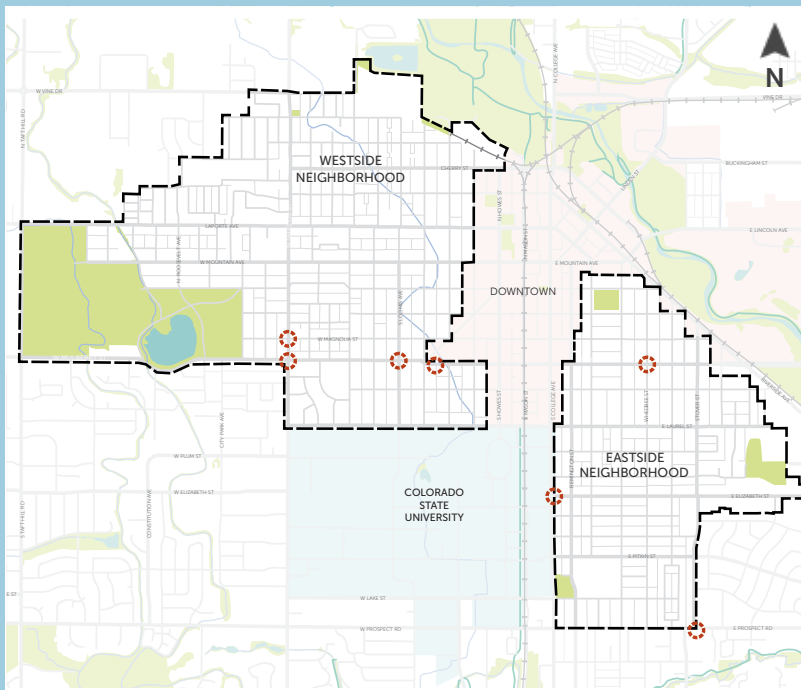
Pursue opportunities to enhance the safety and convenience of arterial street crossings.

### Strategies:

- C 1.1 Identify additional locations for new or enhanced arterial crossings.
- C 1.2 Examine signal timings at existing signalized intersections to reduce excessive waits and ensure adequate and safe crossings for pedestrians and bicyclists.
- C 1.3 Explore a full range of crossing treatments and options at current or future intersections, ranging from painted crosswalks to activated lights and signals.



*Relatively few signalized crossings exist for pedestrians across Mulberry and Shields Street in the Old Town Neighborhoods.*



Future crossing enhancements and intersection improvements will be tailored to their context, users, and site opportunities.

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.

#### Crossing / Intersection Locations:

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

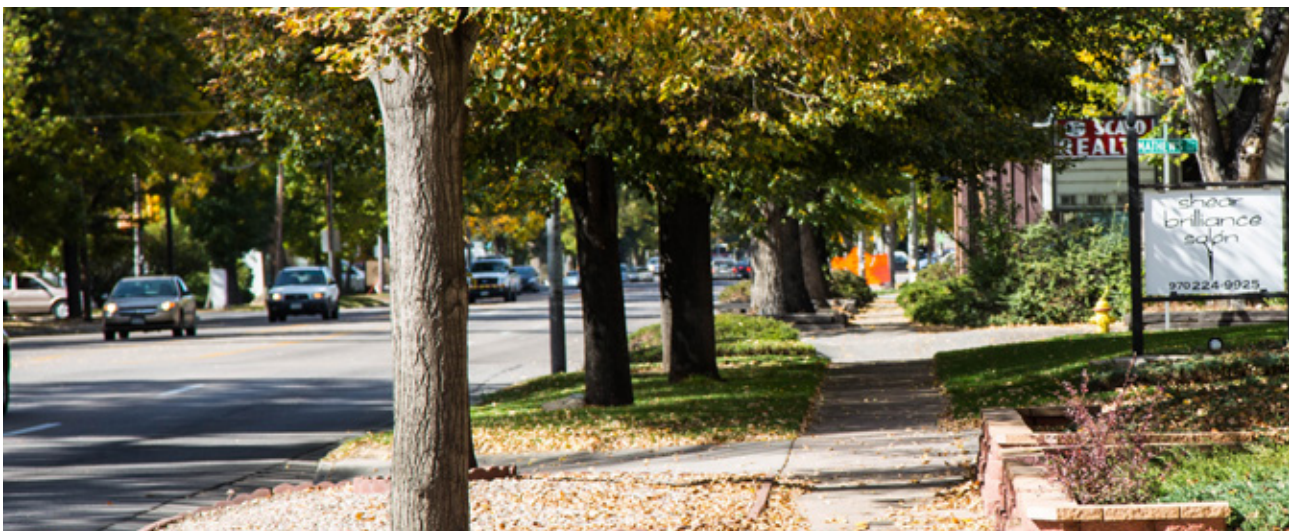


## Policy C 2

### 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, pedestrians, 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.*

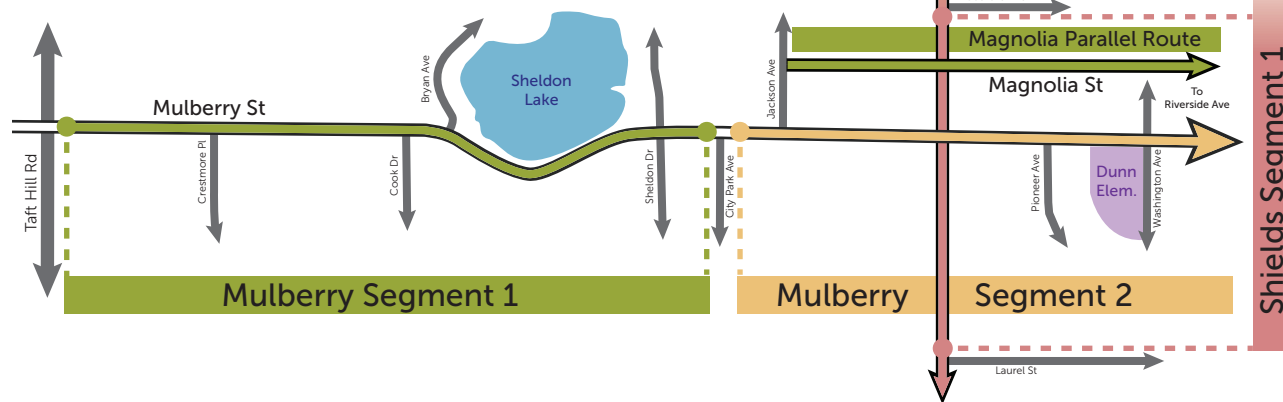


## Policy C 2 Implementation

**What:** The Old Town Neighborhoods Plan recommends options for incremental changes to the Shields and Mulberry corridors to better accommodate a balance of vehicle, bicycle, and pedestrian users. While the long-term vision of the Master Street Plan remains for each corridor to consist of four vehicle travel lanes, bike lanes, detached sidewalks and tree lawns, stakeholder input indicated a willingness to explore short and medium-term solutions without having to expand the street right-of-way, and that could be implemented without larger capital investments.

**How:** Each arterial corridor includes specific recommendations for optional changes by segment on the following pages. The proposed improvements include restriping, sidewalk and crossing improvements, or parallel routes, and 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 implementation actions
- High traffic volumes; additional study of options required & mid-term implementation actions



### Shields & Mulberry Corridor Segments

The colored corridor segments are reflective of a combination of factors for future implementation, from existing conditions, such as available right-of-way and traffic volumes, to cost and anticipated timeline for enhancements and additional study.





## 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 City Park Tomorrow Plan updates.
- Long-term recommendations: sidewalk widening.



*Conceptual striping recommendation for West Mulberry between Taft Hill Road and City Park Avenue includes one vehicle travel lane each direction, a new center turn-lane, and buffered bike lanes. Future sidewalk widening may also occur.*

### City Park Ave to Riverside Ave (Segment 2):

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

- Short-term recommendations: 4 vehicle travel lanes & center turn lane 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.



*Mulberry Street between City Park Avenue and Riverside Avenue 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.*



### 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 emphasize 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.



*Social trails mark missing sidewalks along East Mulberry Street*



*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. Restriping of the street will continue to accommodate vehicle lanes and parking.*



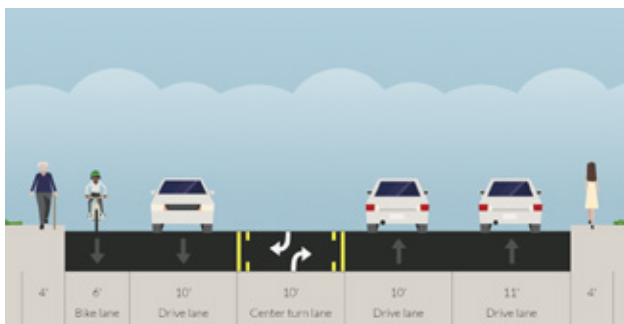
*Shields Street from Laurel Street to Mulberry/Magnolia Streets features high traffic volumes. A potential option for pedestrian and bicycle enhancements could include decreasing vehicle lane widths to create wider sidewalks and shared-use bicycle and pedestrians paths.*

### 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); shared bike/ped path on sidewalks (bikes one-way only on each side of the street).



*Additional study of final options on Shields Street between Magnolia Street and Mountain Avenue/Laporte Avenue 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.*

#### Magnolia Street to Laporte Ave (Segment 2):

The number of vehicle travel lanes will be reduced from four to three, 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.

- 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





### 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



*Lower traffic volumes along Shields Street between Laporte Avenue and Vine Drive 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 and work installing missing or degraded sidewalks throughout the neighborhood.

Missing sidewalks occur throughout both neighborhoods. A concentrated area of missing sidewalks can be found in the blocks near Riverside Avenue and Mulberry Street. Future installation of missing sidewalks should focus on areas near schools, transit, and along arterial streets.



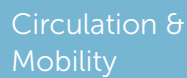
Missing Sidewalk Locations

### 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 review of new or redevelopment projects, ensure adequate on-site parking is provided that does not contribute to neighborhood parking impacts.



## Policy C 5

### Strategies:

- [illegible]





Sustainable

## Policies, Strategies & Implementation

### Policy S 1

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

#### 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 appropriate scale and design when redevelopment or new construction occurs.

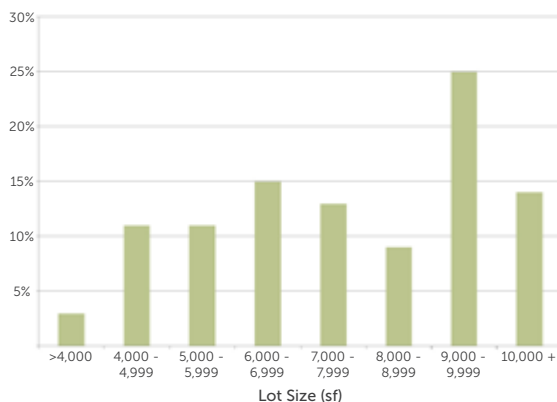


Many residents expressed a desire for greater flexibility for accessory dwelling units, either internal to an existing home or as a carriage house, often combined with an alley garage.

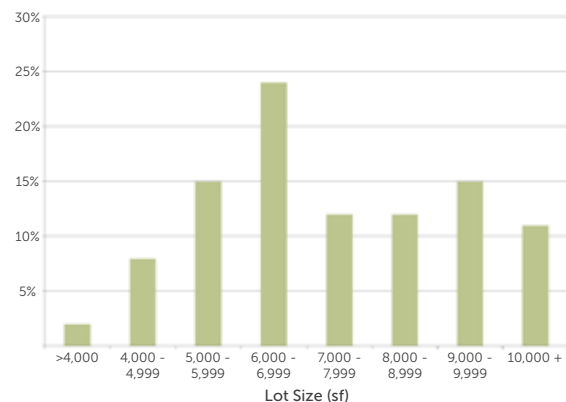
Standards for carriage houses, accessory units, and alley-loaded buildings have shifted over time in the neighborhoods. Current standards exclude a majority of lots from constructing carriage houses.

To permit a detached accessory unit in the NCL zone district requires a 12,000 square foot lot. 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 such as the Emerald Ash Borer to recommend alternative species during redevelopment.
- 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.*



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



## Policy S 2

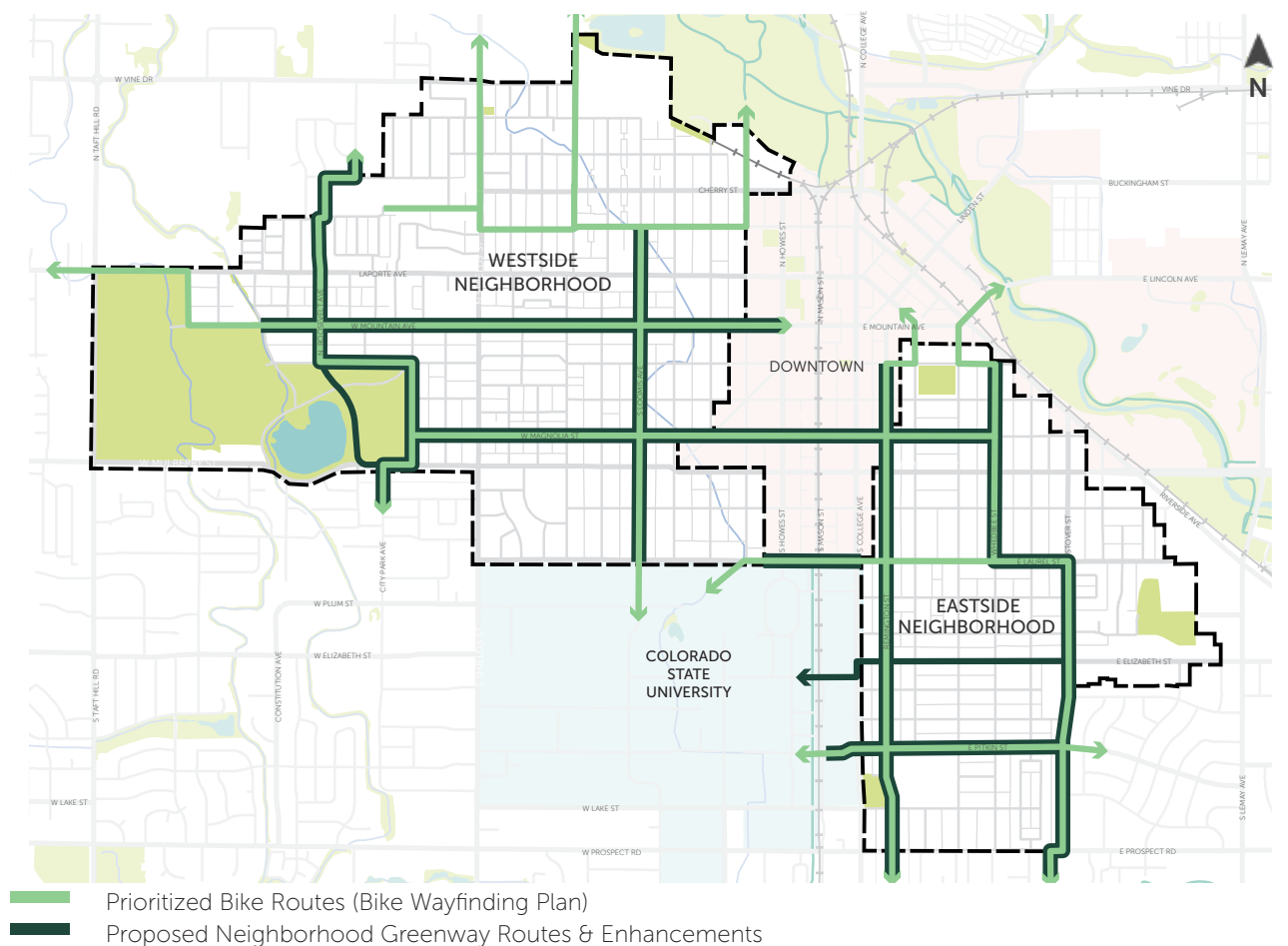
## Implementation

**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







Sustainable

## Policies, Strategies & Implementation

### 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.

Photo Soon

Photo Soon

**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 parking 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.

Photo Soon

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

Photo Soon

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



In addition to neighborhood greenways, additional enhancements to neighborhood parks and connectivity include:

- Encourage and support additional bicycle parking facilities in City Park as part of the City Park Tomorrow Master Planning update.
- Maintain the existing mature tree canopy in medians and tree lawns and mitigate expected impacts from pests and disease such as the Emerald Ash Borer.
- Continue working with Poudre School District and Police Services to ensure safety at Eastside Park; consider additional lighting within the park or near entrances.



Sustainable

## Policies, Strategies & Implementation

### 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; monitor energy efficiency progress over time.
- S 3.2 Coordinate with Historic Preservation to streamline information and process for energy 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 towards Old Town Neighborhood residents and businesses.
- S 3.5 Investigate a range of methods to encourage landlords to implement energy efficiency improvements.



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.







Sustainable

## Policies, Strategies & Implementation

### Policy S 4

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

Strategies:

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- 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:

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- 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 occupations where allowed by the Land Use Code
- S 5.3 Support existing, long-standing small businesses in the neighborhoods.

## 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, as 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 overall 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 2:** 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 the implementation of the Climate Action Plan.

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

## Implementation Action Item Summary

| Vision Theme - Unique   |  |  |            |   |      |
|---|--|--|------------|---|------|
| Strategy  | Implementation Actions   | Project Description  | Timeline   | Responsibility                                  | Cost |
| <b>Policy NCC 4.1: Preserve and enhance the character and “Old Town charm” of the neighborhoods</b> |  |  |            |   |      |
| 4.1.2<br>4.1.3<br>4.1.4   | Neighborhood communication and education programs                                  | Encourage alternative streetscape planting options for front yard and parkway landscape design using Streetscape Design Manual criteria. | On-going   | City staff and neighborhood organizations       |      |
| 4.1.5   | Neighborhood communication and education programs                                  | Educate neighbors on City Street tree replacement program.   | On-going   | Forestry  |      |
| <b>Policy NCC 4.2: Protect the historic building resources within the neighborhoods</b>             |  |  |            |   |      |
| 4.2.1   | Support and promote the Design Assistance Program.                                 |  | On-going   | City staff and Landmark Preservation Commission |      |
| 4.2.2   | Provide outreach and education about the Old Town Neighborhoods Design Guidelines. |  | On-going   | City staff and Landmark Preservation Commission |      |
| <b>Policy NCC 4.3: Support compatible building design for new construction and remodels</b>         |  |  |            |   |      |
| 4.3.1   | Develop new design guidelines for the NCL/NCM zone districts.                      | Update to the original 1996 design guidelines for single-family areas  | Short-term | Planning  | \$   |



## Implementation Action Item Summary

| Vision Theme - Unique  |   |  |            |                |      |
|--|---|--|------------|----------------|------|
| Strategy   | Implementation Actions  | Project Description  | Timeline   | Responsibility | Cost |
| <b>Policy NCC 4.4:</b> <i>Provide more options for allowing accessory dwelling units within existing single-family neighborhoods</i> |   |  |            |                |      |
| 4.4.1  | Develop new standards for Accessory Dwelling Unit based on lot size, FAR adjustments, or a new ADU-specific land use within the NCL, NCM and NCB zoning to support opportunities for additional housing while maintaining neighborhood character. | May combine with annual Land Use Code changes or part of city-wide project | Short-term | Planning       | \$   |

## Implementation Action Item Summary

| Vision Theme - Livable  |   |  |                     |                                 |      |
|---|---|--|---------------------|---------------------------------|------|
| Strategy  | Implementation Actions  | Project Description  | Timeline            | Responsibility                  | Cost |
| <b>Policy LUT 1.1: Preserve the character and compatibility of the Old Town Neighborhoods.</b>                    |   |  |                     |                                 |      |
| 1.1.2   | Define short term rental as a land use in the Land Use Code and allow the use in appropriate locations based on zone district.                            | Develop a system to register and regulate short-term rentals on a City-wide basis. | Short-term          | Planning, City Manager's Office | \$   |
| 1.1.3   | Re-zone targeted properties to provide more consistency in zoning pattern in both neighborhoods.  | Locations of re-zonings shown in Framework chapter                                 | Short-term          | Planning                        | \$   |
| 1.1.4   | Work with members of the neighborhood to explore and designate historic districts where appropriate.  |  | Short- to long-term | Historic Preservation           | \$   |
| <b>Policy LUT 1.2: Improve transitions between the established single-family neighborhoods and Downtown area.</b> |   |  |                     |                                 |      |
| 1.2.1   | Re-zone properties from Downtown to NCB to add buffer where none exists on Westside.  | Re-zonings will be brought together with re-zonings outlined in LUT 1.1.3          | Short-term          | Planning                        | \$   |
| 1.2.2   | Develop design standards and guidelines for NCB zone district.  | Part of Downtown transition area standards.  | Short-term          | Planning                        | \$   |
| <b>Policy LUT 1.3: Establish neighborhood identity features at primary neighborhood entrances.</b>                |   |  |                     |                                 |      |
| 1.3.1<br>1.3.2  | Explore partnership with the Art in Public Places board on place making initiatives involving local artists that will enhance key neighborhood entryways. |  | Mid-term            | Planning                        | \$   |
| 1.3.4   | Develop and implement a signage and wayfinding program.   | Coordinate with FC-Moves and Bike Plan recommendations.                            | Mid-term            | Planning                        | \$   |

Implementation Action Item Summary

| Vision Theme - Livable  |  |                     |            |                             |      |
|---|--|---------------------|------------|-----------------------------|------|
| Strategy  | Implementation Actions   | Project Description | Timeline   | Responsibility              | Cost |
| Policy LUT 1.4: <i>Identify ways to maintain and enhance neighborhood safety.</i> |  |                     |            |                             |      |
| 1.4.2   | Coordinate with Police Services & Utilities to improve enforcement and lighting in Eastside Park.  |                     | Short-term | Planning, Police, Utilities | \$   |
| 1.4.4   | 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. |                     | Mid-term   | Planning, Engineering       | \$\$ |



## Implementation Action Item Summary

| Vision Theme - Connected  |   |   |            |                              |      |
|---|---|---|------------|------------------------------|------|
| Strategy  | Implementation Actions  | Project Description   | Timeline   | Responsibility               | Cost |
| <b>Policy C 2.1: Pursue opportunities to enhance the safety and convenience of arterial street crossings</b>  |   |   |            |                              |      |
| 2.1.1<br>2.1.3  | Identify additional locations for new or enhanced arterial crossings that may include potential crossing treatments options from painted crosswalks to activated lights and signals | Eastside Neighborhood crossings: <ul style="list-style-type: none"> <li>• Pitkin/College</li> <li>• E. Elizabeth/college</li> <li>• Stover/Mulberry</li> <li>• Whedbee/Mulberry</li> </ul> Westside Neighborhood crossings: <ul style="list-style-type: none"> <li>• S. Loomis/Laurel</li> <li>• Shields/Magnolia</li> <li>• Shields/Maple</li> </ul> | Short-term | Streets                      | \$   |
| 2.1.3   | Examine signal timing at existing signalized intersections to reduce excessive waiting and ensure adequate and safe crossing times  | See above for key crossing locations  | Short-term | Traffic                      | \$   |
| <b>Policy C 2.2: Enhance bike and pedestrian infrastructure along Mulberry and Shields Streets while maintaining appropriate vehicle levels of service.</b> |   |   |            |                              |      |
| <b>Shields St.</b>  |   |   |            |                              |      |
| 2.2.1   | Identify locations for narrower vehicle travel lanes to provide wider sidewalks for bikes and pedestrian travel (existing ROW)  | Laurel to Laporte – restriping of travel lanes, new curb and gutter and 8' sidewalks on both sides of street.   | Mid-term   | Streets, Engineering         | \$\$ |
| 2.2.6   | Coordinate restriping of North Shields with repaving project  | Laporte to Vine. Restriping from 4-lanes to three with buffered bike lanes  | Short-term | Pavement Management, Traffic | \$   |

## Implementation Action Item Summary

| Vision Theme - Connected  |   |   |            |                              |      |
|---|---|---|------------|------------------------------|------|
| Strategy  | Implementation Actions  | Project Description   | Timeline   | Responsibility               | Cost |
| <b>Policy C 2.2: Enhance bike and pedestrian infrastructure along Mulberry and Shields Streets while maintaining appropriate vehicle levels of service.</b> |   |   |            |                              |      |
| <b>Shields St.</b>  |   |   |            |                              |      |
| 2.2.1<br>2.2.2  | Install new pedestrian push-button signal at N. Shields/ Magnolia intersection  | New bike and pedestrian crossing striping and traffic control signal on N. Shields Street | Short-term | Traffic                      | \$\$ |
| 2.2.1<br>2.2.2<br>2.2.5   | Implement sidewalk gap improvements along corridor  | Pedestrian Plan implementation  | On-going   | Engineering                  | \$   |
| <b>Mulberry St.</b>   |   |   |            |                              |      |
| 2.2.6   | Coordinate restriping of West Mulberry with future repaving project   | City Park to W. Taft - restriping from 4-lanes to three with buffered bike lanes          | Mid-term   | Pavement Management, Traffic | \$\$ |
| 2.2.1<br>2.2.2<br>2.2.4   | Identify additional locations for new or enhanced arterial crossings that may include potential crossing treatments options from painted crosswalks to activated lights and signals | See above arterial crossing locations   | Mid-term   | Engineering, Traffic         | \$\$ |
| 2.2.1<br>2.2.2  | Examine signal timing at existing signalized intersections to reduce excessive waiting and ensure adequate and safe crossing times  | See above arterial crossing locations   | Near-term  | Traffic                      | \$   |
| 2.2.1<br>2.2.2<br>2.2.5   | Implement sidewalk gap improvements along corridor  | Pedestrian Plan implementation  | On-going   | Engineering                  | \$\$ |
| <b>Policy C 2.3: Improve intra-neighborhood travel for bikes and pedestrians.</b>   |   |   |            |                              |      |
| 2.3.1<br>2.3.2  | Create complementary parallel routes on adjacent streets where cost, vehicle efficiency, or timelines for arterial improvements are prohibitive                                     | Coordinate with Bike Plan implementation  | Mid-term   | FC Moves, Traffic            | \$   |

## Implementation Action Item Summary

| Vision Theme - Connected   |   |  |          |                            |      |
|--|---|--|----------|----------------------------|------|
| Strategy   | Implementation Actions  | Project Description                      | Timeline | Responsibility             | Cost |
| <b>Policy C 2.3: Improve intra-neighborhood travel for bikes and pedestrians.</b>  |   |  |          |                            |      |
| 2.3.1<br>2.3.2   | Connect to a network of low-stress bicycle routes throughout the neighborhoods with enhanced bicycle, pedestrian, and streetscape amenities                       | Coordinate with Bike Plan implementation | Mid-term | FC Moves, Traffic          | \$   |
| <b>Policy C 2.4: Monitor and promote the Residential Parking Permit Program (RP3) within the neighborhoods where appropriate to reduce parking conflicts.</b>  |   |  |          |                            |      |
| 2.4.1  | Support neighborhood-initiated requests to participate in the Residential Parking Permit program (RP3), especially in and near the buffer districts (NCB and CC). |  | On-going | Engineering, Traffic       |      |
| 2.4.3  | Coordinate redevelopment and new development projects to ensure they provide adequate on-site parking and do not contribute to neighborhood parking concerns      | See above arterial crossing locations    | On-going | Planning                   |      |
| <b>Policy C 2.5: Coordinate the management of neighborhood and Downtown parking demand through existing efforts including the Downtown Plan, Parking Strategic Plan, and CSU parking management.</b> |   |  |          |                            |      |
| 2.5.1  | Develop new parking policies and implementation in the Downtown Plan to minimize overflow parking within the Old Town Neighborhoods                               |  | On-going | Planning, Parking Services |      |



## Implementation Action Item Summary

| Vision Theme - Sustainable  |  |   |                   |  |      |
|---|--|---|-------------------|--|------|
| Strategy  | Implementation Actions   | Project Description   | Timeline          | Responsibility                                 | Cost |
| <b>Policy S 3.1:</b> <i>Encourage a variety of housing choices to sustain the capability to live in the neighborhoods for all ages, income levels, and family situations.</i>       |  |   |                   |  |      |
| 3.1.1   | Develop new standards for Accessory Dwelling Units (ADUs)  | Evaluate and adjust the requirements for Accessory Dwelling Units (ADU) in the Land Use Code to increase the number of lots that could construct an ADU | Near- to mid-term | Planning                                       | \$   |
| 3.1.3   | Consider rezoning specific LMN areas to NCL or NCM where the current uses and development pattern is more reflective of the established neighborhood NCL or NCM zone districts | Conduct outreach with affected property owners to gather feedback; if rezoning is supported, begin a city-initiated rezoning process                    | Near-term         | Planning                                       | \$   |
| 3.1.4   | Encourage appropriately scaled attached single family and multifamily residential development in the NCB zone  | Develop either design guidelines (non-regulatory) or design standards (regulatory) for the Neighborhood Conservation, Buffer (NCB) Zone District        | Near- to mid-term | Planning                                       | \$\$ |
| <b>Policy S 3.2:</b> <i>Improve resident connectivity to green spaces, urban gardens, and nearby natural amenities, and enhance existing green spaces within the neighborhoods.</i> |  |   |                   |  |      |
| 3.2.1   | Implement neighborhood greenways featuring streetscape and stormwater improvements and amenities along key neighborhood routes   | In coordination with the low-stress bicycle network, create neighborhood greenways in the model of the Remington Greenway                               | Mid-term          | Planning, Engineering, Transportation, Streets | \$\$ |

## Implementation Action Item Summary

| Vision Theme - Sustainable  |   |  |                   |                      |      |
|---|---|--|-------------------|----------------------|------|
| Strategy  | Implementation Actions  | Project Description  | Timeline          | Responsibility       | Cost |
| <b>Policy S 3.2:</b> <i>Improve resident connectivity to green spaces, urban gardens, and nearby natural amenities, and enhance existing green spaces within the neighborhoods.</i> |   |  |                   |                      |      |
| 3.2.2   | Add more bicycle parking facilities in City Park, and ensure that other City parks and natural areas have adequate pedestrian and bicycle access  | Evaluate current bicycle parking facilities in City parks and natural areas. Where bicycle parking facilities are inadequate, work with Parks or Natural Areas to add more bicycle parking                             | Near- to mid-term | Parks, Natural Areas | \$   |
| 3.2.3   | 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 such as the Emerald Ash Borer to recommend alternative species during redevelopment | Analyze existing tree canopy and identify areas where trees are all of similar (advanced) age or where Ash trees are predominant. Work with Forestry to replace trees in poor condition. Regularly monitor tree health | Mid-term          | Forestry             | \$   |
| 3.2.4   | Add lighting to Eastside Park to improve safety   | In coordination with the Parks Department and Eastside Park neighbors and users, develop a lighting plan to enhance safety in the park with attractive, pedestrian-scale lighting                                      | Near-term         | Parks                | \$\$ |