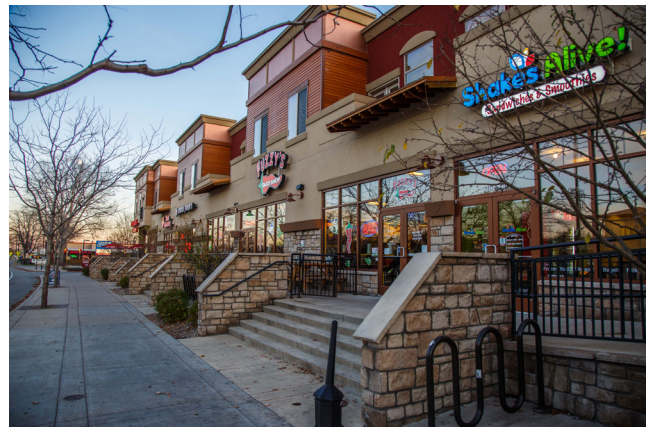


West Central Area Plan



Adopted March 17, 2015

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City Leadership

- Darin Atteberry, *City Manager*
- Jeff Mihelich, *Deputy City Manager*
- Karen Cumbo, *Planning, Development and Transportation Director*
- Mark Jackson, *Planning, Development and Transportation Deputy Director*
- Laurie Kadrach, *Community Development and Neighborhood Services Director*

Project Management Team

- Ted Shepard, *Chief Planner*
- Amy Lewin, *Senior Transportation Planner*
- Rebecca Everette, *City Planner*
- Cameron Gloss, *Planning Manager*
- Paul Sizemore, *FC Moves Program Manager*
- Emily Allen, *Community Liaison*
- Lindsay Ex, *Senior Environmental Planner*
- Clay Frickey, *Associate Planner*
- Tim Kemp, *Engineering Capital Projects*
- Martina Wilkinson, *Traffic Operations*

City Boards and Commissions

- Affordable Housing Board
- Air Quality Advisory Board
- Bicycle Advisory Committee
- Commission on Disability
- Land Conservation Stewardship Board
- Landmark Preservation Commission
- Natural Resources Advisory Board
- Parking Advisory Board
- Parks and Recreation Board
- Planning and Zoning Board
- Senior Advisory Board
- Transportation Board

Consultant Team

Russell + Mills Studios

- Craig Russell, *Principal, Project Manager*
- Paul Mills, *Principal*
- John Beggs, *Senior Planner/Landscape Architect*
- Shelley La Mastra, *Landscape Architect*
- Darren Duroux, *Landscape Architect*
- Mary Taylor, *Landscape Architect*

Fehr & Peers

- Ann Bowers, *Principal, Traffic Engineer*
- Charlie Alexander, *Traffic Engineer*
- Carly Sieff, *Transportation Planner*
- Nell Conti, *GIS Specialist*

Technical Advisory Committee

City of Fort Collins Departments:

- Communications and Public Involvement
- Economic Health Office
- Engineering Services
- FC Moves
- Forestry
- Gardens on Spring Creek
- Historic Preservation
- Natural Areas
- Neighborhood Services
- Operations Services
- Park Planning & Development
- Parking Services
- Planning Services
- Police Services
- Social Sustainability
- Streets
- Traffic Operations
- Transfort
- Utilities Services

Other Agencies:

- Colorado State University (CSU)
- CSU Research Foundation (CSURF)
- Fort Collins Housing Authority
- University of Colorado Health - CanDo

Stakeholder Committee

- Susan Ballou
- Rick Callan
- Susan Dominica
- Becky Fedak
- Colin Gerety
- Carrie Ann Gillis
- Per Hogestad
- Ann Hunt
- Greg McMaster
- Kelly Ohlson
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Overview

Overview

What is the West Central Area Plan?

The West Central Area Plan provides a vision and policy direction for the neighborhoods generally bounded by Mulberry Street and Lake Street to the north, Shields Street and the Mason Corridor to the east, Drake Road to the south, and Taft Hill Road to the west. This plan contains policies, programs, projects, and action items intended to support the quality of life in this core area of the city. The topics addressed in this plan include land use, development, housing, neighborhood character, transportation and mobility, public services, parks and open space, and environmental quality.

Why Does the Plan Need to be Updated?

In the 16 years since the 1999 West Central Neighborhoods Plan was initially adopted, a number of changes have occurred and issues have arisen that require new approaches and updated policy guidance. Several new development projects have been approved and constructed in the area, with varying degrees of benefit and impact to the surrounding neighborhoods. Given City Plan's emphasis on accommodating growth through infill development rather than sprawl, CSU's enrollment projections, and the plans for an on-campus stadium, it is now time to re-assess plans and policies so the quality of life and character of the West Central area are preserved and enhanced for years to come. The purpose of the plan update is to revisit and refine the original vision and goals, policy directives, and implementation actions based on emerging issues and trends. The 2015 West Central Area Plan incorporates new information from related planning efforts in the area and provides updated direction related to a number of topics.

Plan Organization

The recommendations in the West Central Area Plan are organized into a number of topic areas. The Planning Context chapter describes the area and sets the stage for policy guidance. The community-driven vision serves as the foundation for the plan's recommendations. The Plan's policies and action items are divided into three topic areas: Land Use and Neighborhood Character, Transportation and Mobility, and Open Space Networks. The Transportation and Mobility chapter includes a special focus on the Shields Corridor. The Prospect Corridor chapter presents new conceptual designs for Prospect Road and Lake Street (from Shields Street to College Avenue). Implementation strategies and action items that support the Plan's policy direction are synthesized in the Implementation Summary chapter.



Figure 1. West Central Area Plan boundary

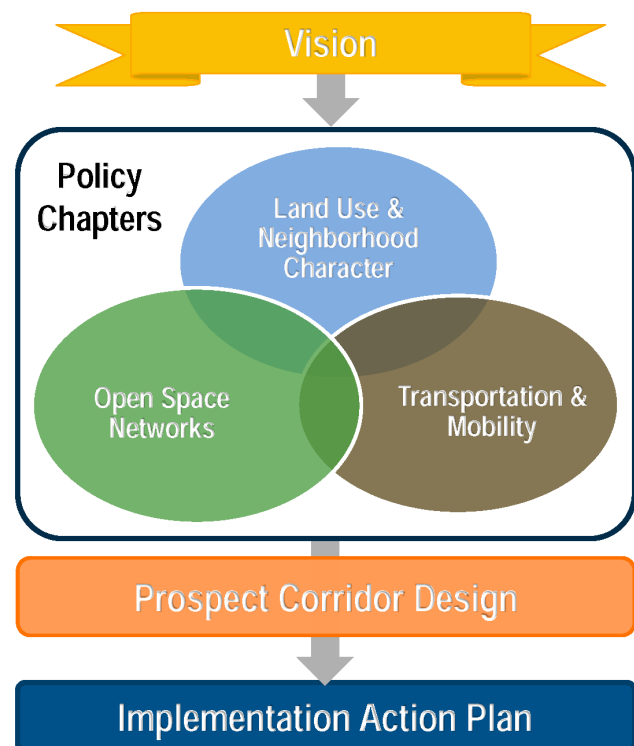


Figure 2. Key components of the West Central Area Plan

How to Use this Plan

This plan is intended to coordinate local stakeholder needs with the larger community's goals (as represented in City Plan). The recommendations contained within this plan are intended to be used by City Staff, the Planning & Zoning Board, the Transportation Board, and City Council to assist in understanding where the community, local leaders, and elected officials should focus their efforts. Residents, developers and other stakeholders should refer to the plan for guidance in terms of land use and character and coordination with policies and recommendations.

Staff & Decision-Makers

City staff and decision-makers should reference the recommendations of this plan when developing work programs, allocating funding for programs and projects, reviewing new development proposals, and adopting new regulations that impact this area.

Residents & Stakeholders

Residents, property owners, business owners, and neighborhood organizations should use this plan as the foundation for conversations with decision-makers and developers about the needs and priorities for this area.

Developers

Applicants for development projects should reference the guidance in this plan when proposing new infill or redevelopment projects and as a starting point for a dialogue with neighbors about such proposals.

Partners

Colorado State University, Poudre School District, and other partner organizations should review the plan to better understand the community's vision for this area.

Planning Process

The West Central Area Plan was developed through a 12-month planning process consisting of five phases:

Phase 1:

Evaluate Existing and Future Conditions

Phase 2:

Update Vision

Phase 3:

Outline Plan and Develop Prospect Design Alternatives

Phase 4:

Develop Policies and Action Items

Phase 5:

Plan Preparation and Adoption



Listening sessions (March 2014)



Neighborhood walking tours (April 2014)



Visioning workshop (May 2014)

Community Engagement Summary

Extensive public input was gathered over the course of the planning process using a range of strategies. The community engagement process consisted of the following activities during each phase. Additional detail is provided in Appendix A.

Phase 1: Evaluate Existing & Future Conditions (January – June 2014)

- Postcard mailing to all property owners and tenants in the West Central area
- 4 listening sessions (175 total attendees)
- 20 neighborhood walking tours (83 total attendees)
- Online “WikiMap” (41 users and 248 total comments)
- Citywide Planning and Transportation Projects Open House (154 attendees)
- Air Quality Advisory Board Public Forum (25 attendees)

Phase 2: Update Vision (January – June 2014)

- Postcard mailing
- 2 visioning events (74 total attendees)
- Online visioning survey (337 respondents)
- Outreach at the Drake Road Farmers’ Market, CSU Lagoon Concert Series, and Gardens on Spring Creek events
- Presentations to advisory boards and commissions

Phase 3: Outline Plan & Develop Prospect Design Alternatives (July – October 2014)

- Postcard mailing
- City Council Work Session (August 26)
- Open house (85 attendees)
- Online survey (263 respondents)
- Prospect Corridor Design survey (303 respondents)
- 2 Prospect Corridor workshops (69 total attendees)
- Outreach to property owners along the Prospect Corridor
- Presentations to advisory boards and commissions

Phase 4: Develop Policies & Action Items (November 2014 – January 2015)

- City Council Work Session (November 25)
- Presentations to advisory boards and commissions

Phase 5: Plan Preparation & Adoption (January – March 2015)

- Postcard mailing
- Draft Plan open house (162 attendees)
- Presentations to advisory boards and commissions
- Online comment form

City Boards & Commissions

- Planning & Zoning Board (Jan., Aug., and Dec. 2014; Jan., Feb., and Mar. 2015)
- Transportation Board (Apr. and Aug. 2014; Feb. 2015)
- Parking Advisory Board (Apr. 2014)
- Affordable Housing Board (Sept. 2014)
- Air Quality Advisory Board (Sept. 2014)
- Senior Advisory Board (Sept. 2014)
- Parks and Recreation Board (Sept. 2014; Feb. 2015)
- Commission on Disability (Oct. 2014)
- Landmark Preservation Commission (Oct. 2014)
- Natural Resources Advisory Board (Oct. 2014; Feb. 2015)
- Land Conservation Stewardship Board (Feb. 2015)
- Bicycle Advisory Committee (Feb. 2015)

External Presentations

- Ongoing CSU coordination
- UniverCity Connections Transportation and Mobility Task Force (Apr. 2014)
- ClimateWise Biz Ed Group (June 2014)
- Board of Realtors Government Affairs Committee (Aug. 2014)
- Chamber of Commerce Local Legislative Affairs Committee (Nov. 2014, Mar. 2015)

Stakeholder Committee

Through an application process, a diverse group of community members was selected for a Stakeholder Committee to help guide the development of the plan. The group met six times over the course of the project to review materials, discuss policy direction, and provide input to staff and consultants.



Stakeholder Committee meeting



Planning Context

Planning Context

About the West Central Area

The West Central area consists of several neighborhoods and commercial centers generally south and west of the Colorado State University (CSU) main campus.

There are many distinct neighborhoods and districts within the West Central Area Plan boundaries, which have evolved over 150 years of incremental development. At one point in time, Prospect Road and the CSU main campus formed the southern edge of the City of Fort Collins; yet today, the West Central area is located in the heart of the city.

The University is, a major influence on the area's land use, transportation circulation, open space networks, and overall character. The CSU main campus anchors the northeast corner of the planning area, while the south campus and Veterinary Teaching Hospital anchor the southeastern corner. CSU's influence is felt in several ways, including:

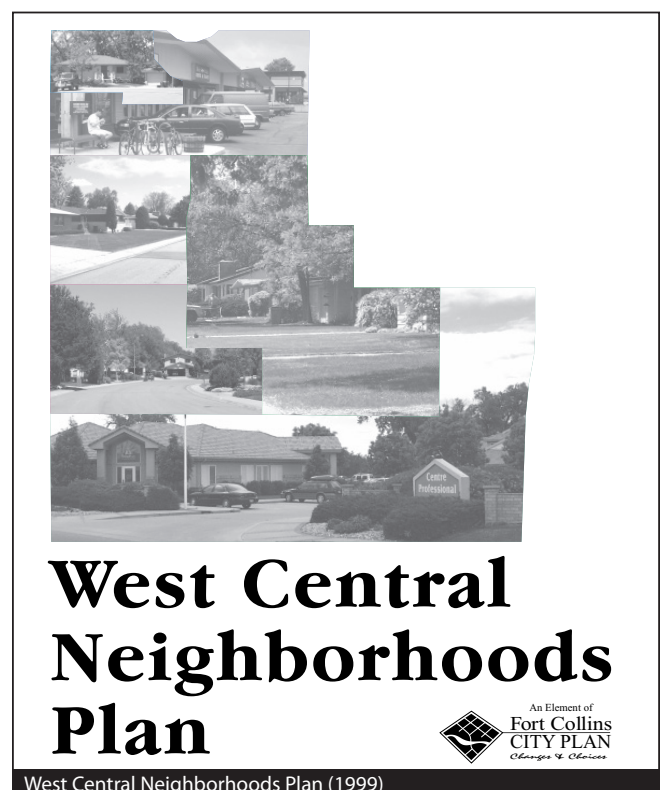
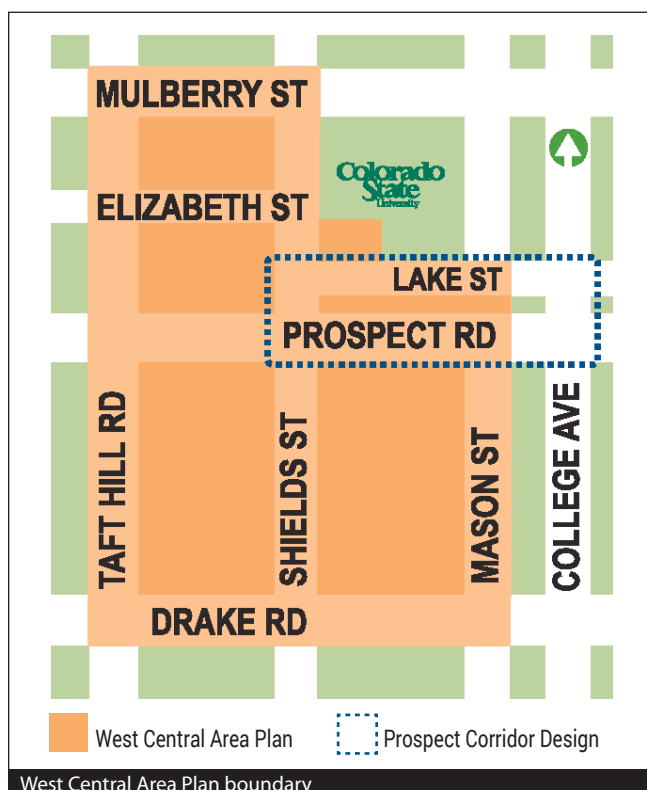
- The need for housing and services in close proximity to the campus
- Transportation patterns for all modes of travel
- Contributions to the city's population growth through the addition of students, faculty, staff, employees of related agencies, and families
- The wide cultural diversity that CSU provides
- CSU's role as the area's principal economic generator

The addition of higher density multi-family developments designed to accommodate students and other renters has further shaped the area and will continue as CSU enrollment grows and City policies encourage infill development and redevelopment. Accommodating this growth will continue to require additional support services (police, fire, emergency medical, commercial, retail, and other services); infrastructure (utilities, stormwater management, parking, sidewalks, and street upgrades); and parks and open space to adequately serve current and future residents.

1999 West Central Neighborhoods Plan

Plan Overview

The predecessor to this plan, the West Central Neighborhoods Plan, was adopted in 1999. That plan established a vision and goals for the area, as well as specific policies and implementation actions related to land use, housing, transportation, historic preservation, parks and open lands, public services, and other topics. The plan was developed through significant effort by a Citizens Advisory Committee, with support from City staff, and set the stage for a number of programs and improvements in the West Central area. The recommendations and lessons learned from the 1999 Plan form the basis of this plan update.



1999 Plan Vision

The following vision statements were included in the 1999 Plan:

- “Maintain and enhance the diverse character of the West Central Neighborhoods, comprised of long- and short-term residents such as families, senior citizens, and students, as well as small businesses, schools, and public/private institutions and facilities. Strengthen the collaboration between the City, CSU, and the West Central Neighborhoods
- Continue to provide housing opportunities, infrastructure, and lifestyle options to meet the needs of this diverse group of neighborhoods
- Facilitate and improve existing transportation systems to allow all residents to have good, safe, convenient, and multi-modal transportation options. Adapt to meet the needs of the dynamic and ever-changing West Central Neighborhoods and provide balanced opportunities in development, redevelopment, and maintenance”

Implementation of the 1999 Plan

Recommendations that were implemented since the 1999 West Central Neighborhoods Plan fall into three overall categories: neighborhood character, housing, and transportation. Significant recommendations from the plan that have been completed are listed below.

Neighborhood Character Completed Actions

- Resolved inconsistencies between the current zoning districts and the plan’s recommendations through use of selective rezoning
- Developed more detailed design standards and guidelines to encourage appropriate development and compatibility between adjacent land uses
- Addition of a Neighborhood Commercial (NC) zone district near Shields Street and Stuart Street to allow for neighborhood commercial and services uses
- Developed a more detailed plan for the Campus West area through a later planning study (2001)
- Construction of Red Fox Meadows Natural Area stormwater and habitat enhancements
- Canal Importation Ponds and Outfall (CIPO) stormwater improvements
- Implementation of mixed-use project in Campus West area at corner of Elizabeth Street and City Park Avenue
- Enhancements to Avery Park
- New places of worship/cultural centers established
- Construction of Phase I for the Gardens on Spring Creek facility
- Enhanced code enforcement strategies developed to handle code violations
- Senior Center expansion completed

Housing Completed Actions

- Additional student housing provided on-campus, including Laurel Village, Academic Village and Aggie Village North
- New multi-family developments constructed near CSU campus
- Student Housing Action Plan developed to improve compatibility with existing neighborhoods
- Increase in overall diversity in housing types

Transportation Completed Actions

- Completion of Centre Avenue road extension/ multi-modal corridor from Research Boulevard to Prospect Road
- Completion of Taft Hill Road widening across from Blevins Middle School for on-street bike lanes and wider sidewalks
- Completion of Elizabeth Street streetscape in Campus West Area
- Multiple bikeways established in neighborhoods
- Construction of traffic calming devices at Constitution Ave. and Valley Forge/Scarborough St.
- Parking structure constructed on CSU campus at Prospect Road and Centre Avenue
- Buffered bike lanes striped along Shields Street
- Residential parking permit program established in several neighborhoods
- East/west transit connections established to MAX

Lessons Learned from the 1999 Plan

The previous plan offers several key lessons that are applied to the West Central Area Plan:

- Simplify the structure of plan and develop a highly graphic, easily understood document
- Focus on key vision statements and policies that implement the vision with fewer and more focused objectives
- Clarify the distinction between vision, goals, policies, issues, and action items throughout the plan
- Develop a clear, purposeful, and measurable implementation strategy for each policy
- Utilize a variety of outreach techniques to capture a wide demographic and allow for a variety of types of input



Shopping center constructed in Campus West since the 1999 Plan

Relationship to City Plan

City Plan is the comprehensive plan that provides a vision, priorities, and action plan for the City of Fort Collins for the next 25 years and beyond. The 2011 update to City Plan offers the following relevant guidance for the West Central Area Plan.

Vision

Through innovation, sustainability, and connections the City of Fort Collins aspires to create a vibrant, world-class community. The City of Fort Collins is committed to providing leadership and exceptional service to citizens, but recognizes that the entire community must be involved to achieve the vision.

Relevant Policy Direction

Land Use & Neighborhood Character

- Promote infill development in active areas
- Consider adjacency, scale, and buffering in the design of welcoming neighborhoods
- Encourage volunteerism and community service
- Promote acceptance, inclusion and respect for diversity
- Promote collaboration and strong partnerships

Transportation & Mobility

- Expand the public transit system to include high-frequency transit service along all major arterials
- Ensure land use and transportation are fully integrated
- Create safe, reliable, convenient, effective, multi-modal transportation networks
- Encourage overall healthy lifestyles through opportunities in recreation and active transportation

Open Space Networks

- Maintain a system of publicly-owned open lands
- Regulate development along waterways
- Provide and maintain access to open space
- Improve connectivity between open space areas
- Improve water quality and stormwater management
- Provide neighborhood natural areas

Related Planning Efforts

The primary related planning efforts influencing the West Central area are described in this section, and include the following:

Land Use & Neighborhood Character

- Student Housing Action Plan (2013)
- Campus West Community Commercial District Planning Study Report (2001)
- Land Use Code: Revised Neighborhood Compatibility, Transition & Preservation Standards (2013)

Transportation & Mobility

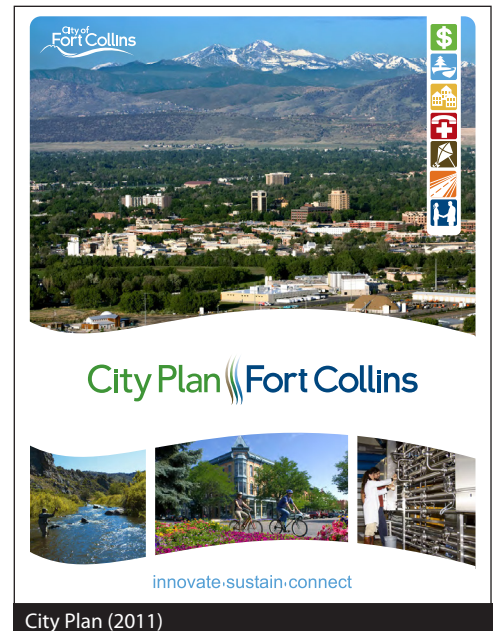
- Transportation Master Plan (2011)
- Bicycle Master Plan (2014)
- Pedestrian Plan (2011)
- Transfort Strategic Operating Plan (2009)
- Arterial Intersection Prioritization Study (ongoing)

Open Space Networks

- Natural Areas Master Plan (2014)
- Nature in the City (2015)

Colorado State University Planning Efforts

- CSU Master Plan (2014)
- CSU Parking and Transportation Master Plan (2014)
- CSU Bicycle Master Plan (2014)
- CSU On-Campus Stadium (ongoing)



Land Use & Neighborhood Character

Student Housing Action Plan (2013)

The Student Housing Action Plan brought together representatives from CSU, Front Range Community College (FRCC), neighbors, students, property owners, developers, and other stakeholders to identify strategies to address the increasing need for multi-family student housing, identify key issues related to new development projects, and identify potential related impacts and compatibility issues.

Vision: The Student Housing Action Plan strives to develop community driven strategies that encourage and provide quality student housing while maintaining neighborhood quality and compatibility.

Action Items

- Zone all multi-family housing developments outside of the Transit-Oriented Development District (TOD) for Medium Density Mixed-Use Neighborhoods
- Require Planning and Zoning Board hearings for multi-family project greater than 50 units or 75 bedrooms
- Clearly define and promote compatibility of new development with existing neighborhoods
- Establish additional parking and landscape standards
- Create architectural “gradients” between multi- and single-family housing developments
- Enforce Noise Control and Party Registration Program
- Educate parents and students about off-campus neighborhood living
- CSU will strive to provide on-campus housing for all first year students as well as 25% of returning students and incentivize students to live on campus for a second year and beyond
- Build a pedestrian crossing (above- or below-grade) near Shields and Elizabeth Streets
- Increase and implement multi-modal transportation connections as defined by Plan Fort Collins, and assess pedestrian use of intersections and trails

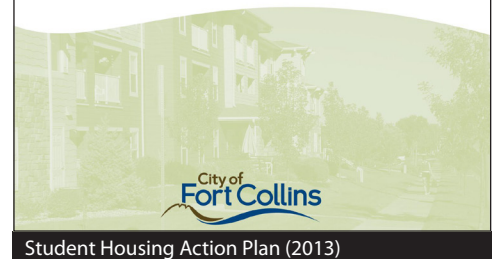
Campus West Community Commercial District Planning Study Report (2001)

This report explains the land use designation of Campus West as a “Community Commercial District” in the City’s Comprehensive Plan, which reflects a vision of bringing together a mix of uses and encouraging walking, bicycling, and transit in addition to accommodating cars. As the primary destination for eating and drinking establishments and other commercial services near the CSU campus, Campus West is intended to serve as a “mini-downtown,” with a memorable identity and sense of pride.

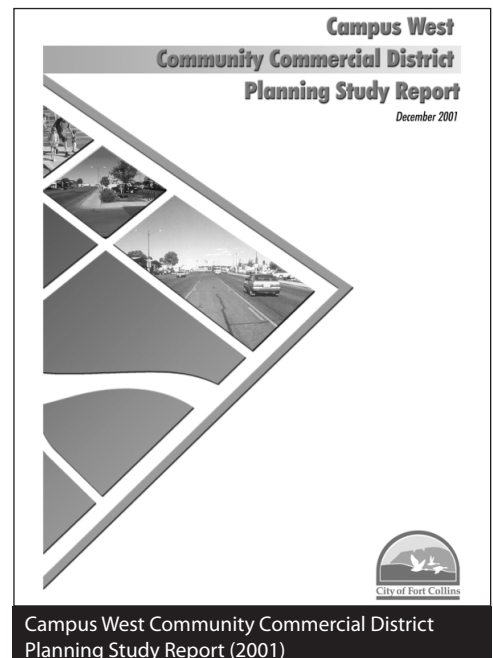
The study was prompted by the need to explore the inconsistencies between the outdated car-oriented development pattern (dating back to the 1960’s) and the newly established “Community Commercial” zoning designation for the area. The key recommendation was for a new special street design with continuous sidewalks, better bike lanes, and median islands, including a mid-block pedestrian crossing of West Elizabeth Street. The new street design was subsequently implemented, removing a significant obstacle to redevelopment and fitting the vision for the area. Some redevelopment has occurred more recently near West Elizabeth Street and City Park Avenue, which exemplifies the application of the zoning designation, as adapted to market realities.



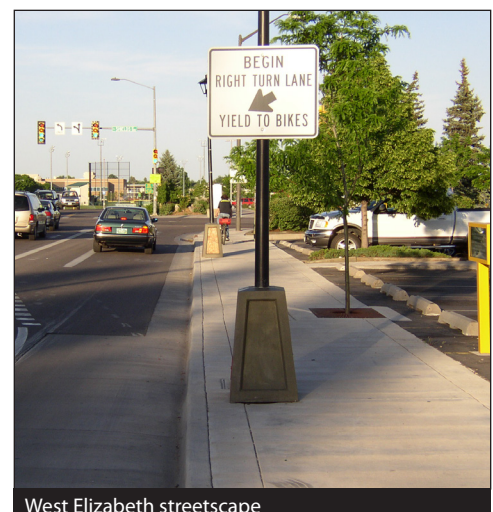
Student Housing Action Plan



Student Housing Action Plan (2013)



Campus West Community Commercial District Planning Study Report (2001)



West Elizabeth streetscape

Land Use Code: Revised Compatibility, Transition & Preservation Standards (2013)

The revised Compatibility, Transition and Preservation Standards in the Land Use Code address the following land use and preservation concepts for new development projects.

Landscape Elements

- Ensure buffering between dissimilar uses and activities
- Interrelationship between new and existing elements

Building & Project Compatibility

- Ensure height, size, mass, bulk, and scale are similar to existing designs
- If different, visually integrate through details and building form

Land Use Transition

- Form transition zones between distinct and potentially incompatible adjoining land uses
- Implement buffer yards and passive open space where necessary to promote compatibility

Operational & Physical Compatibility

- Consider compatibility in hours of operation, lighting, noise, loading, delivery zones, parking, and trash management

Protection of Historic Properties

- Recognize historic, architectural, and geographic importance of properties
- Incorporate historic elements into new developments
- Alterations cannot adversely affect the integrity of historic properties
- New buildings in historic districts should reflect the historic character through the following: reflection of roof lines, patterns, material choices, door and window placement, and characteristic entry features
- The Landmark Preservation Commission will provide guidance for development of historic and/or adjacent properties



Example historic house in the Sheely neighborhood



Transportation Master Plan  February 15, 2011



innovate.sustain.connect

Transportation Master Plan (2011)

Transportation & Mobility

Transportation Master Plan (2011)

The Transportation Master Plan (TMP) documents the vision for the City's long-term multimodal transportation system. The plan provides policy direction for decisions regarding the implementation of the transportation system to achieve the City's vision, mission, and values as a World Class Community. The TMP sets the vision planning horizon at 2035 and is typically updated approximately every five years.

The TMP provides priority actions and strategies for implementing projects and services to meet short-term needs, while working toward the long-range goals for the community's ultimate transportation system. It references four Enhanced Travel Corridors (ETCs) that were introduced in the 2004 TMP (Mason Corridor, Harmony Road, Timberline Road/Power Trail, and Mountain Vista Road), plus two additional ETCs (West Elizabeth Street and Prospect Road), as uniquely designed corridors that are planned to incorporate high-frequency transit, bicycling, and walking. ETCs are intended to support opportunities for mixed-use, transit-oriented development and to support Fort Collins' active lifestyles and environmental stewardship goals.

The West Elizabeth ETC, as defined in the TMP, extends from the CSU Main Campus to the CSU Foothills Campus near Overland Trail. The West Elizabeth ETC Plan is funded in the 2015-16 budget, and the planning process is expected to begin in spring 2015. The Prospect Road ETC, as defined in the TMP, extends from the Mason Corridor to I-25. The Prospect Corridor chapter of this plan addresses a separate segment of Prospect Road, from Shields Street to College Avenue, which is an important pre-cursor to planning for the full ETC.

The Master Street Plan (MSP) is an appendix to the TMP and serves as a map of the City's long-range vision for the major street network. The roadways within the West Central area are predominantly already built with the number of through-lanes identified in the MSP, so additional projects would likely focus on intersection improvements and upgrading streets to meet current standards.

Bicycle Master Plan (2014)

The Bicycle Master Plan envisions Fort Collins as a world-class city for bicycling, where people of all ages and abilities have access to a comfortable, safe, and connected network of bicycle facilities, and where bicycling is an integral part of daily life and the local cultural experience. The Bicycle Master Plan sets a vision for the year 2020, when one in five people will ride a bike, and bicycle-related crashes will be fewer than today.

The Bicycle Master Plan integrates existing city plans, best practices and innovative thinking, and proposes a comprehensive set of strategies to create a safe and comfortable bicycling environment for people of all ages. The Plan includes several appendices with details pertaining to existing conditions, public engagement, existing bicycle programs, bicycle facility design and wayfinding guidelines, and implementation details.

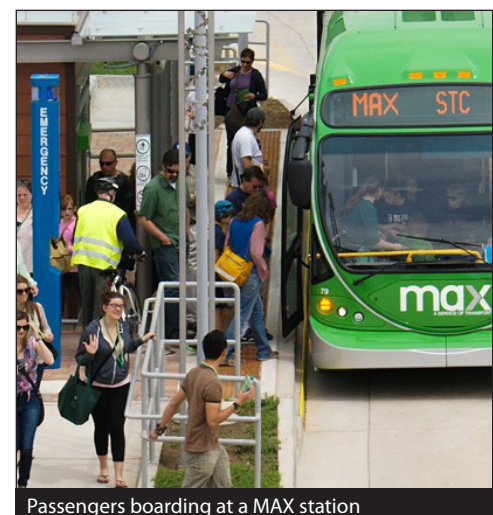
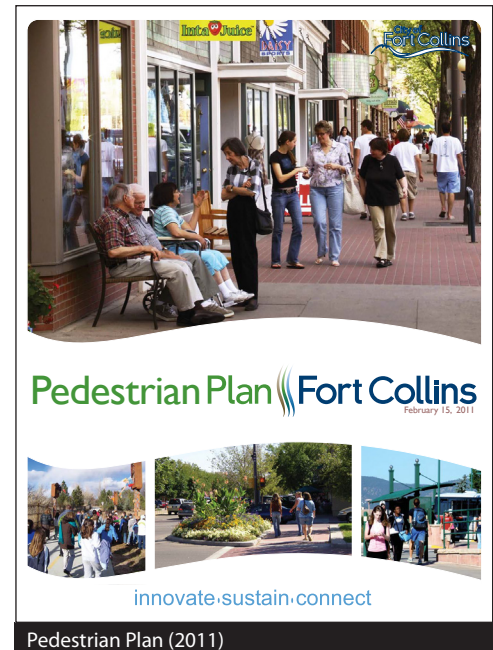
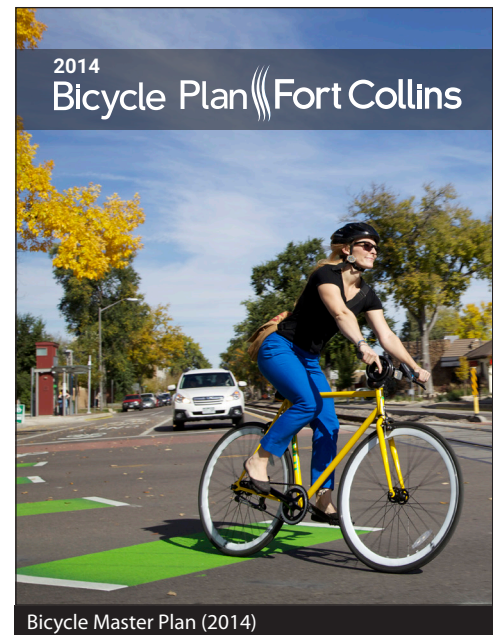
The plan focuses on the development of a network of low-stress bicycle travel corridors, several of which pass through the West Central area. The recommendations from the Bicycle Master Plan have been incorporated into the Transportation and Mobility chapter of this plan.

Pedestrian Plan (2011)

The purpose of the Pedestrian Plan is to promote a pedestrian-friendly environment that encourages walking throughout the city. To accomplish this, the plan identifies ways to create pedestrian-friendly environments, including along public streets, off-street paths, and other public spaces that offer a high level of comfort, convenience, safety, and quality of user experience. The plan also updates and prioritizes the list of pedestrian improvement projects throughout the city. The West Central area is home to several of the Pedestrian Priority Areas and some projects identified in the plan, which have been included in the recommendations in the Transportation and Mobility chapter of this plan.

Transfort Strategic Operating Plan (2009)

The Transfort Strategic Operating Plan (TSOP) was developed through a collaborative effort between the City of Fort Collins (Transfort), the City of Loveland (COLT), and Poudre School District (PSD). The purpose was to provide a coordinated update to the TSOP and the COLT Transit Plan, and to analyze opportunities related to public transportation for PSD high schools. Three phases are proposed in the plan, each taking steps toward creating a more grid-like transit network, expanding service frequencies, and providing additional regional routes. In the West Central area, additional service is provided on a variety of routes serving CSU, and future high-frequency service is proposed along West Elizabeth Street to eventually connect with the existing MAX corridor.



Arterial Intersection Prioritization Study (ongoing)

The purpose of the Arterial Intersection Priority Study is to identify intersections that are in need of mobility and safety improvements. The study applies “a wide breadth of evaluation criteria to ensure that the selected projects addressed specific transportation needs and also aligned with the City’s core values.” Thirty-two intersections throughout the City were recently carried forward for further analysis, including four within the West Central area: Elizabeth Street and Shields Street; Drake Road and Shields Street; Drake Road and McClelland Drive; and Drake Road and Redwing Road/Bay Road.

Drake Road and Shields Street is the only intersection that has been carried forward to concept design. The design for this intersection began in the summer of 2014, with the main goals to add northbound and southbound right-turn lanes and bring the Shields Street bike lanes up to standard through the intersection.

Open Space Networks

Natural Areas Master Plan (2014)

The Natural Areas Master Plan establishes the priorities for conservation and stewardship of the City’s natural areas system for the next ten years based on the values and functions of the natural areas system as a whole, community input, and emerging trends and needs.

Vision: “Through the work of the Natural Areas Department, a diverse system of conserved and restored lands will connect community members to nature. These conserved lands will protect nature and contribute to the health and wellbeing of our community.”

Natural Areas Master Plan Priorities

- Land and water conservation, including water rights acquisition to enhance and sustain habitat
- Improve water quality, quantity and overall health of the Cache La Poudre River ecosystem
- Connect people to nature through education, outreach and volunteer coordination
- Create “Wilderness in the City”-oriented spaces
- Maintain high-quality ranger and visitor services
- Construct and maintain high quality recreation, public improvements and facilities
- Conserve and restore cultural resources
- Conserve working agricultural lands with prime soils and water
- Prepare or update management plans for all natural areas

Nature in the City Strategic Plan (2015)

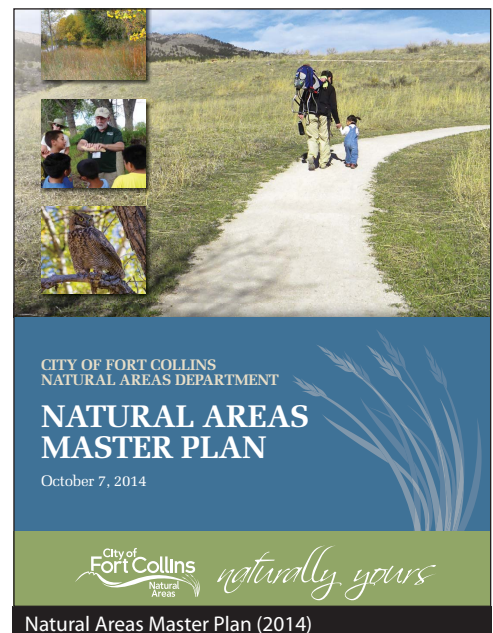
The purpose of the Nature in the City Strategic Plan is to ensure that, as our community grows to its build-out population, all residents have access to high-quality, natural spaces close to where they live and work.

Nature in the City Objectives

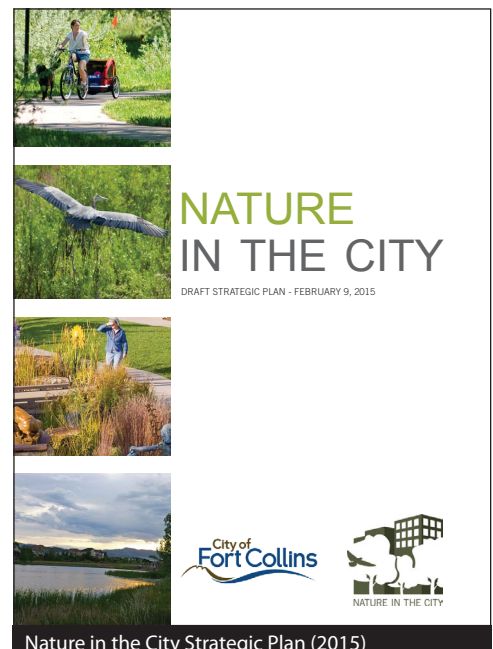
- Ensure every resident is within a 10-minute walk to nature from their home or workplace
- Have natural spaces that provide diverse social and ecological opportunities
- Continue to shift the landscape aesthetic from lawns to more diverse landscapes that support healthy environments for all species



Intersection of Drake Road and Shields Street



Natural Areas Master Plan (2014)



Nature in the City Strategic Plan (2015)

CSU Planning Efforts

CSU Master Plan (2014)

The CSU Master Plan maps the physical needs of the University and provides a tool to assess and plan for the future. This document provides University leadership with an outline of current and future program needs and budget requirements to successfully direct and build projects that support future enrollment. The plan separates the campus into three campus areas—(1) Foothills Campus, (2) Main Campus, and (3) South Campus—to depict current and future conditions and framework maps. The plan includes a history of the campus master plan, zoning conditions, projects under construction, funded projects, pedestrian and green space, access, transit, and housing redevelopment plans.

CSU Parking & Transportation Master Plan (2014)

The CSU Parking and Transportation Master Plan provides strategies for improving overall campus access, circulation, and parking; supporting alternative modes of transportation; and improving customer service for CSU students, faculty, staff, and visitors. The plan includes an overview of current parking management strategies, Transportation Demand Management existing conditions and best practices, a community engagement and strategic communications plan, traffic impact assessment and traffic simulation model, and demand modeling for parking. In addition to this planning effort, CSU recently collected data related to the number of pedestrians and bicyclists crossing Shields Street to get to campus. This data informed the Shields Corridor Analysis presented in this plan.

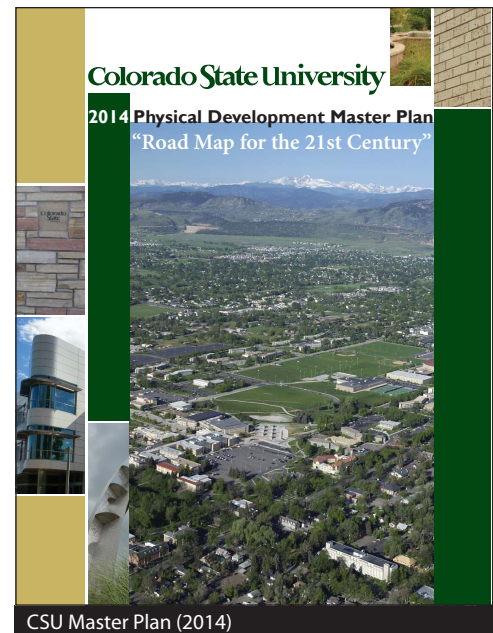
CSU Bicycle Master Plan (2014)

The CSU Bicycle Master Plan aims to enhance campus sustainability and reduce automobile travel and parking demands by supporting increased bicycling. The plan was completed simultaneously with the City of Fort Collins Bicycle Master Plan so as to align both planning efforts. The plan provides a vision and policy guidance related to bicycle network improvements, bicycle parking, education, enforcement, encouragement, data collection, and priority actions and investments.

CSU On-Campus Stadium (ongoing)

In December 2014, the CSU Board of Governors approved the development of a new 36,000-seat stadium, to be constructed on the CSU Main Campus; groundbreaking is currently planned for summer 2015 with opening in fall 2017. As part of the planning for the stadium, CSU commissioned several studies to determine potential impacts and mitigation related to traffic, parking, noise, and light. CSU is currently working on an intergovernmental agreement with the City identifying specific mitigation steps, event management, and funding responsibilities.

The effects of the stadium on the surrounding roadways and neighborhoods have been considered during the planning process of the West Central Area Plan. Specific ideas related to land use and neighborhood character, transportation and mobility, open space networks, and the Prospect Corridor design have been identified and included in Appendix B, in addition to public comments received through the West Central Area Plan outreach.



CSU Master Plan (2014)



CSU Parking & Transportation Master Plan (2014)



CSU Bicycle Master Plan (2014)

Study Area Change Over Time

The character of the area's individual neighborhoods has been shaped by several forces over time, including:

- Early agricultural land use
- Incremental expansion of the city
- Colorado State University's growth and changes to its campuses
- Increased residential, commercial, and institutional development
- Continued expansion of City services

The earliest of the planned developments in the West Central area dates to 1911, though very little development occurred before World War II. Many of the post-war subdivisions were planned and built with their own distinct features, creating a variety of development patterns, architectural design styles, and character.

1974 Conditions

In 1974, a substantial portion of the area north of Prospect Road and south of Mulberry Street was built-out as it currently exists. The single-family residential neighborhoods south of Elizabeth Street had also been established. The area south of Prospect Road existed primarily in agricultural use, except for the Rolland Moore West single-family residential neighborhood near the corner of Taft Hill Road and Drake Road; the Sheely-Wallenberg neighborhood east of Shields Street and south of Prospect Road; and the Aggie Village South student housing at Whitcomb Street and Prospect Road. The commercial center at College Avenue and Prospect Road had also been constructed.

Changes between 1974 and 1999

Significant infill development occurred between 1974 and 1999, particularly south of Prospect Road. Additional student-oriented multi-family development occurred north of Elizabeth Street and west of Shields Street, in the Campus West area.

Commercial development was focused around the area surrounding Drake Road and Shields Street as well as the "Rite-Aid Shopping Center" at Prospect Road and Shields Street. Some additional commercial development occurred in the Campus West area and near Prospect Road and College Avenue. The Veterinary Teaching Hospital began CSU's development of the South Campus.

Red Fox Meadows Natural Area is a major stormwater detention facility that was constructed near the corner of Prospect Road and Taft Hill Road, creating additional wildlife habitat and a new recreational amenity. The creation of Rolland Moore Park also added a significant open space and recreational asset to the area.

Figure 3. 1974 Aerial Photo

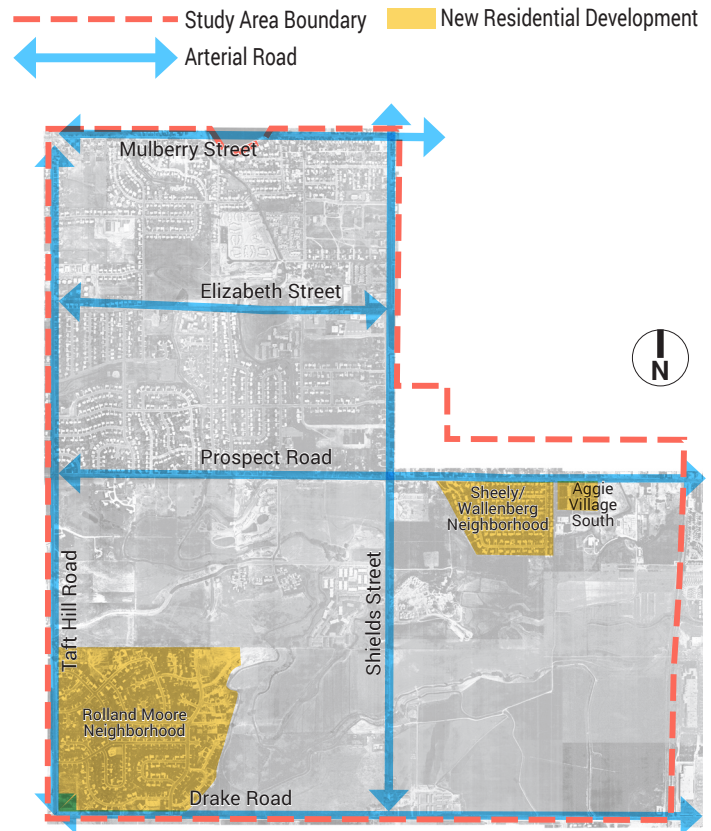
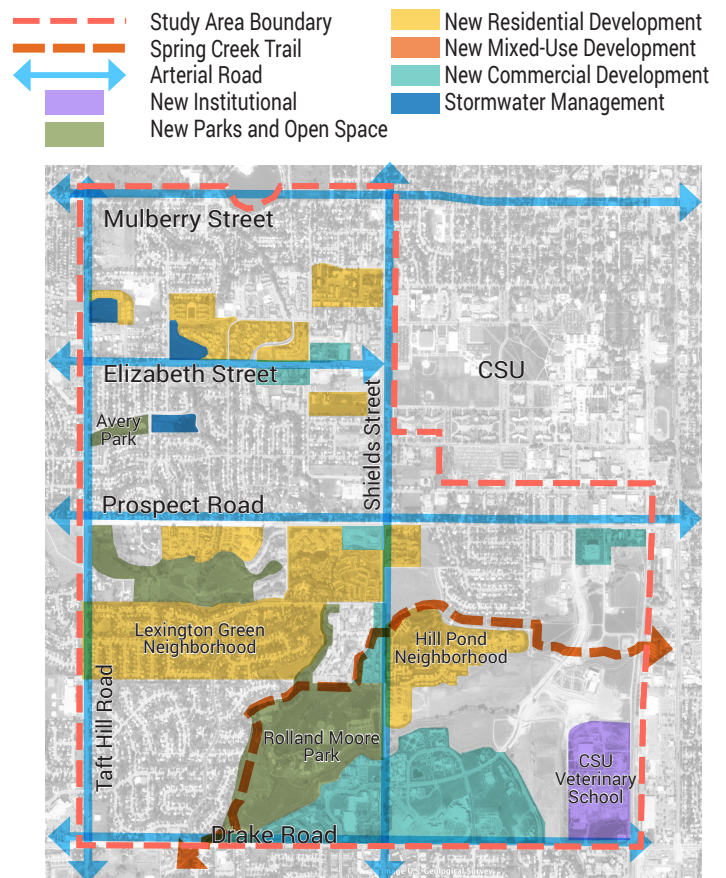


Figure 4. Changes between 1974 and 1999



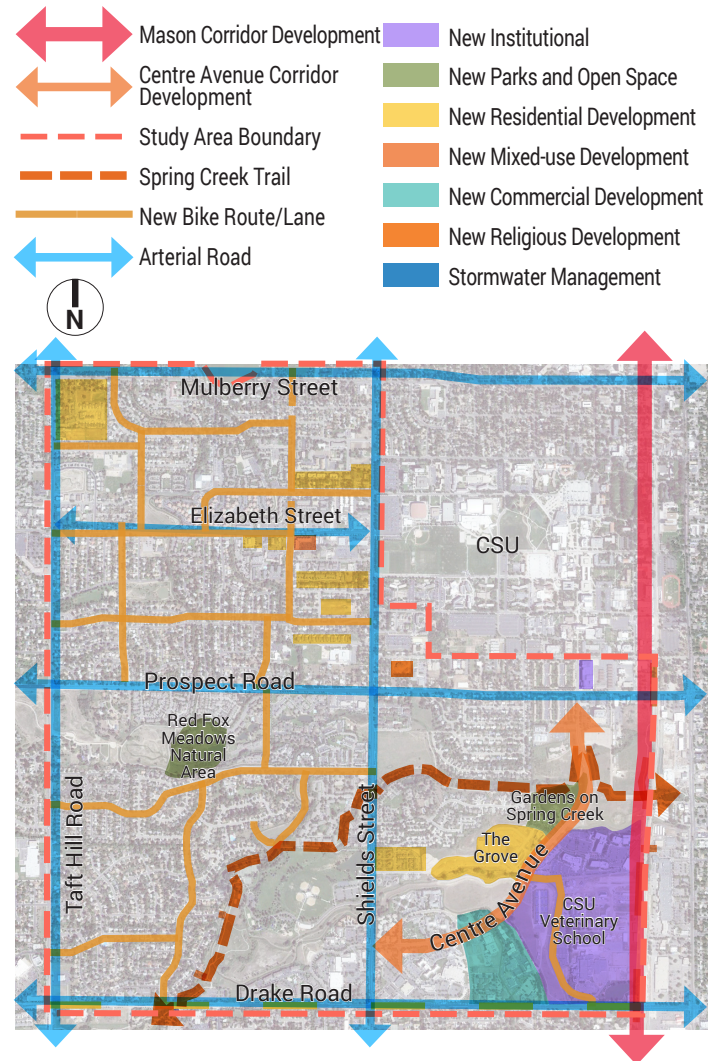
Changes between 1999 and 2015

The construction of Centre Avenue launched associated development along that corridor, including the construction of the Gardens on Spring Creek, expansion and build-out of the area around the Veterinary Teaching Hospital, and commercial development directly to the west of the Veterinary Teaching Hospital. In addition, The Grove student-oriented multi-family housing was completed along Centre Avenue, and multi-family housing continued to be added in the Campus West area and near Prospect Road and Mulberry Street.

Bike lane striping occurred on many of the neighborhood collector and local streets, as well as West Elizabeth Street. The development of the MAX Bus Rapid Transit and the Mason Trail (Mason Corridor) represents a significant improvement to the overall transit and bike/pedestrian network, acting as a primary north-south connector.



Figure 5. Changes between 1999 and 2015



Existing Conditions

The West Central area has the highest concentration of residents of any area in Fort Collins, with a resident population of approximately 20,556¹. With a land area of approximately 3.6 square miles, the West Central presently houses about 14.2% of the City's entire population (144,329²) on 6.7% of its total land area³. Based on the latest North Front Range Metropolitan Planning Organization (NFRMPO) data, the population growth in the West Central Area is expected to outpace growth citywide between now and 2035, which indicates a demand for additional residential development and redevelopment in this area. Moreover, CSU anticipates adding approximately 8,000 students and 1,000 faculty and staff by 2024, which will impact the area's housing demand and public and private service needs.

Additional information on existing conditions in the West Central area is provided in Appendices C and D.

Land Use & Neighborhood Character

The West Central area is comprised of several stable neighborhoods at the edge of the Colorado State University Campus with a variety of housing types and densities throughout. The neighborhoods are directly influenced by student and other population growth. Plans for a new CSU on-campus stadium and other facilities have further increased the perception of multiple pressures on these neighborhoods.

The demand for rental housing, driven in part by the recent recession and the trend of "millenials" delaying home ownership, has created pressure for additional apartments, townhome, and single-family rental houses in this area. In addition, CSU houses only a portion of its students on-campus, so the remaining students must find housing elsewhere in the city. This results in the conversion of many single-family dwellings into rental units and short-term occupancy, with associated challenges related to property maintenance, renter behavior, differing lifestyles, and over-occupancy of homes within neighborhoods. Maintaining the affordability and desirability of these neighborhoods for a range of residents, including students and families, has long been a priority for the West Central area.

Current zoning, notably the High Density Mixed-Use Neighborhood (HMN) and Neighborhood Conservation Buffer (NCB) districts, allows for increased density on key properties within the West Central area; however,



Typical houses in the Rolland Moore West neighborhood

there are ongoing concerns that infill and redevelopment will impact the character and desirability of existing neighborhoods and may have an impact on adjacent historic structures.

Several historic structures and one historic district, the Sheely Neighborhood, exist within the West Central area. Preserving the integrity of these historic features has become a concern for many residents and others as pressure from new development increases. Due to the age of many of the buildings within the West Central area (approaching 50 years or older), there are many additional structures that could be recognized for historic characteristics in the near future. As with other older neighborhoods in the city, this could result in additional restrictions or requirements for additions, renovations, and redevelopment of potentially historic buildings.

A number of commercial and institutional development projects have altered the West Central area over time: the Campus West commercial district, Drake Centre Shopping Center, Centre for Advanced Technology, Raintree Plaza, and Spring Creek Medical Center provide retail, restaurants, medical care, and other services to neighborhood residents. A number of grocery stores are located around the perimeter, though outside the boundary, of the West Central area. However, since the closure of the Steele's Market near Drake Road and Shields Street, there is no longer a grocery store within convenient walking or bicycling distance for many area residents.

Transportation & Mobility

Due to the incremental growth and development of the West Central area, roads, sidewalks, and other transportation facilities have been developed inconsistently and to various standards over time. Constrained, high traffic arterial roads, such as Prospect Road and Shields Street, are perceived as barriers for

- 1 U.S. Census Bureau. (2012). American Community Survey. Accessed from: <http://factfinder2.census.gov/>
- 2 U.S. Census Bureau. (2012). American Community Survey. Accessed from: <http://factfinder2.census.gov/>
- 3 Note: The figures provided here differ from those provided in the 1999 West Central Neighborhoods Plan (Chapter 1, Page 3). The previous plan relied on a different dataset, which included the CSU Main Campus in its population estimates. These population estimates do not include the resident student population on the CSU campus outside the West Central Area.

crossing to and from campus, schools, community facilities, shopping centers, or other destinations. Bike and pedestrian facilities along these corridors typically do not meet current City standards and feel unsafe or uncomfortable to users. Discontinuous sidewalks, a lack of convenient crossings along arterial roads, and the need for sufficient traffic calming within neighborhoods present challenges for residents and commuters alike. Alternative routes and connections for bikes and pedestrians are often lacking, so there is a need for a more effective multi-modal network of bike and pedestrian facilities in order to provide safe, easy, and convenient alternatives to driving.

The high population density and concentration of schools and destinations in the area results in higher transit ridership than other areas of the city. Routes along the West Elizabeth corridor have the highest ridership, and CSU has helped fund additional routes and service to better meet the demand of students commuting to campus in recent years. At the same time, there is still unmet demand and opportunity to improve transit service and connections, particularly to the MAX, in the West Central area.

Maintaining adequate parking in neighborhoods, particularly close to the CSU campus and for multi-family developments, is an ongoing challenge. The Residential Parking Permit Program (RP3) has been successfully implemented in the Sheely and Wallenberg neighborhoods and could eventually be applied to other neighborhoods to address parking concerns.

Open Space Networks

There is a concentration of parks, recreation, open space, and trail amenities within the West Central area, including Rolland Moore Park, Avery Park, Red Fox Meadows Natural Area, Ross Natural Area, the Senior Center, Gardens on Spring Creek, the Spring Creek Trail, and the Mason Trail. Spring Creek is a primary open

space corridor for both wildlife habitat and recreation and is an important connection between other parks and open spaces. Three major irrigation ditches traverse the area: New Mercer Canal, Larimer County Canal Number 2, and the Arthur Ditch. These serve multiple functions, providing habitat, managing stormwater, and delivering water to customers. There may be future opportunities to improve recreational access in some locations along ditches. The open space network also includes a number of stormwater detention areas located on both public and private property, which also present opportunities for future enhancement.

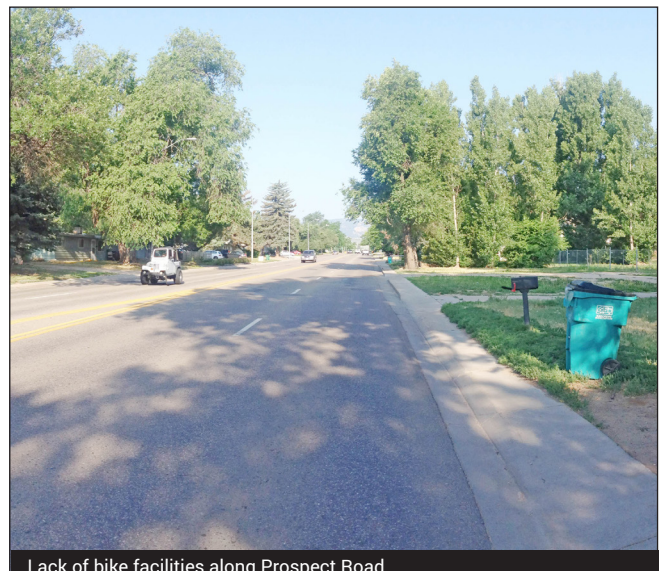
As development occurs, it is important to maintain an adequate amount of open space to provide both wildlife habitat and recreational opportunities for current and future residents. Residents have expressed a desire to ensure new development continues to provide adequate access to high-quality parks and open space.

Prospect Corridor

Prospect Road was an early transportation corridor in the city, and was developed in a rural setting. Early housing development along this corridor constrained the public right-of-way, which is now limited in its ability to meet existing and projected transportation needs. This high-traffic corridor is uncomfortable for bicyclists and pedestrians to travel along and across and requires a number of improvements to meet the needs of all users — vehicles, bicycles, pedestrians, and transit riders. Given the constrained right-of-way conditions on Prospect Road, improvements to Lake Street (one block north and parallel to Prospect Road) were evaluated in conjunction with design options for Prospect Road. There are opportunities to improve both Prospect Road and Lake Street to better serve residents and commuters, accommodate through-traffic, and connect to the MAX bus rapid transit line.

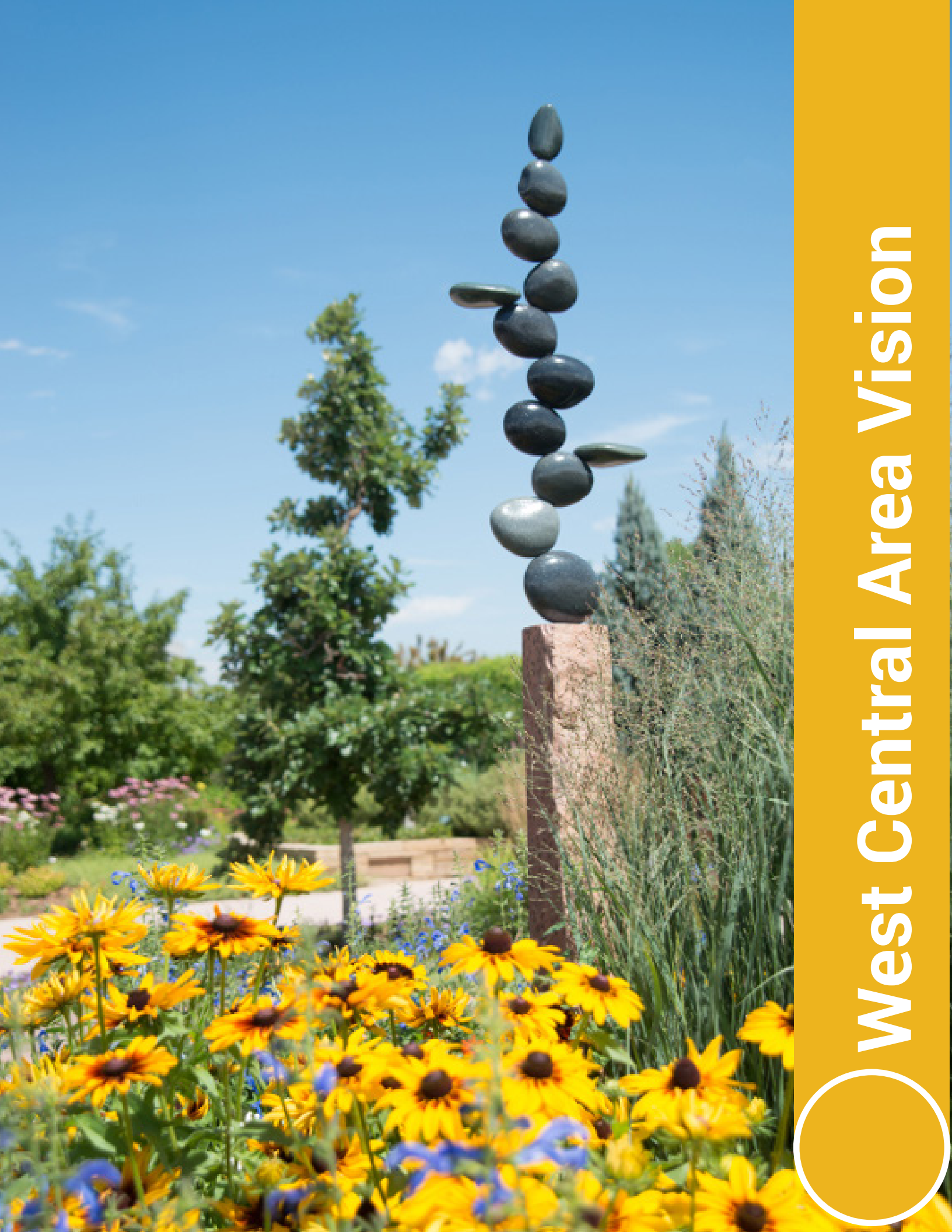


Ditch running through Red Fox Meadows Natural Area



Lack of bike facilities along Prospect Road

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West Central Area Vision



West Central Area Vision

Given the area's history and diversity, envisioning a unifying and cohesive future character was one of the first priorities in the planning process. The vision was developed through extensive community engagement, including two visioning workshops, an online survey, the work of two advisory committees, and outreach to City Boards, Commissions, and City Council.

The intent of the vision is to reflect:

- The features that are most valued by residents and stakeholders and that should be preserved
- Opportunities to improve the current state of the area and better support quality of life
- Citywide goals and policies that are relevant to the West Central area

LU

Land Use & Neighborhood Character

Vibrant and diverse neighborhoods that provide a high quality of life.

- LU1 Desirable, safe, and attainable neighborhoods that are a source of pride
- LU2 Conveniently located parks, trails, open space, services and employment
- LU3 New development that is compatible with existing development
- LU4 A range of incomes and a wide variety of housing options
- LU5 Well-integrated campus community
- LU6 A collaborative design process that respects neighborhood concerns



T

Transportation & Mobility

A connected network that supports people safely walking, biking, or using public transit as a primary way to travel while balancing the need for efficient auto travel throughout the area.

- T1 Safe routes to school, CSU, and other major destinations
- T2 Safe, reliable, arterial streets that are easy to cross and serve residents and commuters
- T3 Option for residents to live without a car
- T4 Reshaped and retrofitted streets that meet the needs of all ages, abilities, and modes
- T5 Safe and efficient travel by car with adequate, convenient parking
- T6 Improved transit service and convenient stops
- T7 Easy access to transit (including MAX)



The vision of the West Central Area Plan is described for four primary focus areas: Land Use and Neighborhood Character, Transportation and Mobility, Open Space Networks, and the Prospect Corridor. The four vision categories represent a unified and holistic vision for the overall project, with some level of overlap between each topic area.

These vision statements provide a foundation for the policies, projects, and programs in the plan, as well as the design for the Prospect Corridor. The policies and recommendations of the West Central Area Plan align with the vision statements presented here. Where a particular policy corresponds to one or more vision statements, the icon for that statement (e.g., LU1) is included.

OS Open Space Networks

A functional network of public and private lands that supports and connects wildlife, plants, and people.

- OS1 Access to nature, recreation, and environmental stewardship opportunities
- OS2 Parks and open spaces that offer a variety of settings and experiences
- OS3 Attractive urban landscape that supports habitat, character, and shade
- OS4 Preserved and enhanced wildlife habitat and corridors
- OS5 Comprehensive and ecological approaches to stormwater management



P Prospect Corridor

Attractive and functional, well-integrated, mixed-use corridor that serves the mobility needs of nearby neighborhoods, CSU, and the community.

- P1 Safe and comfortable corridor for all modes of travel
- P2 Safe crossings
- P3 Attractive gateway to campus, downtown, and midtown
- P4 Seamless connection to MAX



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Land Use & Neighborhood Character

Land Use & Neighborhood Character Vision

Vibrant and diverse neighborhoods that provide a high quality of life

- LU1 Desirable, safe, and attainable neighborhoods that are a source of pride
- LU2 Conveniently located parks, trails, open space, services and employment
- LU3 New development that is compatible with existing development
- LU4 A range of incomes and a wide variety of housing options
- LU5 Well-integrated campus community
- LU6 A collaborative design process that respects neighborhood concerns



Areas of Stability, Enhancement & Development

The West Central area has been divided into four general classifications based on the level of development or redevelopment that is expected in specific areas:

- Areas of **significant new development** or redevelopment
- Areas of **some new development** or redevelopment
- Areas requiring **neighborhood enhancements**
- Areas of **stability**

These areas are described below and are further detailed in Figure 6.

Significant New Development or Redevelopment

Significant new development or redevelopment is anticipated on key vacant or under-utilized parcels, potentially resulting in change of use or intensity. Specific areas identified for potentially significant new development or redevelopment include:

- The High Density Mixed-Use Neighborhood (HMN) District (North of Prospect Road between Shields Street and Whitcomb Street)
- Vacant 20-acre parcel south of Prospect Road and east of Shields Street
- Various vacant or under-utilized parcels throughout the area, primarily along Shields Street, Prospect Road, and other arterial streets

High Density Mixed-Use Neighborhood (HMN) District

This area is the only location where the High Density Mixed-Use Neighborhood (HMN) zoning occurs within the city, which was created as a result of the 1999 West Central Neighborhoods Plan. This district represents an edge condition and provides a transition between the Sheely neighborhood and the CSU Main Campus. Given the numerous parcels that comprise this area, new development will likely occur through multiple small- or medium-scale projects. Sensitivity to historic structures will require careful design solutions and collaboration with the Landmark Preservation Commission.

This area is expected to build out in accordance with the existing zoning, with residential density at a minimum of 20 dwelling units per acre. While five-story buildings are allowed, the height, mass, and scale of buildings will be critically evaluated to achieve compatibility with adjacent development and to positively impact the neighborhood and community. The allowable density and proximity to campus create opportunities for mixed-use buildings and campus-related uses, as well.



Vacant parcel in the HMN zone along Prospect Rd.



Vacant 20-acre area near Prospect Road and Shields Street

Vacant 20-Acre Parcel South of Prospect Road and East of Shields Street

This site is the largest undeveloped tract in the West Central area and includes two zone districts, Neighborhood Commercial (NC) and Medium Density Mixed-Use Neighborhood (MMN). The NC zone is approximately ten acres in size and acts as the core of the parcel, with exposure along Shields Street. This area is expected to develop in an urbanized commercial manner. Opportunities exist for dwelling units above commercial space. The MMN zone surrounds the commercial core and is intended to offer a variety of housing options, as well as a land use transition for the Sheely neighborhood to the east. There is potential for a well-designed cohesive development that creatively addresses both the market potential and neighborhood desires for the site.

Various Vacant or Under-Utilized Parcels

These parcels are scattered throughout the plan area and are generally under market pressure to redevelop in a manner greater than would otherwise be allowed by the current parameters of the Low Density Residential (RL) or Neighborhood Conservation Buffer (NCB) zone districts. Such redevelopment will be carefully evaluated so that new uses protect neighborhood character, are well-designed, and mitigate traffic and other external impacts. Collaboration with surrounding neighbors is expected to result in land uses that are appropriate with a design that is sensitive to the surrounding context.

Some New Development or Redevelopment

Some market driven infill and redevelopment is likely to occur in some locations in the West Central area. The most notable location of potential development is the Campus West commercial area.

Campus West Commercial Area

The existing commercial centers should be strengthened to serve as a cohesive “main street” along West Elizabeth Street. This area is expected to build out with a high degree of urban character in accordance with the current Community Commercial (CC) zone district. Redevelopment is encouraged to provide street-facing patios and other features that would animate the streetscape. Mixed-use development is strongly encouraged to provide housing opportunities above commercial space. Corporate prototype design will be discouraged or modified so the district remains distinct and builds upon its unique character. The West Elizabeth Enhanced Travel Corridor (ETC) Project will further explore the integration between transportation and land use in this area.

Neighborhood Enhancements

Some reinvestment in infrastructure, services, and programs is appropriate for some neighborhoods within the West Central area.

These neighborhoods are generally located between Mulberry Street and Prospect Road, and between Taft Hill Road and Shields Street. The neighborhoods were generally developed over the decades following World War II, typically as one-story ranch-style residences. Many of the residences in this area are currently rental homes, and there is likely to be an increasing interest in renovations and remodels of these houses as housing prices increase throughout Fort Collins. Infrastructure improvements to roadways, street lighting, other aesthetic and safety improvements, and additional neighborhood services and programs will be prioritized in this area.



Existing McDonald's in Campus West commercial area

Areas of Stability

Mature, stable areas unlikely to change significantly in the coming years. The neighborhoods designated as “areas of stability” feature a variety of housing styles along quiet neighborhood streets. These neighborhoods will be preserved and enhanced, with infrastructure improvements where needed. While stable, these neighborhoods experience some pressures related to the demand for rental housing, the short-term nature of students and other tenants, and an overall increase in population and traffic in the West Central area. There are no proposed land use changes for the stable neighborhoods.



Typical single-family house in the neighborhood south of Campus West



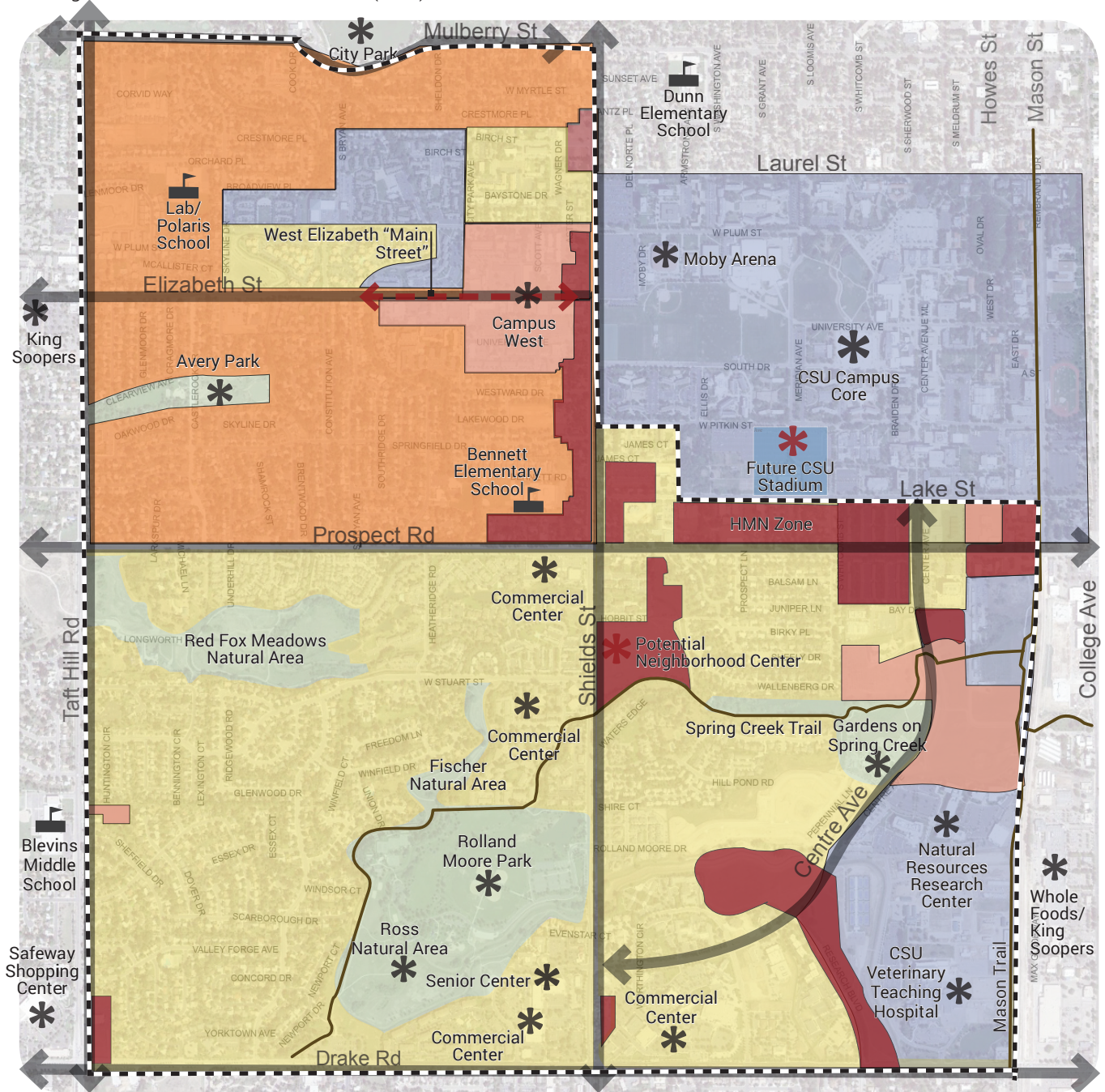
Existing stable neighborhood west of Rolland Moore Park



Fort Collins Senior Center, located within an area of stability








Figure 6. Areas of Stability, Enhancement & Development

The map below designates areas of stability, enhancement and development to depict a vision for where the greatest future change is most likely to occur, where enhancements are needed, and where existing stable areas should be protected and preserved. Developers and decision-makers should refer to the map when considering changes in zoning or Additions of Permitted Use (APU).







Legend



Existing Elements

-  West Central Area Boundary
-  Arterial Road
-  Parks & Open Space
-  CSU Property
-  Major Trail
-  Schools
-  Key Destinations

Potential Opportunities

AREAS OF STABILITY, ENHANCEMENT & DEVELOPMENT:

-  **Significant New Development/Redevelopment** - Significant new development/redevelopment anticipated on vacant parcels, potentially resulting in change of use or intensity
-  **Some New Development/Redevelopment** - Some market-driven infill and redevelopment likely to occur
-  **Neighborhood Enhancements** - Some reinvestment in infrastructure and potential additions/renovations
-  **Areas of Stability** - Stable areas unlikely to change significantly, some new programs or services may be appropriate

-  West Elizabeth "Main Street"
 Potential Key Destinations



Policies

The Land Use and Neighborhood Character policies emphasize the importance of strengthening neighborhoods and providing adequate services in the West Central area. Neighborhoods should be desirable, safe, and a source of pride for all residents, with convenient access to parks, trails, open space, services, and employment. This section provides guidance for new development to ensure compatibility with existing neighborhoods, while accommodating future urbanization. A variety of housing types will ensure that residents from all socio-economic levels may find suitable housing in the area.

The following policies are organized into three categories: Code Enforcement and Education, Neighborhood Services, and Neighborhood Character.



Code Enforcement & Education

- 1.1 Promote good property maintenance and yard care practices to contribute to attractive, desirable neighborhoods
- 1.2 Maintain the livability of neighborhoods for a variety of residents through existing occupancy limits
- 1.3 Support programs and initiatives that seek to educate renters, landlords and property managers, and long-time residents about living as part of a diverse community

Neighborhood Services

- 1.4 Ensure that the West Central area remains a safe place to live, work, travel, and play for all ages
- 1.5 Construct new public improvements and upgrade aging infrastructure to better serve neighborhood residents
- 1.6 Maintain and improve streets to support neighborhood aesthetics and environmental quality
- 1.7 Maintain employment opportunities and access to amenities

Neighborhood Character

- 1.8 Maintain established, mature neighborhoods as areas of stability
- 1.9 Provide guidelines to ensure new development is compatible with adjacent neighborhoods
- 1.10 Emphasize and respect the existing heritage and character of neighborhoods through a collaborative design process that allows for a neighborhood dialogue
- 1.11 Encourage a variety of housing types so that residents from all socio-economic levels may find suitable housing in the area
- 1.12 Encourage Colorado State University involvement in neighborhood planning and development efforts and participation in activities that strengthen neighborhoods

Code Enforcement & Education

1.1 Promote good property maintenance and yard care practices to contribute to attractive, desirable neighborhoods LU1

Continue to pursue a proactive approach to identifying, monitoring, and responding to code violations.

Continue to prevent recurring code violations on individual properties through increased fines or other escalating enforcement measures.

Efforts to educate and improve the maintenance and management of rental properties should focus on both landlords and renters.

Action Items

Education

- Promote the annual **Neighborhood Services Landlord Training Program**, which offers landlords and property managers an opportunity to stay current with all applicable building and property maintenance codes. Adopt a “Preferred Landlord” credential for participants and incentivize participation.
- Encourage rental tenants’ participation in a training program and adopt a “**Preferred Tenant**” credential for participants. Utilize the CSU Off-Campus Life education programs as a starting point for tenant certification. Rent discounts or priority access for renters to available units could provide additional incentives for participation.
- Support the establishment of **networking and professional development group** for landlords and property managers that meets casually to socialize and discuss ideas and challenges related to property management.

Enforcement

- Form a committee to explore the creation of a citywide **landlord registration or licensing program** as a means to improve building safety, improve compliance with City codes, and increase accountability for the management of single-family



Example of nuisance property requiring code enforcement

properties. Such a program would require contact information for landlords, tenants, and property managers to improve communication.

- Continue to strengthen the **effective enforcement of nuisance ordinances**. Focus enforcement efforts on neighborhoods with proportionately higher number of violations.
- Update the City Code to clarify the enforcement violations related to **dead grass and bare dirt in front yards**.
- Review the current strategy for the **escalation of fines** and other enforcement measures for repeat code/public nuisance violations, and update as needed.
- Provide **annual education** of residents related to unscreened trash to reduce the number of violations.
- Develop a strategy to **proactively enforce sidewalk shoveling** by property owners along important pedestrian routes (e.g., to schools, parks, and other major destinations) (see also Policy 2.2).

What We Heard

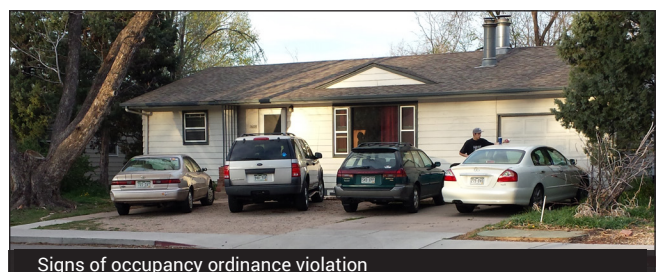
Management and maintenance of rental properties has been an ongoing concern in these neighborhoods for many years.

1.2 Maintain the livability of neighborhoods for a variety of residents through existing occupancy limits LU1

Continue the enforcement of the City’s existing occupancy ordinances, commonly referred to as “U+2” or “three-unrelated.” Extra occupancy rental houses are not permitted in the Low Density Residential (RL) District but may be considered in the other zoning districts within the West Central area.

Action Items

- Expand **education efforts** related to the impacts and requirements of occupancy limits in partnership with CSU and Front Range Community College (FRCC).
- When community service is required as a penalty for violations, apply the **community service** to the neighborhoods in which the violations frequently occur.



Signs of occupancy ordinance violation

Support programs and initiatives that seek to educate renters, landlords and property managers, and long-time residents about living as part of a diverse community LU1 LU5

Improve education of renters on the responsibilities of living in a neighborhood, how to be a good neighbor, and how to get involved in neighborhood organizations. Education efforts should occur both prior to and in response to the occurrence of violations.

Improve communication with property owners and neighborhood residents about the codes that are in place and how they are enforced. Efforts should be taken to ensure that residents and code compliance staff have similar expectations about how code enforcement will occur in neighborhoods.

Participation in education programs should be included as part of the penalties associated with public nuisance, occupancy, drug and alcohol, code violations, and other offenses. For example, CSU students issued certain tickets are already required to attend a class about living in the community.

Action Items

Renter Education

- Continue **existing educational programs** offered by Neighborhood Services and CSU Off-Campus Life. Strengthen CSU Off-Campus Life's existing programs for educating students about the responsibilities of living off-campus and being a good neighbor (e.g., Party Smart, Community Welcome, Ice Cream Welcome Wagon, First-Year Seminar Classes, Where Will I Live Next Year Seminars).
- Fund an **additional staff position** to support the Community Liaison position. Such a position would strengthen existing Neighborhood Services and Off-Campus Life partnership programs, as well as the implementation of new programs and strategies. The costs of this position should be shared between the City and CSU.
- Work with **Front Range Community College** to develop a program for educating students about living in the community.

Landlord Education

- Create a program that requires landlords to attend a **class on rental property management** in response to public nuisance ordinance violations.

Neighborhood Outreach & Education

- Support the establishment and growth of **organized neighborhood groups**. The Neighborhood Services department will continue to serve as a resource for existing and new neighborhood organizations.

- Schedule **annual meetings** with neighborhood residents within the West Central area. As part of these meetings, attendees can share their experiences related to living in a diverse neighborhood and discuss expectations for property owners, landlords, renters, law enforcement, and City staff. Such meetings should be discussion-based, interactive, and fun.
- Leverage existing **neighborhood newsletters** to improve communication to neighborhood residents and property owners. The City should provide additional information and education through Neighborhood News (City of Fort Collins), homeowners association and apartment complex newsletters, Northern Colorado Rental Housing Association newsletter, Nextdoor (social media site), and other newsletters and forums used by neighborhood residents.
- Support the efforts of Police Services and the CSU Police Department to include educational information and programs as part of their **enforcement and community outreach** strategy.
- Continue to hold neighborhood meetings regarding **crime activity and safety concerns** as needed.
- Include educational information about City code requirements as part of the **code violation letters** sent to residents. A summary of the most common violations and strategies for avoiding them should be included.

Data Management

- Improve the utilization of **code violation data** to identify trends, problem areas, and communicate with the public.
- Create an online, publicly-accessible **map of code violation data** to serve as a communication and education tool.

What We Heard

Neighborhood residents would like to see additional renter education provided on an annual basis.



Community welcome event at the beginning of the school year

Neighborhood Services

1.4 Ensure that the West Central area remains a safe place to live, work, travel, and play for all ages LU1 T4

The need for additional public services should be closely monitored over time in an effort to maintain public safety and retain neighborhood vitality for all ages and income groups.

In order to enhance safety, public street lighting should be added and/or retrofitted to fill existing gaps along public streets and bring illumination levels up to current standards. Consider installing back-side shields to mitigate light spillage onto private property, where needed.

Action Items

- Establish a **Police Services sub-station** within the West Central area. Such a center could also include community-oriented services, such as a shared community room, office space for CSU and community organizations, or other amenities. Consider including the new sub-station within a future CSU parking structure near Shields Street and West Elizabeth Street.
- **Monitor crime incidents and trends** in the West Central area to determine if additional patrols, safety features, or other resources are needed.
- Coordinate with the Light & Power department to map **gaps in lighting** and opportunities to bring existing light fixtures up to current standards along major streets and within neighborhoods. Consider a range of safety and privacy considerations when determining whether additional lighting is necessary. Ensure all new light fixtures are down-directional, shielded from adjacent residences, and energy efficient.
- Review and update **current policies for upgrading and adding street lighting** to ensure that it allows for the adequate protection of public safety within neighborhoods.
- Continue to trim tree branches that block **sight distance** at intersections and stop signs.
- Continue to identify locations for physical **traffic calming** or radar speed indicators.
- Regularly **maintain curb paint** to prevent parked cars from blocking driveways and interfering with sight distance at intersections.
- Continue to identify locations where additional lighting, sidewalk connections, traffic calming, and other **neighborhood safety improvements** are needed over time.

1.5

Construct new public improvements and upgrade aging infrastructure to better serve neighborhood residents LU1 T4 T6

As the infrastructure in the West Central area continues to age, regularly maintain and upgrade facilities to better serve the neighborhoods. Sidewalk connections, traffic calming, pedestrian safety features, and aesthetic improvements are all priorities.

Action Items

- **Upgrade existing bridges** to include sidewalks and safety railings, particularly over irrigation ditches.
- Improve **neighborhood identity** and aesthetics with entry signage.
- Add **shelters** to existing and future bus stops (see also Policy 2.7).
- Continue to **widen existing attached sidewalks** where feasible. Fill in missing gaps in sidewalks within neighborhoods.
- Provide information to neighborhood residents about **Access Fort Collins**, an application that allows users to directly report issues to City departments.
- **Coordinate among City departments** to make specific improvements in the West Central area: Planning, Streets, Traffic Operations, Transport, Neighborhood Services, Engineering, Stormwater, and other relevant departments.

What We Heard

There is a need for upgraded infrastructure within neighborhoods such as sidewalks, bridges and other safety measures, as well as aesthetic upgrades, such as street trees.



Fill in missing gaps in sidewalks

1.6 Maintain and improve streets to support neighborhood aesthetics and environmental quality. LU1 T4 OS5

Continue regular street sweeping and street maintenance to beautify neighborhood streets, reduce flooding impacts, and support public health and safety.

Action Items

- Properly **notify neighborhood residents** of routine street sweeping operations to ensure that street parking is cleared so debris can be effectively removed. Explore strategies for better informing residents of the street sweeping schedule.
- Continue to implement the **Street Maintenance Program** within the West Central area to ensure that aging infrastructure is repaired and upgraded as needed.
- Continue to add **street trees** throughout the area, particularly along Prospect Road west of Shields Street, along collector roads, and near entrances to neighborhoods.



Routine street sweeping and maintenance needs

1.7 Maintain employment opportunities and access to amenities LU2 T3

Allow for a greater mix of land uses within existing commercial centers in order to fill vacancies, activate the area, and offer amenities in close proximity to neighborhoods.

Consider a wider range of potential land uses within under-utilized commercial centers to promote economic viability than would otherwise be permitted under current zoning. Non-traditional uses such as employment, entertainment, or cultural activities may be appropriate in some cases.

Action Items

- Maintain the **Neighborhood Commercial (NC) zone district** to allow for future development of a mixed-use neighborhood center near Shields and Prospect.
- Encourage businesses to locate in **existing, underutilized commercial buildings** whenever possible.

What We Heard

The results of two online surveys indicate the demand for additional services within the West Central area. The top three desired amenities for a neighborhood center are restaurant, grocery, and open space uses.



Vacant parcel zoned for a neighborhood commercial center near Prospect Road and Shields Street

Neighborhood Character

1.8 Maintain established, mature neighborhoods as areas of stability LU1 LU4

Protect the quality of life in existing stable neighborhoods within the West Central area. Neighborhoods that are zoned for Low Density Residential (RL) should not be considered for further housing densification, such as allowing existing houses to convert to duplexes or by adding accessory dwelling units.

Density that exceeds three dwelling units per acre or includes accessory dwelling units (e.g., carriage houses, basement apartments) should be steered to the following zone districts: Low Density Mixed-Use Neighborhood (LMN), Medium Density Mixed-Use Neighborhood (MMN), Neighborhood Conservation Buffer (NCB), and High Density Mixed-Use Neighborhood (HMN).

Action Items

- Create a **development guide or workbook** that shows the potential opportunities for improving aging homes so that the existing housing stock is better equipped to serve the next several generations.

1.9 Provide guidelines to ensure new development is compatible with adjacent neighborhoods LU2 LU3 LU5 LU6

The height, mass, and scale of new development in the High Density Mixed-Use Neighborhood (HMN) zone district, Neighborhood Commercial (NC), Community Commercial (CC) and other areas of development or redevelopment should be compatible with adjacent development and sensitive to the context of the area.

Additionally, New development should be pedestrian-oriented, mixed-use and contribute to a vibrant streetscape to support and integrate with surrounding neighborhoods.

Action Items

- Update the Land Use Code standards for the **HMN zone district** to clarify requirements related to mass, scale, and building design.

What We Heard

It is important to residents that new multi-family developments should be compatible with the character of the neighborhoods in which they are built.

The following principles should guide new development in the West Central area:

- Design of new development must be sensitive to the general context and overall character of the neighborhood, influenced by local attributes, and demonstrate cohesiveness with adjacent properties. Out-of-scale development in relationship to existing development will be discouraged.
- Compatibility can be achieved through careful site planning so that mass and scale are mitigated and located away from existing houses. Careful use of open space, yards and building setbacks, within an urban context, will help with density transitions.
- Building entrances should be oriented toward public streets.
- Height should be stepped back and buildings set back so that taller buildings do not loom over the street and shadowing of private property is minimized.
- Parking lots should be located to the side and rear of buildings.
- Building forms are expected to be responsive to the individual context of the site.
- Each site will relate to the street by a plaza, courtyard, entry feature or other ground floor amenities that enliven pedestrian interest and enhance the public streetscape.
- Additions and renovations to all properties are encouraged to be toward the side and rear and follow the Secretary of Interior Standards for the preservation of historic properties.

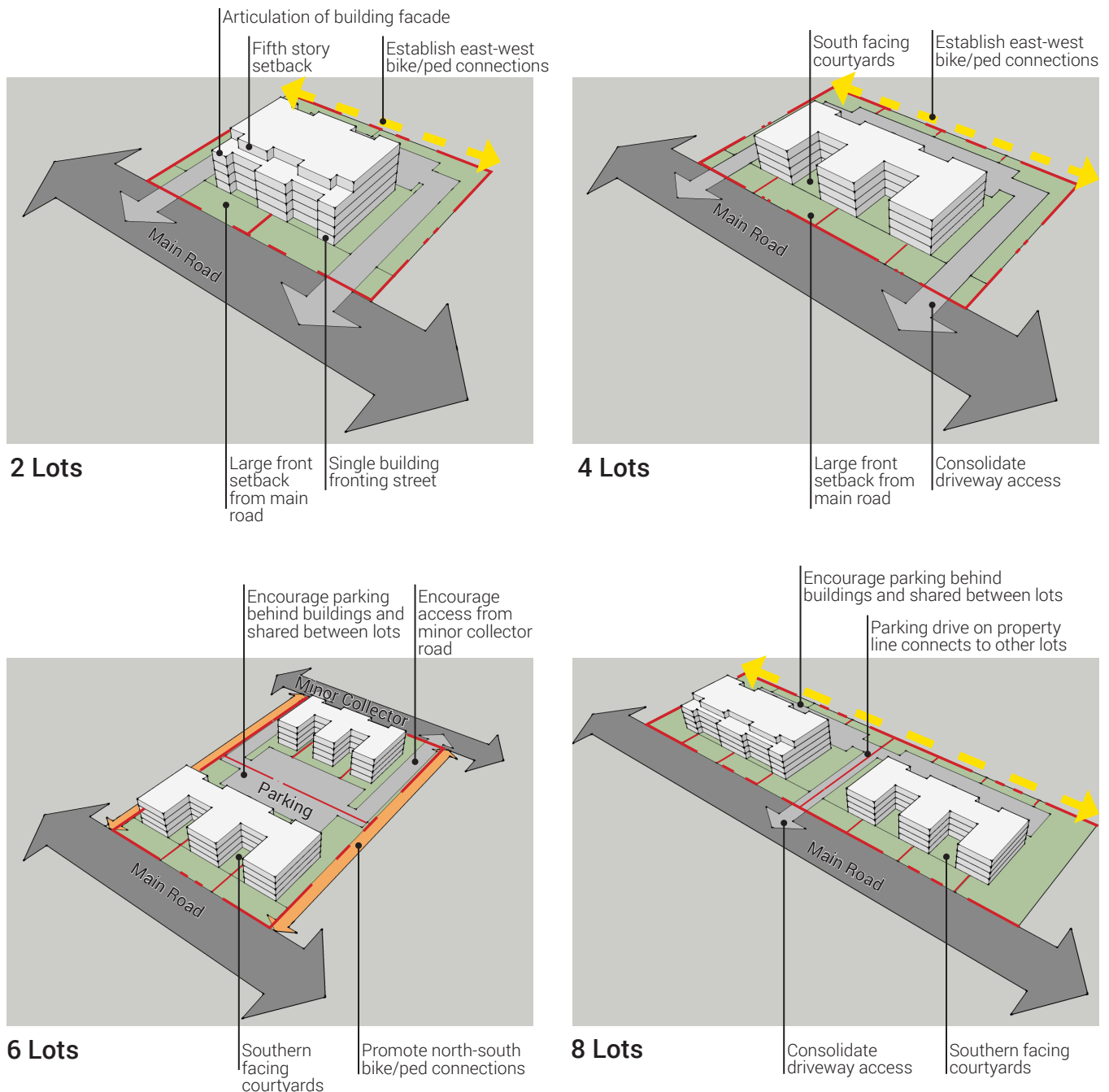


New development should complement existing neighborhoods

Figure 7. Potential Redevelopment Scenarios in the HMN Zone (Policy 1.9)

The High Density Mixed-Use Neighborhood (HMN) zone is generally located between Prospect Road and the CSU main campus. The HMN zone is comprised primarily of small lots varying in size, which could potentially be consolidated to successfully accommodate new development. The examples below illustrate a variety of lot consolidation scenarios addressing access, parking, setback and design strategies to assist with breaking up the overall mass of structures. Providing larger south facing courtyards and/or upper story setbacks will help avoid a monotonous “wall” along the street and create a perception of a series of smaller structures to improve compatibility.

There are several houses in that are potentially eligible for local landmark designation. Designers of new buildings will need to pay close attention to architectural details in order to comply with both Chapter 14 of the City Code (Landmark Preservation) and Section 3.4.7 of the Land Use Code (Historic and Cultural Resources). Informal consultation with the Landmark Preservation Commission is encouraged in order to find design solutions that are beneficial to all parties.



1.10 Emphasize and respect the existing heritage and character of neighborhoods through a collaborative design process that allows for a neighborhood dialogue

LU3 LU6

Design attributes for new development are intended to contribute to livable neighborhoods. All new development will be encouraged to contribute to a sense of unity, yet without replication, with the prevailing patterns and character of the surrounding area. New development is expected to be distinctive and not a formulaic or corporate prototype so that as the area grows, neighborhood character is enhanced and not diminished. New development that appears to be imported from outside the region without consideration to local neighborhood character will be discouraged.

The neighborhoods are generally characterized Craftsman, Prairie, and Mid-Century Modern architectural styles (and their various derivations). These styles are well-accepted and should serve as a starting point for achieving neighborhood compatibility. Styles that differ radically from the established character will be discouraged.

Extensive neighborhood collaboration and dialogue is expected to be a key part of the design review process.

Action Items

- Update relevant sections of the **Land Use Code** to ensure that new multi-family and mixed-use development is compatible with adjacent neighborhoods.
- Sites that have structures that are officially recognized as local, state, or national historic landmarks are encouraged to consult with the **Landmark Preservation Commission** or their Design Review Subcommittee in order to gain valuable feedback. In addition, applicants are encouraged to apply for the Design Assistance Grant Program, which offers financial assistance for specialized professional architectural services. Other resources, such as the Old Town Neighborhoods Design Standards and Guidelines, may also serve as a reliable source for ideas on preserving neighborhood heritage. New development adjacent to the Sheely Historic District will be required to demonstrate sensitivity to established character of the historic homes.
- Developers should consider **additional neighborhood meetings** beyond the standard requirement, interactive design charrettes, and individual meetings with affected property owners to demonstrate a high level of collaboration with neighborhood residents

What We Heard

Residents feel a sense of pride in the historic character of the Sheely Historic District, located south of Prospect Road along Sheely Drive.



Existing mid-century modern house in the Sheely neighborhood



Landmark apartments, located near the Sheely and Wallenberg neighborhoods

1.11 Encourage a variety of housing types so that residents from all socio-economic levels may find suitable housing in the area

LU3 LU4 LU5

A variety of housing types and densities should be encouraged for new development or redevelopment projects to offer a range of options within the area. Single-family houses, duplexes, townhomes, apartments, condos, accessory units, and other types should be considered. Multi-family projects should consider both rental units and owner-occupied units. Single-family attached housing should act as a transition to adjacent, established neighborhoods. Avoiding the dominance of a single housing type creates opportunities for housing that is attainable for a range of income levels.

Housing types should be designed to accommodate a range of tenants over time. Housing variety is encouraged in order to attract and retain families and allow seniors to age in place. A diverse mix of occupants contributes to neighborhood stability.

Student-oriented housing should be located in close proximity to the CSU and FRCC campuses and should be accessible by walking, bicycling or transit. Student-oriented housing should not be so specialized as to preclude other populations in the future. Such housing should be adaptable to serve various demographic groups and not preclude amenities that would attract a variety of occupants. Housing relying solely on four-bedroom units should be discouraged, as a diverse mix of bedrooms per unit provides greater flexibility, serves a broader range of tenants, and may allow an easier conversion to owner-occupied units should the demand arise.

Action Items

- Update relevant sections of the Land Use Code to **require variety in the number of bedrooms** provided in multi-family developments.
- Ensure that the requirements of the Land Use Code continue to support a **variety of housing types and densities** within the West Central area.
- Explore the creation of a program that supports the **retention of owner-occupied homes** to maintain the stability of neighborhoods.
- Continue to enforce building codes that **protect the health and safety of tenants** in rental housing, particularly for older properties in need of improvement and properties where unauthorized remodeling and building additions have occurred.

What We Heard

"Protect the affordability of the neighborhoods in the West Central area."

1.12 Encourage Colorado State University involvement in neighborhood planning and development efforts and participation in activities that strengthen neighborhoods

LU3 LU4 LU5

Ensure that CSU faculty, staff, and students are involved in long-range planning efforts relevant to the university as well as neighborhood activities and events.

Action Items

- Form a **joint City-CSU committee** that meets regularly to assist with communication and coordination related to the on-going planning efforts of both entities.
- Encourage CSU to **engage neighborhood residents** in the University's plans for long-term growth and new development projects.
- Engage CSU student groups (e.g., clubs, sports teams, sororities and fraternities, majors with community service requirements) in **volunteer efforts** to improve the West Central neighborhoods.
- Encourage the **involvement of CSU students** in neighborhood organizations, neighborhood meetings, Neighborhood Night Out, and other events.

What We Heard

"CSU leadership is essential to mitigating the impacts of campus growth on the surrounding neighborhoods."



Student-oriented housing should not preclude other populations



Encourage CSU students to volunteer within West Central neighborhoods

Figure 8. Single-Family Residential Addition & Renovation Examples (Policies 1.9, 1.10, 1.11)

Many of the West Central neighborhoods offer a convenient location with an affordable price point, which will likely lead to greater interest in additions or renovations to homes over time. As renovations and additions to single-family residential neighborhoods occur, thoughtful approaches that maintain the character of the neighborhood should be encouraged. For example, locating an addition to the side or rear of the existing structure reduces its visual impact. Two-story additions that preserve much of the existing horizontal roofline typical in these neighborhoods show sensitivity to the surrounding context.

The examples below were selected from communities outside Fort Collins to illustrate concepts that should be encouraged, such as cross-gable entries and additions, emphasis on vertical additions near the middle of structures to preserve horizontal planes, rear additions, and the expansion or renovation of garage space where appropriate. The examples are intended to provide guidance to property owners and builders.



Before & After Examples

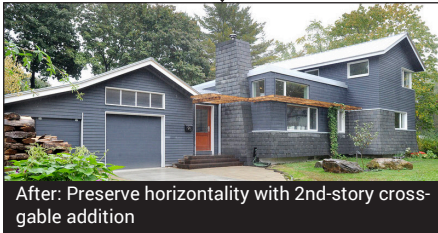
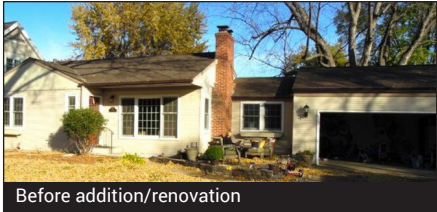


Figure 9. Design Guidelines for Multi-Family Redevelopment & Infill (Policies 1.9, 1.10, 1.11)

Multi-family redevelopment and infill should emphasize compatibility with adjacent neighborhoods and relate to a dominant residential character. The guidelines emphasize means of articulation or modulation to reduce large, monotonous masses and feel more residential in scale. In addition, consistent yet varied rooflines, front porches, human-scale detail (such as brackets/corbels and consistent fenestration patterns) are encouraged. Commercial-type multi-family structures lacking these elements are discouraged.



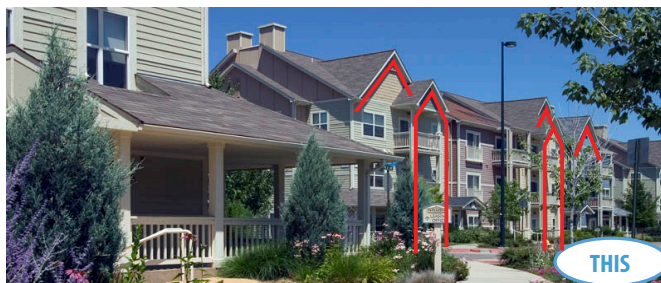
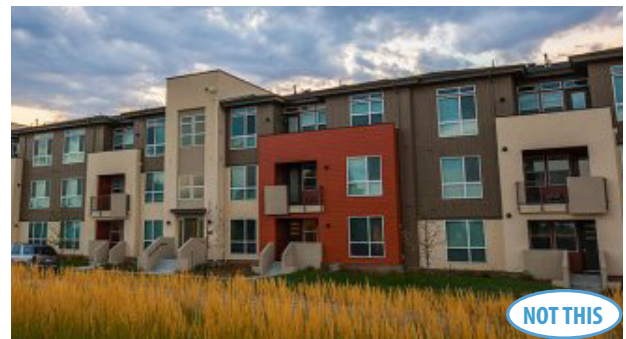
Consistent fenestration and residential detailing



Massing and scale variation, articulation and residential character



Front porches, color and materials with residential character



Consistent roof pitch and balcony style with residential character

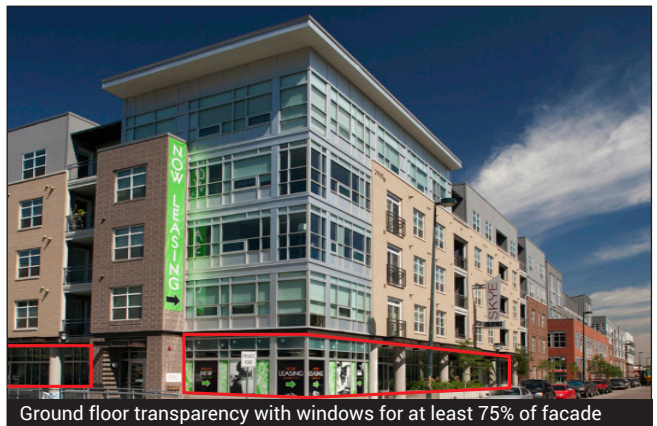
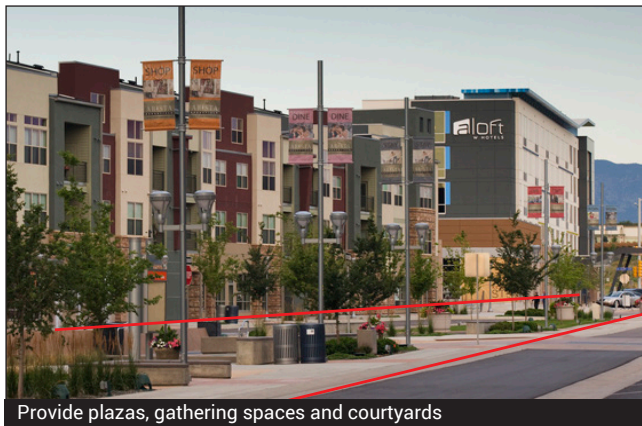


Figure 10. Mixed-Use Design Guidelines (Policies 1.9, 1.10, 1.11)

The following design guidelines provide guidance to developers and decision makers and are intended to complement the Fort Collins Land Use Code standards. Though more flexible and less stringent than the Fort Collins Land Use Code standards, utilizing the guidelines should allow development applicants a greater level of support from Planning and Zoning staff and should assist in gaining neighborhood approval.

Mixed-use development should be explored in the HMN, NC, and CC zone districts under the following guidelines:

- Emphasize height and mass transitioning to upper stories
- Horizontal, vertical and edge modulation and material variation
- Ground floor transparency, with windows for at least 75% of the facade
- Provide courtyards, plazas and open space both for gathering areas and as a means of further breaking down the perceived scale of structures



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T Transportation & Mobility

T

Transportation & Mobility Vision

A connected network that supports people safely walking, biking, or using public transit as a primary way to travel while balancing the need for efficient auto travel throughout the area.

- T1 Safe routes to school, CSU, and other major destinations
- T2 Safe, reliable, arterial streets that are easy to cross and serve residents and commuters
- T3 Option for residents to live without a car
- T4 Reshaped and retrofitted streets that meet the needs of all ages, abilities, and modes
- T5 Safe and efficient travel by car with adequate, convenient parking
- T6 Improved transit service and convenient stops
- T7 Easy access to transit (including MAX)



Policies

Transportation and mobility policies emphasize the importance of providing safe, efficient, multi-modal access to destinations throughout the area with specific improvements related to street retrofitting in neighborhoods, arterial crossing improvements, as well as improvements in the Prospect and Shields corridors. Projects are identified as either near-term (0-10 years) or long-term (greater than 10 years) and will be prioritized for funding and incorporated into the larger citywide prioritization process. The projects and policies directly support and are coordinated with other city planning efforts, such as the 2014 Bicycle Master Plan and ongoing Arterial Intersection Prioritization Study.

The policies are organized under four categories of Safe Routes, Multi-Modal Options, Street Retrofitting and Parking:



Buffered bike lane on Shields Street

Safe Routes

- 2.1 Prioritize improvements that support safe routes to schools and community facilities
- 2.2 Provide safe routes for bicyclists and pedestrians during snow events

Multi-Modal Options

- 2.3 Encourage safe and efficient travel for all modes through infrastructure improvements, education, and enforcement
- 2.4 Support car and bike sharing
- 2.5 Ensure high quality, comfortable first- and last-mile connections to transit
- 2.6 Explore shared parking opportunities for transit users
- 2.7 Provide additional transit service and amenities to encourage transit use

Street Retrofitting

- 2.8 Pursue opportunities to retrofit neighborhood streets to improve aesthetics, provide a buffer from adjacent land uses, and calm traffic
- 2.9 Pursue opportunities to retrofit arterial streets to improve aesthetics, minimize crossing distances, and improve safety, mobility, and comfort for all users

Parking

- 2.10 Minimize parking congestion in neighborhoods to preserve quality of life
- 2.11 Ensure adequate vehicle and bicycle parking is provided to serve new development and redevelopment projects
- 2.12 Encourage the use of car storage and shared parking to meet parking needs
- 2.13 Manage special events to minimize traffic and parking impacts on neighborhoods

Safe Routes

21 Prioritize improvements that support safe routes to schools and community facilities

T1 T2 T3

When implementing transportation improvement projects, whenever possible prioritize improvements that support safe walking and biking to key destinations, such as schools and activity centers.

Action Items

- Continue further analysis of potential improvements to the **Shields corridor** between Laurel and Prospect to facilitate access to such destinations as CSU and Bennett Elementary School (see Shields Corridor Analysis section for more detail)
- Support implementation of the Pedestrian Plan through the **Pedestrian Needs Assessment**
- Assess the impacts of projects on safe routes through the creation of **performance measures and evaluation strategies**



Protected bike lane



Signalized crossing for pedestrians and bicyclists

22

Provide safe routes for bicyclists and pedestrians during snow events

T1 T2 T3 T7

Explore the potential for prioritizing snow removal on key routes for bicyclists and pedestrians, and provide information about those routes to the public.

Action Items

- Establish **Priority 1 pedestrian and bicycle routes for snow removal** by the Streets Department. Match priority snow removal bicycle routes to the low-stress network identified in the Bicycle Master Plan.
- Establish Priority 1 routes for snow removal with **enforcement** by Code Compliance and **education** on property owner responsibilities by Neighborhood Services
- **Communicate priority routes** to CSU and the public



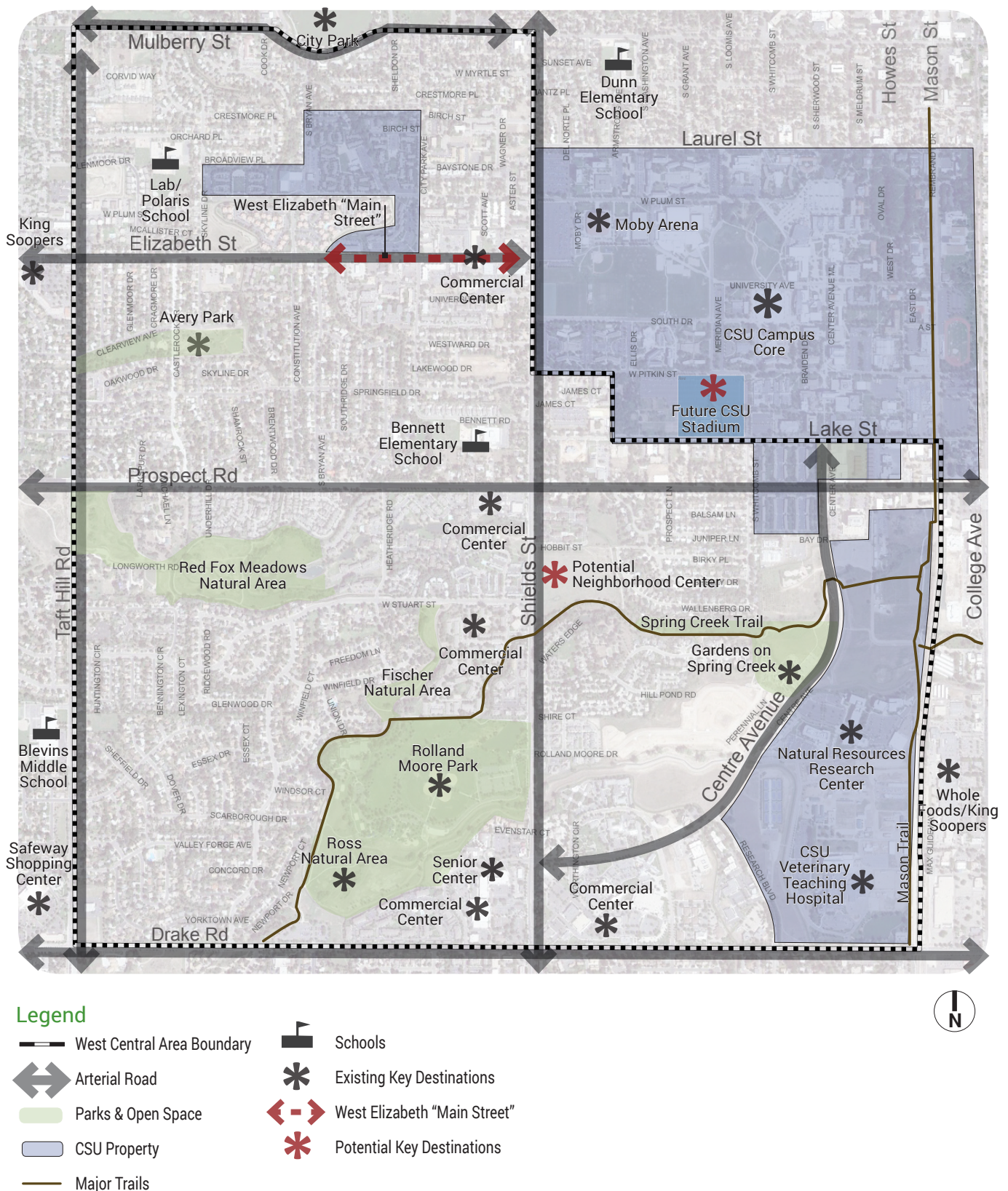
Ensure snow removal occurs along bike lanes and paths



Prioritize snow removal along bike routes

Figure 11. Key Destinations Map (Policies 2.1 and 2.2)

The map below identifies key destinations within the West Central area, such as schools, parks, community centers, and other community amenities. This map should be used to help identify transportation projects within the project area by prioritizing improvements that support a safe multi-modal network.



Multi-Modal Options

23 Encourage safe and efficient travel for all modes through infrastructure improvements, education, and enforcement

T1 T2 T5 T7

Encouraging safe travel behavior for everyone will require a multi-faceted approach, involving infrastructure improvements that increase predictability and visibility of users, as well as education and effective enforcement.

Action Items

- Support completion of the **low-stress bicycle network**, per the 2014 Bicycle Master Plan
- Coordinate with CSU on education and continue **Safe Routes to School (SRTS)** efforts
- Continue to assess traffic **enforcement needs** and coordinate with Police Services and the CSU Police Department
- Coordinate with other **ongoing city programs**, such as the Bus Stop Improvement Program, Street Maintenance Program (SMP), and Capital Improvement Program (CIP) to make improvements in a cost-effective and efficient manner
- Pursue **sustainable funding strategies** for improvements that benefit all modes
- Work towards achieving **Climate Action Plan goals** to reduce VMT through bike, pedestrian, and transit improvements
- Provide **education on safe user behavior** as new crossing improvements are implemented

What We Heard

"Need for traffic calming on collector streets through neighborhoods"



Pedestrian refuge island integrated with median

24 Support car and bike sharing T3

Bike sharing and car sharing programs provide convenient transportation options by providing a system of cars and bikes available on-demand and for short-term use. Car and bike share systems offer people the freedom to travel around town without needing to own a personal vehicle while supporting a truly multi-modal transportation system.

Action Items

- Evaluate the feasibility of incorporating **car share and bike share** options into the Land Use Code and/or Development Review process
- Identify and provide **strategically placed car sharing spaces accessible to public and private car sharing companies**
- Work to implement the recommendations of the **Bike Share Business Plan**



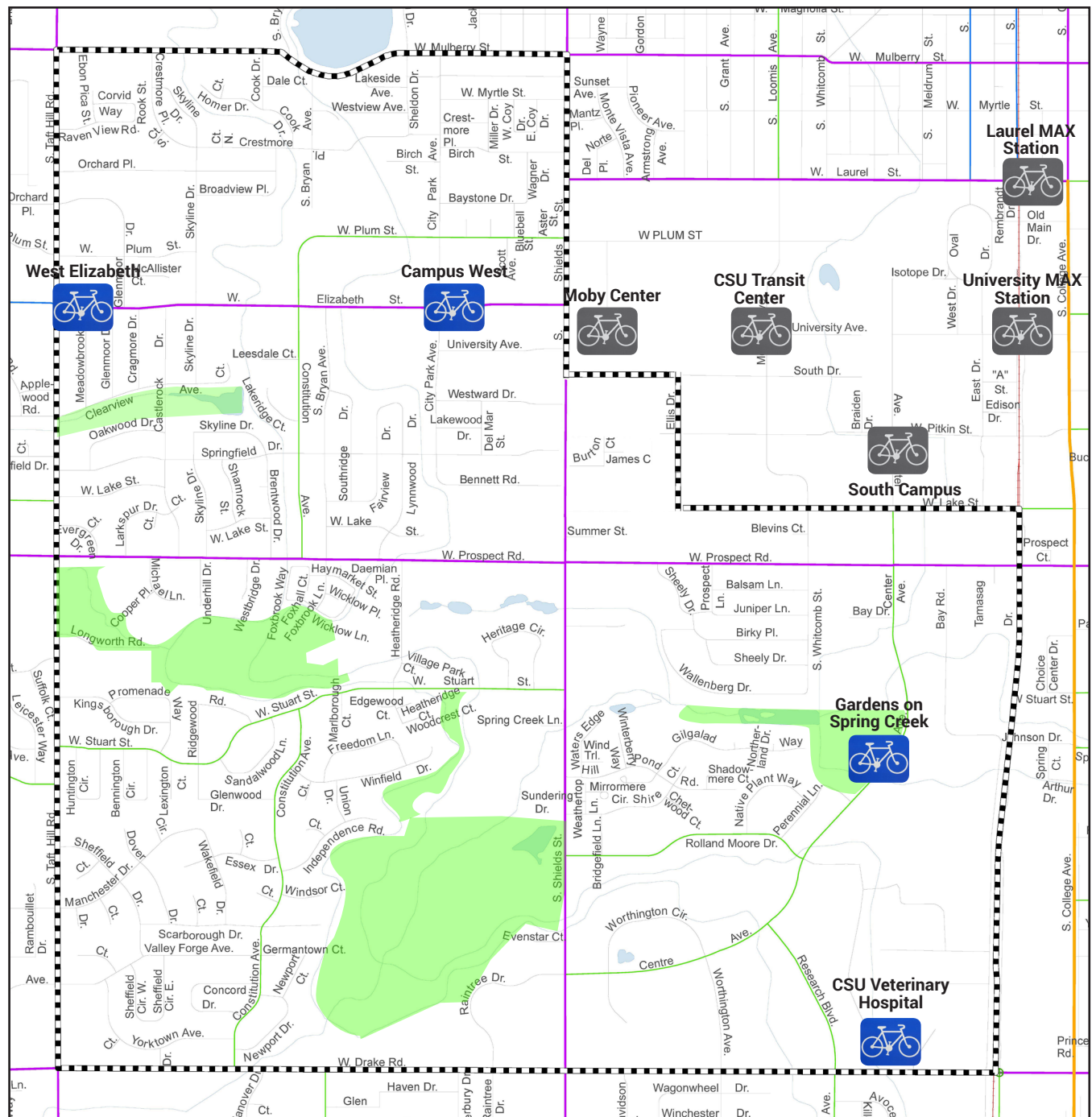
Bike rental station



Zip Car rental area

Figure 12. Bike Share Station Planning Map (Policy 2.4)

The map below presents the proposed bike share station locations included in Phase 1 of the 2014 Bike Share Business Plan. The proposed stations are centered around Downtown, CSU, and the MAX stations. Stations planned within the West Central area are shown in blue. Other stations are shown in gray. Future potential expansion could occur in areas South of Drake Road and further east along Harmony Road.



Legend

----- West Central Area Boundary



Phase 1 Proposed Station



Phase 1 Proposed Station (West Central area)



Parks/Open Space

2.5 Ensure high quality, comfortable first- and last-mile connections to transit T3 T6 T7

It is important to consider a transit user's whole trip, including access to and from the transit stop. When implementing transportation improvement projects, whenever possible prioritize improvements that support safe and comfortable walking and biking to transit (e.g., sidewalk connections, bicycle parking racks).

Action Items

- Continue to consider transit stop locations in **bicycle and pedestrian network planning** (ongoing)

2.6 Explore shared parking opportunities for transit users T5 T6 T7

Providing adequate parking along transit routes can reduce congestion and parking impacts in the West Central area while increasing transit use.

Some of the priority corridors in which to explore the establishment of Park-n-Rides through shared parking arrangements are shown in the Future Transit Vision Map (Figure 10) and include West Elizabeth, Taft Hill, Shields, and Centre.

Action Items

- Work with CSU to explore shared **Park-n-Ride arrangements** south and west of campus



Pedestrians leaving bus stop station



Bike parking at MAX Station

2.7 Provide additional transit service and amenities to encourage transit use T6 T7

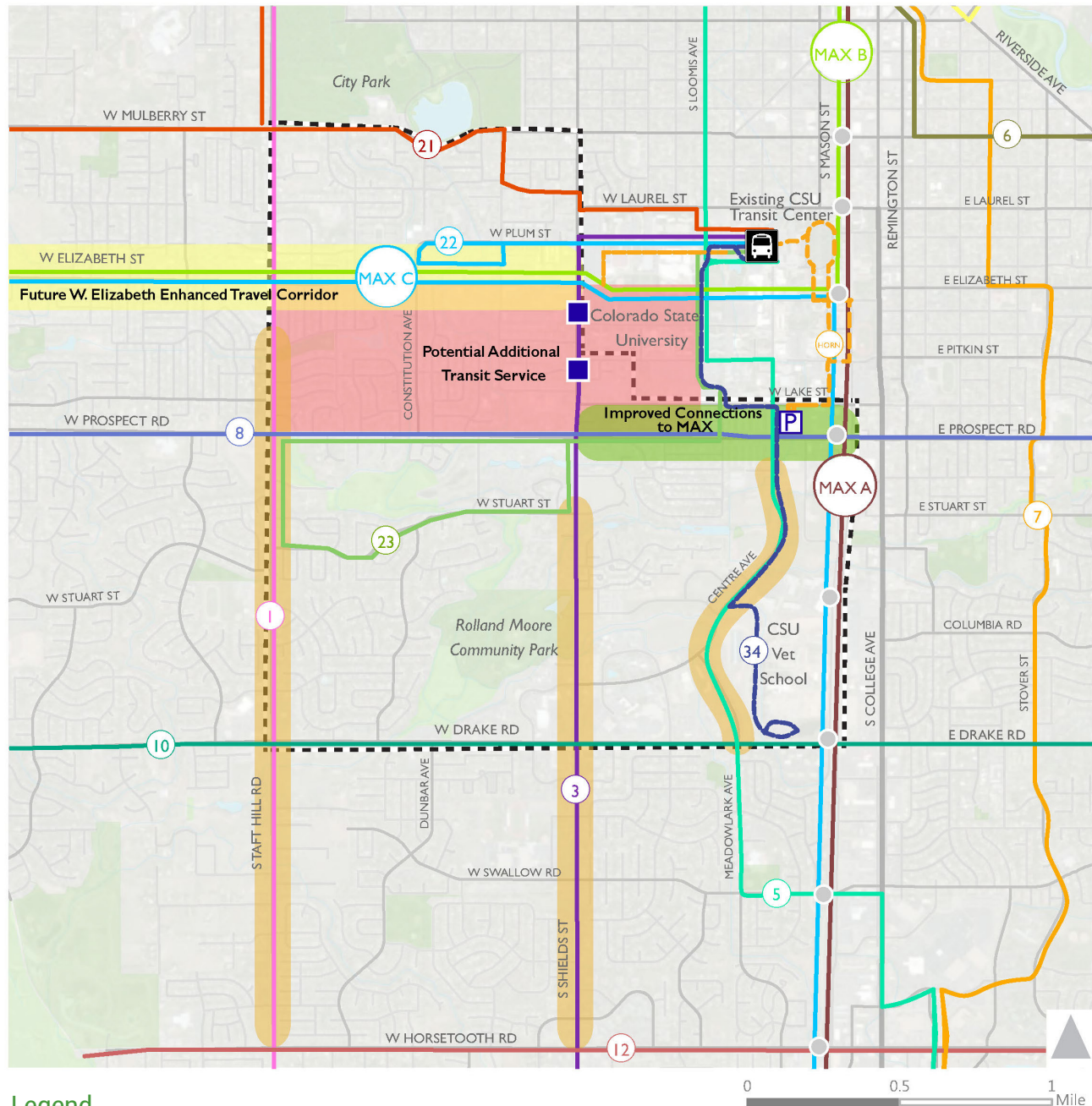
The West Central area is served by some of the routes with the highest productivity in Transfort's system. At the same time, the existing service does not adequately meet demand (e.g., on the West Elizabeth corridor), and some neighborhoods (such as the neighborhood north of Prospect and west of Shields), may warrant direct transit connections similar to the route that serves Plum north of West Elizabeth (shown as Route 22 in Figure 10). In addition, several of the existing stops do not have amenities, such as shelters and benches. Stops were rated based on amenities and accessibility, and locations with a "Medium" or lower rating were identified and prioritized as short- to mid-term or longer-term (Figure 11). These improvements could also be coordinated with other roadway projects to improve efficiency and minimize construction impacts in the area.

Action Items

- Incorporate transit service recommendations for the West Central area into Transfort budget requests and future **Transfort Strategic Operating Plan** updates (see Figure 13)
- Evaluate future West Elizabeth corridor transit needs in the upcoming **West Elizabeth Enhanced Travel Corridor Plan**
- Integrate **short- to mid-term bus stop improvements** into the citywide Bus Stop Improvement Program (see Figure 14)
- Coordinate bus stop improvements with **other roadway improvement projects**, where applicable
- Seek opportunities to provide additional, high-quality **bike parking** at bus stops

Figure 13. Future Transit Vision (Policy 2.7)

The map below outlines some concepts for future transit improvements within and outside the West Central area. Examples of desired concepts include the areas in need of additional transit service, a future enhanced travel corridor, improved connections to MAX and potential east-west bus crossing improvements. The map shows the Phase 3 routes from the Transfort Strategic Operating Plan (TSOP), as well as new routes added since the adoption of the TSOP.



Legend

----- West Central Area Boundary

Potential Additional Transit Service

Future West Elizabeth Enhanced Travel Corridor

Improved Connections to MAX

Corridors in Which to Explore Shared Park-n-Ride Arrangements

P Parking Garage

Potential East-West Bus Crossing Improvement

Existing Transit Center

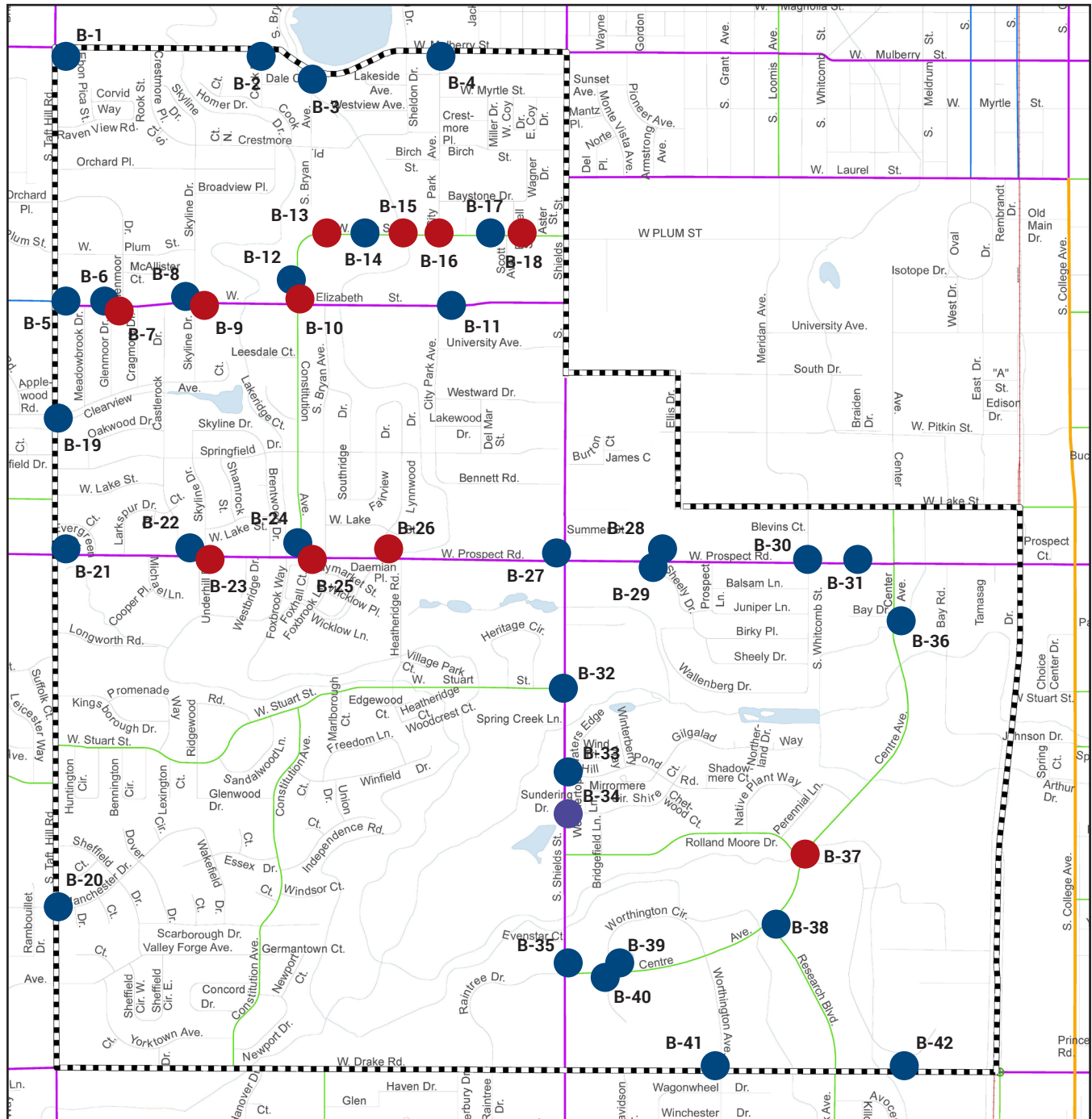
MAX Stations

—○— Transfort Strategic Operating Plan (TSOP) Phase 3

-○- Other Routes Added Since TSOP

Figure 14. Bus Stop Improvements (Policy 2.7)

The map below shows bus stop improvements categorized as either short- to mid-term priority or longer-term priority. Stops were rated based on amenities and accessibility, and locations with a "Medium" or lower rating were identified as needing improvements. Wherever possible, bus stop improvements would be coordinated with other roadway projects to improve efficiency and minimize construction impacts in the area. These improvements would ultimately be rolled into the citywide Bus Stop Improvement Program for potential funding.



Legend

- West Central Area Boundary
- Near-Term priority
- Long-Term priority



Bus Stop Improvements

The table below outlines the near and long term bus stop improvement projects located within the West Central Area. The table lists the locations and bus stop rating based on an inventory conducted in 2013. These projects were identified through several City studies and the development of the West Central Area Plan.

Table 1. Short- to Mid-Term Bus Stop Improvements (0-10 years)

Project ID	Bus Stop Location	Bus Stop Rating
B7	Elizabeth & Glenmoor South	Very Low
B9	Elizabeth & Skyline South	Low
B10	Elizabeth & Constitution North	Very Low
B13	Constitution Ram's Village West	Very Low
B15	Constitution Ram's Village East	Very Low
B16	City Park & Plum	Medium
B18	Plum & Bluebell	Very Low
B23	Prospect & Skyline South	Low
B25	Prospect & Constitution South	Low
B26	Prospect & Heatheridge North	Medium
B37	Centre & Rolland Moore SE	Low

Table 2. Longer-Term Bus Stop Improvements (10+ years)

Project ID	Bus Stop Location	Bus Stop Rating
B1	Mulberry & Taft Hill	Very Low
B2	Mulberry & Cook	Very Low
B3	Mulberry & Bryan	Very Low
B4	Mulberry & City Park	Very Low
B5	Elizabeth & Taft Hill South	Low
B6	Elizabeth & Glenmoor North	Very Low
B8	Elizabeth & Skyline North	Very Low
B11	Elizabeth & City Park South	Low
B12	Constitution @ Ram's Village	Very Low
B14	Constitution Ram's Village	Very Low
B17	Plum & Columbine	Very Low
B19	Taft Hill & Clearview SE	Very Low
B20	Taft Hill & Manchester	Low
B21	Prospect & Taft Hill East	Medium
B22	Prospect & Skyline North	Very Low
B24	Prospect & Constitution North	Very Low
B27	Prospect & Shields North	Very Low
B28	Prospect & Sheely North	Very Low
B29	Prospect & Sheely South	Very Low
B30	Prospect & Whitcomb North	Very Low
B31	Prospect & Centre SW	Very Low
B32	Shields & Stuart West	Low
B33	Shields & Shire East	Medium
B34	Shields & Shire West	Low
B35	Shields & Centre	Low
B36	Centre & Bay East	Low
B38	Centre & Research South	Low
B39	Centre & Worthington North	Low
B40	Centre & Worthington South	Low
B41	Drake & Worthington	Medium
B42	Drake & CSU Vet School	Very Low

Street Retrofitting

28

Pursue opportunities to retrofit neighborhood streets to improve aesthetics, provide a buffer from adjacent land uses, improve safety and mobility, and calm traffic T4 OS3 OS5

Street retrofitting supports the Transportation Master Plan goal of reshaping streets in a way that emphasizes lower vehicle speeds and encourages walking, bicycling, and transit modes in the existing cross-sections of roadways (see Figure 15 below). This approach would build on the Neighborhood Greenways

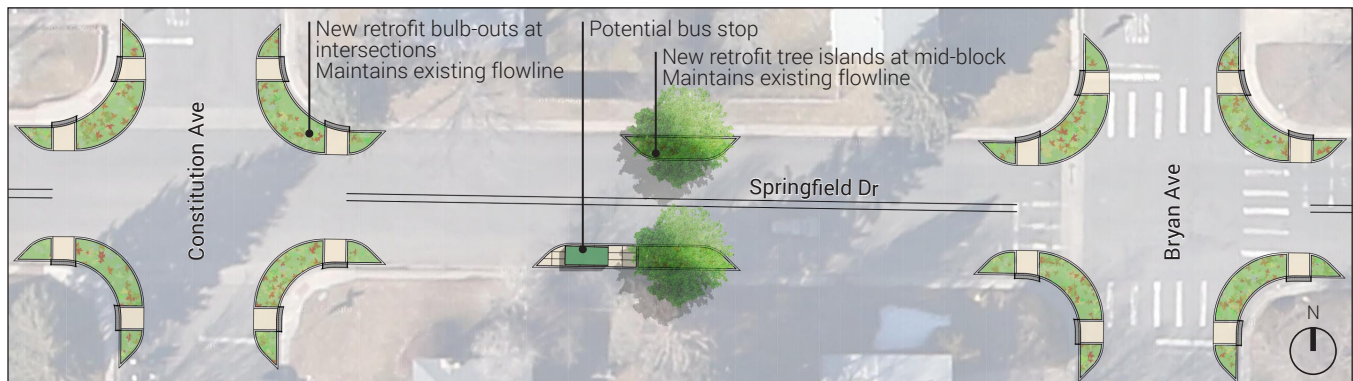
program introduced in the 2014 Bicycle Master Plan. Improvements could include sidewalk widening, bulb-outs, and/or additional landscaping.

Action Items

- Pursue opportunities to implement **neighborhood street retrofitting** in conjunction with the Street Maintenance Program and Capital Projects
- Develop a **template for widening sidewalks**
- Explore the potential for incorporating related stormwater and **low-impact development** (LID) improvements into street retrofits

Figure 15. Example Street Retrofit Concept - Springfield Drive

Springfield Drive is included in the low-stress bicycling network identified in the Bicycle Master Plan. The following example shows how street retrofitting concepts could potentially be applied to a neighborhood street.



Before



Current intersection condition - Springfield Drive and Constitution Avenue

After



Retrofit bulb-outs at intersection condition - Springfield Drive and Constitution Avenue (Maintains existing lanes and curbs)

Before



Current street condition - Springfield Drive and Constitution Avenue

After



Retrofit tree islands at mid-block condition - Springfield Drive and Constitution Avenue (Maintains existing lanes and curbs)

29

Pursue opportunities to retrofit arterial streets to improve aesthetics, minimize crossing distances, and improve safety, mobility, and comfort for all users T4 OS3 OS5

Supporting the Transportation Master Plan goal of reshaping streets, this effort will rethink and reshape existing arterial streets to improve the safety and comfort of all modes of travel. Example improvements include median treatments, pedestrian refuges, buffered bike lanes, and road diets.

Two examples of potential median implementations are provided. The introduction of medians on Shields Street would likely be combined with other crossing improvements and would have a primary goal of minimizing crossing distances and providing a safe refuge for bicyclists and pedestrians. New medians on West Prospect would also provide additional landscaping opportunities in a corridor that currently lacks street trees.

Action Items

- **Retrofit Shields Street** (between Prospect Road and Laurel Street) to include medians and other aesthetic and safety improvements (see Figure 16 to the right).
- **Retrofit Prospect Road** (west of Shields Street) to include medians and other aesthetic and safety improvements (see Figure 17 below).

Figure 16. Example Street Retrofit Concept - Shields Street

The diagram below identifies potential locations for median improvements along Shields Street between West Elizabeth Street and Pitkin Street. The medians are designed to maintain as much access to existing driveways and intersection streets as possible. The Shields Corridor Analysis section includes a full layout of potential medians on Shields Street between Prospect Road and Laurel Street.

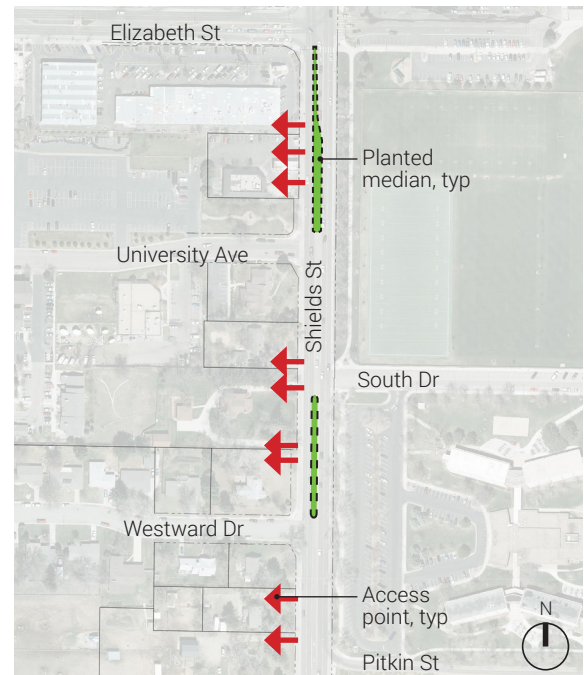
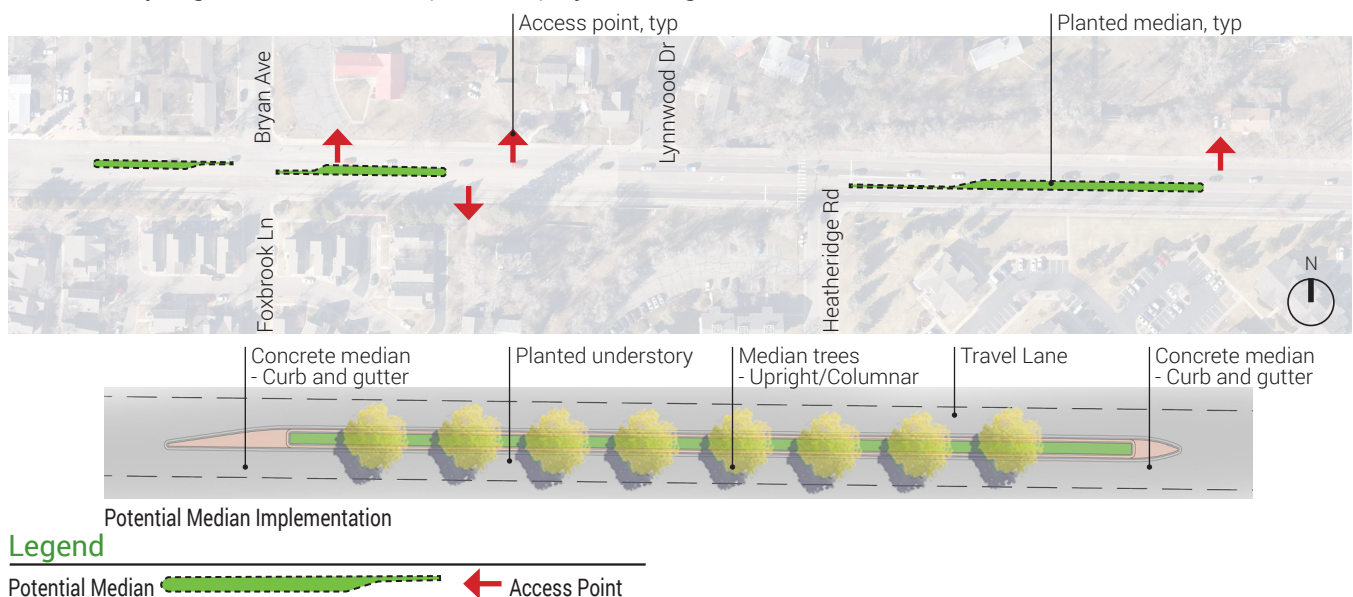


Figure 17. Example Street Retrofit Concept - West Prospect Road

The diagram below identifies potential locations for median improvements along Prospect Road west of Shields Street. The medians were designed to maintain as much access to existing driveways and intersection streets as possible and could include a combination of planted medians and smaller concrete medians. Appendix E includes a layout of potential median implementation on West Prospect Road between Taft Hill Road and Shields Street, and this roadway segment is noted as a potential project on Figure 16.



Parking

2.10 Minimize parking congestion in neighborhoods to preserve quality of life T5 LU1

Ensure that adequate parking is provided in neighborhoods to support a variety of land uses and housing types.

Action Items

- **Monitor issues and complaints** related to residential parking on a day-to-day basis, and consider the application of the Residential Parking Permit Program (RP3) or other approaches to reduce impacts, as warranted.
- Determine a **consistent strategy for applying the RP3 program** and other parking management strategies to existing and new multi-family developments.
- Coordinate with CSU to implement the **CSU Parking & Transportation Master Plan**, with a focus on minimizing the impacts of student, faculty, staff, and visitor parking in neighborhoods.

2.11 Ensure adequate vehicle and bicycle parking is provided to serve new development and redevelopment projects T5 LU3

New residential, commercial, and mixed use development projects should provide minimize impacts to surrounding neighborhoods by providing enough parking to support the intensity of the use.

Action Items

- Evaluate the parking demand created by **new multi-family developments** to ensure that adequate parking is provided to support those projects.
- Ensure that new development complies with the recently adopted **Transit-Oriented Development (TOD) Overlay Zone parking standards**, where applicable.



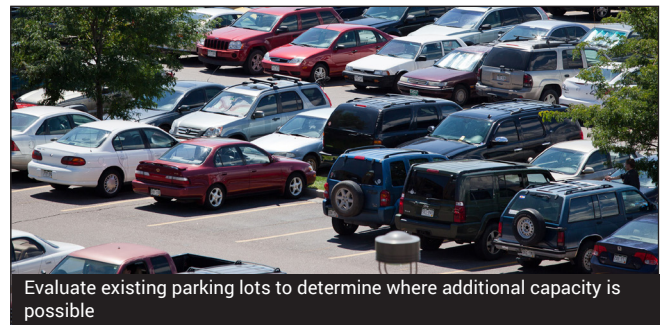
Parking demands for redevelopment should not strain parking needs for adjacent land uses

2.12 Encourage the use of car storage and shared parking to meet parking needs T5

Explore and promote opportunities for shared parking and car storage to support multi-family developments, mixed-use projects, special events, and CSU campus parking demand.

Action Items

- Identify parking lots that generally have **additional capacity** at certain times or days of the week for shared parking opportunities.
- Facilitate **public-private partnership arrangements** that allow for shared parking or car storage arrangements.



2.13 Manage special events to minimize traffic and parking impacts on neighborhoods T5 LU1

Coordinate with special events providers (e.g., CSU stadium, Gardens on Spring Creek) to minimize parking and traffic impacts in neighborhoods.

Action Items

- Work with City and CSU Special Events Coordinators to ensure that **event management plans** include provisions for adequate parking and traffic control.





Potential Projects

Some potential projects were carried forward from previous planning efforts, and other projects were identified based on technical analyses related to mobility and safety and through public input. As is standard practice, the City of Fort Collins will continue to monitor roadways and intersections to identify needs for future improvements. Some areas were also identified for future monitoring. The projects presented in this section will need to be further reviewed and evaluated to see what, if any, improvements might be feasible. Cost estimates will then be developed, and the feasible projects could then be included in the larger citywide prioritization process.

Potential project locations for both intersections and longer roadway segments have been identified in the following maps and tables.

Action Items

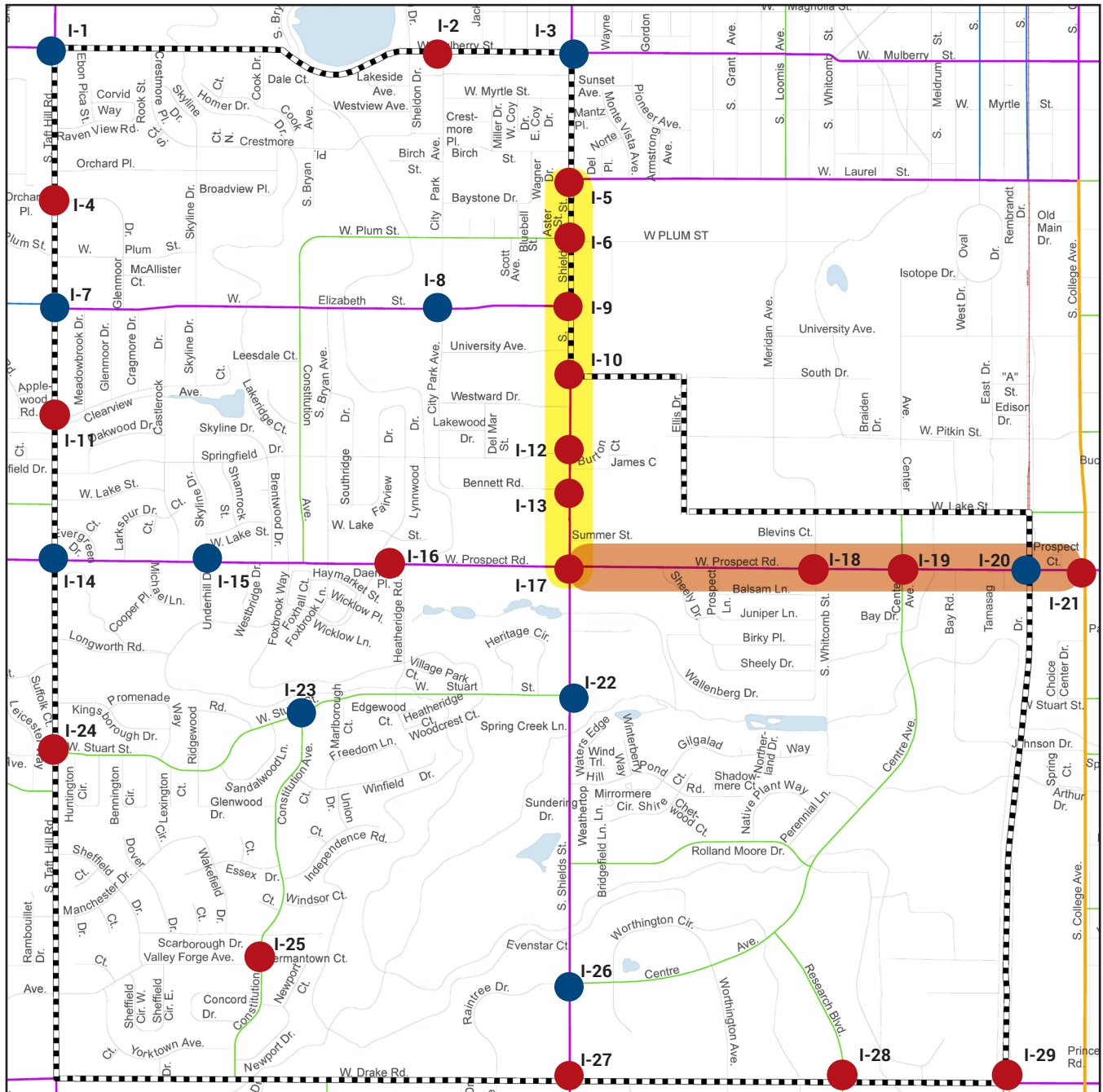
- Continue to assess the needs and refine designs for the **intersection and roadway projects** identified in Figures 18 and 19 and Tables 3-6.
- As potential projects are refined, add them to the City's **Capital Improvement Program (CIP)**.
- Coordinate the potential projects identified in the West Central Area Plan with other **ongoing city programs** to make improvements in a cost-effective and efficient manner (e.g., Bus Stop Improvement Program, Street Maintenance Program (SMP), and Capital Improvement Program (CIP)).



Figure 18. Potential Intersection Projects

The map below shows potential intersection projects within the West Central area. Some of the projects were identified in the recently adopted Bike Plan or the ongoing Arterial Intersection Prioritization Study, and others were identified through the West Central Area Plan process. These projects require further review and evaluation to determine the feasibility of specific improvements. Any proposed improvements would then need to have costs developed, and the projects would be prioritized based on project needs citywide.

For the purposes of planning and prioritizing within the West Central area, the projects have been categorized as either near-term (likely to be implemented within 10 years), long-term (likely to be implemented in 10 years or more), or flagged for future monitoring.



Legend

- West Central Area Boundary
- Prospect Corridor Design
- Short/Mid-Term Priority
- Longer-Term Priority
- Shields Corridor Analysis



Table 3. Short- to Mid-Term Intersection Projects (0-10 years)

ID	Project Location	Description/Comment	Potential Coordination		Notes
			Bus Stop Improvement ¹	Street Maintenance Program (2015-16)	
I-2	City Park & Mulberry	<ul style="list-style-type: none"> High crash location, bike and pedestrian conflicts Review for bike/pedestrian crossing improvements 	✓		
I-4	Taft Hill & Orchard	<ul style="list-style-type: none"> Review for bike/pedestrian improvements 		✓	
I-5	Shields & Laurel	<ul style="list-style-type: none"> Review for bike/pedestrian improvements 			See Shields Section
I-6	Shields & Plum	<ul style="list-style-type: none"> High crash location, high vehicle delays, high bike and pedestrian usage Review for multi-modal improvements 			See Shields Section
I-9	Shields & Elizabeth	<ul style="list-style-type: none"> High crash location, high vehicle delays, high bike and pedestrian usage Review for multi-modal improvements 			See Shields Section
I-10	Shields and South	<ul style="list-style-type: none"> Review for bike/pedestrian improvements 			See Shields Section
I-11	Taft Hill & Clearview	<ul style="list-style-type: none"> Review for bike/pedestrian improvements 	✓	✓	Bike Plan project
I-12	Shields & Pitkin/ Springfield	<ul style="list-style-type: none"> High crash location, offset intersections Review for bike/pedestrian improvements 			See Shields Section
I-13	Shields & Lake	<ul style="list-style-type: none"> Offset intersections Review for bike/pedestrian improvements 			See Shields Section
I-16	Lynnwood & Prospect	<ul style="list-style-type: none"> Review for bike/pedestrian improvements 	✓	✓	Bike Plan project
I-17	Shields & Prospect	<ul style="list-style-type: none"> High crash location, high pedestrian usage Review for multi-modal improvements 		✓	See Prospect Corridor Design
I-18	Whitcomb & Prospect	<ul style="list-style-type: none"> High pedestrian usage Review for multi-modal improvements 	✓	✓	See Prospect Corridor Design
I-19	Centre & Prospect	<ul style="list-style-type: none"> High bike and pedestrian usage Review for multi-modal improvements 	✓	✓	See Prospect Corridor Design
I-21	College & Prospect	<ul style="list-style-type: none"> High crash location, high vehicle delays Review for multi-modal improvements 		✓	See Prospect Corridor Design
I-24	Taft Hill & Stuart	<ul style="list-style-type: none"> Review for bike/pedestrian improvements 		✓	Bike Plan project
I-25	Constitution & Valley Forge	<ul style="list-style-type: none"> Review for bike / pedestrian improvements (visibility) 		✓	
I-27	Shields & Drake	<ul style="list-style-type: none"> High vehicle delays Project: additional turn lane, bike lane striping 			Funded (2015)
I-28	Research/Meadowlark & Drake	<ul style="list-style-type: none"> High vehicle delays Review for large vehicle operations and multi-modal improvements 			Coordinate w/ CSU
I-29	Drake & McClelland	<ul style="list-style-type: none"> High vehicle delays Project: additional turn lane 			Funded (2015)

Table 4. Longer-Term Intersection Projects (10+ years)

ID	Project Location	Source ²
I-1	Taft Hill & Mulberry	BP
I-3	Shields & Mulberry	BP
I-7	Taft Hill & Elizabeth	BP
I-8	City Park & Elizabeth	AIPS, BP
I-14	Taft Hill & Prospect	AIPS
I-15	Underhill/Skyline & Prospect	WCAP
I-20	Mason Trail & Prospect	BP
I-22	Shields & Stuart	AIPS
I-23	Constitution & Stuart	WCAP
I-26	Shields & Raintree	AIPS

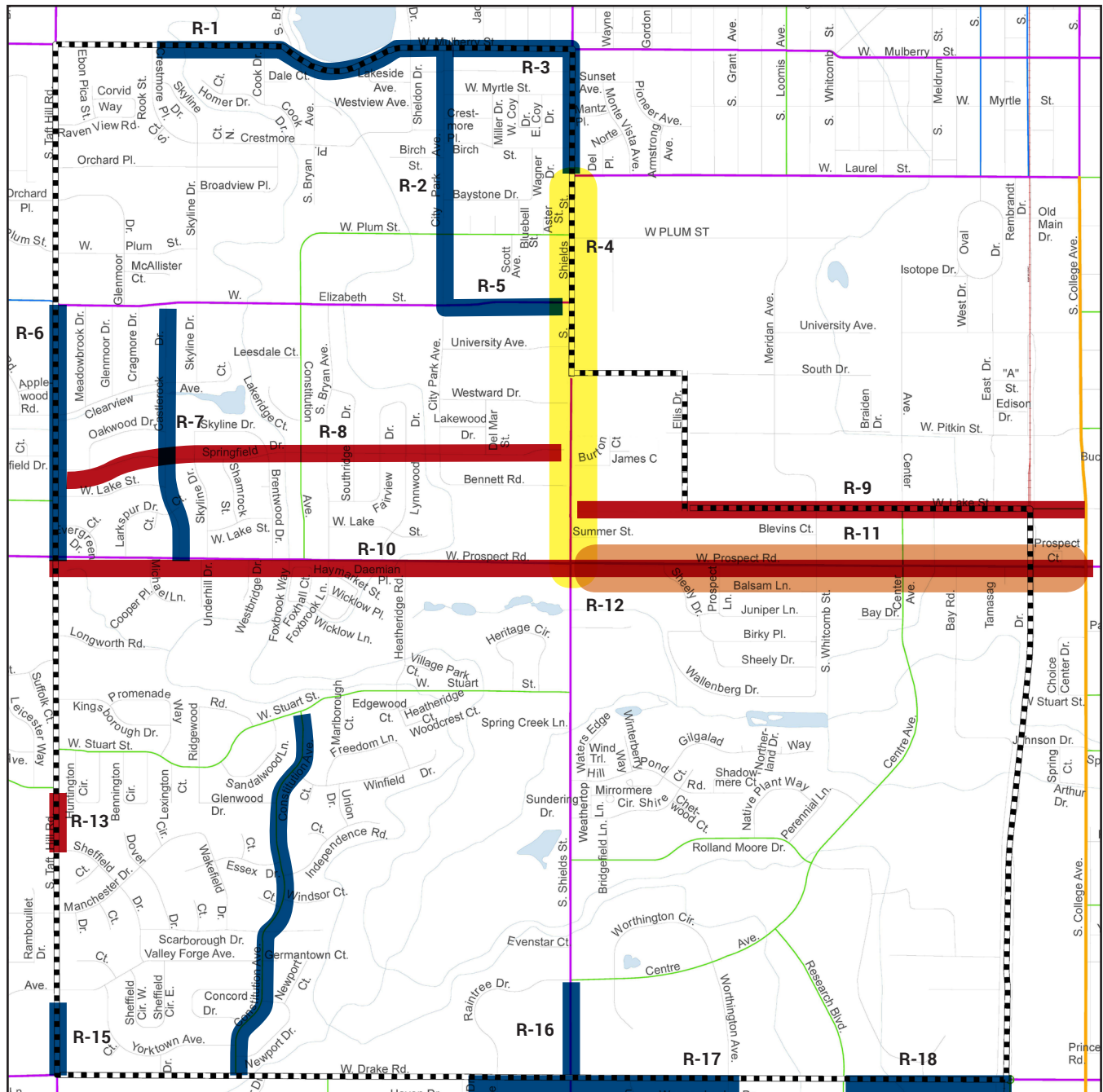
Notes:

1. See Bus Stop Improvements (Tables 1 and 2)
2. Sources: AIPS: Arterial Intersection Prioritization Study (ongoing)
BP: Bike Plan (2014)
WCAP: West Central Area Plan

Figure 19. Potential Roadway Projects

The map below shows potential roadway projects within the West Central area. Some of the projects were identified in the recently adopted Bike Plan and others were identified through the West Central Area Plan process. These projects require further review and evaluation to determine the feasibility of specific improvements. Any proposed improvements would then need to have costs developed, and the projects would be prioritized based on project needs citywide.

For the purposes of planning and prioritizing within the West Central area, the projects have been categorized as either short- to mid-term (higher priority, likely to be implemented within 10 years), or longer-term (likely to be implemented in 10 years or more).



Legend

- West Central Area Boundary
- Shields Corridor Analysis
- Prospect Corridor Design
- Short/Mid Term Priority
- Longer-Term Priority

Table 5. Short- to Mid-Term Roadway Projects (0-10 years)

ID	Project Location	Description/Comment	Potential Coordination		Notes
			Bus Stop Improvements	Street Maintenance Program (2015-16)	
R-8	Springfield between Taft Hill & Shields	<ul style="list-style-type: none"> Implementation of Low-Stress Bike Network per Bike Plan 	✓		Bike Plan project; have received some Transportation Alternatives Program (TAP) grant funding; see Policy 2.9 and Shields section
R-9	Lake between Shields & College	<ul style="list-style-type: none"> Strengthen bike/pedestrian spine as described in this document 			Pedestrian Plan project; see Prospect Corridor section
R-10	Prospect between Taft Hill & Shields	<ul style="list-style-type: none"> Council expressed interest in addition of medians 			See Policy 2.9, Appendix E for concept design
R-11	Prospect between Shields & College	<ul style="list-style-type: none"> Narrow sidewalks, no bike facilities, crossing challenges Implementation of draft design described in this document 		✓	Pedestrian Plan project; see Prospect Corridor section
R-13	Taft Hill between Stuart & Sheffield*	<ul style="list-style-type: none"> Busy area with turning movements, school traffic, and pedestrian crossing 		✓	Bike Plan project

Table 6. Longer-Term Roadway Projects (10+ years)

ID	Project Location	Source ¹
R-1	Mulberry between Crestmore & Shields	PP, WCAP
R-2	City Park between Mulberry & Elizabeth	WCAP
R-3	Shields between Mulberry & Laurel	PP, WCAP
R-4	Shields between Laurel & Prospect	WCAP
R-5	Elizabeth between City Park & Shields	WCAP
R-6	Taft Hill between Elizabeth & Prospect	WCAP
R-7	Castlerock between Elizabeth & Prospect	WCAP
R-12	Shields between Prospect & Hobbit	WCAP
R-14	Constitution between Stuart and Drake	WCAP
R-15	Taft Hill between Valley Forge & Drake	WCAP
R-16	Shields between Centre/Raintree & Drake	WCAP
R-17	Drake between west of Raintree & Worthington	WCAP
R-18	Drake between Research & Mason Trail	WCAP

Notes:

1. Sources: PP, Pedestrian Plan

WCAP : West Central Area Plan

Shields Corridor Analysis

Overview

During the planning process, the Shields Corridor stood out as needing additional analysis based on the crash history, observations of unsafe behavior, and public input, as well as the expected increase in demand on and crossing the facility in the future. Therefore, a study was initiated to holistically analyze the Shields Street corridor between Laurel Street and Prospect Road. The analysis is ongoing; a summary of work to-date is included in this section, and future work has been identified as an action item within this Plan. Figure 20 shows the corridor influences and connections that were considered in this analysis.

Corridor Issues

Key corridor issues and influences identified for Shields Street from Prospect Road to Laurel Street include:

- Lack of adequate facilities for bicycles and pedestrians, especially on the west side of the street
- Lack of safe bicycle/pedestrian crossings between Prospect Road and Elizabeth Street
- A series of non-aligned roadways connecting CSU to the neighborhoods south of Elizabeth Street to West Prospect Road, resulting in a lack of connectivity
- Multi-modal conflicts at the Shields Street and Elizabeth Street intersection – need for intersection improvements
- Redevelopment potential on the west side of Elizabeth Street; Campus West is likely a near-term exception to this, as property owners feel that it is currently functioning adequately
- Constrained existing right-of-way

Overall Approach

The overall approach to analyzing the corridor and developing designs was based on the following strategy:

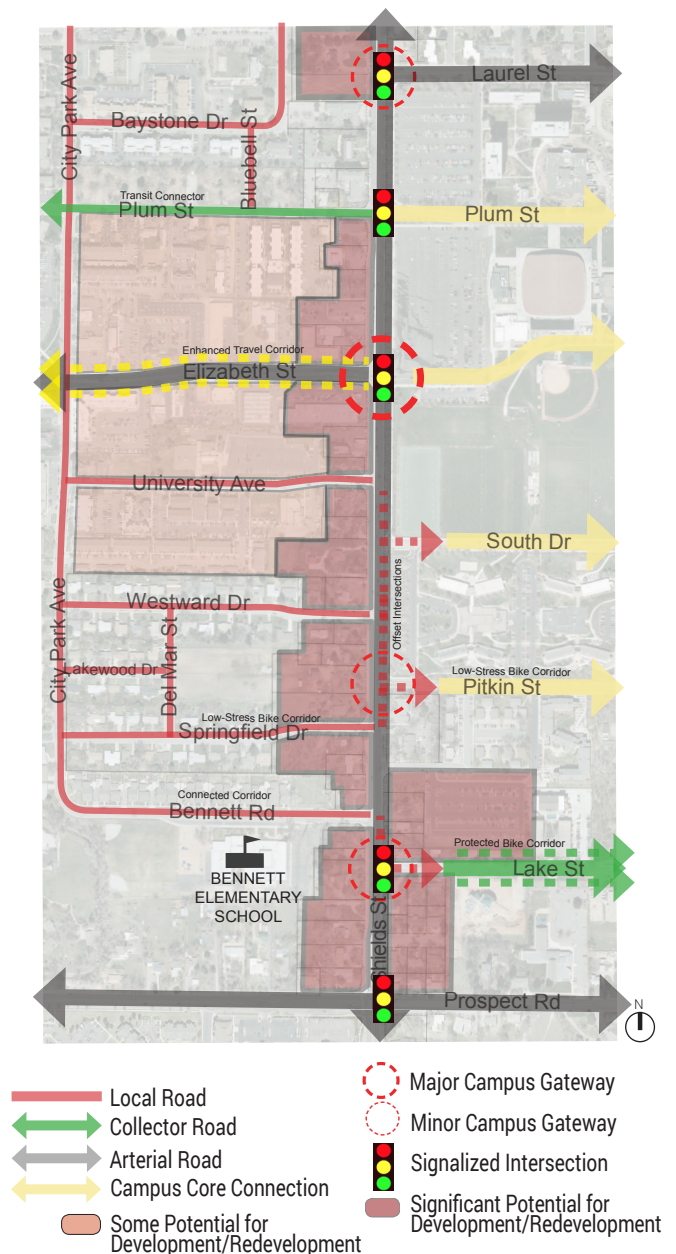
- Provide holistic concepts that create overall connectivity between the CSU campus and the neighborhoods to the west.
- Develop a custom cross-section for Shields Street that is narrower than the standard City of Fort Collins cross-section, while still providing improved facilities.
- Preserve existing street trees and shared bike/ped path along the campus edge.
- Develop recommendations consistent with the City and CSU Bike Plans.
- Focus property impacts on areas likely to redevelop.
- Coordinate with CSU's master plans and other approved plans for redevelopment.

Corridor Options Development & Evaluation

Based on the existing conditions analysis, the following aspects of the corridor are currently being explored by a design review committee, consisting of City Staff and Colorado State University/Colorado State University Research Foundation representatives:

- Street cross-section options
- Intersection treatment options (at-grade)
- Options for grade-separated crossings
- Options for medians/access considerations
- Opportunities for street realignments to address offset (non-aligned) intersections

Figure 20. Shields Corridor Influences and Connections



Cross-Section Options

Cross-section options for Shields Street were developed primarily based on right-of-way constraints and the desire to improve conditions for all travel modes. Existing rights-of-way vary throughout the corridor, and efforts were made to minimize the amount of additional right-of-way required. In addition, the Bicycle Master Plan recommendation of a protected bike lane on Shields Street was integrated into the proposed cross-section.

The corridor was divided into two segments: south (Prospect Road to Westward Drive) and north (Westward Drive to Laurel Street). The cross-sections provided represent the proposed typical conditions for each segment. The south cross-section reflects private land uses on each side of the roadway, and the north cross-section reflects private land uses on the west side of the road, with the CSU campus on the east side of the road.

Existing Cross-Section

As shown in Figure 21, the existing cross-section typically includes four 10.5' travel lanes with a 12' center turn lane. 6' bike lanes exist on both sides of the roadway. The south portion of the corridor includes 6'

attached walks on both sides of the road, and the north portion of the corridor includes a 6' attached walk on the western side and 8' multi-use detached path with street trees on the east side.

South Cross-Section (Proposed)

The proposed south cross-section includes the following features:

- Four 10' travel lanes
- 10' median/turn lane
- 6' raised bike lane
- 6' tree lawn
- 6' detached sidewalk

North Cross-Section (Proposed)

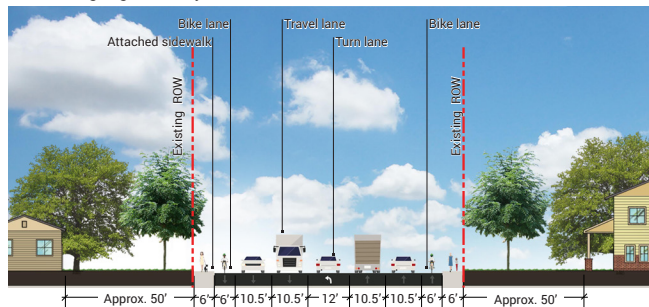
The north cross-section includes the following features:

- Four 10' travel lanes
- 10' median/turn lane
- 6' raised bike lane
- 12'-15' tree lawn (east side)
- 6' tree lawn (west side)
- 8' shared bike/ped path (east side)
- 6' sidewalk (west side)

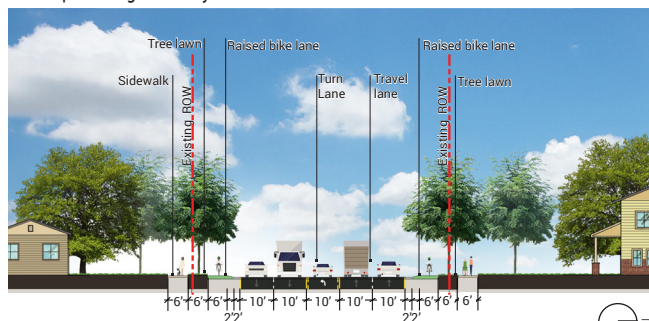
Figure 21. Shields Street Cross-Section Options

South Cross-Sections

78' Existing Right-of-Way Width

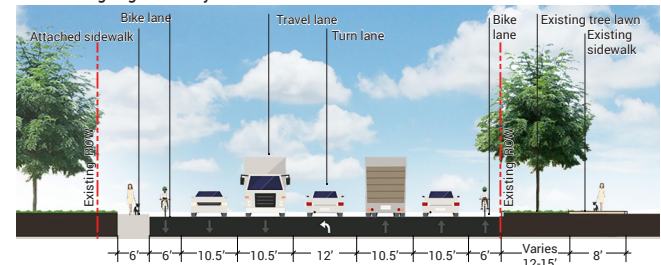


94' Required Right-of-Way Width



North Cross-Sections

75' Existing Right-of-Way Width



79' Required Right-of-Way Width

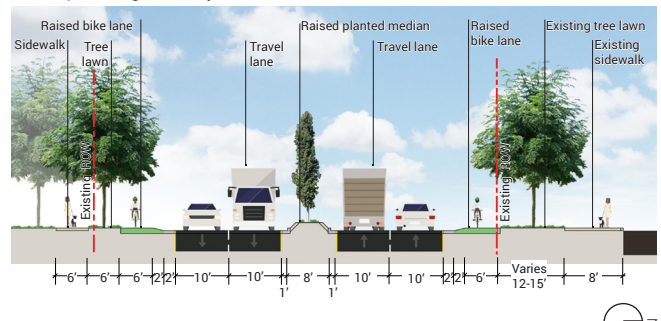
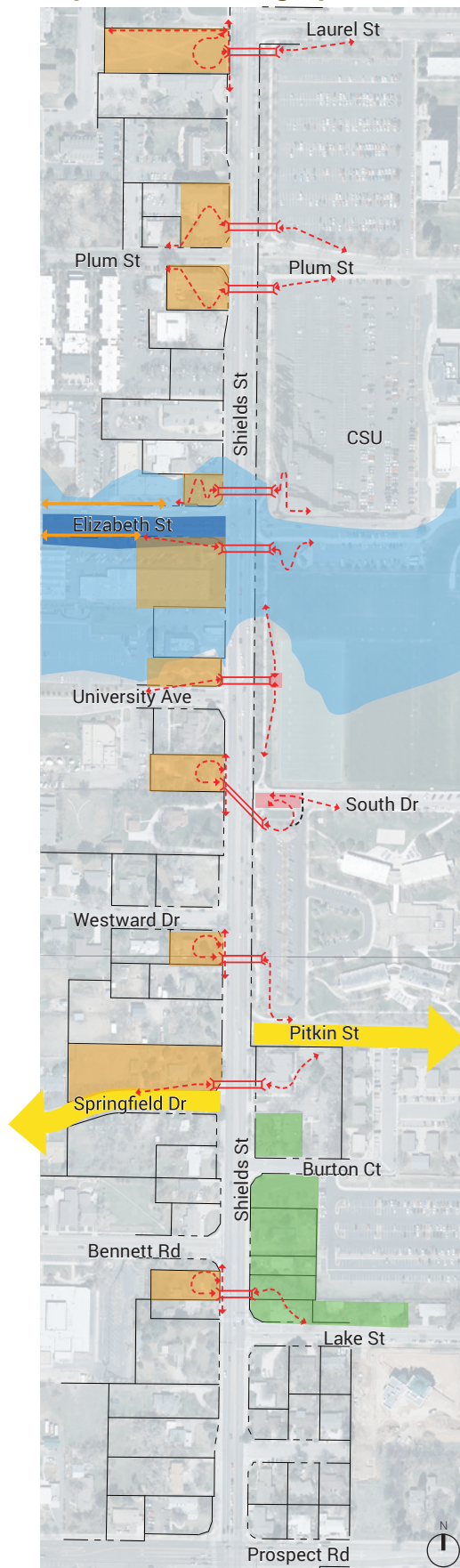


Figure 22. Shields Corridor Grade-Separated Crossing Options



Grade-Separated Crossings

Alternative locations for grade-separated crossings were explored throughout the Shields corridor, including both underpass and overpass alternatives. Underpasses can typically be constructed 10' below grade – requiring 200' of ramp length. Overpasses typically require 14' of clearance with an additional 1' (minimum) of supporting structure – requiring 300' of ramp length. Due to the additional ramp length and perceived inconvenience of overpasses, it was determined that overpasses are generally less desirable as a means of road crossing in this area, particularly because other at-grade crossing opportunities are available.

Potential ramp configurations for underpass options are depicted in Figure 22, along with floodplain constraints, impacted parcels, and other considerations such as integration with the planned Pitkin Street/Springfield Drive Low-Stress Bike Corridor (a recommendation from the CSU and City Bicycle Master Plans).

Opportunities & Constraints

Locations including and to the north of Elizabeth Street:

- Bicycle and pedestrian crossing volumes higher in this area.
- **Elizabeth Street** - Floodplain constraints, existing commercial businesses and integration of two-way bike facilities on one side of the street make this intersection extremely challenging as an underpass location.
- **Plum Street** - Existing land uses at both intersections (sorority house and apartment building) present challenges for land acquisition. This intersection typically functions well as an at-grade crossing.
- **Laurel Street** - CSU-owned property on the western side of road could minimize land acquisition costs. However, connectivity from this parcel to western neighborhoods is inconvenient, and demand is lower at the north edge of campus.

Locations to the south of Elizabeth Street:

- Bicycle and pedestrian crossing volumes lower in this area.
- **University Avenue/South Drive** - Private property acquisition required on west side, with some disruption to CSU uses and inconvenient ramp locations on east side. Minor floodplain constraints.
- **Pitkin Street/Springfield Drive/Westward Drive** - CSURF-owned property on the southeast side could minimize land acquisition costs. Private property acquisition required on the west side. Integration with the planned Pitkin low-stress bike corridor could help form a connected network here.
- **Lake Street/Bennett Road** - CSURF-owned property on the east side could minimize land acquisition costs here. Private property acquisition required on the west side. Integration with the planned Lake Street protected bike lanes would assist with resolving a connection here; however, ramp configurations on the west are inconvenient and the location at the south edge of campus is not ideal.

Legend

	Impacted Property		City Floodway
	Potential Plaza		City High-Risk Floodplain
	Underpass Ramp (200' Required)		CSU Research Foundation Owned Property
	Planned Low-Stress Bike Corridor (CSU, City Bike Plans)		

Evaluation

Each location considered for a grade-separated crossing was compared and evaluated based on a number of factors. The matrix in Table 7 shows comparative relative ratings for the potential crossing locations, with a low/medium/high rating based on the following criteria:

- **Underpass Feasible?** - Is it physically feasible to construct an underpass at this location?
- **Overpass Feasible?** - Is it physically feasible to construct an overpass at this location?
- **Opportunity Parcel(s) on East or West Side** - Is there a property owned by the City, CSU/CSURF, utility, or other government entity on the east or west side of Shields Street that can be used for the grade separation approach?
- **Immediate Redevelopment Potential/Underutilized Parcel on East or West Side** - If a property is not owned by the City, CSU/CSURF, utility, or other government entity, does it have redevelopment potential?
- **Relative Demand** - Volumes from the CSU Parking and Transportation Master Plan reveal the level of bike and pedestrian demand of each intersection.

Figure 23 provides a summary of pros/cons for each potential grade-separated crossing location.


















































Recommendations

Further study is recommended for the following potential locations, based on this analysis:

- **Pitkin Street/Springfield Drive** - Demand is medium, cost is relatively low, and integration with the planned Pitkin Low-Stress Bike Corridor are advantages here. An alternative for this location is a new bike/pedestrian crossing signal, which would require right-of-way acquisition and could have slight impacts on traffic flow. Impacts to traffic flow could be avoided with an underpass.
- **Lake Street** - Demand is medium, cost is medium, and integration with the Lake Street Corridor is desirable. Land use on the west side is lower in intensity and could have more flexibility for right-of-way acquisition, as well. Lake also has fewer utility conflict than some other locations.

Note that although the crossing demand is currently higher at the intersections in the vicinity of Elizabeth Street, these locations have a lower overall feasibility due to floodplain, land use restrictions, and utility locations. Although the feasibility of constructing an underpass at Laurel Street is high, that location has lower crossing demand overall due to its location at the north edge of the CSU campus. In addition, Plum Street and Laurel Street have the potential to function well as at-grade intersections with some more cost-effective improvements, as noted in the At-Grade Intersection Improvements section.

Table 7. Shields Corridor Grade-Separated Crossing Evaluation Matrix

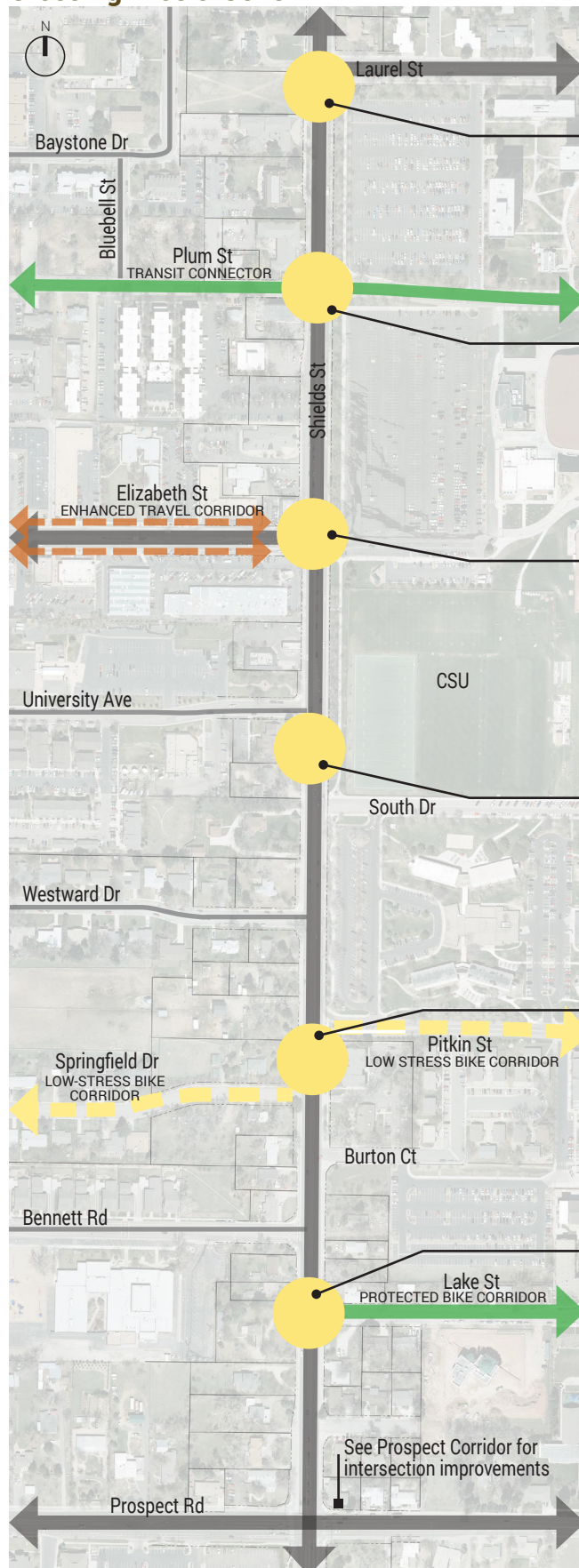
Location	Underpass Feasible? (Floodplain, Land-use, Utilities)	Overpass Feasible?*	Opportunity Parcel(s) on West Side	Near-term Redevelopment Potential on West Side	Opportunity Parcel(s) on East Side	Near-term Redevelopment Potential on East Side	Relative Demand*	Additional Pros/Cons	Potential Cost
Laurel Street							 13 bike/18 ped.	<ul style="list-style-type: none"> • Anticipated demand is low. • Existing at-grade crossing at traffic signal sufficiently accommodates need. 	\$
Plum Street	 Utilities/Land-Use						 76 bike/183 ped.	<ul style="list-style-type: none"> • Existing at-grade crossing sufficiently accommodates need. • Grade separation would require out-of-direction travel for pedestrians and bicyclists. 	\$\$
Elizabeth Street	 Floodplain/Utilities/Land-Use						 98 bike/212 ped.	<ul style="list-style-type: none"> • Grade separation would require out-of-direction travel for pedestrians and bicyclists. 	\$\$\$
University Street								<ul style="list-style-type: none"> • Anticipated demand is low. 	\$\$
South Drive							 20 bike/9 ped.	<ul style="list-style-type: none"> • Less expensive at-grade crossing enhancements have high feasibility 	\$\$
Pitkin Street							 26 bike/16 ped.	<ul style="list-style-type: none"> • Would enhance the planned Pitkin Street Low-Stress Bike Corridor. • Less expensive at-grade crossing enhancements have medium feasibility (ROW acquisitions required) 	\$
Lake Street							 14 bike/31 ped.	<ul style="list-style-type: none"> • Existing at-grade crossing sufficiently accommodates need. • Grade separation would require out-of-direction travel for pedestrians and bicyclists. 	\$\$

Relative Rating

 Low  Medium  High

* Due to the additional ramp length required and perceived inconvenience of overpasses, it was determined that overpasses are not currently recommended, particularly because other at-grade crossing improvements may be more cost-effective.

Figure 23. Shields Corridor Grade-Separated Crossing Pros & Cons



Grade-Separated Crossing Pros/Cons Summary

Below is a summary of pros/cons for each potential grade-separated crossing location:

Laurel Street

Pros	CSU property on west side, low cost
Cons	North edge location, lack of connectivity to west

Plum Street

Pros	High demand, direct connectivity
Cons	Current intensive uses on west side, high cost, at-grade crossing functions well

Elizabeth Street

Pros	High demand, direct connectivity
Cons	Floodplain constraints, current intensive uses on west side, high cost, constrained ROW, integration of two way bike path challenging

University Avenue/South Drive

Pros	Lower cost
Cons	Lack of connectivity to west, lower demand, mid-block location

Pitkin Street/Springfield Drive

Pros	Connection to future Low-Stress Bike Corridor, lower cost, at-grade crossing improvements are less expensive but would have greater right-of-way impacts
Cons	Medium demand

Lake Street

Pros	Connection to Lake St. protected bike corridor
Cons	South edge location, low demand, medium cost

Legend

Existing Elements

	Arterial Road
	Collector Road
	Local Road

Potential Opportunities

	Future Low Stress Bike Corridor
	Future Enhanced Travel Corridor
	Location Evaluated for Potential Grade-Separated Crossing

At-Grade Intersection Improvements

Preliminary concepts were developed for key intersection improvements that are currently being explored in greater detail. The intersections analyzed include: Laurel Street, Plum Street, Elizabeth Street, South Drive, and Pitkin Street/Springfield Drive. Preliminary plans for intersection improvements and associated descriptions are found below.

Shields Street & Laurel Street

Improvements to the intersection of Shields Street and Laurel Street should address pedestrian convenience and overall safety. Improvements to the transition onto the existing Shields Street bike lane for southbound cyclists should also be reviewed.

Shields Street & Plum Street

Improvements to the intersection of Shields Street and Plum Street should address the comfort and safety of pedestrians and bicyclists crossing Shields Street and turning onto and off of Plum Street. Candidate improvements include two-stage turn queue boxes on the east and west legs, an additional bike box on the east leg, and green colored pavement in the bike lanes at conflict points. Additionally, improvements should address delays for westbound buses from campus, while maintaining overall safety.

Shields Street & Elizabeth Street

Improvements to the intersection of Shields Street and Elizabeth Street should address the comfort and safety of pedestrians and bicyclists crossing Shields Street and turning movements on Elizabeth Street. Additionally, improvements should also address pedestrian convenience and safety, as well as vehicle operations, as previously noted (see Table 3).

A second dedicated eastbound left-turn lane would eliminate the need for a split signal phase at the intersection; this could be accommodated by both alternatives described below. The configuration of this intersection will be further evaluated during the West Elizabeth Enhanced Travel Corridor (ETC) planning effort.

Alternative 1

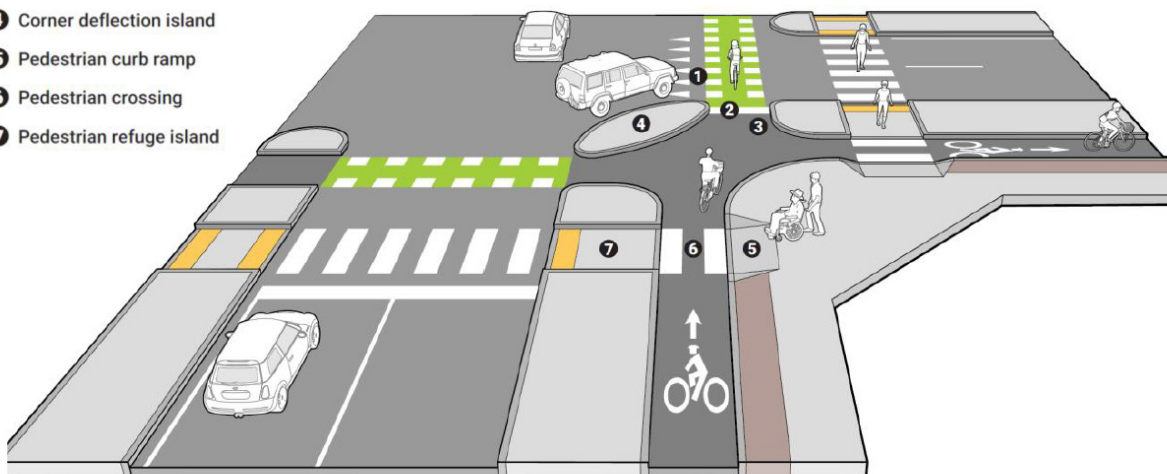
The first proposed alternative to consider at the intersection of Shields Street and Elizabeth Street is two-stage turn queue boxes on the east and west legs, a bike box on the west leg, green colored pavement in the bike lanes at conflict points and channelized islands for the southbound right-turn and eastbound right-turn.

Alternative 2

The second proposed alternative at the intersection of Shields Street and Elizabeth Street is a Dutch-style protected intersection that carries the protection of the bike lane through the intersection. This is done with refuge islands, located at all four corners. Special signal operations are also required to reduce or eliminate conflicts between vehicles, bicyclists and pedestrians. Additional analysis is needed to determine the feasibility of this option.



- 1 Bicycle crossing
- 2 Bicycle stop line
- 3 Bicycle queuing area
- 4 Corner deflection island
- 5 Pedestrian curb ramp
- 6 Pedestrian crossing
- 7 Pedestrian refuge island



Example of Dutch-style protected intersection (Source: Toole Design Group, Bicycle Master Plan, 2014)

Shields Street & South Drive

Additional pedestrian and bicyclist infrastructure is recommended at the intersection of Shields Street and South Drive to facilitate crossings of Shields Street. The implementation of a crosswalk with a pedestrian hybrid beacon and potentially a median island refuge at the south and east legs should be considered. Additionally, green-colored pavement can be added to the bike lane at conflict points. South Drive is currently a one-way street in the east direction. This configuration may be maintained, reversed, or converted to two-way travel in the future.

Shields Street & Springfield Drive/Pitkin Street

Additional pedestrian and bicyclist infrastructure is recommended at the intersection of Shields Street and Springfield Drive/Pitkin Street to facilitate crossings of Shields Street. The implementation of a crosswalk with a traffic signal or pedestrian hybrid beacon, and potentially a median island refuge at the south leg should be considered. Additionally, because Pitkin Street is proposed as a low-stress bike corridor, a protected bicycle facility that allows for bicyclists to travel east to west between Springfield Drive and Pitkin Street should be considered. This location is also being considered for a potential underpass, the timing and feasibility of which could influence if and when at-grade improvements are made.

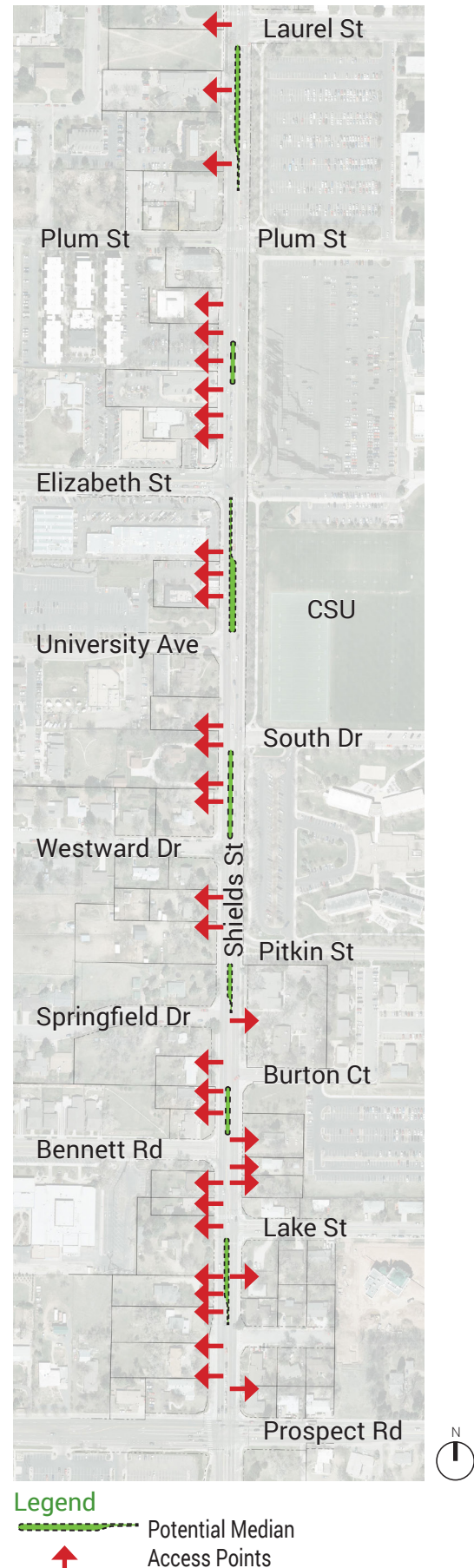
Median Improvements

Potential locations for medians were explored throughout the corridor. Medians could provide some traffic calming, diminish the scale of the overall roadway, improve the safety of turning movements, and develop an improved corridor aesthetic. Locations were identified based on the desire to maintain access to existing access points and left-turn movements at intersections while providing pedestrian refuges for at-grade crossings and reducing risky turning behavior. Medians will be designed according to City of Fort Collins standards and would typically include the following:

- 1' striped buffer between travel lanes and median face of curb
- 8' width from curb face to curb face
- 2' of splash plate and interior curb around median perimeter for maintenance access
- 4' planting area including small trees and low-water use plantings
- Narrow median section at turn lanes

Median configurations and locations shown on the diagram to the left are preliminary and will require further design and outreach as plans for the corridor evolve.

Figure 24. Potential Shields Street Medians



Roadway Realignment Options

People cross Shields Street at various locations throughout the corridor, which is particularly difficult south of Elizabeth Street where streets are offset, and there is a general lack of connectivity between the neighborhoods and the CSU campus. Pedestrians and bicyclists in this area are typically observed crossing two lanes to the center turn lane and waiting for vehicle traffic to allow crossing an additional two lanes of traffic. The planning team explored the possibility of roadway realignments in this segment of the corridor in order to facilitate a more direct crossing of Shields Street. Transit and vehicular connections would also potentially benefit from aligned roadways in this segment of the corridor.

The street realignment concept was explored for Pitkin Street/Springfield Drive and Lake Street/Bennett Road, as described below. Street realignments could potentially be used instead of a grade-separated crossing at these locations. Considerations for each realignment are listed below, and these concepts will continue to be further refined, including the determination of costs, right-of-way needs, and additional outreach to property owners.

Pitkin Street & Springfield Drive

Realignment of Pitkin Street to Springfield Drive is best accomplished on the west side of the road and the following considerations should be taken into account:

- The planned Pitkin Low-Stress Bike Corridor concept could be effectively integrated with implementation of this realignment.
- Transfort routes from CSU to the neighborhoods west of campus could function more effectively.
- As a local street, Larimer County Urban Area Street Standards (LCUASS) allow for tighter turning radii, which would reduce impacts to privately owned parcels.
- Two privately owned parcels are affected, and property owners should be contacted to inquire about interest in selling these parcels.
- A replat of parcels surrounding the realigned portion of Springfield Drive should be carefully investigated to maximize feasibility for new development.

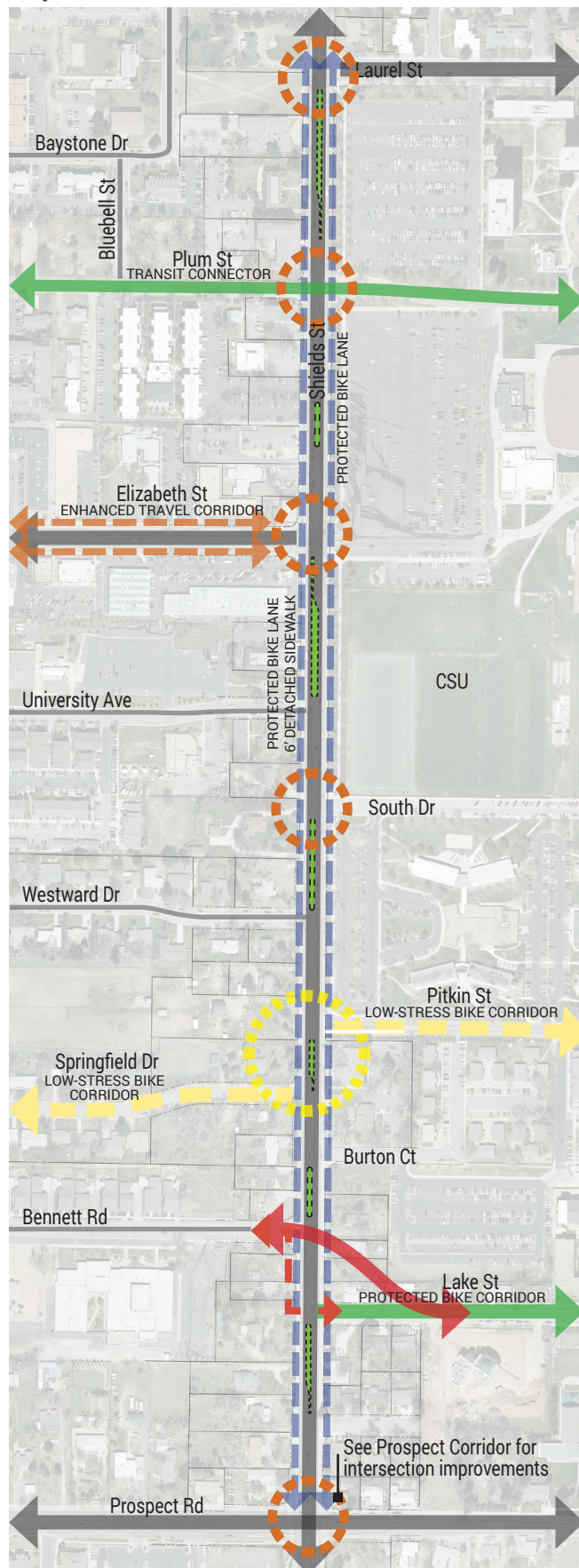
Lake Street & Bennett Road

Realignment of Lake Street to Bennett Road is best accomplished on the east side of the road, and the following considerations should be taken into account:

- CSU Research Foundation-owned parcels exist in most of the affected area
- Conversations with CSU and the CSU Research Foundation should continue regarding potential implications/shared costs of this effort
- The planned Lake Street protected bike lane concept could be effectively integrated with implementation of this realignment
- Transfort routes from CSU to the neighborhoods west of campus could function more effectively
- Because Lake is a collector street, a greater turning radius is generally required to meet street standards; tightening the turning radii would reduce impacts to privately owned parcels.
- A replat of parcels surrounding the realigned portion of Lake Street should be carefully investigated to maximize feasibility for new development here. CSU Research Foundation and other property owners should be consulted to help determine optimal feasibility for replatting parcels, as well as the intended use of the parcels in the future



Existing conditions at Shields Street and Pitkin Street



This section documents the initial results of the ongoing analysis of Shields Street between Prospect Road and Laurel Street. Travel along and across the corridor for all users could be improved through a package of improvements, including:

- Updated cross-section with protected bike lanes, wider sidewalks, and planted medians
- Grade-separated crossing at Pitkin Street/Springfield Drive (part of the Low-Stress Bike Corridor)
- At-grade intersection improvements on Shields at Laurel Street, Plum Street, Elizabeth Street, and South Drive
- Realignment of Lake Street and Bennett Road with at-grade crossing improvements

Figure 25 summarizes this preliminary set of improvements for the Shields Corridor.








Next steps will include continuing to refine the designs initially explored, continuing outreach to stakeholders and property owners, and securing funding for improvements.

Legend

Existing Elements

-  Arterial Road
 Collector Road
 Local Road

Potential Opportunities

-  Low-Stress Bike Corridor
-  Enhanced Travel Corridor
-  Potential Median
-  Potential At-Grade Crossing/
Intersection Improvements
-  Potential Underpass
-  Protected Bike Lane
-  Potential Road Realignment



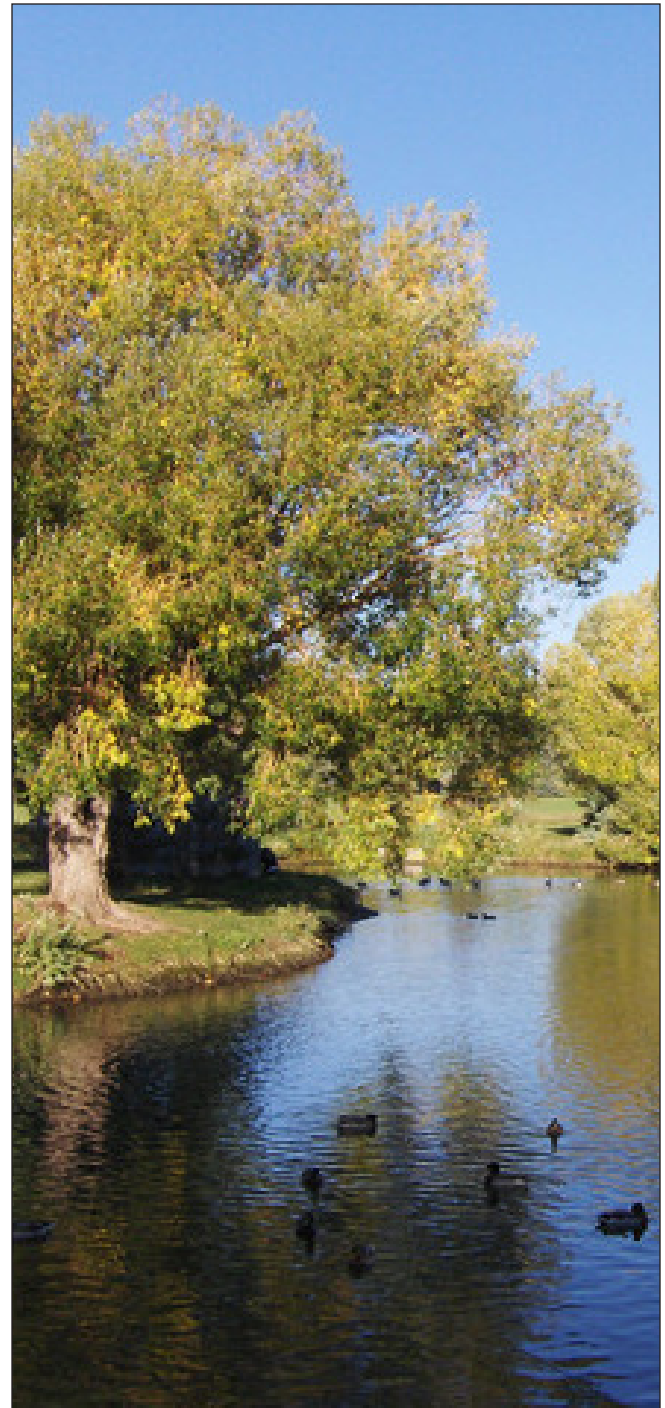
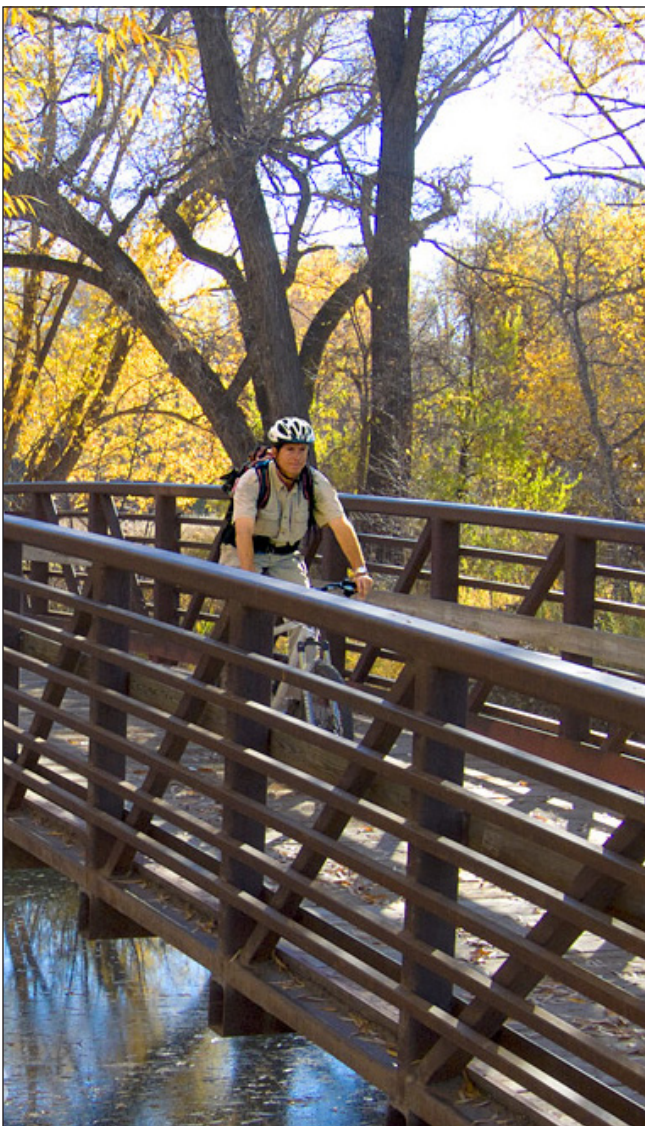


os Open Space Networks

Open Space Networks Vision

A functional network of public and private lands that supports and connects wildlife, plants, and people.

- OS1 Access to nature, recreation, and environmental stewardship opportunities
- OS2 Parks and open spaces that offer a variety of settings and experiences
- OS3 Attractive urban landscape that supports habitat, character, and shade
- OS4 Preserved and enhanced wildlife habitat and corridors
- OS5 Comprehensive and ecological approaches to stormwater management



trails trees access
open space biking
quiet nature paths walking safe wildlife
parks community gardens small large enjoy great dog house place parking
neighborhood see family ride spring creek trail natural areas

Key words survey respondents used to describe their vision for open space in the West Central Area

Policies

The Plan provides guidance for the protection of new areas of open space while improving connections to existing open space. A variety of principles guide opportunities for recreation while protecting and adding valuable habitat and wildlife corridors. The following policies are organized into three categories: Access, Quality and Quantity.

Access

- 3.1 Ensure that residents are adequately served by parks and open space as infill and redevelopment occur
- 3.2 Continue to create a connected network of parks and open space
- 3.3 Ensure that parks and open space are easily accessible by all modes of transportation and for all ages and abilities
- 3.4 Allow for appropriate access along and across ditches

Quality

- 3.5 Provide for a variety of settings, experiences, and recreational opportunities in parks and open space
- 3.6 Improve safety in public parks, open space, and along trails
- 3.7 Explore the multiple ecological values that ditches provide, including irrigation, stormwater management, and wildlife habitat
- 3.8 Protect and enhance existing wildlife habitat

Quantity

- 3.9 Identify opportunities for additional wildlife habitat
- 3.10 Approach stormwater management comprehensively and at the system scale
- 3.11 Enhance and add to the urban tree canopy along streets and within neighborhoods

Access

3.1

Ensure that residents are adequately served by parks and open space as infill and redevelopment occur OS1 OS2 LU2

As development and redevelopment activities add increased population and commercial uses into the West Central area, high-quality natural spaces should be maintained and expanded to serve existing and future residents. A range of social and ecological opportunities should be provided for the benefit of all residents and species. Land Use Code changes should be designed to provide flexibility to allow site-specific solutions based on context, scale and objectives. For example, high density zone districts (e.g., the High Density Mixed-Use Neighborhood and the Community Commercial zone districts) may have different requirements than lower density zone districts (e.g., Low Density Residential, Low Density Mixed-Use Neighborhoods).

Action Items

- In conjunction with the implementation of Nature in the City, **update open space standards** in the Land Use Code to add clarity for developers and decision-makers related to the amount and type of open space required in conjunction with new development and redevelopment. Requirements should include a mix of qualitative and quantitative standards that provide flexible options for the provision of functional natural spaces during a project's development or redevelopment.
- Through the implementation of Nature in the City, develop a **Design Guidelines** document illustrating strategies for incorporating natural features and open space into new and existing developments.
- Evaluate **recent development contributions** for parks and determine how to best apply available funds to new or enhanced parks in the West Central area.
- Engage **neighborhood organizations and homeowners associations** to assist with the stewardship of existing and new open space.
- Identify **funding mechanisms** for improvements to existing parks, open space and trails and for acquisition of new parks, open space and trails, as needed.

What We Heard

"Ensure that residents still have access to high-quality open space as more development occurs."

3.2 Continue to create a connected network of parks and open space OS1 OS4 LU2 T1

Identify gaps in the open space network, both for public access and wildlife habitat. Prioritize acquisition or protection of new open space areas that contribute to a connected network of wildlife corridors and/or recreation opportunities. Focus public park and open space improvements at the neighborhood scale. Prioritize trail connections that provide access between neighborhoods and parks, schools, natural areas, and other destinations.

Improve existing parks, open spaces and trails in select locations to better protect wildlife habitat, serve the surrounding neighborhoods, and provide ecosystem services (such as stormwater management, air quality improvement, and the mitigation of fugitive dust).

Focus public park and open space improvements at the neighborhood scale. Prioritize the acquisition of sites for new parks and open space that would benefit the surrounding neighborhoods.

Action Items

- Create **spur trails** that better connect neighborhoods to parks, natural areas, schools, the Spring Creek Trail, Mason Trail, and other open space areas.
- In coordination with the implementation of Nature in the City, **identify gaps** in the open space network for both wildlife and recreation, and develop a list of short-term and long-term projects that help to fill the gaps.
- See recommended programs and projects in Policies 3.4 and 3.5.



Habitat enhancement along a trail

3.3 Ensure that parks and open space are easily accessible by all modes of transportation and for all ages and abilities OS1 T1

Parks, natural areas, and other open space areas should be accessible by walking, bicycling, and transit, in addition to vehicle access. All residents should have access to nature within a 10-minute walk of their home.

Action Items

- Improve the **underpass at the crossing of Shields Street and the Spring Creek Trail** to improve visibility for bicyclists and reduce flooding issues.
- Improve the **underpass at the crossing of Centre Avenue and the Spring Creek Trail** to better accommodate the high volume of users and reduce flooding issues.
- Coordinate with CSU on the planning, construction, and funding of a **future trail connection** between the proposed underpass at Centre Avenue and Prospect Road to the Spring Creek Trail.
- Establish a **wayfinding system** for parks and open space, in conjunction with efforts to improve wayfinding along trails and bikeways throughout the city.
- In conjunction with the Transportation and Mobility recommendations, add **safe pedestrian crossings** along arterials to provide residents with more direct access to parks and open space.
- Identify **gaps in transit service** near existing or future parks and open space. Consider access to open space when making changes to Transfort bus routes and bus stop locations as part of the next update to the Transfort Strategic Plan.
- Continue to **coordinate among City Departments** to align priorities for improving access to open space (Parks, Park Planning & Development, Natural Areas, Planning, FC Moves, and Transfort).

What We Heard

"Make it easier to get from neighborhoods to parks and natural areas."

Figure 26. 10-Minute Walk to Public Open Space (Including Arterial Crossings)

The map below identifies public lands and open space and the areas within a five- to ten-minute walk. This map takes into account a resident crossing an arterial road to reach an area of open space. This map also identifies both major and minor existing trail networks within the West Central area.

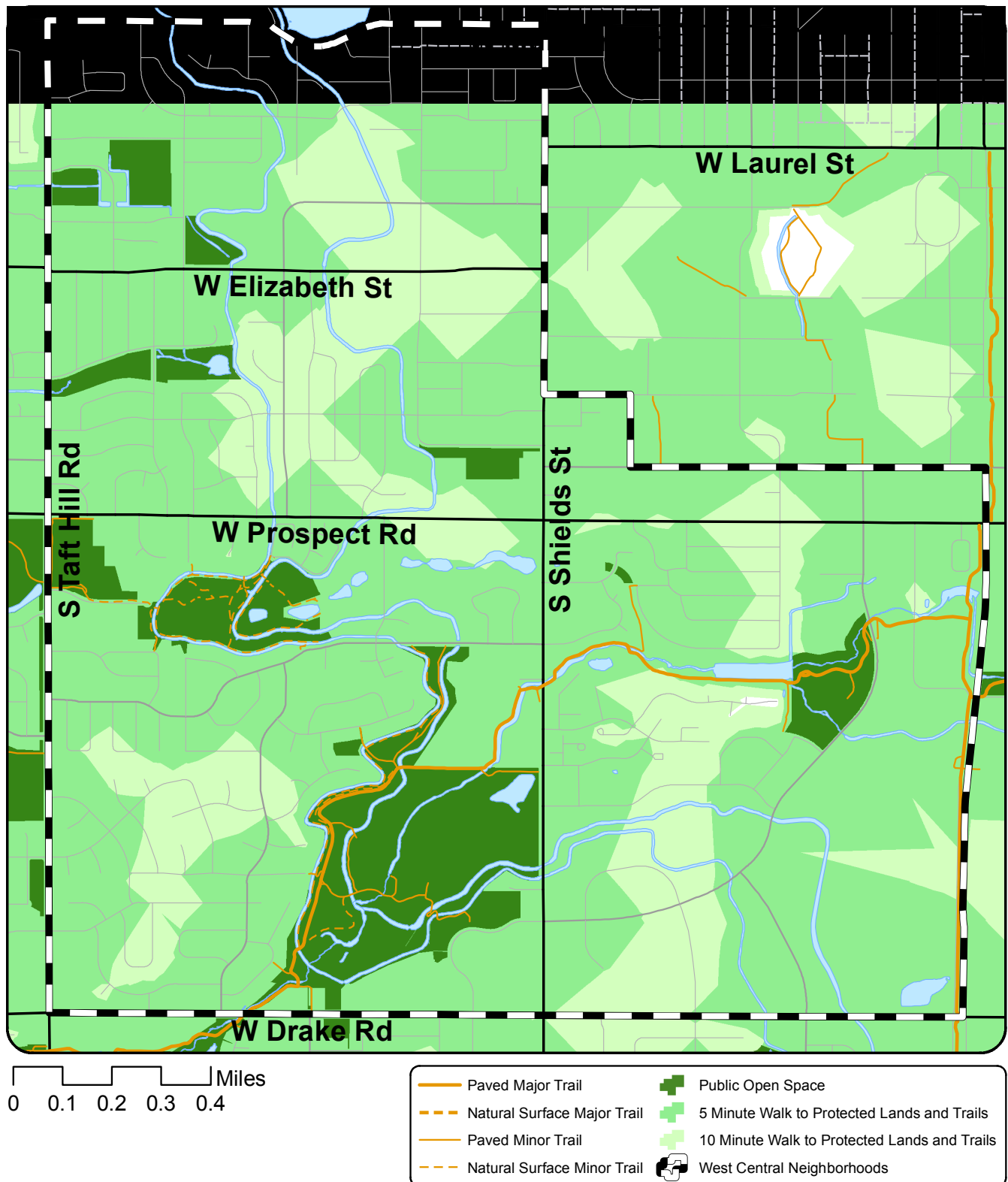
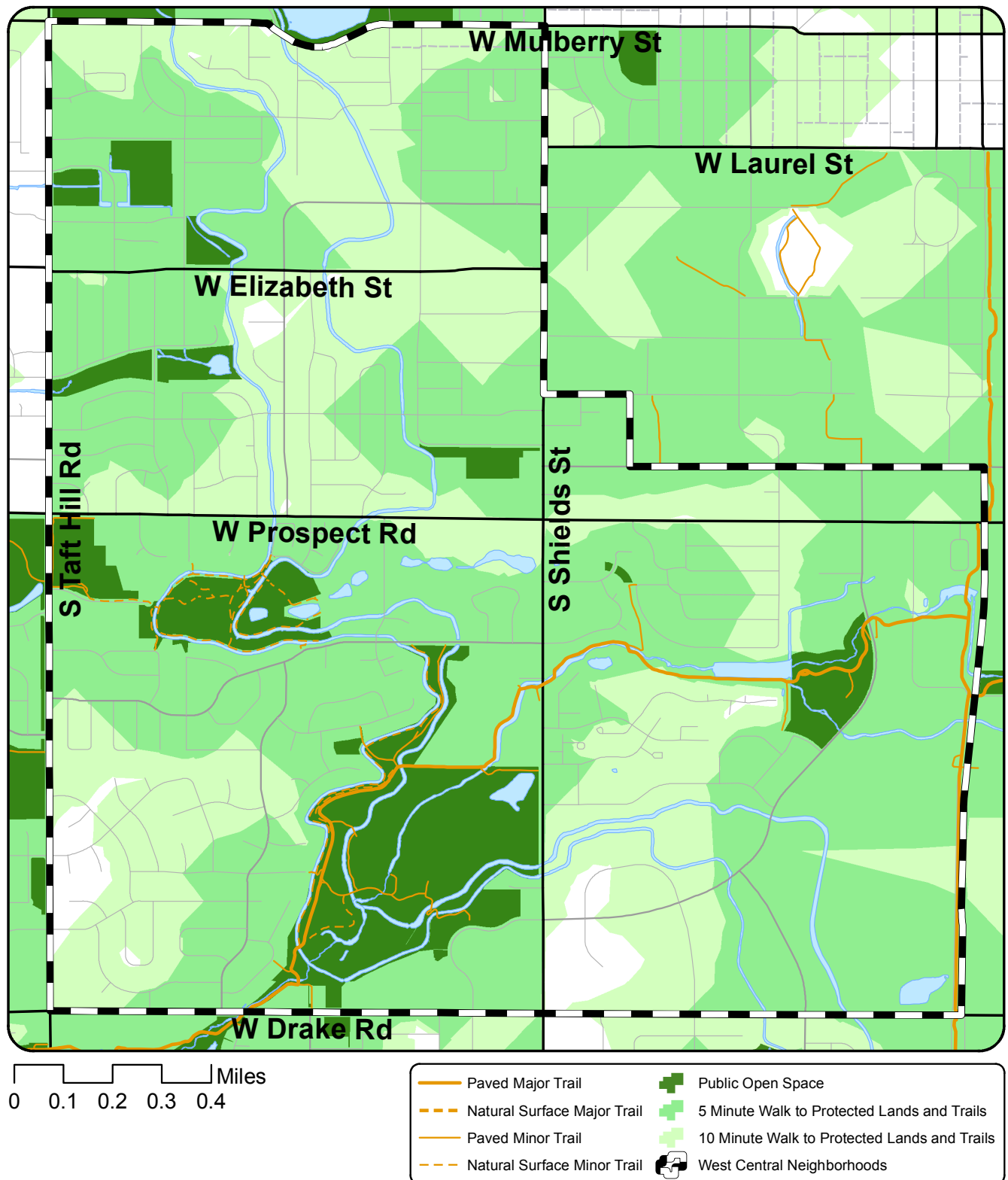


Figure 27. 10-Minute Walk to Public Open Space (Not Including Arterial Crossings)

The map below identifies public lands and open space and the areas within a five- to ten-minute walk. This map does not take into account the ability for a resident to cross an arterial road to reach an area of open space. This map also identifies both major and minor existing trail networks within the West Central area.



3.4 Allow for appropriate access along and across ditches OS1 T1

New crossings of ditches in key locations will improve pedestrian connectivity in neighborhoods. Additional public access should be considered along ditches, but should primarily be focused along segments of ditches that cross public property (e.g., Rolland Moore Park), rather than private property (e.g., private backyards).

Action Items

- Construct a crossing of the Arthur Ditch near **Whitcomb and Wallenberg** to connect the neighborhood to the Spring Creek Trail. The crossing should provide an informal pedestrian connection that does not introduce significant pedestrian or bicycle traffic into the neighborhood.
- Construct a crossing of Larimer County Canal Number 2 at **Westview Ave.** to improve neighborhood connectivity.
- Construct a crossing of Larimer County Canal Number 2 between Lynwood Drive and **Bennett Elementary School** to support Safe Routes to School.
- **Remove obstacles for wildlife movement** along ditches, including replacement of old fencing with wildlife-friendly fencing, as appropriate.
- **Coordinate with ditch companies** to allow for appropriate access along ditches.

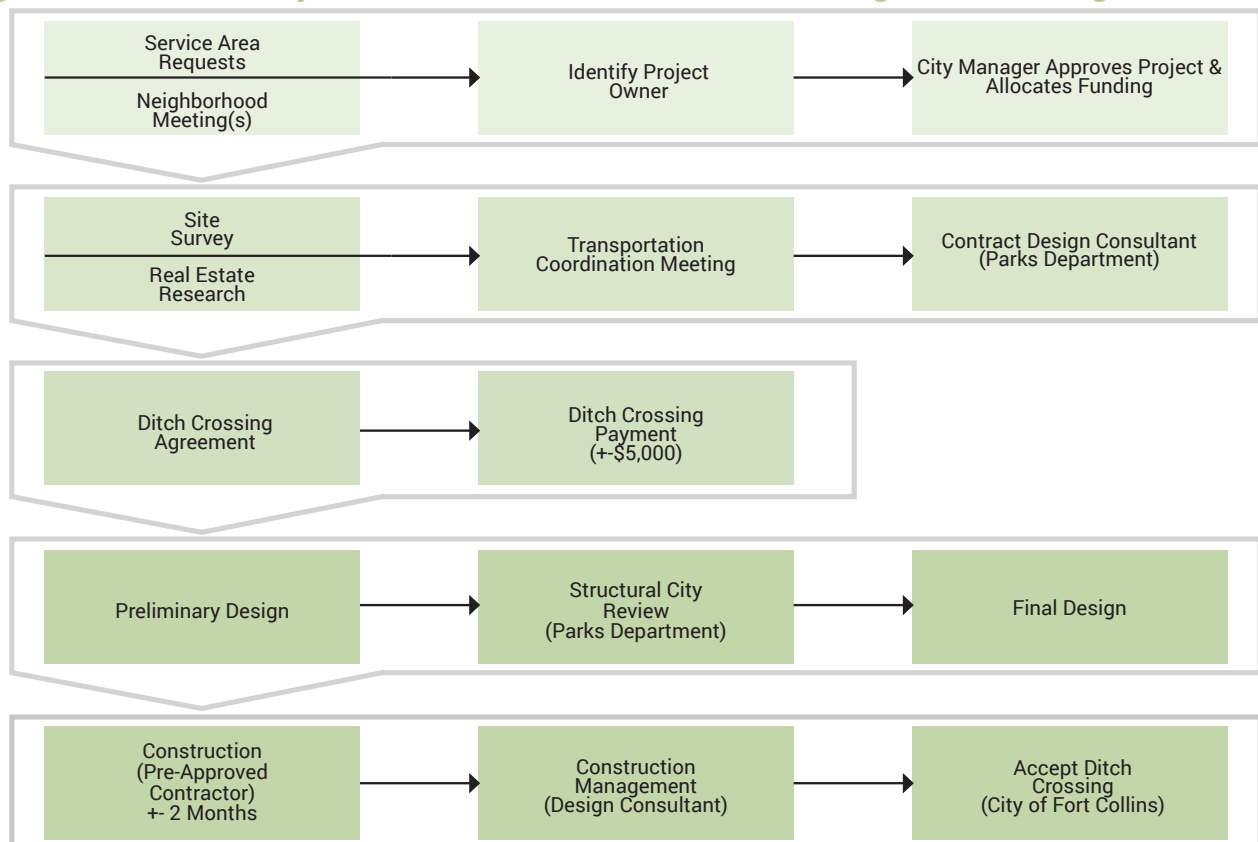


Example of ditch crossing connecting neighborhood to open space

What We Heard

"Allow additional access along ditches and canals as a recreational amenity near neighborhoods."

Figure 28. Standard City of Fort Collins Process for Constructing Ditch Crossings



Quality

3.5 Provide for a variety of settings, experiences, and recreational opportunities in parks and open space OS1 OS2

Focus on the unique characteristics and type of experiences offered by individual parks and open space. Program parks and open spaces in a way that fits the character of the place and serves the surrounding neighborhoods. Consider the role each area serves within the greater open space network.

Offer opportunities for the enjoyment of nature, passive recreation, exercise, sports, social gathering, urban agriculture/community gardening, off-leash dog areas, and other recreational activities within the overall open space network.

Provide trail amenities within and between parks and open space areas. In some settings, soft surface paths may provide a more desirable experience than paved trails.

Ensure that recreational access in open space is sensitive to, and does not conflict with, the ecological and habitat values that open space provides.

Ensure that a range of natural settings are provided throughout the West Central area, including:

- Highly natural settings with an emphasis on wildlife habitat and limited recreational access
- Passive, unprogrammed open space with opportunities to quietly enjoy nature
- Areas that include playgrounds, fields, or other recreational amenities
- Highly programmed common areas that allow for social gathering and sports (e.g., picnic shelters or soccer fields)
- Larger parks and open space that accommodate multiple settings and experiences (e.g., Rolland Moore Park)
- Educational programs and stewardship opportunities (e.g., Gardens on Spring Creek)



Playground adjacent to neighborhood

Action Items

- Improve **Lilac Park** to better serve the nearby neighborhoods and complement the Gardens on Spring Creek, wetland improvements on adjacent CSU property, and the proposed relocation of the CSU Horticulture Center to the north of the park. Conduct neighborhood outreach regarding potential improvements to Lilac Park.
- Provide open space improvements to serve residents in the **Campus West area**. The existing, City-owned stormwater detention area on the northeast corner of **Skyline and West Elizabeth** should be improved to provide additional opportunities for passive recreation in a natural setting. Wildlife habitat improvements should be included alongside any recreational enhancements.
- Improve the **existing stormwater management site** at Taft Hill and Glenmoor to provide enhanced wildlife habitat and passive recreation (e.g., soft surface path).
- Support the establishment of **community gardens** in public areas or areas managed by neighborhood organizations or HOAs.
- Identify locations (either within existing open space or new locations) that could potentially accommodate **off-leash dog use**.
- Coordinate with the Parks, Park Planning and Development, and Stormwater departments to incorporate a **broader range of settings and experiences** as part of future work plans for parks in the West Central area.

What We Heard

"Access to recreational amenities, including parks, is essential in an area with such a dense population."



Community garden within neighborhood

3.6 Improve safety in public parks, open space, and along trails OS1 OS2 TI

Ensure trails and open spaces are safe for all users at all times of day. Improve lighting where necessary and appropriate. Ensure that any additional lighting complies with the City's "dark skies" policies and limits impacts to wildlife habitat. Recognize the potential conflict between bikes and pedestrians on shared trails, and work to address unsafe behavior, such as bicycle speeding.

Action Items

- Conduct a **safety inventory** along the Spring Creek Trail to identify locations that present safety concerns, such as poor nighttime visibility, visibility around corners, and areas of potential conflict between bicyclists and pedestrians.
- **Monitor complaints and crime reports** in City of Fort Collins parks, natural areas, and along trails to improve law enforcement and ranger patrols in those areas.



High traffic recreational trail



Ditch running through Rolland Moore Park

3.7 Explore the multiple ecological values that ditches provide, including irrigation, stormwater management, and wildlife habitat OS4 OS5

Recognize the importance of ditches for stormwater conveyance and flood management.

These waterways also serve as important wildlife movement corridors, and they provide a unique opportunity for creating a more connected network of high-quality wildlife habitat in the West Central area.

Improve habitat and the recreational value in stormwater detention areas.

Action Items

- **Partner with ditch management companies** to protect and improve wildlife habitat along irrigation waterways.
- See recommended programs and projects in Policies 3.4 and 3.5.

What We Heard

"Streams, creeks and canals should be protected and enhanced for wildlife and people."



Enhanced stormwater area adjacent to neighborhood

3.8 Protect and enhance existing wildlife habitat OS4

Identify opportunities to enhance or add to network of wildlife habitat within the West Central area. New development and redevelopment should be designed in such a way that minimizes impacts or enhances the area's natural areas, wetlands, and wildlife habitats.

Recognize the importance of the Spring Creek and its tributaries for wildlife habitat and stormwater management. Ensure that recreation improvements do not compromise the Spring Creek's role in flood control.

Action Items

- Through the implementation of Nature in the City, identify specific locations where **existing wildlife habitat** can be improved within the West Central area.
- Renovate existing **stormwater detention areas** to improve wildlife habitat and aesthetics. Where appropriate, consider including soft surface trails and other recreational amenities.
- Identify sections the **Spring Creek corridor** where stormwater management and/or wildlife habitat could be improved.



Eastern screech owl (photo credit: Aran Meyer)



Example of renovated stormwater detention area



Red Fox Meadows Natural Area

Quantity

3.9 Identify opportunities for additional wildlife habitat OS3 OS4

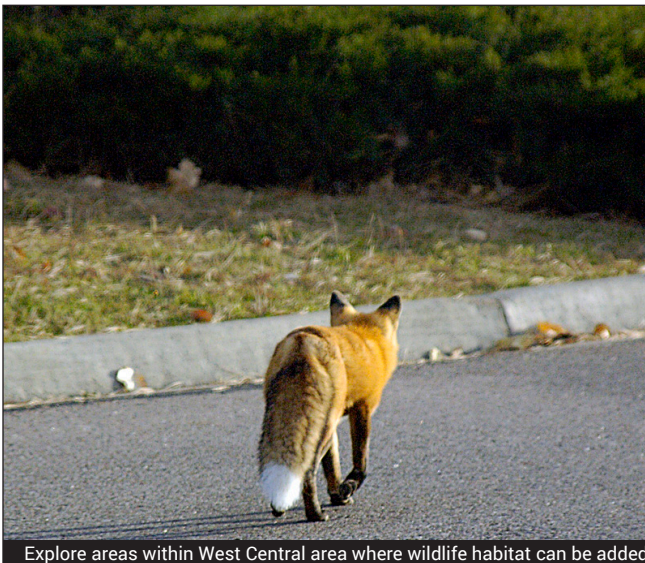
Opportunities to protect additional wildlife habitat on both public and private land should be further explored.

Action Items

- Through the implementation of Nature in the City, identify specific locations where **new wildlife habitat** can be added within the West Central area.
- Encourage **habitat enhancement on private property** through the Natural Areas Certification and Natural Areas Enhancement Fund programs.



Enhance existing wildlife habitat (photo credit: Aran Meyer)



Explore areas within West Central area where wildlife habitat can be added

3.10 Approach stormwater management comprehensively and at the system scale OS5

Plan stormwater improvements at the drainage basin level, while recognizing the impacts of localized conditions on the stormwater system.

Account for the impacts and stormwater management needs related to high-density infill and redevelopment. Ensure stormwater is adequately addressed through the development review process. Ensure that future development in vacant areas does not compromise the Spring Creek Basin's Storm Drainage Plan.

Action Items

- Raise the bridge on the spur trail to the west of the Sheely/Wallenberg neighborhood to **mitigate flooding** of the trail.
- Encourage **Low Impact Development (LID)** techniques as part of new development and capital projects.
- Regularly review the adequacy of **stormwater protection** and provide additional stormwater protection where needed.



Planted landscape islands treat stormwater run off



Stormwater planting adjacent to street

3.11 Enhance and add to the urban tree canopy along streets and within neighborhoods

OS3 OS4 T4

Recognize the importance of an expanded urban tree canopy in reducing heat island effects, improving air quality, supporting wildlife habitat, and providing shade. Encourage the use of xeriscape and drought-tolerant plant species in landscaping on private property and within the public right-of-way.

Encourage the creation of tree stands with a mix of sizes, ages, and species of trees to support a more diverse and attractive landscape.

Retrofit existing streetscapes to include additional shade canopy trees.

Preserve and enhance the tree canopy in neighborhoods by incentivizing the planting of new trees on residential property.

Action Items

- Develop and pilot a **neighborhood tree canopy improvement program** in collaboration with local nurseries, non-profit organizations, and CSU student groups.
- Proactively create **additional tree cover** in areas dominated by ash trees to mitigate the potential impacts of the emerald ash borer.
- Support **neighborhood grant applications** that seek to improve parks, open space, and tree canopy within the West Central area.
- Continue current policies for including **street trees** as part of all new developments and City capital projects.
- Identify **funding mechanisms** for improving habitat and urban tree canopy on private property.



Street tree planting in new development

Potential Open Space Improvements & Additions

Table 8. Potential Open Space Projects

This table identifies the potential open space projects in the West Central area. Locations for the potential projects are shown in Figure 28. Additional funding needs to be secured to implement each of these projects. Additional public outreach, planning, and design may also be necessary.

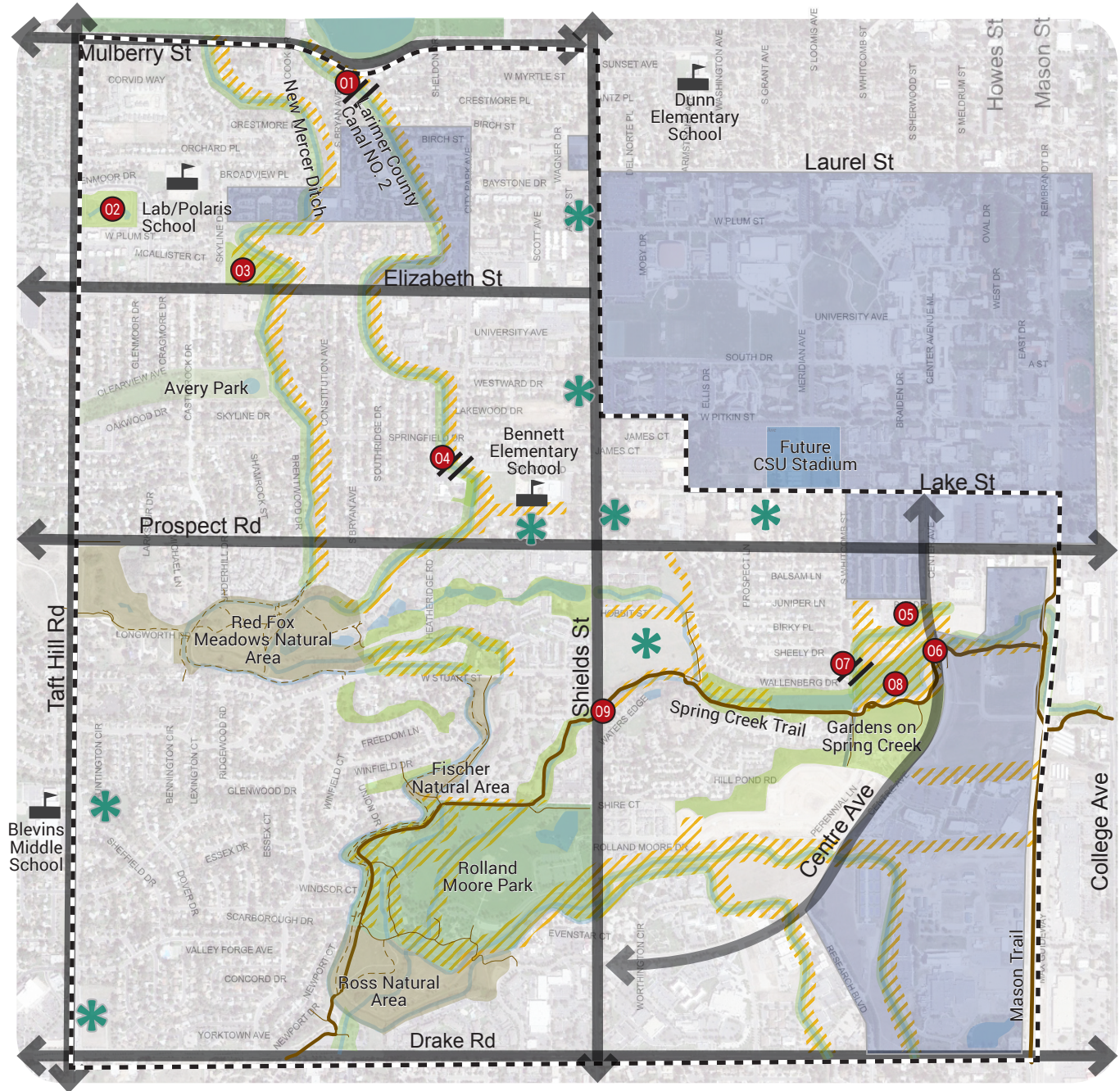
ID	Location	Description
01	Westview Avenue Ditch Crossing	Crossing of Larimer County Canal Number 2
02	Taft Hill & Glenmoor Stormwater Detention Area	Habitat improvements and recreation amenities (e.g., soft surface trail)
03	Elizabeth & Skyline Stormwater Detention Area	Habitat improvements and recreation amenities (e.g., soft surface trail)
04	Bennett Elementary School Ditch Crossing	Crossing of Larimer County Canal Number 2
05	Trail connection from Centre Avenue to Spring Creek trail	Future trail connection
06	Spring Creek Trail Underpass at Centre Avenue	Reduce flooding impacts
07	Whitcomb & Wallenberg Ditch Crossing	Crossing of Arthur Ditch
08	Lilac Park	Improve to complement Spring Creek Trail, Gardens on Spring Creek, and the CSU Horticulture Center
09	Spring Creek Trail Underpass at Shields Street	Improve visibility and reduce flooding impacts



Yard trees in a residential area

Figure 29. Areas of Potential Open Space Improvements & Additions

The map below identifies the existing open space and parks, as well as several existing conditions within the West Central area. This map helps to identify areas of open space improvements and additions.



Legend

Existing Elements

- West Central Area Boundary
- Arterial Road
- Existing Open Space
- Existing Park
- Existing Water Body
- Existing Irrigation Canal and Habitat
- Existing Fort Collins Natural Area
- CSU Property

- Major Paved Multi-Use Trail
- Minor Paved Multi-Use Trail
- Natural Surface Trail
- Schools

Potential Opportunities

- Potential Ditch Crossing
- Opportunity for Open Space Improvements & Additions
- Opportunity for Open Space/Pocket Parks Provided by New Development



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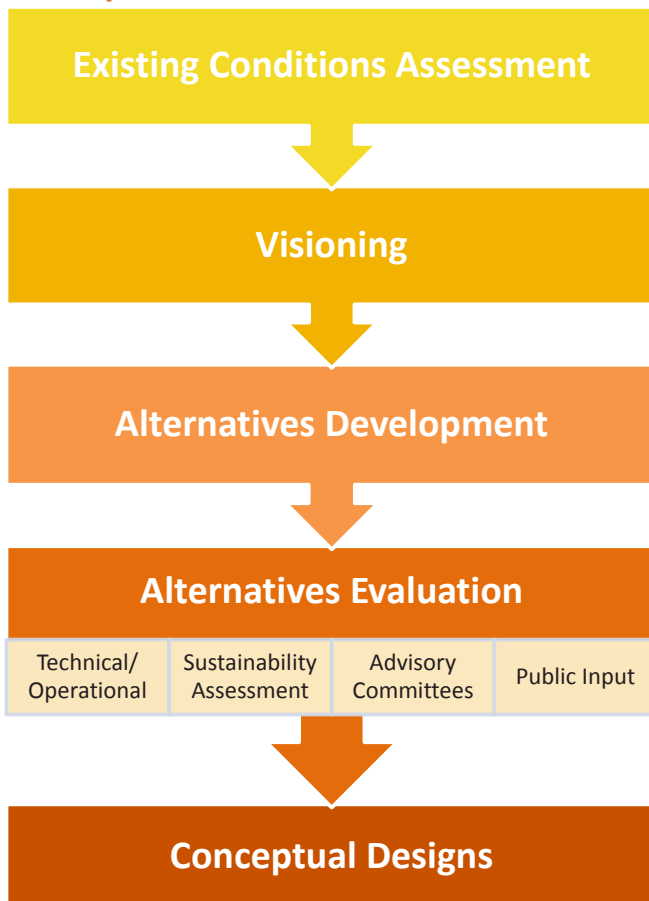


Prospect Corridor

Prospect Corridor

Conceptual designs have been developed for Prospect Road and Lake Street (between Shields Street and College Avenue). The design development process included an evaluation of existing conditions to identify areas of improvement, establishment of a vision for the future, and developing and evaluating a range of alternatives for each of the roadways. The conceptual designs reflect the results of technical assessments, public input, and sustainability evaluations. The next steps in the process will be to secure funding for Final Design, right-of-way acquisition, and construction of the proposed improvements. The design development process and conceptual designs are summarized in this chapter and further detailed in Appendix F. The Prospect Corridor 30% Design is provided in a separate document.

Figure 30. Prospect Corridor Design Development Process



Existing Conditions

Existing Conditions Analysis

Existing corridor conditions, including right-of-way (ROW) widths, existing and future land use, north-south connections, travel lane widths, access points, traffic volumes, multi-modal level of service and transit stop locations were analyzed to assist in developing three design alternatives. Details are included in Appendix D.

Corridor Issues

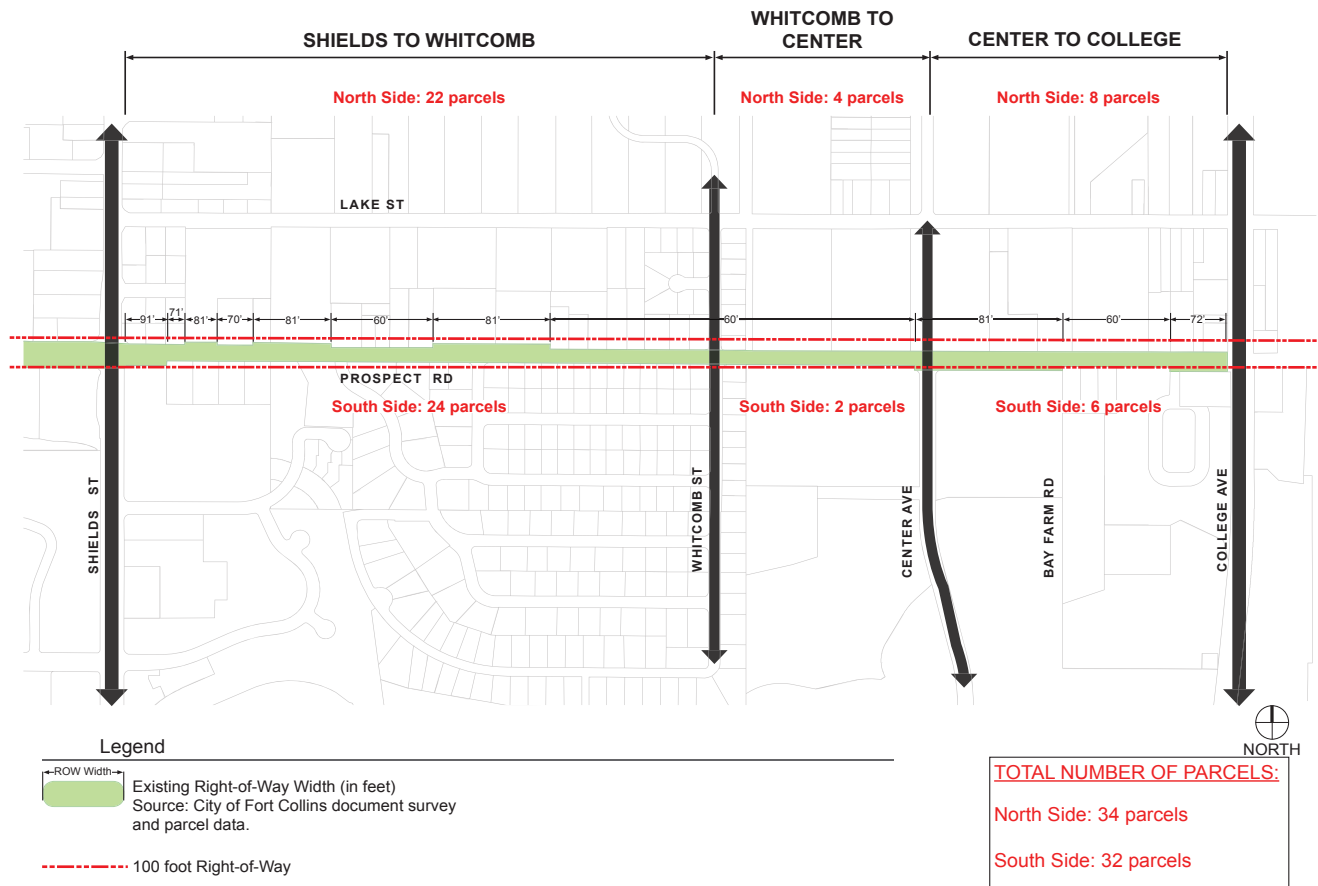
Based on public input and site observations, a set of corridor issues and influences were identified to reflect the concerns of residents, property owners and other users on Prospect Road and Lake Street. They included the following:

- Lack of adequate facilities for bicycles and pedestrians
- Lack of bicycle/pedestrian crossings between Whitcomb and Shields
- Perception of unsafe conditions along sidewalks
- Potential to utilize Lake Street as parallel bike network
- Lack of street trees and other streetscape elements
- Constrained existing right-of-way (ROW)
- Conflict between bicycles and parked cars on Lake Street



Existing conditions on Prospect Road

Figure 31. Prospect Corridor Existing Right-of-Way Constraints



Vision

Attractive and functional, well-integrated, mixed-use corridor that serves the mobility needs of nearby neighborhoods, CSU, and the community

- P1** Safe and comfortable corridor for all modes of travel
- P2** Safe crossings
- P3** Attractive gateway to campus, downtown, and midtown
- P4** Seamless connection to MAX

Overall Approach

The overall approach to developing the conceptual designs for Prospect Road and Lake Street was based on the following strategy:

- Provide holistic designs so that Prospect and Lake are connected and complement each other
- Develop a custom cross-section for Prospect that is narrower than the standard City of Fort Collins cross-section, while still providing improved facilities
- Maintain the curb along the south side residential area of Prospect to minimize construction costs and property impacts
- Focus Prospect property impacts on areas likely to redevelop (primarily on the north side)
- Coordinate with CSU's master plans and other approved plans for redevelopment

Alternatives Development and Evaluation

Based on the existing conditions analysis and vision for the corridor, three alternatives each were developed for Prospect Road and Lake Street. These alternatives were then evaluated based on a variety of criteria. Draft conceptual designs, utilizing various elements of the alternatives, were then developed.

Prospect Road

Three distinct alternatives were developed for Prospect Road, including:

- Alternative A - "All About Pedestrians"
- Alternative B - "Boulevard"
- Alternative C - "Complete Street"

These concepts were developed based on the vision statements and were further refined based on feedback from technical staff, property owners, and residents. The

three alternatives are described below, with additional detail provided in Appendix F.

Alternative A - "All About Pedestrians"

Alternative A maintained the existing curb lines and roadway width while enhancing pedestrian facilities, with the overall idea being a renovation and retrofit that better accommodates pedestrians. The following design elements were included:

- 4 travel lanes throughout
- 6' detached sidewalk
- 8' tree lawn
- Planted median

Alternative B - "Boulevard"

Alternative B emphasized minimal right-of-way (ROW) acquisition, replacing one travel lane with a buffered bike lane on each side of the road west of Whitcomb. Pedestrian enhancements were also prioritized. The following design elements were included:

- 2 travel lanes west of Whitcomb Street, 4 travel lanes east of Whitcomb Street
- Center turn lane west of Whitcomb Street
- 6' tree lawn
- Detached sidewalk/shared bike and pedestrian path
- 5' buffered bike lanes west of Whitcomb Street, 10' shared bike/pedestrian path east of Whitcomb Street
- Planted median

Alternative C - "Complete Street"

Alternative C maintained existing travel lanes and added a detached, shared bike/pedestrian path while minimizing right-of-way (ROW) acquisition on the south side of Prospect Road. The following design elements were included:

- 4 travel lanes throughout
- 10' shared bike/pedestrian path
- 6' tree lawn
- Planted median east of Whitcomb Street

Based on the technical analysis, Alternatives B and C generally provided the greatest improvement for all users compared to existing conditions, with the notable exception that Alternative B was projected to increase delays and congestion in the western segment (Shields to Whitcomb), which was reduced to two travel lanes. Community input varied considerably across all alternatives. In general, stakeholders favored elements of the alternatives that improved the safety of all modes while minimizing impacts to property owners along the roadway.

Lake Street

The primary issue on Lake Street is a general conflict between bicycles and parked vehicles, with car doors opening into bike lanes and vehicles pulling out into travel lanes without scanning for oncoming bikes. The alternatives focused on three alternatives for incorporating protected bike lanes into the roadway.

Alternative A

Alternative A provided a protected bike lane on the north and south side of Lake Street, with a planted median providing separation from vehicle parking. The following design elements were included:

- 2 travel lanes
- On-street parking
- 6' one-way protected bike lanes
- Tree lawn (select locations)
- 6' attached sidewalk

Alternative B

Alternative B provided a two-way protected bike lane on the north side of Lake Street with a planted median providing separation from vehicle parking. This took advantage of the lower number of access points on the north side, where the Colorado State University Main Campus is the dominant land use. The following design elements were included:

- 2 travel lanes
- On-street parking
- 12' two-way protected bike lanes (6' per lane)
- Tree lawn (select locations)
- 6' attached sidewalk

Alternative C

Alternative C maintained the existing curb lines and roadway width and removed on-street parking, while incorporating a protected bike lane on the north and south side of Lake Street, with a planted median providing separation from travel lanes.

The following design elements were included:

- 2 travel lanes
- 6' one-way protected bike lanes
- Tree lawn (select locations)
- 6' attached sidewalk
- No on-street parking

All three alternatives were comparable in terms of improving conditions for all users compared to existing conditions. Alternative C provided slightly better conditions for pedestrians than Alternatives B and C due to the removal of on-street parking. Community input varied, with more support for the 6' protected bike lanes (Alternatives A and C) than the 12' two-way protected bike lanes (Alternative B).

Conceptual Designs

With the adoption of the West Central Area Plan, the conceptual designs described below become the designs of record in regard to right-of-way dedication for development projects along both streets.

Prospect Road Conceptual Design

A conceptual design was developed based primarily on the attributes of Alternative B and Alternative C, and was further refined in response to public input. The conceptual design maintains four travel lanes throughout the corridor, with the addition of a center turn lane west of Whitcomb Street. A shared bike/pedestrian path is provided along the majority of the roadway.

The need for right-of-way acquisition was minimized on the south side of the road to minimize impacts to residences located close to the roadway, while focusing potential right-of-way acquisitions on the north side of the road where redevelopment is more likely to occur.

The conceptual designs for Prospect Road are divided into three segments: (1) Shields Street to Whitcomb Street, (2) Whitcomb Street to Centre Avenue, and (3) Centre Avenue to College Avenue.

Prospect Road - Conceptual Design Elements

- Four travel lanes
- Center turn lane/median
- Tree lawn
- Detached sidewalk/shared bike and pedestrian path
- Mid-block bike/pedestrian crossing
- Transit stops/pullouts

Lake Street Conceptual Design

The conceptual design for Lake Street was developed through stakeholder input on the three alternatives. The conceptual design is generally based on Alternative A and includes the elements described below.

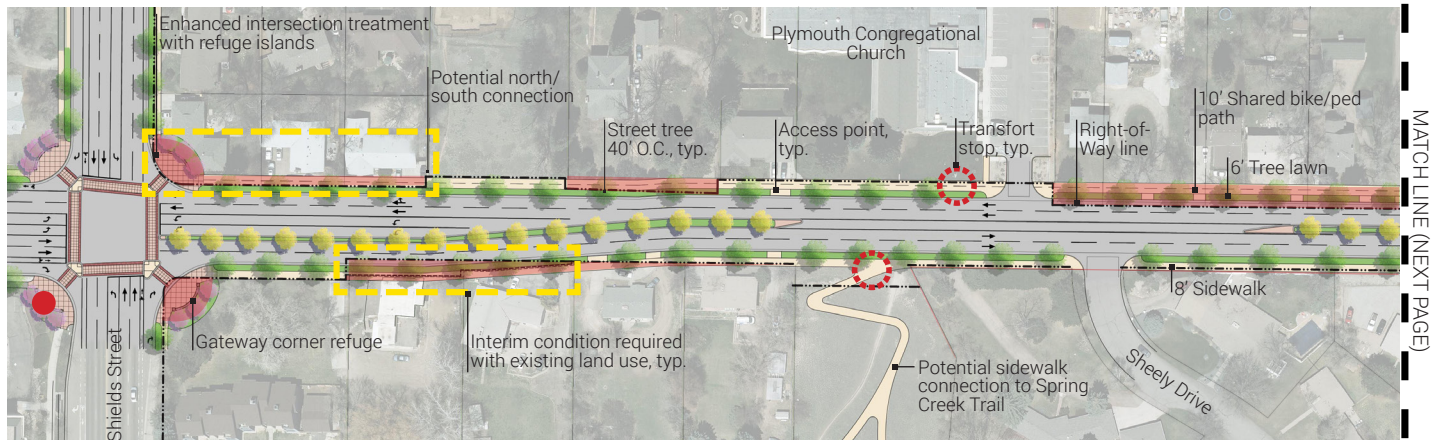
Lake Street - Conceptual Design Elements

- Two travel lanes
- On-street parking
- Protected bike lanes with planted buffer
- Attached/detached sidewalk
- Tree lawn (select locations)
- Mid-block bike/pedestrian crossings
- Transit stops

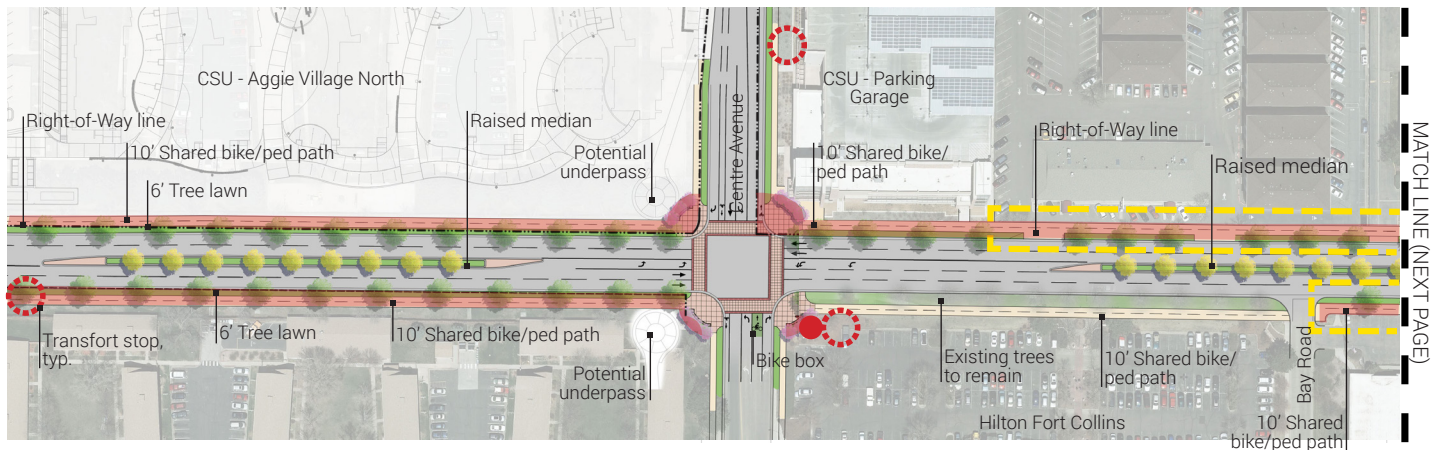
The draft design includes on-street parking. However, as development plans along Lake Street (including the new CSU stadium) come to fruition, it may be determined that removing on-street parking better meets the needs and vision for the corridor. Removing on-street parking while providing the other elements listed above may be possible without the need to move the existing curbs, thus reducing construction costs. Potential refinements will be further explored in Final Design.

Figure 32. Prospect Road Conceptual Design & Cross-Sections

Shields to Whitcomb



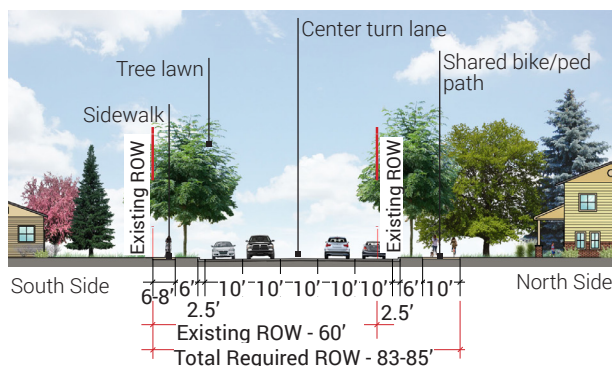
Whitcomb to College



Legend

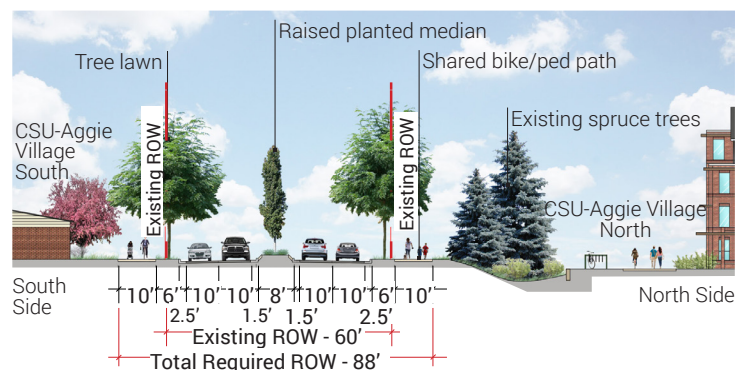


Typical Cross-Section Shields Street to Whitcomb Street

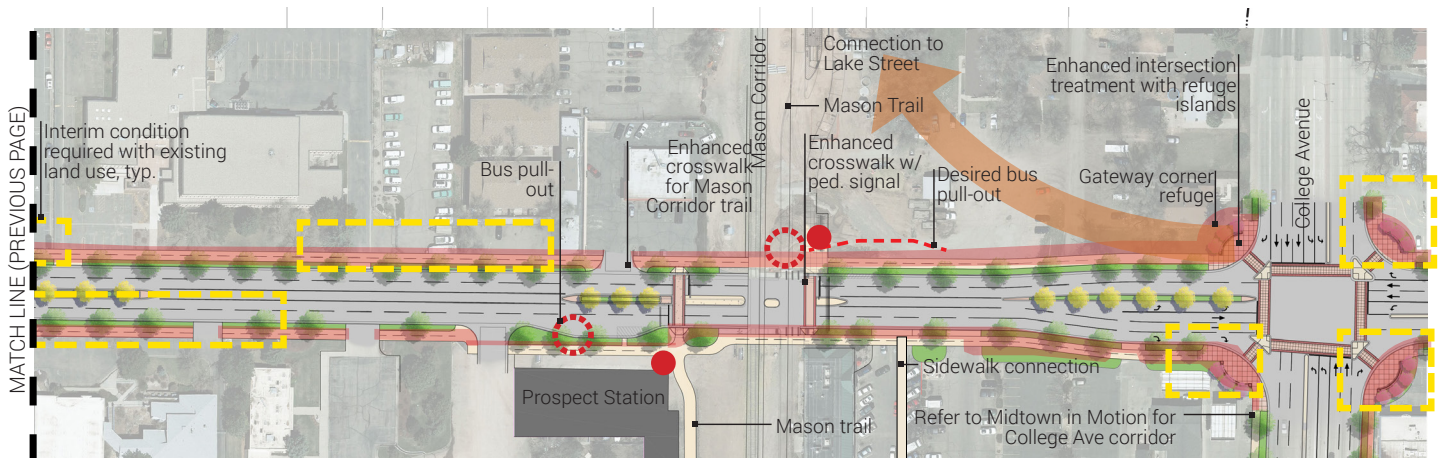


*Note - Total required ROW dimension includes 30" curb/gutter along street per LCUASS standards

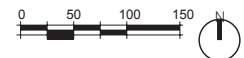
Typical Cross-Section Whitcomb Street to Centre Avenue



*Note - Total required ROW dimension includes 30" curb/gutter along street and 18" curb/gutter around median(s) per LCUASS standards



Note: Specific and detailed intersection improvement decisions will be refined through various design and other project processes. This includes City capital projects, identified requirements due to area developments, and stadium mitigation measures. For example, the intersection of Prospect Road and Centre Avenue is currently being considered for northbound and southbound double left-turns.



Typical Cross-Section
Centre Avenue to College Avenue

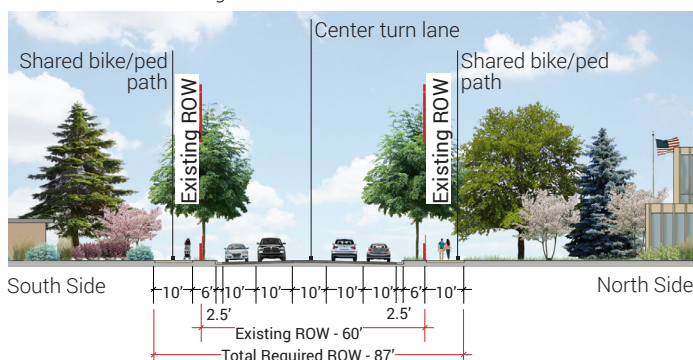
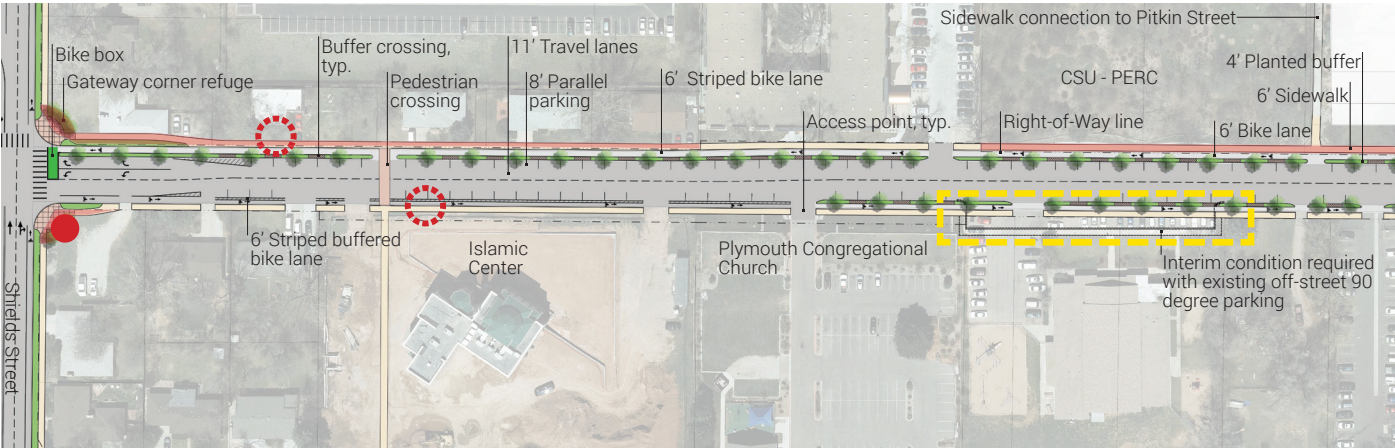
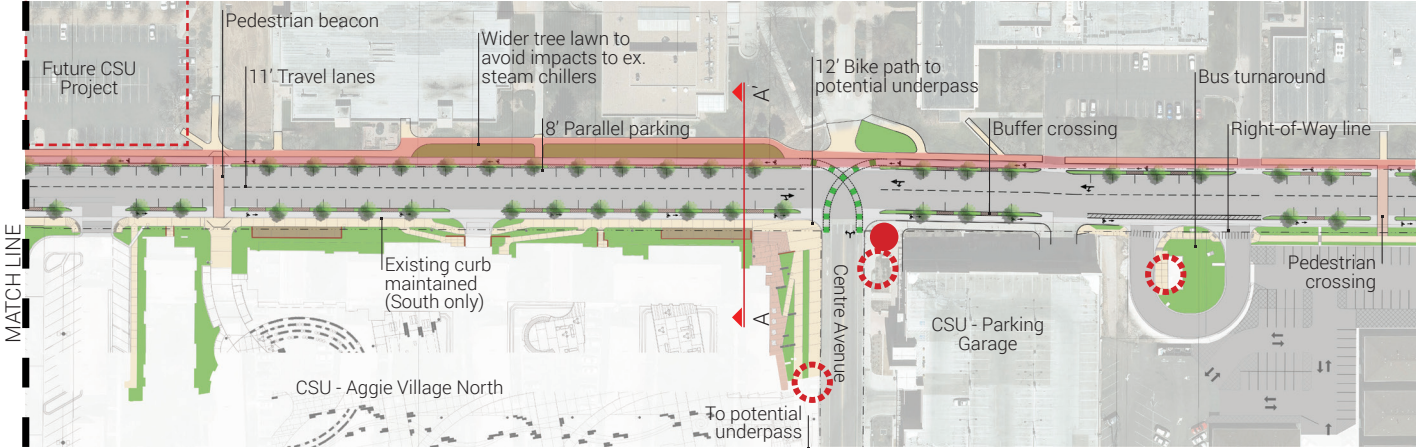


Figure 33. Lake Street Conceptual Design & Cross-Sections

Shields to Whitcomb



Whitcomb to College

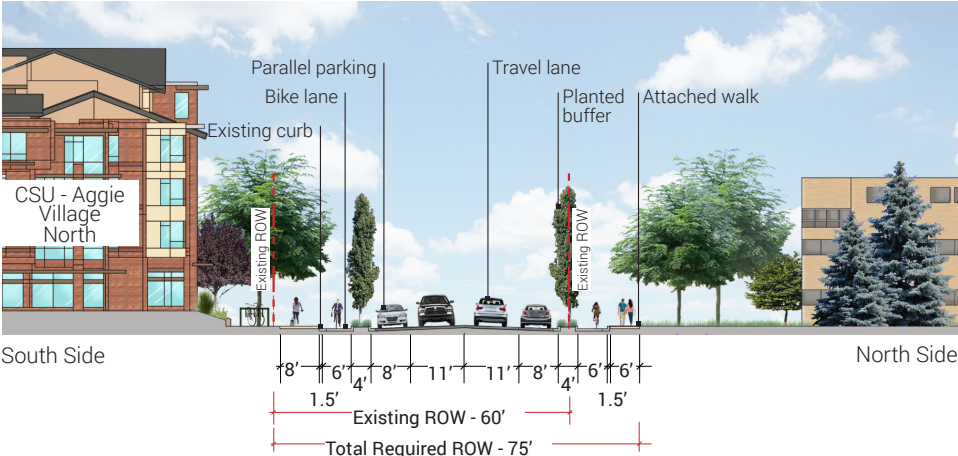


Legend

- Potential Right-of-Way (ROW) dedication/acquisition
- Pedestrian Wayfinding
- Interim condition required with existing land use
- Transport Stop

Note: Specific and detailed intersection improvement decisions will be refined through various design and other project processes. This includes City capital projects, identified requirements due to area developments, and stadium mitigation measures.

Typical Cross-Section



Note - Total required ROW dimension includes 18" curb/gutter around planted buffer per LCUASS standards. The south side maintains the existing curb/gutter.

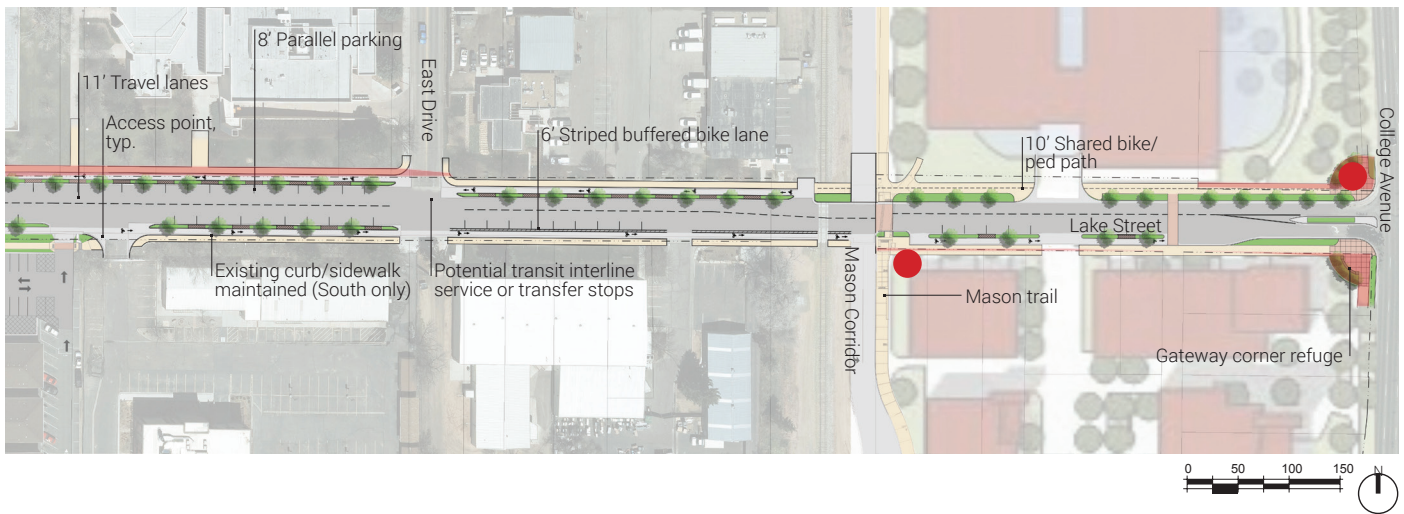
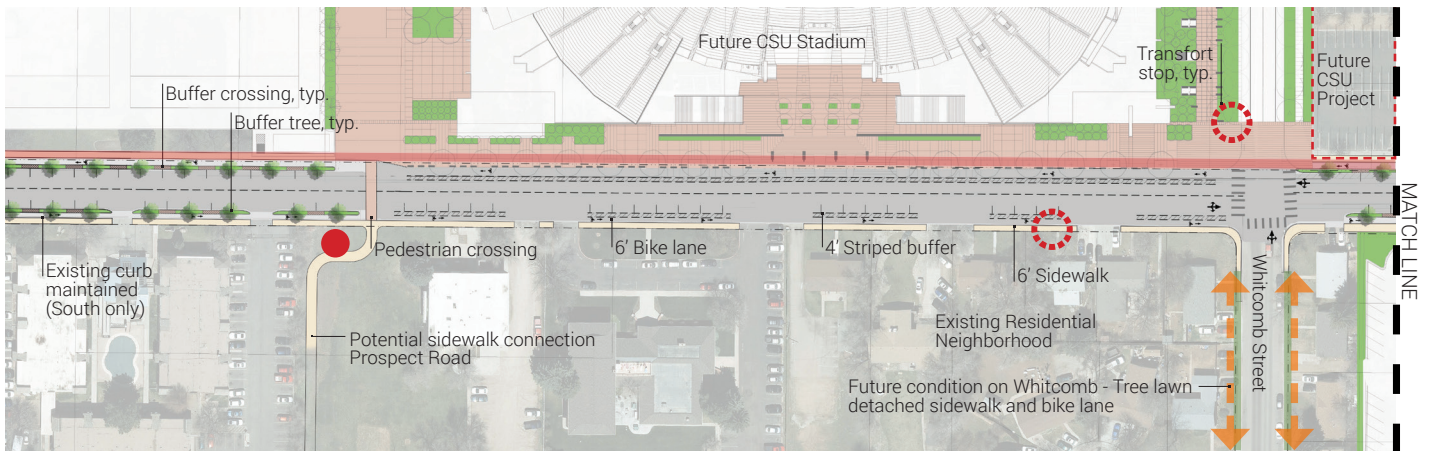


Figure 34. Prospect Road Conceptual Design (looking west near Prospect Lane)

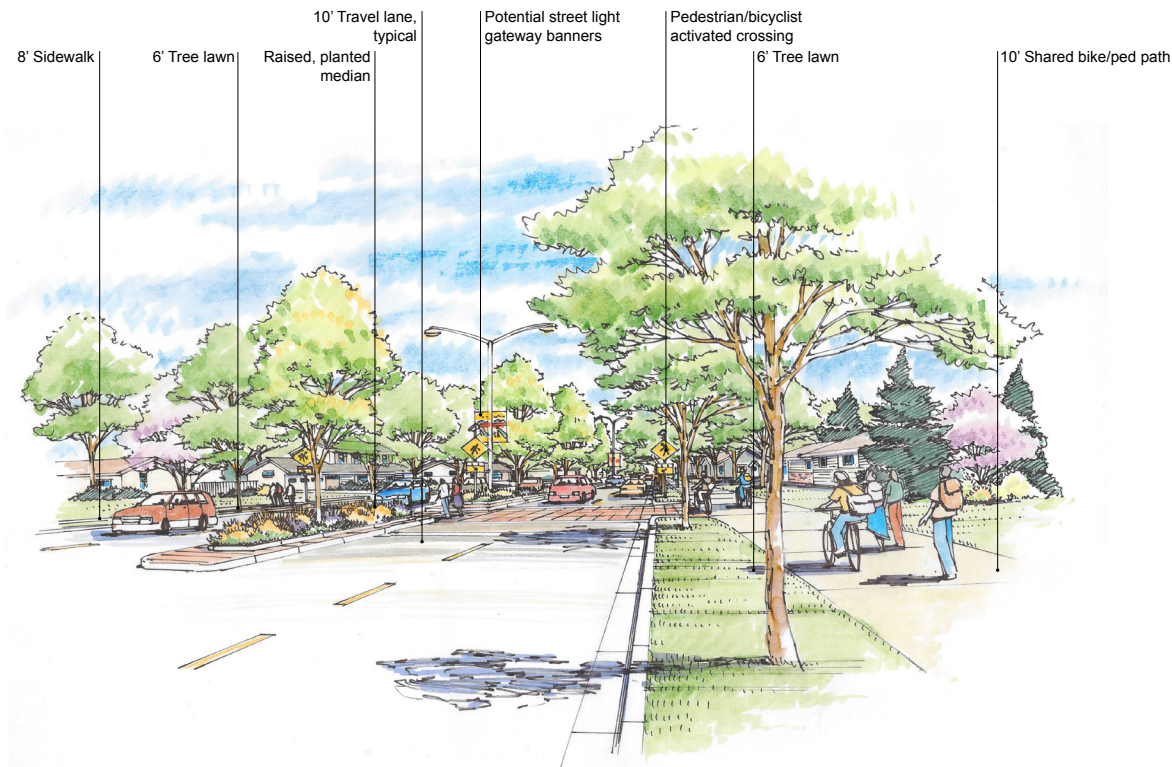
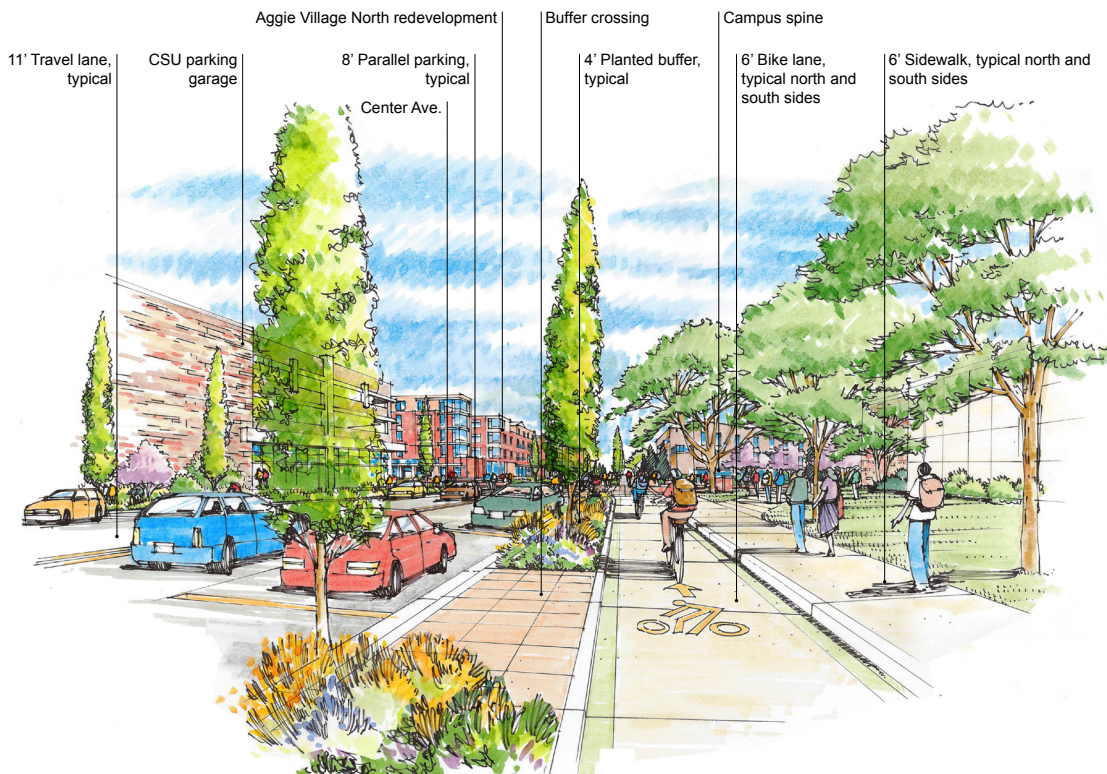


Figure 35. Lake Street Conceptual Design (looking west near Centre Avenue)



Potential Phasing

The conceptual designs provide a basis for further detailed design efforts and will likely require some level of modification during Final Design. Implementation will likely occur over a period of time, in multiple phases:

Phase I - reconstructing the roadway from College Avenue to Whitcomb Street. Work will likely consist of the following:

- Acquire necessary right-of-way
- Remove existing roadway features (curb, gutter, road surface, sidewalk, utilities)
- Construct new roadway features (curb, gutter, road surface, raised median, tree lawn, 10' shared bike/ped path, vegetation, utilities, corner enhancements, pedestrian underpass)

Phase II - roadway reconstruction from Whitcomb Street to Shields Street. Work will likely consist of the following:

- Acquire necessary right-of-way,
- Remove existing roadway features (curb, gutter, road surface, sidewalk, utilities)
- Construct new roadway features (curb, gutter, road surface, raised median, tree lawn, 10' shared bike/ped path, vegetation, utilities)

Phase III - If funding is unavailable during construction of the first two phases, intersection improvements and enhancements may occur as Phase III of the implementation process. This work will consist of the following:

- Build new enhancement features (enhanced pedestrian refuge islands, path connections) at Shields Street & Prospect Road and at College Avenue & Prospect Road

Cost Estimates

The following costs have been roughly estimated for the conceptual designs for Prospect Road and Lake Street. Costs include the development of final designs, right-of-way acquisition, and construction of the proposed improvements. The designs for both Prospect Road and Lake Street would require reconstruction of a substantial portion of the roadway, so the construction costs for both roadways are similar.

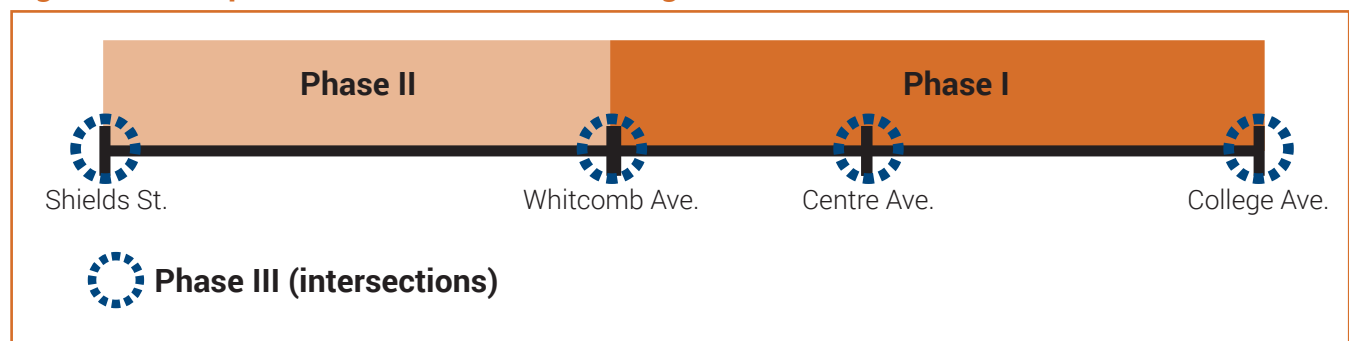
Table 9. Prospect Corridor Cost Estimates

Category	Prospect Road	Lake Street
Final Design	\$1.1 Million	\$1.0 Million
Right-of-way	\$1.4 Million	\$500 Thousand
Construction	\$5.5 Million	\$5.7 Million
Total	\$8 Million	\$7.2 Million

Cost estimates will be finalized during Final Design. Final costs will likely change based on:

- How much ROW is acquired (i.e., purchased) versus dedicated through redevelopment or easements
- Final intersection designs
- Detailed existing conditions surveys revealing unknown conditions at the time of this plan (i.e., utility information)

Figure 36. Prospect Corridor Potential Phasing



Implementation Strategies

1. Obtain funding to develop construction plans

Final Design and construction plans are required to advance the plan, requiring funding for City staff and design consultants.

2. Prepare Final Design/construction plans and obtain approvals.

Construction drawings will require a detailed existing conditions site survey as a basis of design efforts to further define roadway plans, profiles, and extents of impacts to private properties. Construction plans will illustrate and define all information necessary for a contractor to bid and install the project, as well as provide a basis for review and approval by various departments within the City of Fort Collins. During this phase, outreach and communication with the various property owners along the corridor will be critical for success, as well as discussions and negotiations with property owners potentially affected by right-of-way acquisitions necessary to successfully complete the corridor.

3. Finalize potential phasing

Construction of the roadway in segments is recommended to reduce construction impacts as much as possible along the entire roadway. However, it may be deemed necessary due to funding and/or other opportunities/constraints to construct the corridor in a manner requiring more or fewer overall phases.

4. Obtain funding for construction

Gaining support from the community and its elected and appointed leaders is key in order to receive adequate funding through allocations of sales taxes or other city funds. A commitment by the community to fund the project will allow the city to apply for matching grants from state and federal agencies, and will give property owners and the development community confidence to invest in improvements and redevelopment projects. The benefits of the project need to be clearly communicated to the citizens of Fort Collins.



Protected bike lane example

5. Acquire right-of-way

Potential locations requiring acquisition of additional right-of-way or easements have been identified on the conceptual design plans. Landowner negotiations will take place prior to construction. A flowchart illustrating this process is shown in Figure 32.

6. Conduct construction operations to minimize impacts to businesses and residences

Roadway construction projects can be disruptive to businesses, residents and other users of the corridor. Strategies will be developed to help reduce these impacts and allow businesses to continue to function, residents to have continued access, and pedestrians, bicycles and vehicles to continue to use the corridor to the greatest extent possible.

7. Establish roadway and landscape maintenance regimes

A plan for operating and maintaining the reconstructed corridor will be developed and the project will be incorporated into the City Streets Maintenance Program. The City of Fort Collins Parks Department will provide ongoing landscape maintenance along the corridor.



Planted median example



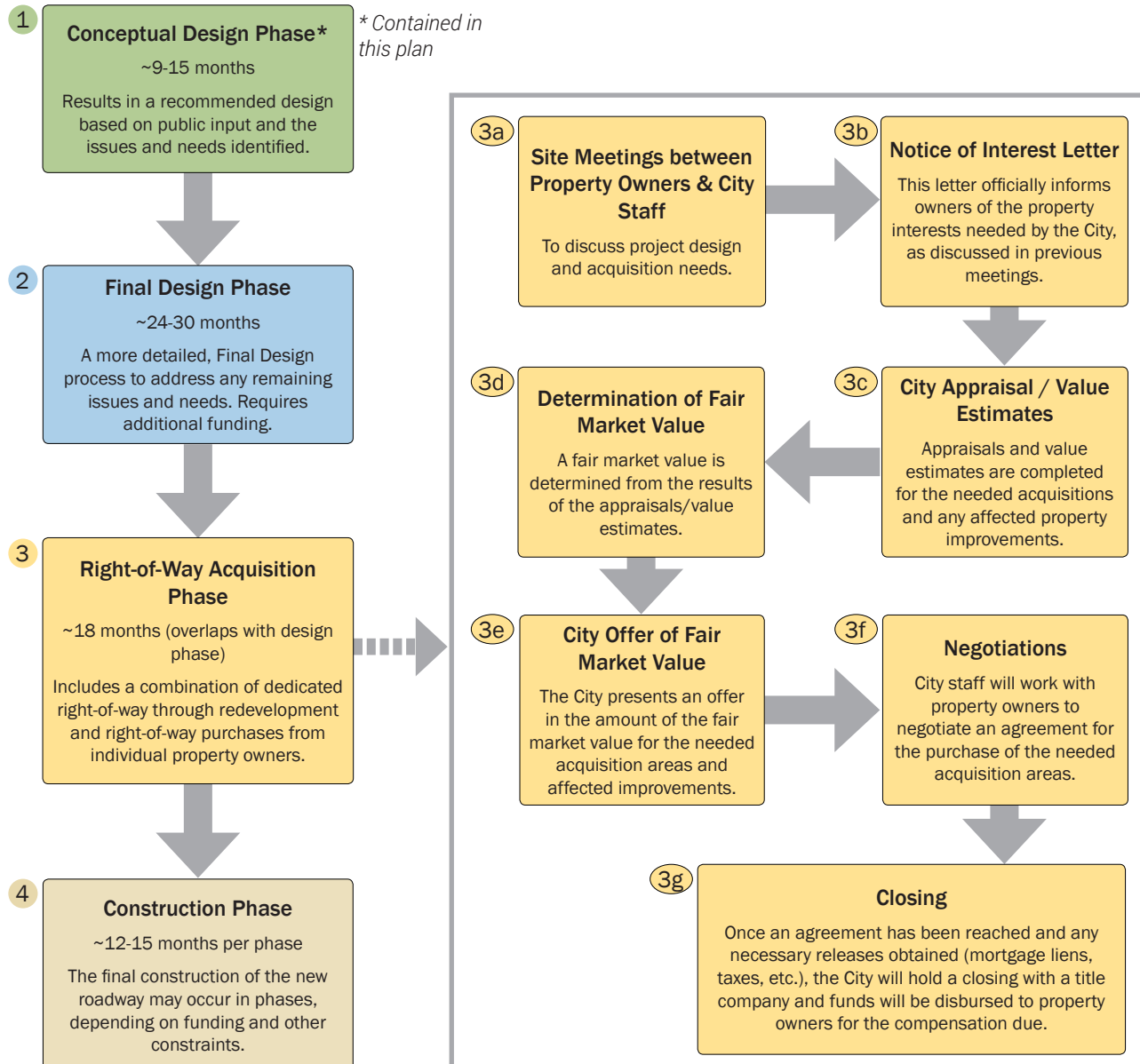
Shared bike/pedestrian path example

Design & Construction Process

There are a number of steps in the design and construction process for a new or reconfigured roadway. Each of these steps requires time and funding, so some projects can take more or less time than others to be constructed. At this time, funding has yet to be secured for future phases of design and construction for the Prospect Corridor.

When the City of Fort Collins re-designs a roadway, there is often a need to acquire public access easements or additional public right-of-way from private properties along the roadway. The City has an established process for working with property owners to acquire right-of-way. The diagram below outlines the general process for a roadway project, including design, right-of-way acquisition, and construction.

Figure 37. Design and Construction Process



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Implementation Summary

Implementation Summary

Action Items

This section summarizes the action items presented in the Land Use and Neighborhood Character, Transportation and Mobility, and Open Space Networks chapters. Implementation of some of the recommendations of the West Central Area Plan will begin immediately with the adoption of the plan, with other actions identified for the near- and longer-term. The timeframes below indicate when a particular item should be initiated, though many items outlined in the plan are already in progress or will continue beyond the specified timeframe (e.g., implementation of new education programs). Funding for many of the action items has not yet been identified. The following four timeframes apply to the action items presented in the tables that follow:

Immediate Actions (Within 120 Days of Adoption)

- Items identified for completion concurrently with or immediately following adoption of the West Central Area Plan.

Short-Term Actions (2015-2016)

- Items identified for completion within the current Budgeting for Outcomes (BFO) budget cycle.

Mid-Term Actions (2017-2024)

- 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.



Table 10. Immediate Actions (Within 120 Days of Adoption)

No.	Action Item	Related Policies	Responsibility
1	Update the City Code to clarify the enforcement of violations related to dead grass and bare dirt in front yards .	1.1	Neighborhood Services
2	Include educational information about City code requirements as part of the code violation letters sent to residents. A summary of the most common violations and strategies for avoiding them should be included.	1.3 , 1.1, 1.2	Neighborhood Services
3	Make the following updates to the Land Use Code: <ul style="list-style-type: none"> Clarify requirements related to mass, scale, and building design for the HMN zone district Update compatibility standards for multi-family and mixed-use development Require variety in the number of bedrooms provided in multi-family developments Evaluate the feasibility of incorporating car share and bike share options into the Land Use Code and/or Development Review process 	1.9 , 1.10, 1.11, 2.4	Planning, Historic Preservation, FC Moves
4	Form a joint City-CSU committee that meets regularly to assist with communication and coordination related to the on-going planning efforts of both entities.	1.12	City Manager's Office, Planning, Development & Transportation
5	Continue further analysis of potential improvements to the Shields corridor between Laurel and Prospect to facilitate access to such destinations as CSU and Bennett Elementary School.	2.1	FC Moves, Engineering, Traffic Operations, Planning
6	Establish Priority 1 pedestrian and bicycle routes for snow removal by the Streets Department. Match priority snow removal bicycle routes to the low-stress network identified in the Bicycle Master Plan. Provide enforcement and education on property owner responsibilities along Priority 1 snow removal routes. Communicate priority snow removal routes to CSU and the public.	2.2 , 1.1, 1.3	Streets, FC Moves, Neighborhood Services
7	Evaluate future West Elizabeth corridor transit needs in the upcoming West Elizabeth Enhanced Travel Corridor Plan .	2.7	FC Moves, Transfort
8	Develop a template for widening sidewalks .	2.8	Engineering, Streets
9	Determine a consistent strategy for applying the RP3 program and other parking management strategies to existing and new multi-family developments.	2.10	Parking Services, Planning
10	Conduct neighborhood outreach regarding potential improvements to Lilac Park .	3.5	Park Planning & Development, Neighborhood Services, Planning
11	Pilot a residential tree canopy improvement project in collaboration with local nurseries, non-profit organizations, and CSU student groups.	3.11	Planning, Forestry, Neighborhood Services

Table 11. Short-Term Actions (2015-2016)

No.	Action Item	Related Policies	Responsibility
12	Review the current strategy for the escalation of fines and other enforcement measures for repeat code/public nuisance violations, and update as needed.	1.1, 1.2	Neighborhood Services
13	Create a development guide or workbook that shows the potential opportunities for improving aging homes so that the existing housing stock is better equipped to serve the next several generations.	1.8, 1.10, 1.11	Planning, Historic Preservation
14	Identify and provide strategically placed car sharing spaces.	2.4	FC Moves
15	Work with CSU to explore shared Park-n-Ride arrangements south and west of campus.	2.6, 2.12	FC Moves, Transfort
16	Integrate short- to mid-term bus stop improvements into the citywide Bus Stop Improvement Program.	2.7	Transfort
17	Explore the potential for incorporating related stormwater and low-impact development (LID) improvements into street retrofits.	2.8, 3.10	Utilities, Engineering, Streets
18	Action items to be implemented in conjunction with Nature in the City: <ul style="list-style-type: none"> • Update open space standards in the Land Use Code to add clarity for developers and decision-makers related to the amount and type of open space required with new development and redevelopment. Requirements should include a mix of qualitative and quantitative standards that provide flexible options for the provision of functional natural spaces. • Develop a Design Guidelines document illustrating strategies for incorporating natural features and open space into new and existing developments. 	3.1, 3.2, 3.5	Planning, Natural Areas, Park Planning and Development
19	Evaluate recent development contributions for parks and determine how to best apply available funds to new or enhanced parks in the West Central area.	3.1, 3.5	Park Planning & Development
20	Coordinate with the Stormwater department, Ram's Village Apartment complex, and other stakeholders to explore potential improvements to the stormwater detention site at Skyline and West Elizabeth .	3.5	Stormwater, Park Planning & Development, Planning
21	Improve the existing stormwater management site at Taft Hill and Glenmoor to provide enhanced wildlife habitat and passive recreation (e.g., soft surface path).	3.5	Stormwater, Park Planning & Development, Planning

Table 12. Mid-Term Actions (2017-2024)

No.	Action Item	Related Policies	Responsibility
22	Form an exploratory committee to evaluate the feasibility and potential effectiveness of a citywide landlord registration or licensing program .	1.1 , 1.2, 1.3	Planning, Building Services, Neighborhood Services
23	Create an interdisciplinary group to explore the creation of “Preferred Landlord” and “Preferred Tenant” programs , or other incentive-based programs to improve property management.	1.1 , 1.2, 1.3	Planning, Neighborhood Services
24	Create a program to provide annual education of residents related to unscreened trash to reduce the number of violations.	1.1 , 1.3	Neighborhood Services
25	Develop a strategy to proactively enforce sidewalk shoveling by property owners along important pedestrian routes (e.g., to schools, parks, and other major destinations)	1.1 , 2.1, 2.2	Neighborhood Services
26	Create an online, publicly-accessible map of code violation data to serve as a communication and education tool.	1.3 , 1.1	Neighborhood Services, GIS
27	Create a program that requires landlords to attend a class on rental property management in response to public nuisance ordinance violations.	1.3 , 1.1, 1.2	Neighborhood Services, Police Services
28	Schedule annual meetings with neighborhood residents within the West Central area. As part of these meetings, attendees can share their experiences related to living in a diverse neighborhood and discuss expectations for property owners, landlords, renters, law enforcement, and City staff.	1.3 , 1.9	Neighborhood Services, Planning
29	Fund an additional staff position to support the Community Liaison position. Such a position would strengthen existing Neighborhood Services and Off-Campus Life partnership programs, as well as the implementation of new programs and strategies. The costs of this position should be shared between the City and CSU.	1.3 , 1.9	Neighborhood Services
30	Work with Front Range Community College to develop a program to educate students about living in the community. Expand education efforts related to the impacts and requirements of occupancy limits in partnership with CSU and Front Range Community College.	1.3 , 1.2	Neighborhood Services
31	Establish a Police Services sub-station within the West Central area. Such a center could also include community-oriented services, such as a shared community room, office space for CSU and community organizations, or other amenities. Consider including the new sub-station within a future CSU parking structure near Shields Street and West Elizabeth Street.	1.4	Police Services

Table 12. Mid-Term Actions (2017-2024) - Continued

No.	Action Item	Related Policies	Responsibility
32	Map gaps in lighting and opportunities to bring existing light fixtures up to current standards along major streets and within neighborhoods.	1.4	Light & Power, Neighborhood Services
33	Review and update current policies for upgrading and adding street lighting to ensure that it allows for the adequate protection of public safety within neighborhoods.	1.4, 1.5	Light & Power, Neighborhood Services, Planning
34	Upgrade existing bridges to include sidewalks and safety railings, particularly over irrigation ditches.	1.5	Streets, Engineering
35	Explore strategies for better informing residents of the street sweeping schedule and the need to move vehicles from the street during sweeping operations.	1.6	Streets, Neighborhood Services
36	Explore the creation of a program that supports the retention of owner-occupied homes to maintain the stability of neighborhoods.	1.11	Planning, Neighborhood Services
37	Incorporate transit service recommendations for the West Central area into Transfort budget requests and future Transportation Strategic Operating Plan updates.	2.7	Transfort
38	Retrofit Shields Street (between Prospect Road and Laurel Street) to include medians and other aesthetic and safety improvements.	2.9	Engineering
39	Retrofit Prospect Road (west of Shields Street) to include medians and other aesthetic and safety improvements.	2.9	Engineering
40	Identify parking lots that generally have additional capacity at certain times or days of the week for shared parking opportunities .	2.12, 2.6	Parking Services
41	Action items to be implemented in conjunction with Nature in the City: <ul style="list-style-type: none"> Identify gaps in the open space network for both wildlife and recreation, and develop a list of short-term and long-term projects that address the gaps. Identify specific locations where wildlife habitat can be improved or added within the West Central area. 	3.2, 3.8, 3.9	Planning, Natural Areas, Park Planning and Development
42	Identify gaps in transit service near existing or future parks and open space . Consider access to open space when making changes to Transfort bus routes and bus stop locations as part of the next update to the Transfort Strategic Plan.	3.3, 2.7	Transfort, Parks, Park Planning & Development
43	Improve underpass at the crossing of Shields Street and the Spring Creek Trail to improve visibility for bicyclists and reduce flooding issues.	3.3, 2.1, 2.3	Parks, Engineering, Stormwater
44	Improve underpass at the crossing of Centre Avenue and the Spring Creek Trail to better accommodate the high volume of users and reduce flooding issues.	3.3, 2.1, 2.3	Parks, Engineering, Stormwater

Table 12. Mid-Term Actions (2017-2024) - Continued

No.	Action Item	Related Policies	Responsibility
45	Coordinate with CSU on the planning, construction, and funding of a future trail connection between the intersection of Centre Avenue and Prospect Road and the Spring Creek Trail.	3.3 , 2.1, 2.3	Parks, Park Planning & Development, Engineering
46	Establish a wayfinding system for parks and open space , in conjunction with efforts to improve wayfinding along trails and bikeways throughout the city.	3.3	Parks, Park Planning & Development, FC Moves
47	Construct a crossing of the Arthur Ditch near Whitcomb and Wallenberg to connect the neighborhood to the Spring Creek Trail.	3.4 , 3.3	Planning, FC Moves, Engineering
48	Construct a crossing of Larimer County Canal Number 2 at Westview Ave. to improve neighborhood connectivity.	3.4 , 3.3	Planning, FC Moves, Engineering
49	Construct a crossing of Larimer County Canal Number 2 between Lynwood Drive and Bennett Elementary to support Safe Routes to School.	3.4 , 3.3	Planning, FC Moves, Engineering
50	Identify locations (either within existing open space or new locations) that could potentially accommodate off-leash dog use.	3.5	Stormwater, Park Planning & Development, Planning, Neighborhood Services
51	Improve Lilac Park to better serve the nearby neighborhoods and complement the Gardens on Spring Creek, wetland improvements on adjacent CSU property, and the proposed relocation of the CSU Horticulture Center to the north of the park.	3.5	Park Planning & Development, Gardens on Spring Creek, Planning
52	Conduct a safety inventory along the Spring Creek Trail to identify locations that present safety concerns, such as poor nighttime visibility, visibility around corners, and areas of potential conflict between bicyclists and pedestrians.	3.6	Parks, FC Moves
53	Raise the bridge on the spur trail to the west of the Sheely/Wallenberg neighborhood to mitigate flooding of the trail.	3.10	Parks, Engineering, Stormwater
54	Proactively create additional tree cover in areas dominated by ash trees to mitigate the potential impacts of the emerald ash borer.	3.11	Forestry
55	Pursue funding to develop Final Design and construction plans for the Prospect Corridor.	Prospect	Engineering, FC Moves

Table 13. Ongoing Programs & Actions

No.	Action Item	Related Policies	Responsibility
56	Promote the annual Neighborhood Services Landlord Training Program , offered by the City of Fort Collins and CSU, offering landlords and property management firms an opportunity to stay current with all applicable building and property maintenance codes.	1.1, 1.3	Neighborhood Services
57	Support the establishment of networking and professional development group for landlords and property managers that meets casually to socialize and discuss ideas and challenges related to property management.	1.1, 1.3	Neighborhood Services
58	Continue to strengthen the effective enforcement of nuisance ordinances . Focus enforcement efforts on neighborhoods with proportionately higher number of violations.	1.1, 1.2	Neighborhood Services, Police Services
59	When community service is required as a penalty for violations, apply the community service to the neighborhoods in which the violations frequently occur.	1.2	Neighborhood Services, Police Services
60	Support existing educational programs offered by Neighborhood Services and CSU Off-Campus Life. Strengthen CSU Off-Campus Life's existing programs for educating students about the responsibilities of living off-campus and being a good neighbor.	1.3	Neighborhood Services
61	Support the establishment and growth of organized neighborhood groups within the West Central area.	1.3	Neighborhood Services
62	Leverage existing neighborhood newsletters to improve communication to neighborhood residents and property owners.	1.3	Neighborhood Services
63	Support the efforts of Police Services and the CSU Police Department to include educational information and programs as part of their enforcement and community outreach strategy. Continue to hold neighborhood meetings regarding crime activity and safety concerns as needed.	1.3, 1.4	Police Services, Neighborhood Services
64	Improve the utilization of code violation data to identify trends, problem areas, and communicate with the public.	1.3	Neighborhood Services, Police Services
65	Monitor crime incidents and trends in the West Central area to determine if additional patrols, safety features, or other resources are needed.	1.4	Police Services
66	Continue to identify locations where additional lighting, sidewalk connections, and other neighborhood safety improvements are needed over time.	1.4, 1.5	Light & Power, Engineering, Street, Traffic Operations, FC Moves, Planning
67	Continue to trim tree branches that block sight distance at intersections and stop signs, as needed.	1.4	Forestry, Traffic Operations
68	Continue to identify locations for physical traffic calming or radar speed indicators.	1.4, 2.3	Traffic Operations, FC Moves

Table 13. Ongoing Programs & Actions - *Continued*

No.	Action Item	Related Policies	Responsibility
69	Continue to regularly maintain curb paint to prevent parked cars from blocking driveways and interfering with sight distance at intersections.	1.4, 2.3	Traffic Operations
70	Provide information to neighborhood residents about Access Fort Collins , an application that allows users to directly report issues to City departments.	1.5, 1.1	Neighborhood Services, Planning
71	Improve neighborhood identity and aesthetics with entry signage. Support efforts initiated by neighborhoods to make improvements.	1.5	Planning, Neighborhood Services
72	Continue to widen existing attached sidewalks where feasible. Fill in missing gaps in sidewalks within neighborhoods.	1.5	FC Moves, Engineering, Streets, Traffic Operations
73	Continue to add street trees throughout the area, particularly along Prospect Road west of Shields Street, along collector roads, and at entrances to neighborhoods.	1.6, 3.11	Planning, Forestry
74	Continue to implement the citywide Street Maintenance Program within the West Central area to ensure that aging infrastructure is repaired as needed.	1.6	Streets
75	Maintain the Neighborhood Commercial (NC) zone district to allow for future development of a mixed-use neighborhood center near Shields and Prospect.	1.7	Planning
76	Encourage businesses to locate in existing, underutilized commercial buildings in the West Central area whenever possible.	1.7	Planning, Economic Health
77	Sites that have structures that are officially recognized as local, state, or national historic landmarks are encouraged to consult with the Landmark Preservation Commission or their Design Review Subcommittee in order to gain valuable feedback. In addition, applicants are encouraged to apply for the Design Assistance Grant Program , which offers financial assistance for specialized professional architectural services.	1.10	Planning, Historic Preservation
78	Developers should consider additional neighborhood meetings beyond the standard requirement, interactive design charrettes, and individual meetings with affected property owners to demonstrate a high level of collaboration with neighborhood residents.	1.10	Planning
79	Ensure that the requirements of the Land Use Code continue to support a variety of housing types and densities within the West Central area.	1.11	Planning
80	Continue to enforce building codes that protect the health and safety of tenants in rental housing, particularly for older properties in need of improvement and properties where unauthorized remodeling and building additions have occurred.	1.11	Planning, Building Services

Table 13. Ongoing Programs & Actions - *Continued*

No.	Action Item	Related Policies	Responsibility
81	Encourage CSU to engage neighborhood residents in the University's plans for long-term growth and new development projects.	1.12	Planning, Neighborhood Services
82	Engage CSU student groups (e.g., clubs, sports teams, sororities and fraternities, majors with community service requirements) in volunteer efforts to improve the West Central neighborhoods.	1.12	Neighborhood Services
83	Encourage the involvement of CSU students in neighborhood organizations, neighborhood meetings, Neighborhood Night Out, and other events.	1.12	Neighborhood Services
84	Support implementation of the Pedestrian Plan through the Pedestrian Needs Assessment .	2.1	Engineering, FC Moves
85	Assess the impacts of projects on safe routes through the creation of performance measures and evaluation strategies .	2.1	FC Moves
86	Continue to assess the needs and refine designs for the intersection and roadway projects identified in Figures 18 and 19 and Tables 3-6.	Potential Projects , 2.3	FC Moves, Traffic Operations, Engineering
87	As potential projects are refined, add them to the City's Capital Improvement Program (CIP) .	Potential Projects , 2.3	FC Moves
88	Coordinate the potential projects identified in the West Central Area Plan with other ongoing city programs to make improvements in a cost-effective and efficient manner (e.g., Bus Stop Improvement Program, Street Maintenance Program (SMP), and Capital Improvement Program (CIP)).	Potential Projects , 2.3	FC Moves, Traffic Operations, Engineering, Streets, Transfort
89	Provide education on safe user behavior as new crossing improvements are implemented.	2.3	FC Moves, Traffic Operations
90	Support completion of the low-stress bicycle network , per the 2014 Bicycle Master Plan.	2.3	FC Moves
91	Coordinate with CSU on education and continue Safe Routes to School (SRTS) efforts.	2.3	FC Moves
92	Continue to assess traffic enforcement needs and coordinate with Police Services and the CSU Police Department.	2.3	FC Moves, Police Services
93	Pursue sustainable funding strategies for improvements that benefit all travel modes.	2.3	FC Moves
94	Work towards achieving Climate Action Plan goals to reduce VMT through bike, pedestrian, and transit improvements.	2.3	FC Moves, Environmental Services
95	Work to implement the recommendations of the Bike Share Business Plan .	2.4	FC Moves
96	Consider transit stop locations in bicycle and pedestrian network planning .	2.5	FC Moves, Transfort

Table 13. Ongoing Programs & Actions - *Continued*

No.	Action Item	Related Policies	Responsibility
97	Add shelters to existing and future bus stops. Coordinate bus stop improvements with other roadway improvement projects, where applicable.	2.7, 1.5	Transfort
98	Seek opportunities to provide additional, high-quality bike parking at bus stops .	2.7	Transfort, FC Moves
99	Pursue opportunities to implement neighborhood street retrofitting in conjunction with the Street Maintenance Program and Capital Projects.	2.8	Parking Services, Traffic Operations
100	Monitor issues and complaints related to residential parking on a day-to-day basis, and consider the application of the Residential Parking Permit Program (RP3) or other approaches to reduce impacts, as warranted.	2.10	Parking Services
101	Coordinate with CSU to implement the CSU Parking & Transportation Master Plan , with a focus on minimizing the impacts of student, faculty, staff, and visitor parking in neighborhoods.	2.10	Parking Services, FC Moves
102	Evaluate the parking demand created by new multi-family developments to ensure that adequate parking is provided to support those projects.	2.11	Planning, Parking Services
103	Ensure that new development complies with the recently adopted Transit-Oriented Development Overlay Zone parking standards , where applicable.	2.11	Planning
104	Facilitate public-private partnership arrangements that allow for shared parking or car storage arrangements.	2.12, 2.6	Planning, Parking Services
105	Work with City and CSU Special Events Coordinators to ensure that event management plans include provisions for adequate parking and traffic control.	2.13	Parking Services, Traffic Operations
106	Engage neighborhood organizations and homeowners associations to assist with the stewardship of existing and new open space.	3.1	Planning, Neighborhood Services
107	Identify funding mechanisms for improvements to existing and acquisition of new parks, open space and trails, as needed.	3.1, 3.2, 3.5	Parks, Park Planning & Development, Natural Areas
108	Create spur trails that better connect neighborhoods to parks, natural areas, schools, the Spring Creek Trail, Mason Trail, and other open space areas.	3.2	Planning, Parks, Park Planning & Development, Natural Areas, FC Moves
109	Coordinate among City Departments to align priorities for improving access to open space.	3.3	Parks, Park Planning & Development, Natural Areas, Planning, FC Moves, Transfort
110	Continue to add safe pedestrian crossings along arterials to provide residents with more direct access to parks and open space.	3.3, 2.1	FC Moves, Traffic Operations, Planning, Engineering

No.	Action Item	Related Policies	Responsibility
111	Coordinate with ditch companies to allow for appropriate access along ditches.	3.4	Planning, Development & Transportation
112	Remove obstacles for wildlife movement along ditches , including the replacement of old fencing with wildlife fencing, as appropriate.	3.4 , 3.7, 3.8	Planning
113	Coordinate with the Parks, Park Planning and Development, and Stormwater departments to incorporate a broader range of settings and experiences as part of future work plans for parks in the West Central area.	3.5	Stormwater, Park Planning & Development, Planning
114	Support the establishment of community gardens in public areas or areas managed by neighborhood organizations or HOAs.	3.5	Neighborhood Services, Parks
115	Identify locations (either within existing open space or new locations) that could potentially accommodate off-leash dog use .	3.5	Parks, Park Planning & Development
116	Monitor complaints and crime reports in City of Fort Collins parks, natural areas, and along trails to improve law enforcement and ranger patrols in those areas.	3.6	Parks, Natural Areas, Police Services
117	Partner with ditch management companies to protect and improve wildlife habitat along irrigation waterways .	3.7	Planning, Development & Transportation, Natural Areas
118	Renovate existing stormwater detention areas to improve wildlife habitat and aesthetics. Where appropriate, consider including soft surface trails and other recreational amenities.	3.8	Stormwater, Parks, Natural Areas, Park Planning & Development, Planning
119	Identify sections the Spring Creek corridor where stormwater management and/or wildlife habitat could be improved.	3.8	Parks, Natural Areas
120	Encourage habitat enhancement on private property through the Natural Areas Certification and Natural Areas Enhancement Fund programs.	3.9	Natural Areas
121	Encourage Low Impact Development (LID) techniques as part of new development and capital projects.	3.10	Stormwater
122	Regularly review the adequacy of stormwater protection and provide additional stormwater protection where needed.	3.10	Stormwater
123	Support neighborhood grant applications that seek to improve parks, open space, and tree canopy within the West Central area.	3.11	Neighborhood Services
124	Continue current policies for including street trees as part of all new developments and City capital projects.	3.11	Planning, Forestry
125	Identify funding mechanisms for improving habitat and urban tree canopy on private property.	3.11	Planning, Forestry, Neighborhood Services

Implementation Team

The City, other public agencies, residents, developers, and private sector groups all play an important role in achieving the vision of the West Central Area Plan. Following adoption of the plan, an interdisciplinary team of City staff will be assembled to coordinate and monitor the implementation of the plan. The responsibilities of this team will include the prioritization of action items, identifying and pursuing potential funding sources, convening work teams for specific action items, and monitoring the development of new programs and projects. The team should include designated staff leads from the following City departments:

- FC Moves
- Engineering Services
- Neighborhood Services
- Planning Services

The following City departments should also be consulted or included in the implementation of specific programs or projects:

- Communications & Public Involvement
- Economic Health
- Environmental Services
- Forestry
- Gardens on Spring Creek
- Historic Preservation
- Natural Areas
- Operations Services
- Parks
- Park Planning & Development
- Parking Services
- Police Services
- Social Sustainability
- Streets
- Traffic Operations
- Transfort
- Utilities Services

The following external agencies or organizations play a critical role in the implementation of the West Central Area Plan, and should also be consulted or included in the implementation of specific programs or projects:

- Colorado State University (CSU) Facilities Department
- CSU Off-Campus Life
- CSU Police Department
- Fort Collins Housing Authority
- Poudre School District

Ongoing Monitoring & Outreach

"In order to be effective, planning must not be static but rather always dynamic, incorporating a process of planning, taking action, checking progress, and acting to change course where needed." – City Plan, 2011

Tracking the implementation of the West Central Area Plan programs and projects is critical to achieving the vision and outcomes outlined in the plan. Implementation monitoring is a qualitative exercise, tracking public policy and investment actions. The implementation team, outlined above, will ensure that continuous progress occurs to carry out the policies and action items in the plan. The status of action items will be continually monitored and published in an annual status report, which will be posted to the West Central Area Plan website.

It is important that the plan remains relevant and adapts over time. The overall effectiveness of the plan will be evaluated periodically over the next 10 to 15 years, until an update to the plan is determined to be necessary. If minor changes or additions are deemed necessary prior to a major update, the plan may be partially updated as needed.

Ongoing outreach to residents, developers, and other stakeholders is essential to determining the effectiveness of the plan's action items, projects, and programs at serving the needs of this area and working toward the vision outlined in the plan. As items are implemented, information should be made available through the City's website, email and mailed notifications, and at neighborhood meetings within the West Central area. Certain action items may require additional outreach, as necessary.

Funding

Many of the projects and programs identified in this plan are not currently funded. Implementation of the plan's recommendations will likely be funded in a variety of ways. Some of the potential funding sources for projects and programs are listed below, along with a brief description and indication of which topic area(s) might be most applicable.

Table 14. Potential Funding Sources

Source	Description	Applicability
General Fund (City)	<p>The City's General Fund could be a funding source, primarily through the Budgeting for Outcomes (BFO) process used to develop the City's two-year budget. The current budget is set for 2015-16 and includes several projects that could provide funding for projects and programs within the West Central area. Key examples include:</p> <ul style="list-style-type: none"> • Bicycle Infrastructure Investments • Pedestrian Sidewalk and Americans with Disabilities Act Compliance Program • Safe Routes to School Strategic Traffic Infrastructure Program • Bridge Replacements and Maintenance Program • Neighborhood Revitalization Projects • Traffic Calming Study and Infrastructure Program <p>The process for the 2017-18 budget will begin in 2016.</p>	All
Keep Fort Collins Great (City)	<p>Fort Collins voters approved a 0.85 percent sales tax initiative, Keep Fort Collins Great (KFCG), to provide funding for city projects. KFCG funds projects in many different categories, including fire, police, transportation and streets, and parks. KFCG funds are typically allocated through the City's Budgeting for Outcomes (BFO) process.</p>	All
Voter-Approved Sales Tax Initiative (City)	<p>Fort Collins currently has a capital improvement tax in place, the latest in a series of such taxes beginning in 1973. The current tax is set to expire at the end of 2015.</p> <p>The City Council has adopted Resolution 2015-012, placing an extension of the current tax on the April 7, 2015, municipal election ballot. Several of the projects currently included in the Capital Improvement Program proposal could provide funding for projects and programs within the West Central area, if the sales tax extension is approved by voters. Key examples include:</p> <ul style="list-style-type: none"> • Arterial Intersection Improvements • Pedestrian Sidewalk/Americans with Disabilities Act (ADA) Compliance – Safe Routes to Everywhere • Bicycle Plan Implementation • Bicycles Infrastructure Improvements – Safe Routes to Everywhere • Bus Stop Improvements – Safe Routes to Everywhere • Bike/Ped Grade Separated Crossings Fund • Arterial Intersection Improvements Fund • Implementing Nature in the City • Gardens on Spring Creek Visitor's Center Expansion <p>If the current sales tax renewal passes, it will last for ten-years; subsequent capital improvement programs funded by voter-approved sales taxes could be additional sources of funding in the future.</p>	All

Source	Description	Applicability
Art in Public Places (City)	Art in Public Places (APP) encourages and enhances artistic expression throughout the city and as part of new development projects. City capital projects with a budget greater than \$250,000 must designate 1% of their budget to providing public art. The program could be applied to enhance neighborhood identity and placemaking within the West Central Area.	All
Innovation Fund (City)	The Innovation Fund is an internal grant program open to all City employees. Proposed projects may be implemented by any City department. Submissions are accepted once a year during the application period, and proposals may not exceed \$30,000.	All
Natural Areas Enhancement Fund (City)	For projects designed to enhance or restore private or public natural areas in Fort Collins. Examples of projects might include native tree and shrub plantings, removal of exotic pest trees, wetland restoration, or native grassland revegetation. Applications for enhancement funds are accepted each fall.	Open Space Networks
Neighborhood Grants Program (City)	For projects designed to enhance or restore private natural areas or public lands, other than those managed by the Natural Areas Department, in Fort Collins.	All
Street Oversizing Fund (City)	Fort Collins collects transportation impact fees through developer contributions in order to finance the Street Oversizing program for collectors and arterials.	Transportation, Land Use & Neighborhood Character
Improvement Districts	Municipalities have the option of raising funds for special projects by implementing improvement districts. Improvement districts overlay specific parts of the city that stand to benefit from the new project. Land owners within the district often pay either additional property taxes or special assessments. While cities can propose improvement districts, they must then be approved by landowners within the district boundaries.	All
State and Federal Grants	Several recent large-scale transportation projects in Fort Collins have received state and federal funds, including the MAX Bus Rapid Transit and North College Avenue Improvement projects. These projects received grants because they will increase mobility and enhance alternative transportation methods. One major source of federal funds is the Transportation Alternatives Program (TAP) section of the Moving Ahead for Progress in the 21st Century Act (MAP-21). Another potential state-funded option would be Funding Advancement for Surface Transportation & Economic Recovery (FASTER) grant money. The FASTER program provides funding for large capital purchases that have significant regional impacts. Funds are awarded on a two-year cycle. Other federal grant funding sources may include: <ul style="list-style-type: none"> • FASTER Safety Program • Hazard Elimination Program (HES) • Transportation Investment Generating Economic Recovery (TIGER) Program • Congestion Mitigation and Air Quality Improvement (CMAQ) Program • Surface Transportation Program (STP) Metro Grants • Community Development Block Grant Program (CDBG) • Sustainable Communities Regional Planning Grants • Environmental Protection Agency (EPA) Smart Growth Grants • Housing and Urban Development (HUD) programs 	All

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Community Engagement Summary

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Appendix A - Community Engagement Summary

The following appendix summarizes the various community outreach events and activities that occurred through the West Central Area Plan development process. The following summaries are included here:

Community Engagement

1. Listening Sessions Summary (March-April 2014)
2. Neighborhood Walking Tours Summary (April-May 2014)
3. WikiMap Summary (March-May 2014)
4. Visioning Events Summary (May-June 2014)
5. Fall 2014 Outreach Summary (September-October 2014)
6. Prospect Corridor Survey Summary (November-December 2014)
7. Draft Plan Comments Summary (February-March 2015)

Stakeholder Committee

8. Stakeholder Committee Meeting #1 - Summary
9. Stakeholder Committee Meeting #2 - Summary
10. Stakeholder Committee Meeting #3 - Summary
11. Stakeholder Committee Meeting #4 - Summary
12. Stakeholder Committee Meeting #5 - Summary
13. Stakeholder Committee Meeting #6 - Summary

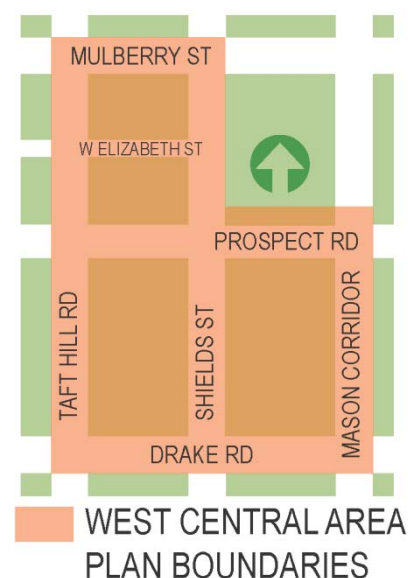
West Central Area Plan – Listening Sessions Summary March 26 – April 3, 2014

Background

The West Central Area Plan (WCAP) process began in March 2014. The purpose of the WCAP update is to revisit and refine the original vision and goals, policy directives, and implementation actions from the 1999 West Central Neighborhoods Plan based on emerging issues and trends. The updated plan will provide a new overall, community-supported vision for the plan area, as well as a clear roadmap for implementing that vision. The plan is anticipated to be presented to Council for consideration for adoption in early 2015.

Listening Sessions Overview

Four listening sessions were held between March 26 and April 3 to gain insight into the character and features that define the West Central area, along with potential areas of improvement. The purpose of these meetings was to elicit feedback from the community about the West Central area, including ideas and concerns related to land use, transportation, housing, urban design, natural systems, and quality of life amenities.



Date	Session	Location	Participants
March 26	6:00 - 8:00 p.m.	Westminster Presbyterian Church	60
March 27	6:00 - 8:00 p.m.	Durrell Seminar Room (CSU Campus)	22
March 31	6:00 - 8:00 p.m.	Drake Centre	32
April 3	6:00 - 8:00 p.m.	Plymouth Congregational Church	64
<i>Total</i>			<i>178</i>

The listening sessions began with an introduction to the West Central Area Plan update, an overview of public involvement activities, and a roadmap for the public engagement process moving forward.

Participants were asked to break into groups to discuss different broad topic areas, including: the overall West Central area, the Prospect Road Corridor specifically, and the Master Plan for the Colorado State University (CSU) Main and South campuses. Each group had access to maps associated with the topic area and was encouraged to share any thoughts, concerns, or questions they had related to the topic. Participants could either relay those thoughts to staff facilitators at each table, record their thoughts on the map, or provide staff with their thoughts on comment sheets passed out at the beginning of the listening session. Each group had roughly 25 minutes to discuss the topic before moving to one of the other topic areas.

Theme Descriptions

West Central Area: The purpose of this table was to garner feedback about the West Central Area as a whole. City staff sought guidance on how to best preserve desirable features of the West Central area while still allowing the area to respond to changing conditions, new growth pressures, and emerging needs.

Prospect Road Corridor: The Prospect Road Corridor from Shields Street to College Avenue is one of the most constrained arterial roadway sections in Fort Collins. The purpose of this table was to understand the nature of the corridor's challenges, listen to resident and commuter concerns, and brainstorm ideas for improvement.

CSU Master Plan: Representatives from CSU's Facilities Management department gave participants an overview of how the university plans to expand over the next 10 to 15 years and how the plans for the Main and South Campuses relate to the surrounding neighborhoods.

Get Involved Table: The success of the West Central Area Plan will depend on the quality of engagement with those impacted by the plan, including residents, property owners, business owners, employees, developers, and other interested groups. The purpose of the 'Get Involved' table was to get participants' feedback on how to best communicate and engage with them throughout the planning process. Attendees had the opportunity to sign up for neighborhood walking tours, comment on their preferred event types and communication methods, and apply to be on the Stakeholder Committee, which will work with the City to guide the planning process.



What We Heard – Key Themes

The project team heard a number of concerns, opportunities, and comments during the group discussions and on comment forms. The following list of key themes summarizes the ideas and comments shared by participants at each table over the course of the four listening sessions.

The West Central Area

- Spillover parking from high density developments is a problem that needs to be addressed
- New multi-family developments are not providing enough parking
- Many of the intersections along Shields are not bike/pedestrian friendly (Plum, Elizabeth, Lake, Laurel and Prospect in particular)
- Protect historically significant buildings in the West Central area and along Prospect Road
- Preserve the character of existing single-family neighborhoods
- New multi-family developments should match the character of the neighborhoods in which they are built as best as possible

- Ensure the area still has access to open space as more development occurs
- CSU needs to take a leadership role in mitigating the impacts their developments have on the surrounding neighborhoods
- Construct pedestrian overpasses/underpasses at high volume intersections around CSU such as Plum, Elizabeth, and Center
- Need adequate bicycle and pedestrian connections that allow people to avoid major arterials

Prospect Corridor

- Many commuters avoid Prospect altogether because it is too congested and unsafe
- The sidewalks are too narrow and make pedestrians feel unsafe
- Bicyclists avoid Prospect because of the narrow lanes
- Snow gets pushed onto sidewalk during the winter time
- More bike and pedestrian crossings would make Prospect feel safer
- Pedestrian and bike traffic should be re-routed to Lake from Prospect
- Concern that MAX will add to the congestion on Prospect
- More east-west bus routes could help alleviate congestion
- Introduce traffic calming measures to enhance safety
- Consider a variety of design alternatives, and if right-of-way acquisition is included, address the implications and impacts
- High density zoning will bring developments that could add to congestion
- Construct pedestrian overpasses/underpasses at Center Ave.

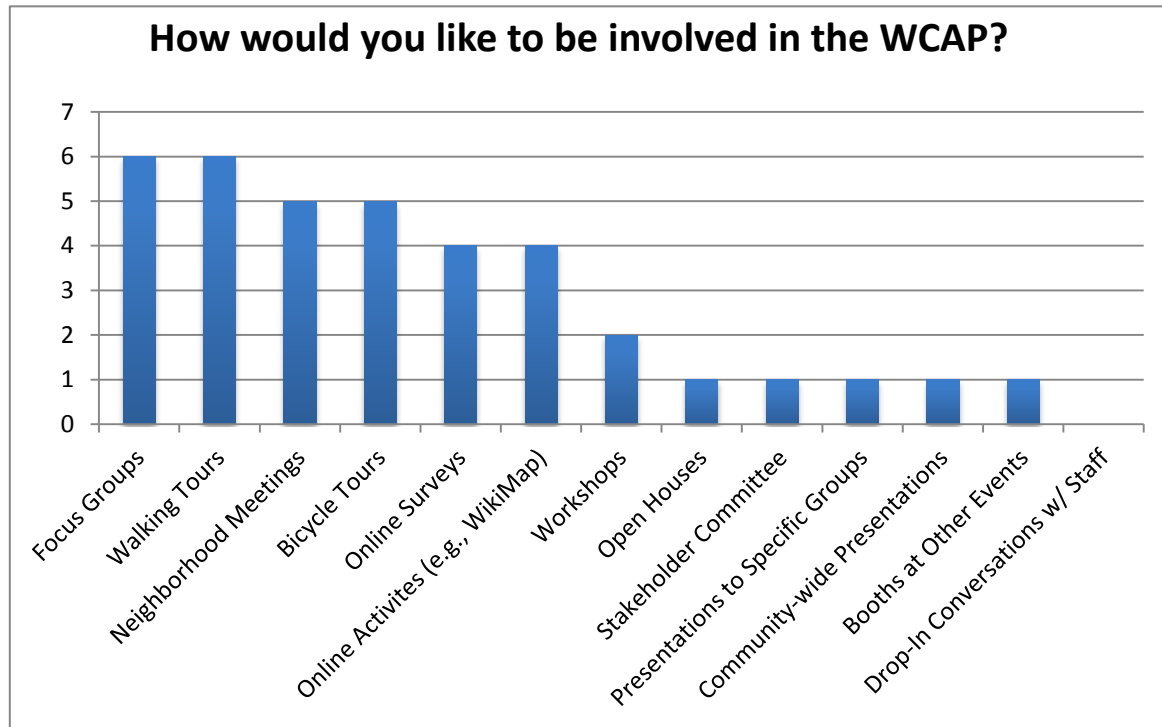


CSU Master Plan

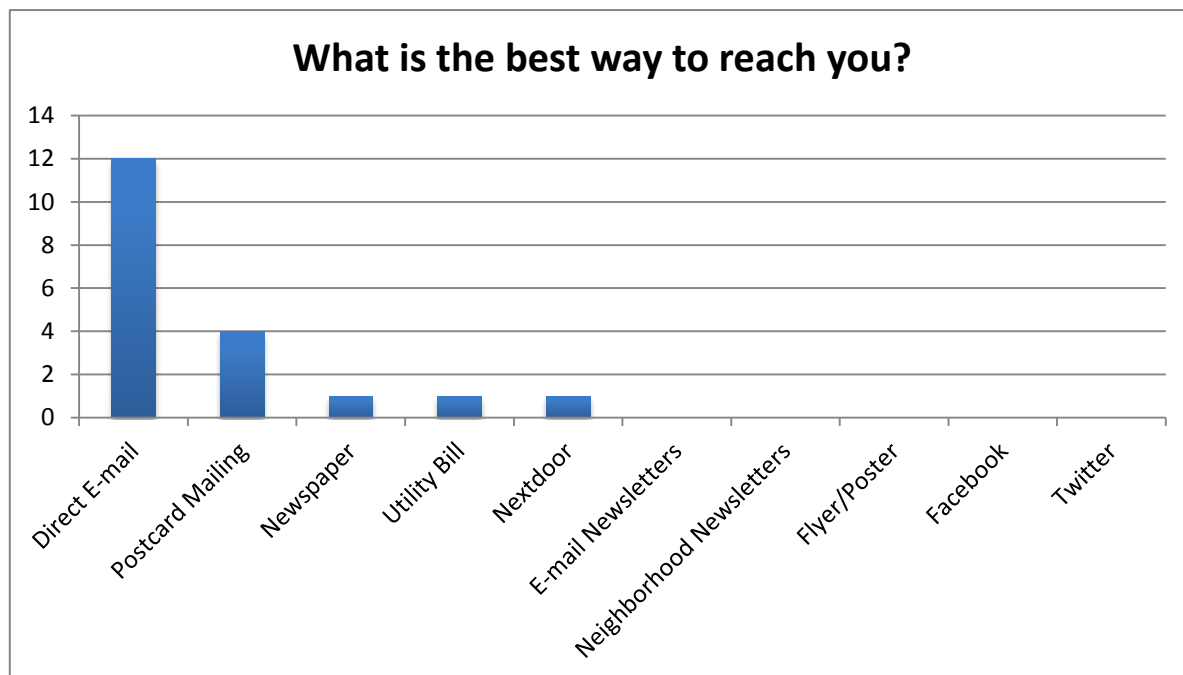
- CSU is not providing enough parking for students and the result is spillover parking on to neighborhood streets
- New developments on campus are adding to congestion on city streets
- CSU operates in a bubble and should better consider its impacts on surrounding areas

Get Involved

At the 'Get Involved' table, participants were asked how the City can best engage with them throughout the planning process. One of the questions asked was how participants would like to be involved in the West Central Area Plan moving forward through events and other outreach methods. Staff provided a list of potential planning activities and participants put a dot next to their preferred methods of engagement. Below is a summary of responses.



Participants were also asked about their preferred method of receiving information from the City. Below is a chart showing how people would like to receive correspondence from the city about the West Central Area Plan.



West Central Area Plan – Neighborhood Tours

Summary

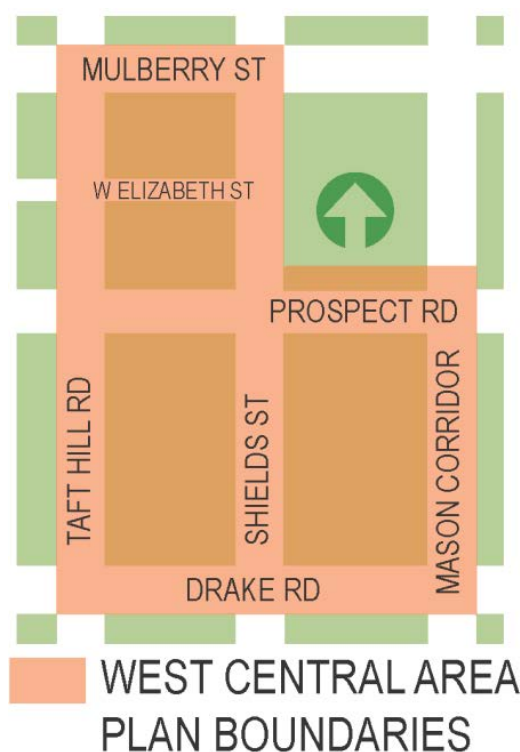
April 21 – May 23, 2014

Background

The purpose of the West Central Area Plan (WCAP) update is to revisit and refine the original vision, goals, policy directives, and implementation actions from the 1999 West Central Neighborhoods Plan based on emerging issues and trends. The updated plan will provide a new community-supported vision for the plan area, as well as a clear roadmap for implementing that vision through policy guidance and a prioritized list of action items. The WCAP process began in March 2014. The plan is anticipated to be presented to Council for consideration for adoption in early 2015.

Walking Tours Overview

Twenty walking and bicycling tours were held between April 21 and May 23 to gain insight into how people experience the West Central Area on a daily basis. The purpose of these tours was to invite community members to lead city staff on a walk through their neighborhood to better understand the specific opportunities and challenges facing each part of the West Central area.



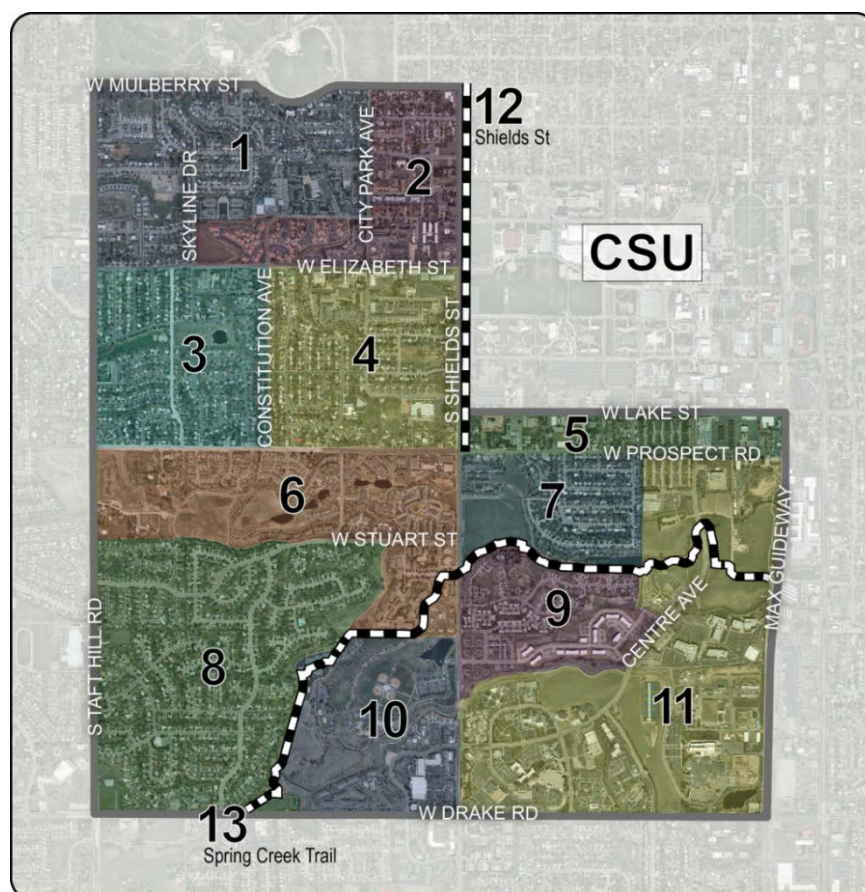
Date	Session	Location	Participants
April 21	1:30 - 3:00 p.m.	Lexington Green & Village West	3
	6:30 - 8:00 p.m.	City Park South	7
April 22	12:00-1:00 p.m.	Prospect Corridor: Shields - College	9
	4:00 - 5:30 p.m.	Red Fox Meadow	8
	4:15 - 5:45 p.m.	Lexington Green & Village West	2
	6:00 - 7:30 p.m.	Avery Park	3
April 23	12:00-1:00 p.m.	Centre for Advanced Technology	5
	6:00 - 7:30 p.m.	Hill Pond & Gilgalad Way	6
April 24	10:00-11:30 a.m.	Campus West South	5
	12:00-1:00 p.m.	Sheely, Wallenberg & Landmark	5
April 25	8:00 -9:30 a.m.	Campus West	3
	2:00 - 3:30 p.m.	Shields: Mulberry - Prospect	2
	4:00 - 5:30 p.m.	Campus West	6
April 26	9:00-11:00 a.m.	Spring Creek Trail - Bike Tour	2

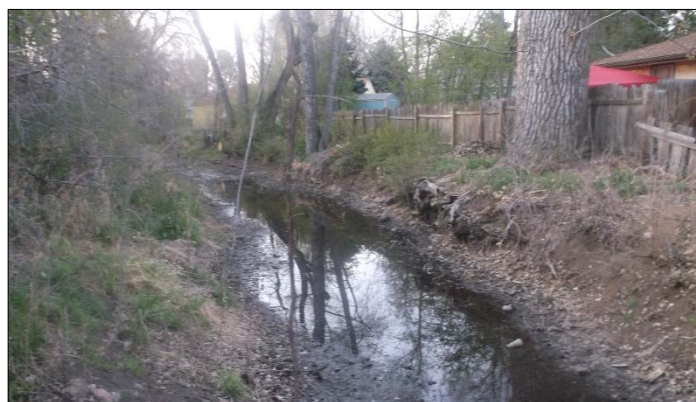
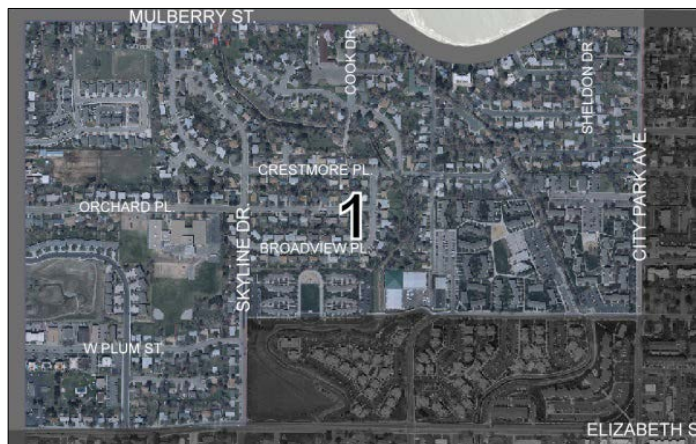
Date	Session	Location	Participants
April 30	12:00-1:30 p.m.	CSU Campus	5
	4:00 - 5:00 p.m.	Campus West & Shields	3
May 1	9:00-10:30 a.m.	CSU Campus	1
May 16	4:30-6:00 p.m.	Sheely & Wallenberg	8
May 22	3:00-5:00 p.m.	Prospect Road & Centre Avenue	2
May 23	10:00 a.m. - 12:00 p.m.	Shields, Campus West & City Park South – Bike Tour	2
<i>Total</i>			<i>87</i>

For many of the tours, neighborhood residents helped develop the tour routes and led the tours in concert with city staff. This helped ensure the routes were indicative of the true character of the neighborhoods and the key issues and features in each distinct area. Each tour lasted one to two hours, depending on the length of the route. Each tour included City staff to record thoughts, questions or concerns voiced by participants on the walking tour. Participants could also record their own notes on comment sheets made available by staff. City staff took note of immediate action items for the City (nuisance, property maintenance issues, etc.), in addition to comments related to longer-range priorities and needs. The more pressing issues will be relayed to the appropriate party, with the goal of resolving immediate issues as soon as possible. In all, there were 87 participants (though some people attended multiple tours), and hundreds of comments and photos were gathered.

What We Heard - Key Themes

To get a sense for the character and conditions of the entire West Central Area, City staff broke the planning area into sub-areas. To the right is a map of the West Central planning area and each of its sub-areas. What follows is a summary of the recurring themes from the walking and bicycling tours in each sub-area. The recurring themes have been organized into three major topic areas: Land Use & Character, Transportation, and Open Space Networks. Please note that for some sub-areas, there were fewer comments than for others.





Area 1 - City Park South

Land Use & Character

- Diverse architectural styles adds to character of area
- Incompatibility of new multi-family developments with existing single-family character (architecture, height, setbacks, density, lack of parking)
- Property maintenance concerns
- Need for better screening of trash receptacles
- Desire for more proactive nuisance enforcement
- Support for U+2 and greater accountability for landlords

Transportation

- Sidewalks are constrained and in need of repairs (narrow, discontinuous in places)
- Curb paint, bike lane striping, and crosswalks in need of repainting
- Need for traffic calming and improved sight lines on Crestmore
- Bicycle/pedestrian safety concerns on City Park Ave.
- Preference for detached sidewalks on Mulberry
- Need for more proactive traffic and parking planning/management
- Need for east-to-west bicycling alternatives to West Elizabeth and north-to-south connections to Spring Creek and Poudre Trails
- Dead ends increase traffic on major streets

Open Space Networks

- Hazardous trees overhanging sidewalks
- Safety and fence maintenance at ditches
- Need for better connectivity across ditches

Area 2 - Campus West North

Land Use & Character

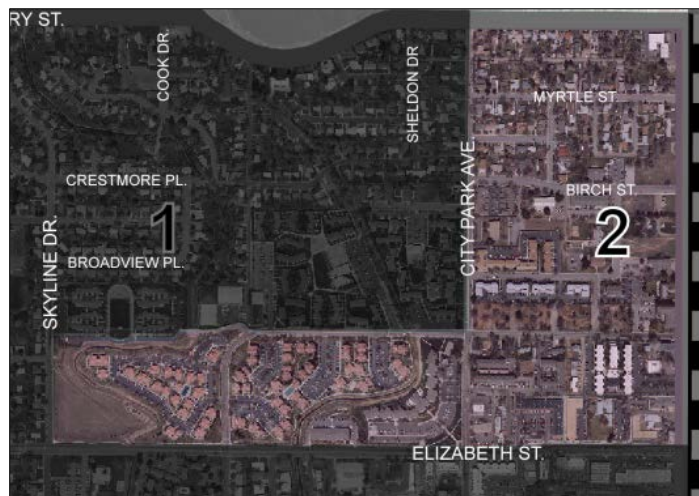
- Preference for student apartments near campus, rather than rental homes in neighborhood
- Property maintenance lacking for both rental homes and apartment complexes
- City ordinances need to be more strictly enforced
- Need better education for new renters each year
- CSU should play a role in reducing impacts of student rentals on neighborhoods in this area
- Focus on preserving and enhancing what is already present
- Preference for apartments that are set back from the roadway and include more open space
- Need to protect affordability of neighborhood
- The mixed use development at City Park Ave. and West Elizabeth has been well-received and would be a good model for other redevelopment

Transportation

- Concerns about parking and traffic impacts from planned multi-family developments
- Need for safer routes and connections for bikes
- The major streets in the area (Shields, Elizabeth and Plum) are constrained, which is challenging for all modes navigating the area
- Crossing arterials is unsafe (Shields, Elizabeth, Mulberry)
- Need a comprehensive approach to spillover parking and parking requirements for new development
- City Park Ave. needs improvements as bike route
- Concerns about sight distances around parked cars near intersections

Open Space Networks

- Stormwater drainage concerns in some locations
- Encourage more trees and landscaping – urban forest canopy
- Discourage trees that pose maintenance/safety issues (e.g., Siberian elms)





Area 3 - Avery Park

Land Use & Character

- Single-story character defines the neighborhood
- The neighborhood generally feels safe
- Chronic code compliance and “neighborhood graffiti” problems (visible trash cans, newspaper accumulation, lack of landscaping and property maintenance)
- Inadequate lighting around Avery Park and along major roads (e.g., Springfield)

Transportation

- Traffic calming needed on Constitution and Castlerock
- More frequent street sweeping is needed to clear away old chip seal, broken glass and other debris
- Gaps in sidewalk network
- Existing sidewalks are often too narrow to safely use

Open Space Networks

- Avery Park is a key amenity to the neighborhood
- Dead trees in the park and along the ditch present hazards
- Street sweeping into gutters and/or lack of sweeping creates flooding issues



Area 4 - Campus West South

Land Use & Character

- Proximity to Rolland Moore, schools, services, and other destinations is the best feature of the neighborhood
- The diverse mix of people in the neighborhood is important
- Concern about conversion of owner-occupied homes to rentals by investors
- Issues with management and maintenance of rental properties
- Persistent code compliance issues, especially with annual rental turnover (trash cans on the street, noise, parties, congestion from parked cars, etc.)
- Need for a grocery store and other local services
- Lack of maintenance of vacant properties
- Support for a police substation in or near the neighborhood
- Desire for a more cohesive character among the Campus West shopping centers

Transportation

- Spillover parking is an issue and could get worse with the new developments; need for a new approach to parking management
- Intersections along Shields are difficult to navigate, and concerns about crossing safety
- Interest in a grade-separated crossing (under/overpass) across Shields
- Right turn lanes along arterials create conflicts between cars and bikes

Open Space Networks

- Landscaping at intersections needs to be trimmed to maintain sight lines and protect safety





Area 5 - Prospect Corridor

Land Use & Character

- Concerns about new developments' impact on existing traffic and parking issues in the area
- Preserve, repurpose, and enhance historic properties while integrating with new development
- Noise and safety concerns
- Preference for uses that generate less traffic or divert traffic from Prospect in new development
- Ensure that zoning requirements are appropriate for the area
- Concerns about impact of a new stadium on the corridor

Transportation

- Re-configure Prospect to either be more pedestrian/bike friendly or direct other modes to safer routes
- Consider Lake Street as a complement to Prospect
- Create additional bike and pedestrian connections between Prospect and Lake
- Concern about long traffic delays due to a combination of factors (trains, MAX, campus events)
- Ensure new developments provide adequate parking
- Access management challenges, particularly along south side of Prospect
- Provide safe east-west connections to MAX
- Improve wayfinding for safe walking/biking routes
- Improve safety of intersections/crossings

Area 6 – West Prospect/West Stuart

Land Use & Character

- Desirable location, centrally located within the city
- Shopping center at Prospect and Shields seems inactive and underutilized; inconvenient to enter/exit; lack of business signage
- Red Fox Meadows: quiet, well-maintained neighborhood with a balanced mix of owners/renters and sense of community and stability
- Enforcement of noise and occupancy ordinances has limited parties and other nuisances

Transportation

- Eliminate gaps in sidewalks, or add crosswalks in areas where sidewalks are missing on one side of the street
- Bus stops are convenient, but more frequent service is desired (especially in the summer)
- Red Fox Meadow neighborhood is under-parked, and visitor and spillover parking makes parking an issue
- Consider park-and-rides or shared parking in underutilized shopping centers
- Crosswalk at Prospect and Heatheridge is a good model for pedestrian crossings

Open Space Networks

- Red Fox Meadows Natural Area is a great amenity, “hidden treasure”
- Issues with off-leash dogs and clean up
- Ditches offer a nice natural feature in the area
- Stormwater improvements have been beneficial in this area





Area 7 – Sheely, Wallenberg & Landmark

Land Use & Character

- Pride in historic character of the Sheely neighborhood
- Concerns about negative impacts from the proposed stadium
- RP3 has been very effective at reducing spillover parking from campus
- New multi-family developments in the area pose compatibility challenges; new housing should complement the character of the neighborhood
- Interest in a small grocery store, services, offices, and/or well-designed multi-family development on vacant land to the west of Sheely/Wallenberg

Transportation

- Missing sidewalks in some areas
- Difficult to enter/exit the neighborhood on Prospect due to high traffic volumes
- Would like better access to city trails from the neighborhood

Open Space Networks

- Emphasize open space and recreation opportunities as part of new developments
- Area is prone to flooding due to drainage issues
- Need for safer and more convenient access to Rolland Moore Park
- Desire for a connection to the Spring Creek trail on the east end of the neighborhood
- Desire for a small dog park



Area 8 - Lexington Green & Village West

Land Use & Character

- Character of neighborhood has transitioned over time
- Diligent enforcement of occupancy ordinance and other code violations has improved quality of life of the neighborhood
- Issues related to neighborhood character include nuisances and lack of maintenance (lawn care, property repair, noise, trash)
- The Rolland Moore West Neighborhood Network has been a good model for bringing neighbors together and addressing issues as they arise
- Neighborhood pools are important amenities
- Desire for new commercial development and services near the neighborhood
- New development should be compatible with the existing character of the neighborhood

Transportation

- Need for traffic calming along Constitution
- Crosswalks at blind corners should be moved to improve safety
- Sidewalks are too narrow along some streets (e.g., Constitution)
- Snow plowing covers sidewalks and affects walkability

Open Space Networks

- Proximity to Rolland Moore Park and Spring Creek Trail are key amenities
- Support for access to natural areas and Spring Creek Trail along ditch
- Nice, neighborhood-driven xeriscaping project at Ross Natural Area entrance
- Concerns about drug use, crime, and safety in the park
- Volunteer partnerships have been effective in making improvements to parks, trails, and natural areas





Area 9 - Hill Pond & Gilgalad Way

Land Use & Character

- Preference for ranch-style homes
- New development should be compatible with the existing residential character
- The neighborhood is stable, quiet, and centrally located
- Low turnover in occupants, even in rental units
- Desire for convenient access to a grocery store
- Proximity to Senior Center and Rolland Moore Park are important amenities

Transportation

- Shields underpass ramp is steep and blind, safety concerns

Open Space Networks

- Need to clarify roles and responsibilities for managing drainage, especially with HOAs and for new developments
- Trail access is a major asset
- Wetlands, groundwater, and floodplain constrain new development
- Drainage and flooding concerns in some locations
- Need for better education about drainage and flooding for new residents in the area



Area 10 - Raintree

**Note: only one person attended the walking tour in this area, so the discussion was less extensive than for other areas.*

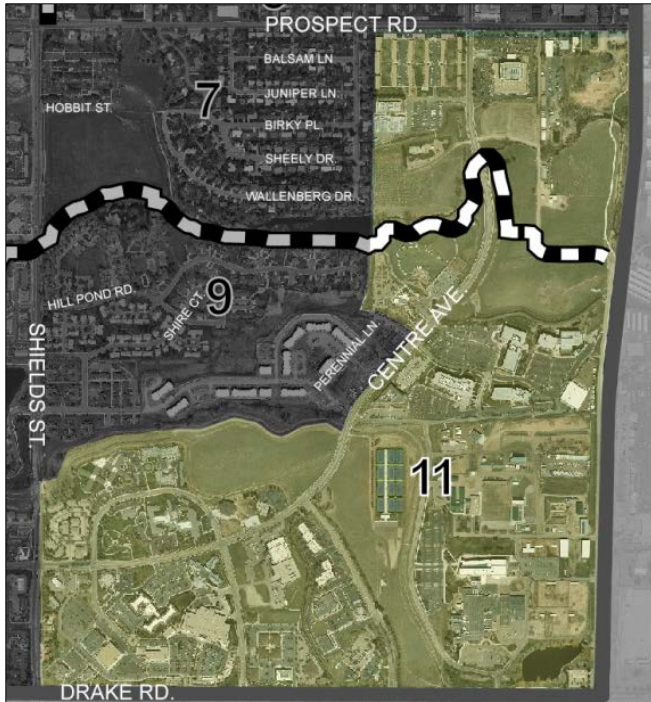
Land Use & Character

- Landscaping along Drake is nice
- Buildings with vinyl siding need better maintenance
- Raintree shopping center appears to be thriving

Transportation

- Detached sidewalks are preferred
- Loud traffic noise from Drake Road





Area 11 - Center for Advanced Technology

Land Use & Character

- Desire for grocery store, pharmacy, and other services within walking distance
- Potential expansion of the Gardens on Spring Creek and relocation of the CSU Plant Environmental Research Center (PERC) gardens will affect the area
- The area contains a large amount of vacant CSU and CSU Research Foundation (CSURF) lands

Transportation

- Various underpasses and bridges are planned throughout the area (Centre and Prospect, bridge over Spring Creek)
- Increasing bicycle traffic on Centre
- Concerns about crossing safety across Centre Avenue, especially at the Gardens on Spring Creek
- Shared parking agreement between the Gardens on Spring Creek and the Natural Resources Research Center (NRRC) has been successful
- Overflow parking issues from the Vet Teaching Hospital

Open Space Networks

- Floodplain constraints throughout much of the area



Area 12 - Shields Corridor - Mulberry to Prospect

Land Use & Character

- There are opportunities for more affordable student housing in the area
- Crime/safety concerns at shopping center at Mulberry and Shields

Transportation

- Protected bike lanes or a cycle track along Shields would improve safety and visibility of bicyclists
- There are numerous conflict points between cars, bikes and pedestrians along the corridor
- Concern about increasing traffic impacts with new development
- Lack of landscaping maintenance along narrow sidewalks creates safety and visibility issues
- Need for additional and improved pedestrian and bicycle crossings along Shields. Options to consider include:
 - Add an underpass
 - Extend pedestrian light cycles
 - Create more space for pedestrians at intersections
- Multiple access points for the shopping centers along Shields and Elizabeth create issues/conflicts
- Need a comprehensive approach to CSU spillover parking impacts





Area 13 - Spring Creek Trail

Land Use & Character

- The trail is an important amenity for adjacent neighborhoods

Transportation

- The trail is a good connector to MAX
- Need better wayfinding at intersection of Spring Creek Trail and Mason Trail
- The trail is scenic and does a good job accommodating runners/walkers and cyclists
- Used extensively for both recreation and commuting

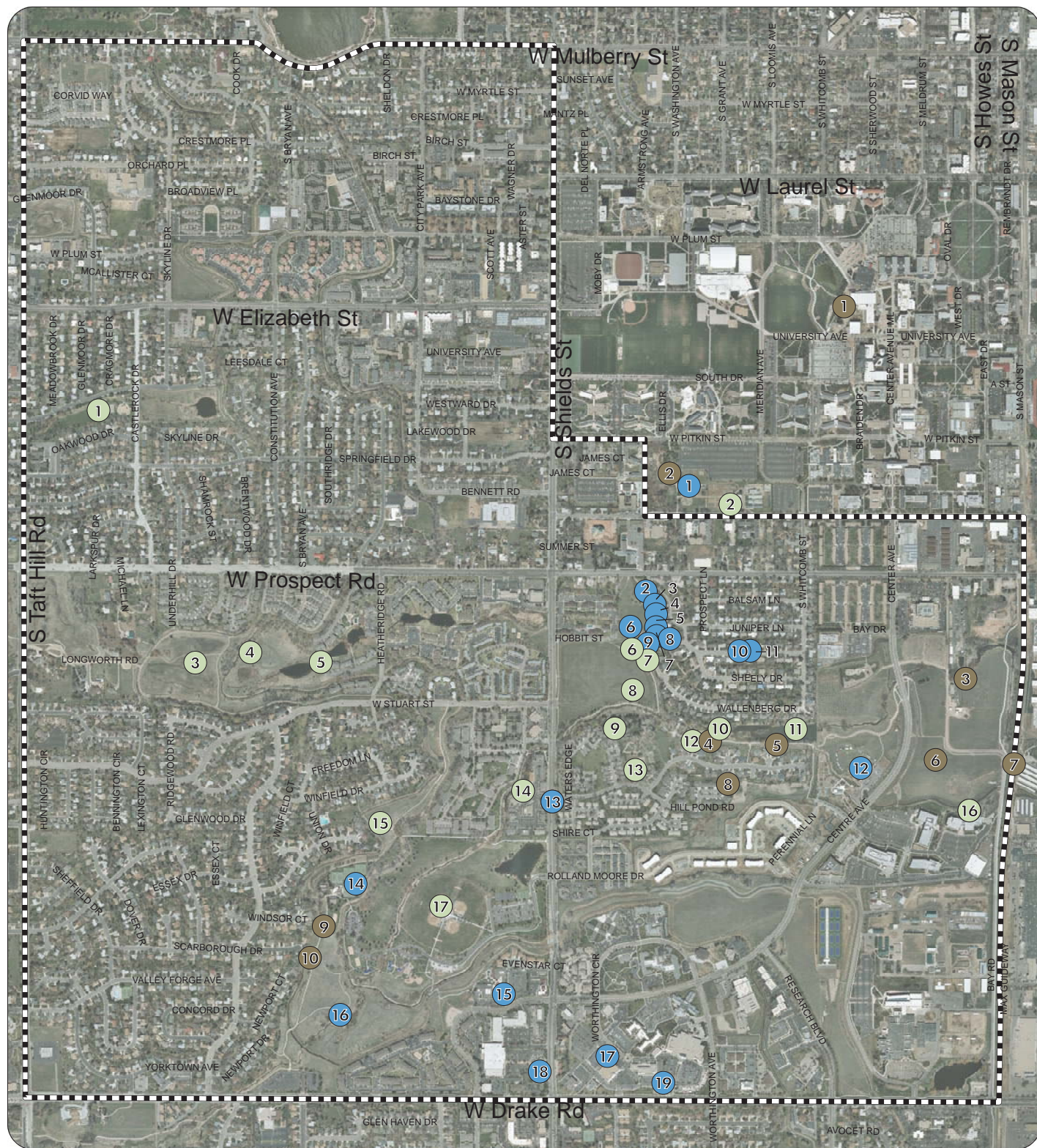
Open Space Networks

- Interest in a trail texting system for users to check the conditions of trails
- Interest in more opportunities for neighborhood-initiated landscaping projects at trail entrances (like Rolland Moore West)



West Central Area Plan

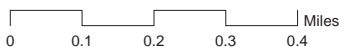
WikiMap - Things I Value



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Scale 1:4,000



Printed: July 31, 2014

Legend

What type of concern does this area represent?

- Land Use + Neighborhood Character
- Open Space Networks
- Transportation + Mobility
- West Central Neighborhoods

WikiMap - Things I Value Comments

Land Use + Neighborhood Character

- 1 PERC (Plant Environment Research Center)! Stadium here would be most unfortunate.
- 2 Mittry-Young House City Landmark.
- 3 Moyer House City Landmark.
- 4 Wells House City Landmark.
- 5 Galyardt-Puleson House City Landmark.
- 6 This drainage is home to Red-wing blackbirds and other birds and connects Red Fox Meadows Natural Area to Spring Creek.
- 7 McCluskey House City Landmark.
- 8 Shawver House City Landmark.
- 9 This little bridge over the ditch is a neat little local landmark.
- 10 Annual Halloween bonfire and bobbing for apples hosted here.
- 11 Fourth of July breakfast and bike parade starts here.
- 12 Gardens on Spring Creek.
- 13 Prohibit building developments on land for sale by an individual home owner; land should not be sold to a developer and divided up to avoid congestion, traffic, noise problems.
- 14 Best tennis!
- 15 Looking forward to reopening of the Senior Center.
- 16 Value the natural area for beauty, walks, exercise on trail.
- 17 Great to have a theater within biking distance.
- 18 We use this area for errands, bagels, restaurants. Do not use closer sites at Shields/Stuart and Shields/Prospect because the mix of businesses and site design is unappealing. Shields/Prospect does not offer "neighborhood services" - coffee, restaurant, cleaners, and groceries.
- 19 Farmers' Market.

Open Space Networks

- 1 Avery Park is a great place to walk, enjoy the outdoors, and meet people with dogs.
- 2 CSU Horticulture Gardens and Trees.
- 3 I love Red Fox Meadows. Beautiful!
- 4 Drainage area/park...will need to be careful of over-use on the paths here.
- 5 Red Fox Meadows- lovely peaceful area in town to walk and observe wildlife.
- 6 There is a little unofficial dirt bike park here - little hills to bump around. I see college kids as well as neighborhood kids using it, and have witnessed some really lovely friendly and helpful interactions between those often separate groups.
- 7 The native vegetation (rabbit brush, etc) along this trail is fantastic.
- 8 Wildlife right here in Fort Collins! If we can keep some of the mature trees and a bit of the space, that would be fantastic. Perhaps south and east of the planned W. Stuart street could be maintained as an open space buffer around Spring Creek - corridors for wildlife are so important to long-term population persistence.
- 9 Hill Pond - pond behind townhomes on Winterberry Way and larger home owned by [name removed]. Hill Pond HOA has some water rights to this pond and used to use it as an irrigation source.

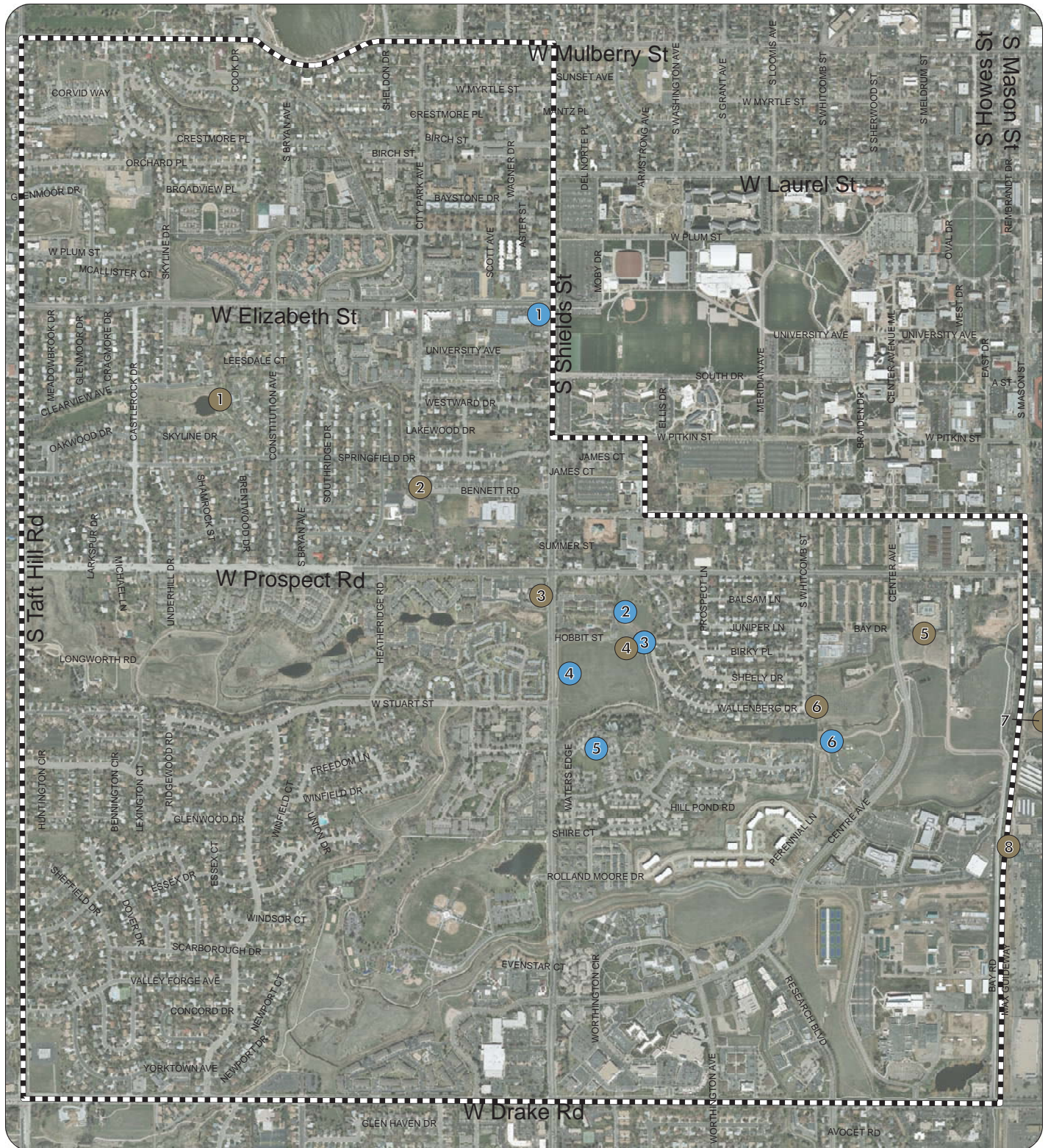
- 10 This stretch of wild grasses, etc. is lovely in summer. Kids' favorite exploring adventure and picnic spot.
- 11 Spring Creek Pond. Geese coming and going. Pelicans dropping in like motorcycle gang at a church picnic. Ducks muttering. Occasional muskrat or beaver. Fox prints on the ice.
- 12 Creek and trees on trail.
- 13 Wildlife and mature pines, cottonwoods and lilac bushes - there is proposed development plan for property at Hill Pond & Gilgalad. Request to save as much of mature landscaping as possible.
- 14 Ducks like to hang out in the creek behind the medical park.
- 15 Natural Areas/Parks.
- 16 Deer hang out by the NRRC (Natural Resources Research Center) detention pond. Lots of spring froggy singing. Path undeveloped, only a few people seem to know about it.
- 17 Best park in town.

Transportation + Mobility

- 1 Value the bike route through CSU (from Center/Lake to east of Lory to Laurel/Meldrum.
- 2 The bike trail through the forest is lovely.
- 3 Nice job on the new trail alignment.
- 4 Recreational trail is a huge asset to the area. Opportunity/threat: overuse for size of trail.
- 5 City is ON IT when it comes to snow removal from the bike trail! Thanks!
- 6 Drainage/natural area flood protection AND habitat for birds/rodents/fox.
- 7 Underpass below railroad. City needs more crossings.
- 8 Kudos to Windtrail Townhomes which keeps its half of this link clear of snow and ice during winter. Sometime they even do Windtrail at Spring Creek's half.
- 9 Bike Trail.
- 10 This link from Spring Creek Trail to Points West, north of Drake.

West Central Area Plan

WikiMap - New Opportunities



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Legend

What type of concern does this area represent?

- Land Use + Neighborhood Character
- Transportation + Mobility
- West Central Neighborhoods

WikiMap - New Opportunities Comments

Land Use + Neighborhood Character

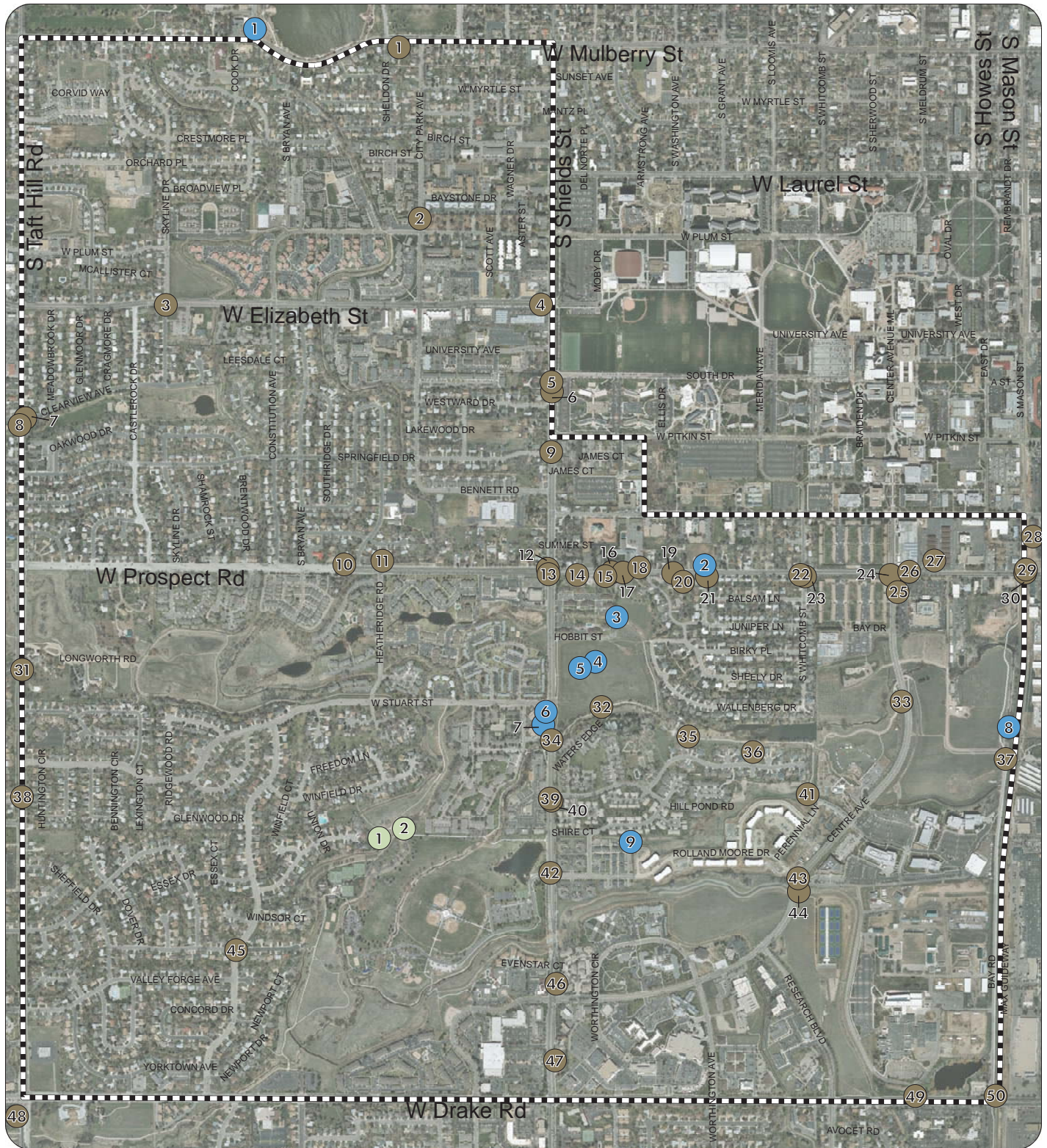
- ① The market easily exists for a small to mid-sized grocery store near Elizabeth and Shields, given the number of student residences within close walking distance.
- ② Residents of the Landmark Apartments use this former pasture to fly kites, play ball, and exercise their dogs. It would make a great park/open space.
- ③ Small shopping center with lofts above stores - e.g., coffee shop, restaurant, specialty shop
- ④ Opportunity for a neighborhood commercial center with élan, vigor and community.
- ⑤ Would be great if this area had a few "social" opportunities, such as a pub (but catered to middle age crowd) and coffee shop.
- ⑥ Would be nice if playground/park was added as approved in the Gardens on Spring Creek Project Development Plan or elsewhere in area (perhaps near Young's/Otterbox). Large geographic area with no school or park playground; Rolland Moore is not walkable for children.

Transportation + Mobility

- ① Bicycle or walking path along canal.
- ② Add a bike path that connects City Park Ave. with Prospect from here.
- ③ This shopping center needs a boost in some way.
- ④ It would be great if the neighborhoods from the east (Sheely Addition, Wallenberg) could access the planned shopping area by bike or foot from the back. I love what has happened with the alleys downtown, and see that as a great example for how to use space. So rather than showing an unsightly back step to the trail and the neighborhoods, a welcoming front with cafés and access through to shopping would be just wonderful.
- ⑤ There is plenty of already-paved ground here for a parking structure rather than just open lot.
- ⑥ Need a new trail connection from Wallenberg to Spring Creek Trail here.
- ⑦ City made serious error by allowing The Summit to be developed without sufficient parking. The MAX is no substitute. Proposed parking structure to fix the problem needs ground level commercial and attractive neighborhood gathering development along the Spring Creek (sunny side) and College Avenue frontages. Allowing it to be developed for cars only at ground level will make it an atrocity. And we aren't talking a little sandwich shop convenience store in the corner (Lake Street Market). Too bad the TOD tax break can't be retrieved - at least make Capstone do the garage correctly as a mixed use development that fronts the park with attractive venues. They can make money at it - it just needs more work and imagination, and maybe a bit less immediate profit, but that would only be in the short run.
- ⑧ Faster access over the train and Bus Rapid Transit (BRT) ways would be fantastic. The overpass serves the Federal campus pretty well, but serves bike commuters less well. I've tried the overpass on my bike: it's very long and tall and not engineered for biking, so I'm probably going to skip and continue through to College and take the horrible sidewalk to the Whole Foods shopping center.

West Central Area Plan

WikiMap - Things That Could Be Improved



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- Legend**
What type of concern does this area represent?
- Land Use + Neighborhood Character
 - Open Space Networks
 - Transportation + Mobility
 - West Central Neighborhoods

WikiMap - Things That Could Be Improved Comments

Land Use + Neighborhood Character

- 1 Due to its proximity to City Park, this commercial area could be better utilized to provide services to Park patrons and local residents.
- 2 Failed development project currently a large slab of cement at approximately 800 W Prospect - eyesore, can this land be used for something?
- 3 Landmark Apartments has a trash problem. Their dumpsters overflow into the pasture and drainage and often contains noxious junk like burned couches and mattresses
- 4 Small neighborhood shopping center with lofts, coffee shop, nice restaurant.
- 5 Area needs neighborhood services, especially groceries given planned densities. Need to avoid creation of urban desert with lack of healthy food.
- 6 A lovely feature of this shopping area is the greasy BBQ smoker parked in the lot.
- 7 I'm not sure what the problem is but there is some kind of arrest or traffic ticket given daily around here. Flashing police lights at night here are incredibly common.
- 8 The stretch between the bike path and the creek up to the railroad ROW is dicey. Trash, hobo camps, railroad debris, mysterious mounds of moldering materials, windblown construction debris from projects both recent and days of yore. Could use a semi-annual cleanup, just enough to keep it wild but attended to. Like a hedgerow.
- 9 Care Housing trash enclosures are inadequate. Windblown and rain-washed trash fills the detention pond and blows into neighboring properties.

Open Space Networks

- 1 Piles of tree debris - safety and appearance concern.
- 2 Piles of tree debris - safety hazard in flood and unsightly.

Transportation + Mobility

- 1 The Mulberry corridor west of Shields could benefit from bike lanes. Narrowing the driving lanes and increasing bike and pedestrian options could help to slow traffic and increase safety for bikers and pedestrians using this corridor.
- 2 City Park is, in my opinion, one of the most dangerous streets in Fort Collins for bikes. Students don't know how to drive around a bike. And students don't know how to bike safely. Lots of paint and signs should be installed here that essentially teach basic driving skills on-location to students in the area.
- 3 There could be a better pedestrian crossing at Skyline across Elizabeth. The current crossing is between Skyline and Castlerock, which is hard to access with a bicycle or a stroller due to the narrow sidewalk. Plus many motorists run the red light at the pedestrian signal, probably because they don't want to be stuck at a red light for minute. A flashing pedestrian crossing signal would be great.
- 4 This intersection sucks for bikes and peds. An underpass would be awesome.
- 5 Marked/signalized crosswalk needed crossing Shields on south border of intersection with South Dr. South border preferred to provide space for median island without interfering with southbound to eastbound left turns.

- 6 Increasing numbers of pedestrians, bikers and boarders are crossing partway, and then waiting for the chance to cross the rest of the way across Shields. The distance between Lake and Elizabeth seems too far without a crosswalk given the numbers of people crossing. Tradeoffs in ability to cross vs. through car traffic will need to be made if we are to continue to add density. (Currently, it seems getting traffic through is taking priority).
- 7 It's very hard to turn left onto Taft Hill from Clearview (facing west out of Clearview). It's hard to see without inching out into the bike lane and even though there is a pedestrian light/walk, it's rarely in use. At rush hour it's nearly impossible. Could a sensor be put in the street that would make the light turn red for the Taft Hill traffic when a car is present on Clearview? This would be good for both sides of the street.
- 8 #6 southbound Taft Hill at Clearview stop requested. Needed to reduce stop spacing from ½-mile to ¼-mile.
- 9 Crosswalk needed across Shields between Pitkin and Springfield. Special emphasis on bicycle movement needed, as Springfield/Pitkin could function as a "poor-man's" Prospect bike route.
- 10 Prospect Ave., being so close to campus and located between the main campus and vet school, ought to be bike friendly, transportation friendly, and safe for students, families, and others. It needs a facelift, much like West Elizabeth. The sidewalk is too narrow and there are very few turn lanes. Pedestrians traveling on foot after a rain or snow get drenched by splashing puddle as cars travel or turn...I've seen it happen numerous times. I've seen students (likely new to the area) biking down the right lane...a death wish if you ask me. Have yellow blinking lights to caution cars to slow down, slope sidewalk with road to increase sidewalk size for bikes and peds and have additional cross walks for students. This road divides the campus...get people to SLOW down and allow more time for students to cross.
- 11 Traffic light not visible to those going north/south - find this very confusing. Difficult to cross as a pedestrian or cyclist at Heatherridge & Prospect.
- 12 Dangerous intersection. Can crossings be improved for bikers who do not feel comfortable using bike lanes? Saw biker this morning trying to maneuver bike to get to button for walk signal.
- 13 Cyclist and vehicular traffic accidents may be reduced with a stop light camera and ticketing.
- 14 Get easement on 929 W. Prospect to permit lane straightening due to dangerous lane shift. Also widen walks to two persons wide.
- 15 Sidewalks on south side of Prospect are not safe or accessible to all.
- 16 The sidewalks along Prospect feel unsafe. They are very narrow and close to traffic.
- 17 Students from Landmark Apartments cross Prospect here and go through the church parking lot to get to CSU. They do this because it's not safe to walk along Prospect and no fun to walk along Shields.
- 18 Current lack of rights-of-way leads to car/bike/ped cut-through traffic and related impacts between Centre & Lake.
- 19 Prospect is signed 35mph, but speeds of 40-45 are very common. More enforcement would be good, and could help limit the severity of accidents.
- 20 The half-mile to mile of Prospect between Shields and Center or Shields and College is really unique. Prospect will always be a through-fare for folks heading out to the freeway, etc., but this one section is simply different from most of the rest of Prospect because of the neighborhood on one side, and campus and a grade-school on the other. The sidewalks are too narrow, and a bike lane is really needed. Could this section go to three lanes plus a bike lane like on Laporte? People would get used to a short slower section on their drive.
- 21 No access to Lake St. Prospect sidewalk too narrow for safe bicycle and pedestrian traffic.
- 22 Please keep the visual sensor for bikes and cars on year round! It seems to have been turned off, yet students still use it for summer school, local residents use it to get to work anywhere north, and commuters who come from the Spring Creek trail use it too.
- 23 Pedestrian safety at the intersection and along Prospect.
- 24 Need a left-hand turn signal for vehicles traveling north on Centre (or Center, according to CSU).

- 25 Is there a way to reconfigure to add a northbound bike lane approaching Center & Prospect. Bikers frequently go between the right turn lane and the straight-through lane, especially when there is a long line of cars waiting to go straight.
- 26 Sidewalks here are ridiculously close to traffic and too narrow.
- 27 The sidewalks along here are too close to fast-moving traffic. There needs to be some sort of buffer (boulevard) between the sidewalk and the traffic that's going along at 40 mph+. It's very unnerving to walk along here. I did see a car drive up onto the sidewalk one day and it's a miracle no one was walking there.
- 28 Continue bike path at Prospect and tracks north to CSU campus!
- 29 Multiple stop lights at the RR tracks/MAX are causing serious traffic back-ups. How is additional heavy traffic to the "proposed" stadium going to be managed?
- 30 Multiple obstructions to cyclists attempting left turn onto Mason Trail immediately after crossing MAX on the north sidewalk of Prospect.
- 31 #6 northbound and southbound stops requested at Taft Hill at Suffolk. Needed to reduce walking distance and increase desirability of transit.
- 32 This section of trail is really heavily used, which is great. Would it be possible to widen it with gravel to the N so that joggers and bikers have fewer run-ins? Joggers create little side paths in any case, so making an official one, on just one side, would be both safer and prettier.
- 33 Informal bike and ped cut-offs downhill from Centre to bike path has grown dramatically in past year or so. Increased density and bike/ped use has spillover impacts on area.
- 34 The bike/pedestrian underpass at Shields can be quite dangerous when bicyclists speed through the area. I have almost been hit several times by bicyclists speeding downhill going east on the wrong side of the path.
- 35 The Spring Creek Trail could use some maintenance. Lots of concrete blocks are sticking up creating a pretty bumpy ride from the Gardens on Spring Creek west to Shields St.
- 36 Make some kind of deal with Windtrail on Spring Creek HOA to include the spur connecting Gilgalad to the bike trail in the snow-clearing schedule. A perpetual hazard, never shoveled all winter.
- 37 Blind corner for cyclists - dangerous.
- 38 Traffic light/pedestrian crossing area needs to be moved; crossing at grade school is not sufficient for all the foot/bike/car traffic trying to cross on Stuart.
- 39 #19 southbound Shields at Hill Pond stop requested. Needed for access to medical offices on west, and residential neighborhood on east.
- 40 Marked/signalized crosswalk of Shields at Hillpond needed to reduce distance between the two flanking signalized crosswalks.
- 41 This sidewalk needs corners smooth out/widening to accommodate student housing development traffic.
- 42 Relocate #19 southbound stop from Shields at Shire to Shields at Rolland Moore Park, nearside. Needed to reduce the desirability of jaywalking, as stop is at signalized intersection. ADA-compliant access is best provided nearside with new pad, due to sidewalk slope.
- 43 Consider putting a traffic light at Phemister/Rolland Moore and Centre. Since Rolland Moore now connects to Centre, it has become very difficult at high traffic times to turn onto Centre. Also, the lanes on Phemister have not been repainted so there's no indication of which lane you should be in if you are going straight. The only options are turn left or turn right.
- 44 The solid guardrail on the east side of Centre just south of Phemister prevents people turning onto Centre from Phemister from seeing northbound traffic. It is extremely dangerous and should be replaced with an open style guardrail.
- 45 This is a blind left turn onto Constitution for cyclists travelling west on Scarborough.
- 46 #19 northbound bus stop is not ADA accessible. A grass strip exists today; a concrete pad is required by ADA law.
- 47 Bike lane on Shields from Drake to Centre is way too narrow.

- 48 Connection from Spring Creek Trail to Drake could be improved. Not bad, just ordinary.
- 49 It is nearly impossible to turn right out of the veterinary clinic.
- 50 This is a really awkward series of lights for bicyclists and vehicle drivers also.

West Central Area Plan – Visioning Events Summary May 21 – June 30, 2014

Background

The purpose of the West Central Area Plan (WCAP) update is to revisit and update the 1999 West Central Neighborhoods Plan based on emerging issues and trends. The Plan will incorporate new information from related planning efforts and will serve as a guide for:

- **Land Use & Neighborhood Character** (e.g., zoning, density, historic preservation)
- **Transportation & Mobility** (e.g., connections to the new MAX bus rapid transit system, bicycle and pedestrian enhancements, intersection safety)
- **Open Space Networks** (e.g., parks and open space, wildlife habitat, drainage and floodplain management)

The project will also include a **new conceptual design for Prospect Road** from Shields Street to College Avenue. Alternatives will be developed and evaluated to establish a preferred design that is functional, safe, and well-marked for pedestrians, bicycles, buses, and cars.

The WCAP process began in March 2014. The plan is anticipated to be presented to Council for consideration for adoption in early 2015.

Visioning Events

Following a series of listening sessions, neighborhood walking tours, and other initial outreach, two community workshops were held in late May to review and update the vision for the West Central Area Plan. Staff

gave a presentation about the history and current context of the West Central Area, followed by keypad polling and small-group discussions about the vision and priorities for Land Use & Neighborhood Character, Transportation & Mobility, Open Space Networks, and the Prospect Corridor. The keypad polling included questions from the online Visioning Survey, described in further detail below.

Visioning Survey

In conjunction with the Visioning Workshops, an online Visioning Survey gave those interested in the plan an opportunity to share their ideas on the vision for the West Central Area, regardless of whether



Date	Time	Location	Participants
May 21	5:30 - 7:30 p.m.	Drake Centre	38
May 29	5:30 - 7:30 p.m.	Senior Center	36
Total			74

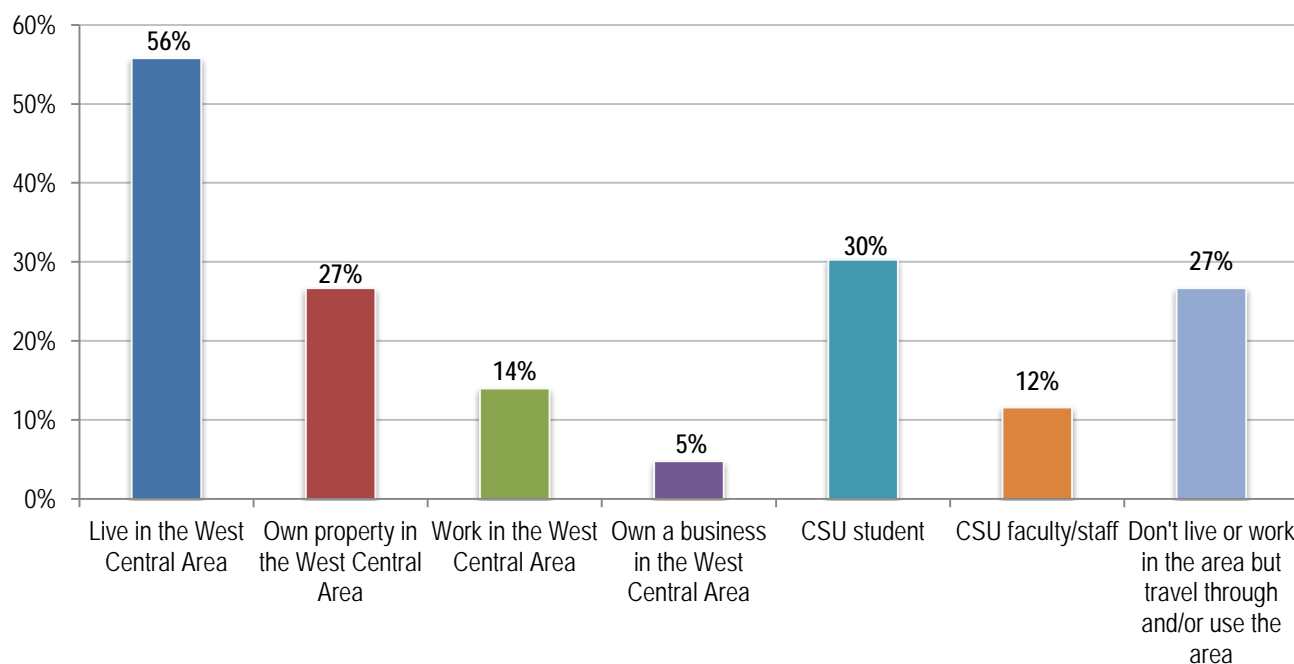
they were able to attend one of the events. Planning staff attended the Drake Road Farmers’ Market and CSU Lagoon Concert Series to provide information on the planning effort and collect additional surveys in person. The survey was also advertised on the WCAP website, on the postcard mailing that announced the visioning events, and through multiple newsletters and email lists. In total, 337 people provided feedback through the survey, which complemented the keypad polling and discussions at the Visioning Workshops. The survey questions are provided in Appendix A.

Survey Results

The results of the Visioning Survey are summarized by question below. Some questions allowed open-ended comments or “Other” responses, which have been summarized narratively. The full survey results can be found in Appendix B.

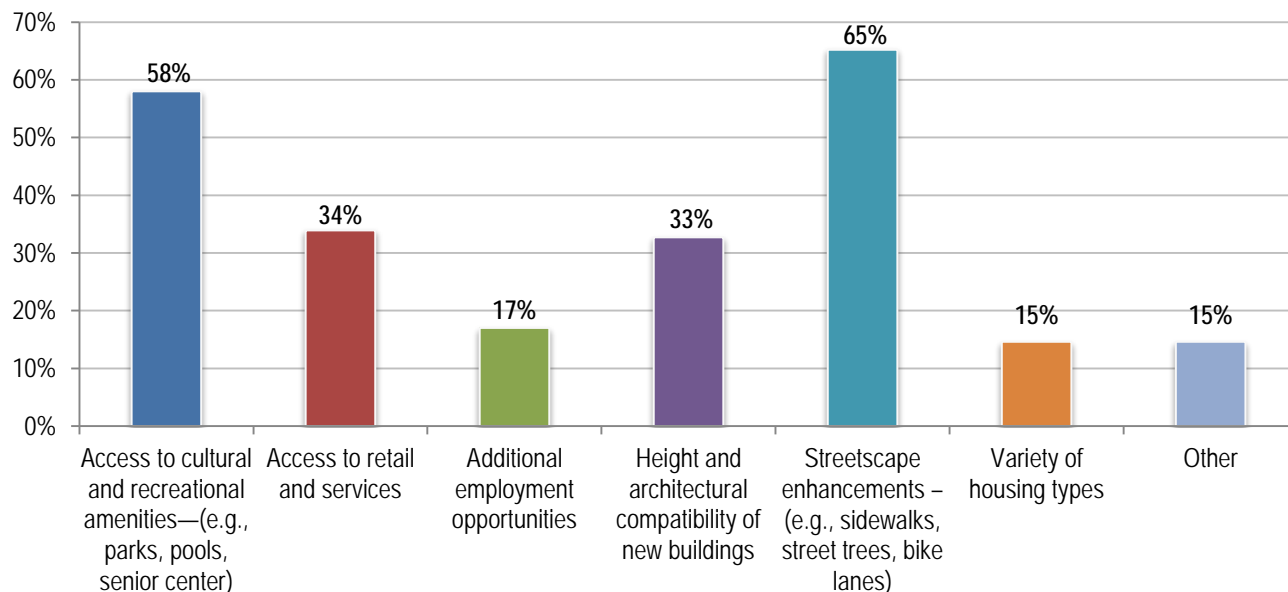
SECTION A. INTEREST IN THE WEST CENTRAL AREA PLAN

Q1. Using the map [of the West Central Area], which of the following apply to you? (Please select all that apply.)



SECTION B. LAND USE & NEIGHBORHOOD CHARACTER

Q2. If you could re-envision land use and neighborhood character within the West Central Area, which of the following is most important to you? (Select up to 3.)



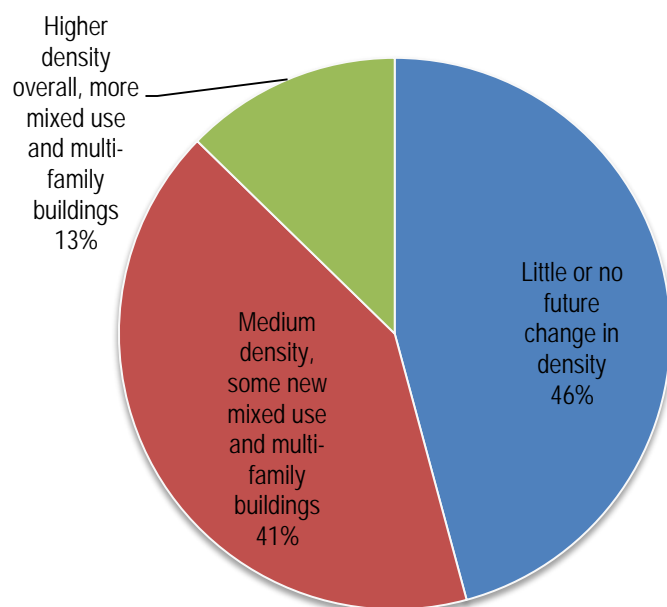
The most common theme from the open-ended comments was **preserving the family character of the neighborhoods** in the area. Opinions on how to maintain this neighborhood character ranged from maintaining the U+2 occupancy ordinance to limiting the escalation of density and various other policies. In contrast, many commenters felt that the area should be more densely populated and targeted towards students, due to the area’s proximity to the CSU Main Campus. Some commenters asked for a relaxation of U+2 in the area or increase to U+3. Some other commenters asked to reserve the area for student housing, requesting that the West Central Area be higher density and more diverse, and others asked for more affordable student housing.

Code compliance and **nuisance issues** were also a common theme. Several commenters asked for greater enforcement of city ordinances related to yard upkeep and maintenance. Others asked for cleaner streets, the disallowance of trailers and boats in front of homes, better overall property maintenance, and posting signs for street sweeping to improve the effectiveness of sweeps.

Many commenters spoke about **transportation issues**. A sentiment shared by many commenters was the desire to improve traffic flow and minimize congestion. Other transportation-related comments included adding off-street bikeways, increased bike safety on Shields, and enforcement of parking requirements.

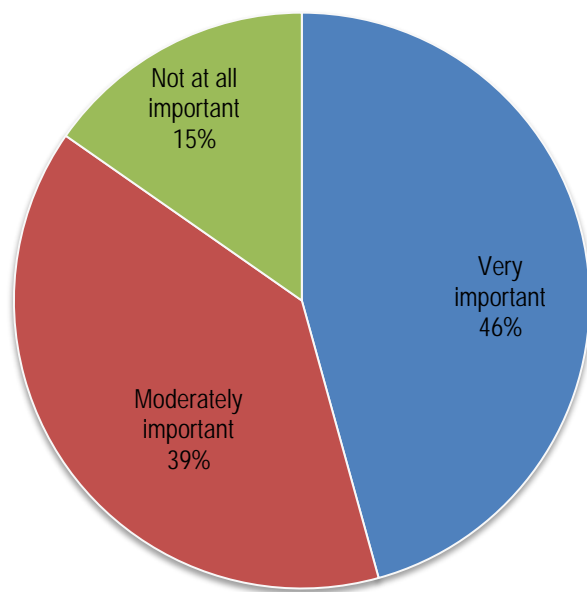
The final theme from the comments centered on **open space**. Many commenters requested that there be a continued effort to provide more open space as the area becomes more densely populated.

Q3. The map provided shows the land within the West Central Area that is currently vacant or may be considered for redevelopment in the near future. Which statement best describes your vision for future housing density (number of housing units or square feet of commercial space per acre) for the areas in yellow and orange?



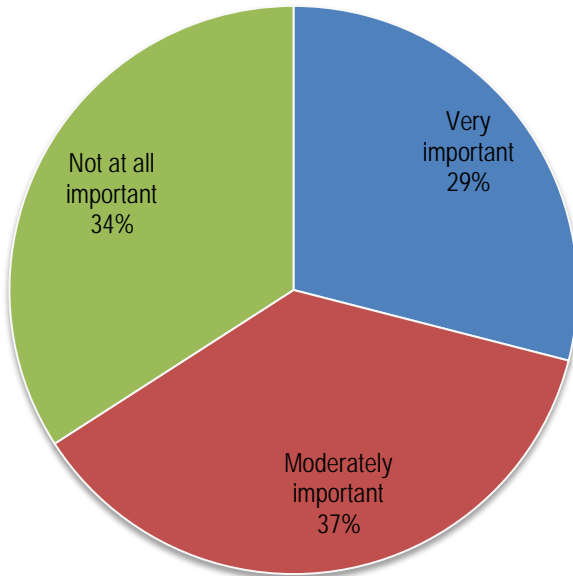
The responses to this question were split between those who would prefer to see no change in density and those who would welcome increased density on vacant land. Most of the commenters that expressed an interest in higher density development noted that high density development should occur close to campus or at major intersections to respect the character of the neighborhoods. Other recurring themes included preserving open space, ensuring housing affordability, the provision of adequate parking, and continued enforcement of U+2 with new development.

Q4. How important is the preservation of historically significant structures (>50 years in age with special historic features) within the West Central Area?



The prevailing sentiment regarding the preservation of historic homes in the West Central area is that there need to be strict criteria on what qualifies for preservation beyond the age of the structure. Commenters noted that many structures in the area will become eligible for historic designation due to their age but might not contribute to the area in a meaningful way, and the criteria for historic designation should be based on the significance of the structure. Most agreed that historically significant structures should be preserved and that these structures make Fort Collins unique and appealing. Some commenters did not see the need to protect historic structures in the area.

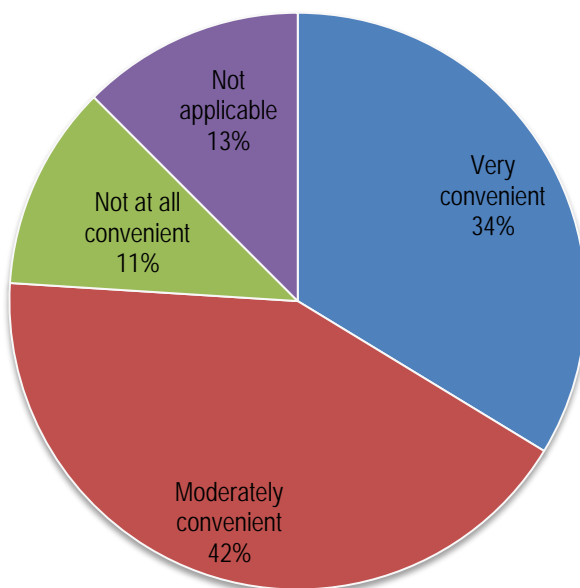
Q5. While there are grocery stores near the West Central Area, there are currently no full-service grocery stores contained within the area. How important is it to provide a neighborhood commercial center with a grocery store, retail stores, and other services within the West Central Area?



Most commenters agreed that a full-service grocer like King Soopers and Safeway is not needed due to the presence of full-service grocers abutting the plan area. Many felt that the grocers adjacent to the plan area provided ample service to residents in the West Central area. Other commenters felt that despite the presence of full-service grocers on the edge of the planning area, a small, neighborhood grocer like Beaver's Market would be welcome. Some noted that if there were to be a new neighborhood-scale grocer, it should occupy vacant commercial space as opposed to building a new structure.

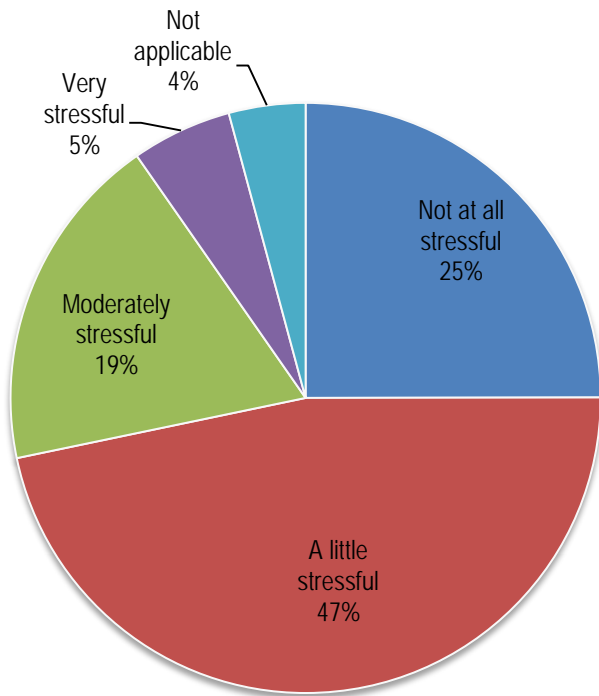
SECTION C. TRANSPORTATION & MOBILITY

Q6. Which of the following statements best describes how you would rate the convenience of parking where you live, work, or attend school in the West Central Area?



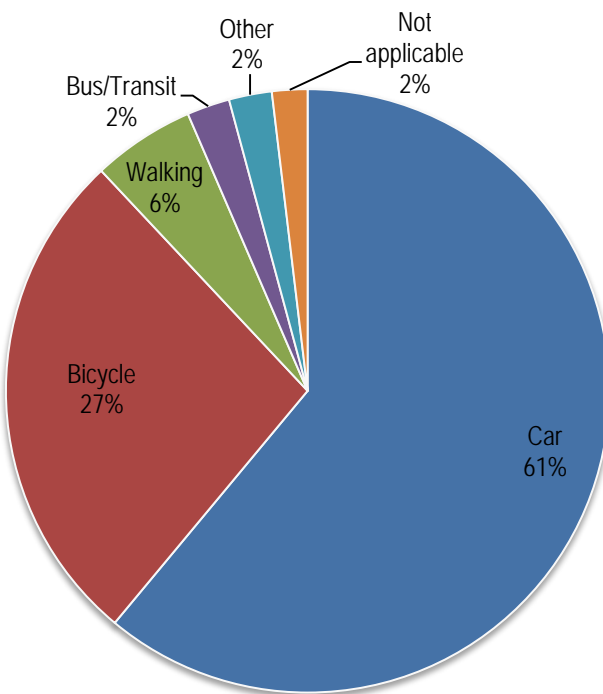
According to commenters, parking is a hot button issue in and around the CSU campus and in areas frequented by students. While parking is an issue for those who use cars, many of the commenters noted that their primary mode of transportation is biking or walking and that parking issues do not generally affect them. Others commented that while parking can be a challenge around campus at peak hours, they can still usually find a parking spot.

Q7. Which statement best describes your daily trips (e.g., to work or school) through or within the West Central Area?



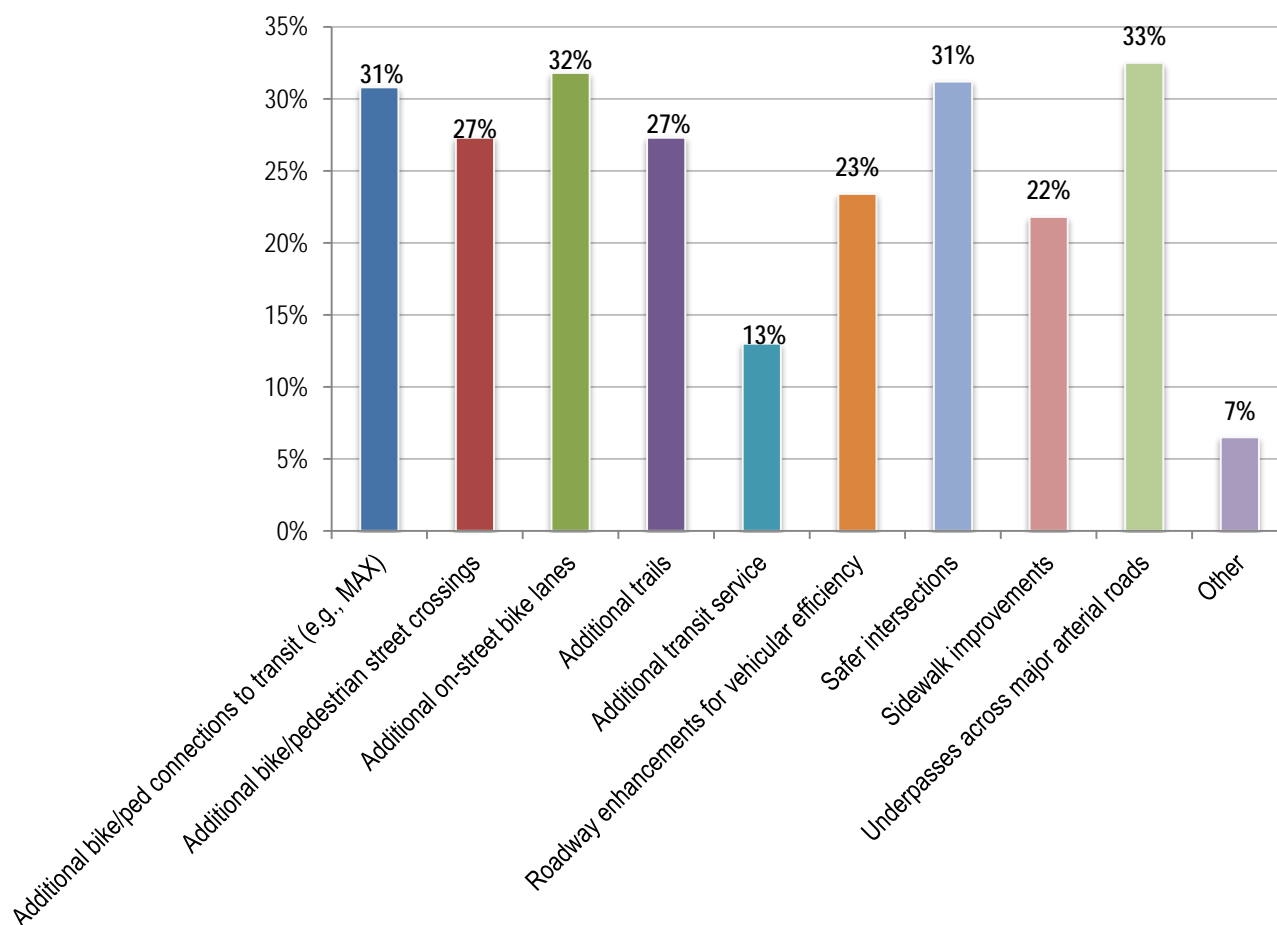
The consensus among commenters was that commute-related stress levels are highest during peak hours and when CSU is in session. Peak hours in the West Central Area include rush hour and in the late afternoon when school lets out at local high schools, middle schools, and CSU. Many commenters indicated their stress levels are highest when using Prospect or Shields. The challenges on Prospect and Shields were wide-ranging and depended on the mode of transportation being used.

Q8. What is the primary mode you use for your daily trips through or within the West Central Area?



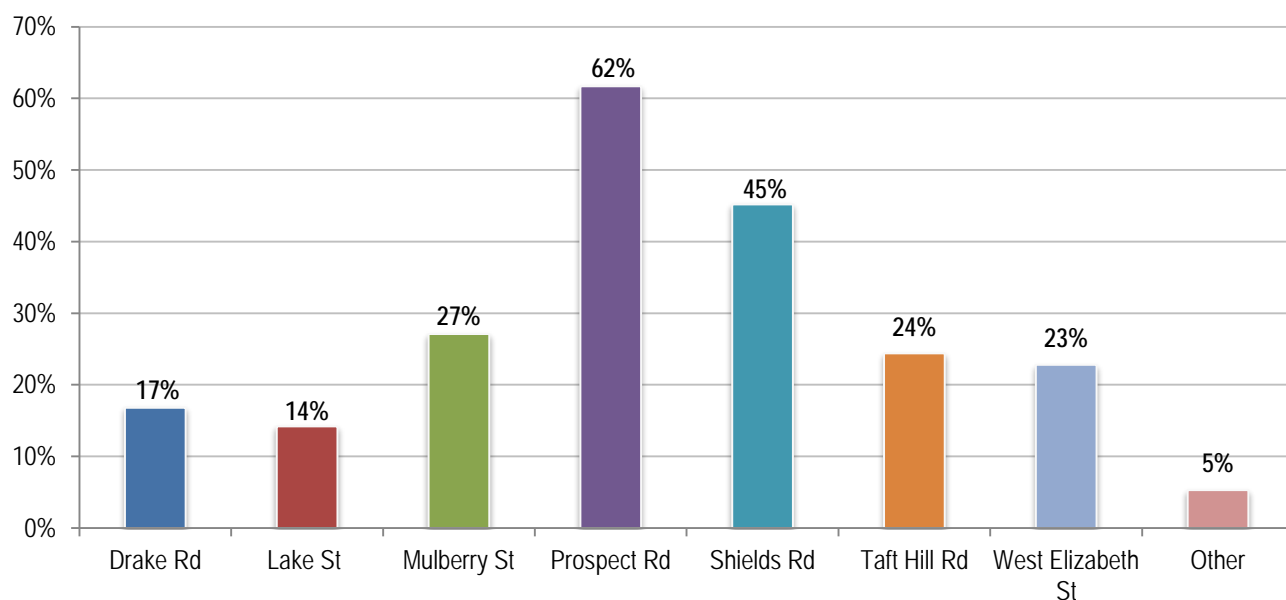
Many commenters noted that they use multiple forms of transportation, depending on various factors. Many noted that they bike more frequently during the summer months and less so during the winter.

Q9. If you could re-envision your commute within the West Central Area, which of the following improvements would reduce your stress level most significantly? (Select up to 3.)



Commenters were evenly divided among options for re-envisioning their commute in the West Central Area. Most of the comments dealt with alleviating congestion, but the methods for relieving congestion varied. Some thought enhanced public transportation should be emphasized. Others thought that providing more bike/pedestrian infrastructure would help reduce conflicts between cars and improve their commute. There was also a group of commenters that felt a renewed focus on cars would benefit the area most. Another group called for traffic calming measures on arterial roads to enhance safety.

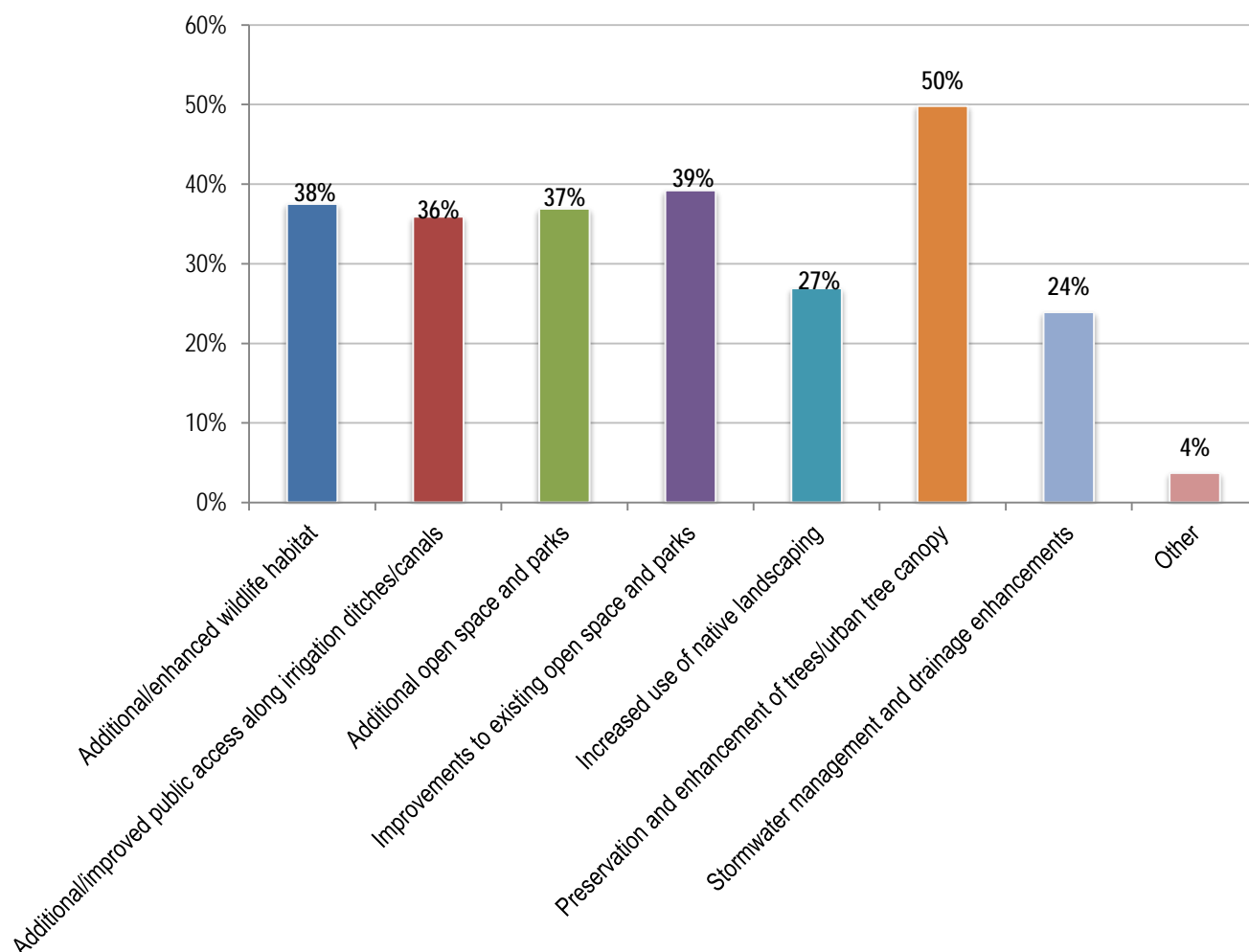
Q10. Which of the following areas have the greatest need for pedestrian/bike facilities within the West Central Area? (Select up to 3.)



Most commenters mentioned that Prospect is the road in greatest need for pedestrian/bike facilities. Bicyclists, pedestrians and drivers all agreed that Prospect needs modifications to make it a safer and more comfortable corridor for all modes of transportation. The methods to achieve safer conditions on Prospect ranged widely. Some commenters want additional bike and pedestrian infrastructure on Prospect. Others want more bike and pedestrian infrastructure on parallel streets to make Prospect a more auto-centric corridor. Shields and Mulberry were also referenced as being dangerous roads that need additional pedestrian and bike facilities.

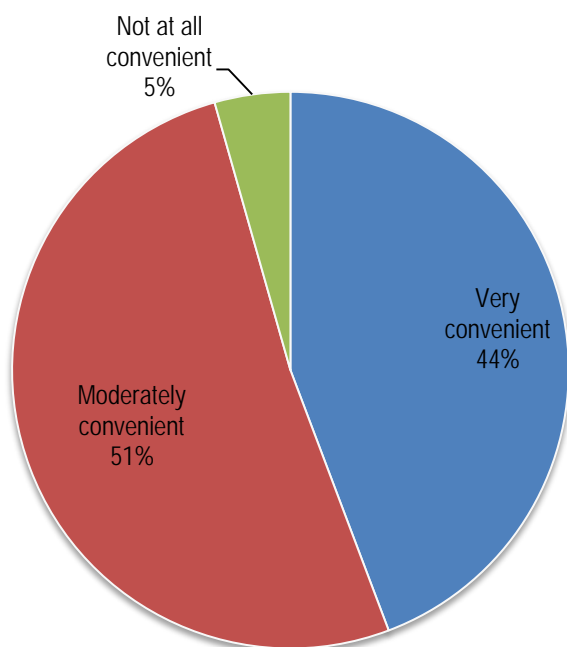
SECTION D. OPEN SPACE NETWORKS

Q11. Natural systems within the West Central Area include the network of parks, open space, floodways, urban tree canopy, wildlife habitat, and other natural features. If you could re-envision natural systems within the West Central Area, which of the following do you see as most important? (Select up to 3.)



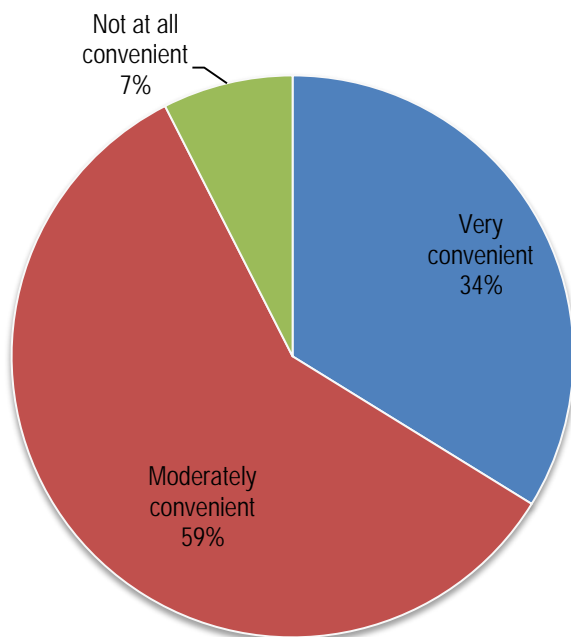
The general sentiment in the comments was that the existing natural systems in the West Central Area are satisfactory. Many commenters applauded the City's efforts thus far in preserving the natural systems in the West Central Area. Some commenters asked for expanding and enhancing these natural systems. For those who saw room for improvement, many commenters asked for more trees. Others asked for more trails throughout the area.

Q12. Which of the following statements best describes how you would rate the convenience of access to parks and recreation facilities in the West Central Area?



Comments ranged depending on the proximity of the commenter to parks and natural areas. Commenters tended to note how close they are to their closest neighborhood park or natural area.

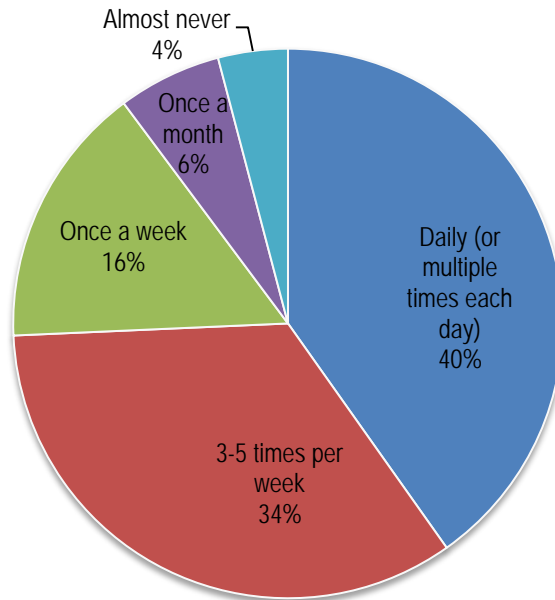
Q13. Which of the following statements best describes how you would rate the convenience of access to natural areas and open space in the West Central Area?



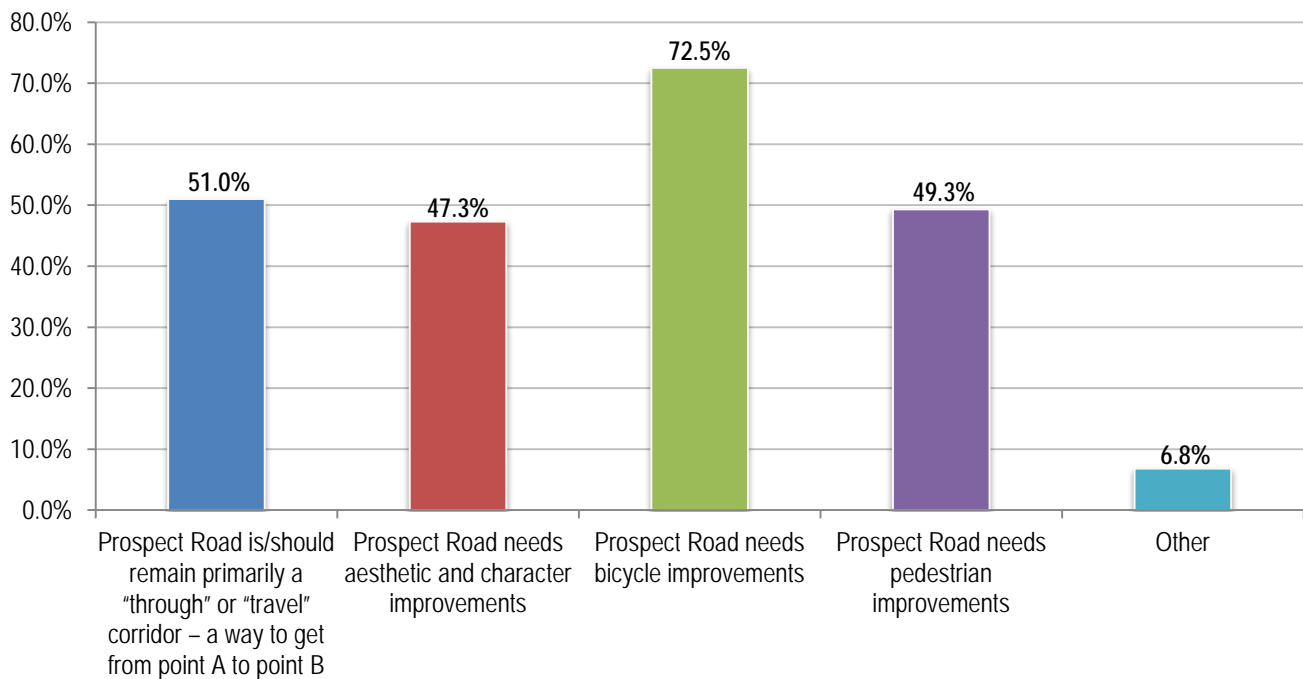
Comments ranged depending on the proximity of the commenter to parks and natural areas. Commenters tended to note how close they are to their closest neighborhood park or natural area.

SECTION E. PROSPECT CORRIDOR

Q14. On average, how often do you travel on Prospect Road through or within the West Central Area?

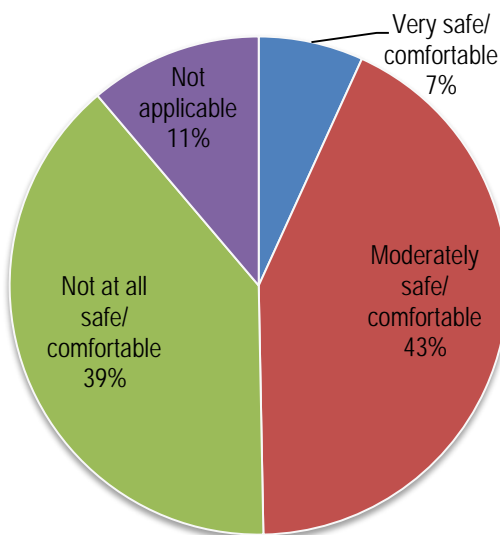


Q15. Which of the following statements describes how you feel about Prospect Road? (Select all that apply.)



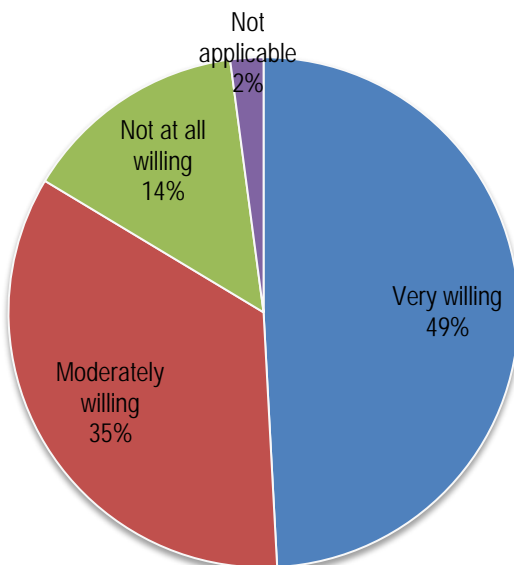
Some commenters thought that pedestrian and bicycle improvements would be the most beneficial, and others called for adding bike lanes and/or widening sidewalks. Others felt that improving connectivity across Prospect to enhance north-south travel would be best. Some thought that moving bikes and pedestrians to parallel streets would make more sense than expanding the infrastructure on Prospect itself. Others opined that they see Prospect as an auto travel corridor and that enhancements should be focused on vehicular travel. Some commenters proposed widening Prospect to add more travel lanes, and others want to see the speed limit raised to encourage quicker travel through the city. Another group suggested making no alterations to Prospect but also not adding significant population to the area to prevent further congestion of the corridor.

Q16. How safe/comfortable do you feel when walking along or crossing Prospect Road?



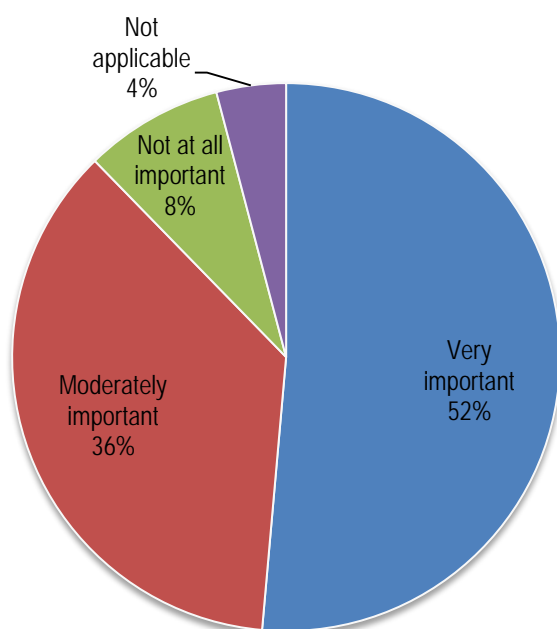
The majority of commenters agreed that Prospect is a dangerous corridor for pedestrians. Many commenters did note that they feel safer on certain sections of Prospect than others. Other commenters said they avoid Prospect entirely because they perceive it as unsafe. The solutions proposed by commenters to the safety issues of Prospect varied.

Q17. How willing would you be to spend 2 additional minutes driving through Prospect Road in order to improve pedestrian comfort and safety?



Many commenters wanted more explanation of the question and wondered how this result could be achieved. Some were skeptical a two-minute delay could be achieved and felt that it might balloon to a longer delay or create delays and congestion elsewhere. Those that were in favor of safety improvements had many ideas, including moving bikes and pedestrians to Lake Street, improving crossings, the addition of bike lanes, or building over/underpasses to alleviate congestion on Prospect.

Q18. How important is it to provide additional north/south pedestrian and bike access to Prospect Road and north/south pedestrian and bike crossings along Prospect Road?



Commenters were split amongst three different outlooks on north/south bike and pedestrian connections across Prospect. One group of commenters did not feel north/south bike and pedestrian connections were the most pressing issue in the West Central Area. Others felt that east/west connectivity deserves more attention. The proposed improvements varied, but many dealt with new over or underpasses to prevent creating further vehicular congestion on Prospect.

SECTION F. GENERAL COMMENTS

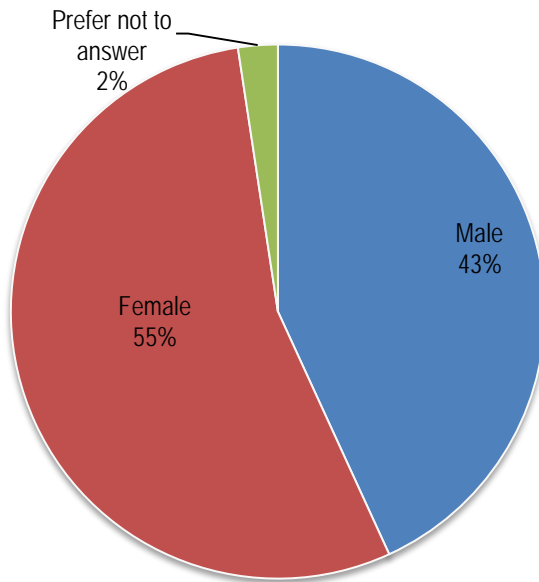
Q19. Do you have any additional comments or thoughts for the West Central Area Plan and/or Prospect Corridor Design?

Comments for this question were wide-ranging due to the nature of the question, but responses tended to focus on a few key issues. The potential on-campus stadium at CSU concerned many commenters. Some felt that this planning effort should be delayed until after the stadium issue is resolved as it will potentially have a significant impact on the area around campus. A related theme that was echoed in many comments was the need to preserve the character of the West Central Area. A number of commenters worried that the single-family character of the area is being eroded and that the West Central Area Plan should address ways to preserve the character of the area. Others noted that rental properties are not always well-maintained and that the plan needs to address property maintenance. Others called for fewer student housing developments to ensure the character of the area is protected. Many commenters weighed in on the U+2 ordinance and called for continued enforcement of the ordinance.

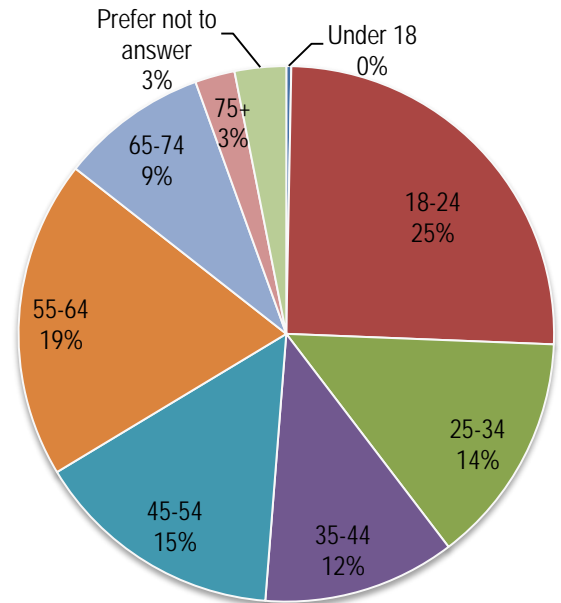
Pedestrian and bike connections were another major theme among commenters. Similar to the comments on other survey questions, many commenters asked for better pedestrian/bike connectivity. The lack of north/south connections was mentioned in numerous comments. Many other commenters advocated for more over/underpasses to enhance pedestrian and bike connectivity. A number of commenters also asked for improved connectivity to trails and other areas of Fort Collins.

SECTION G. DEMOGRAPHICS

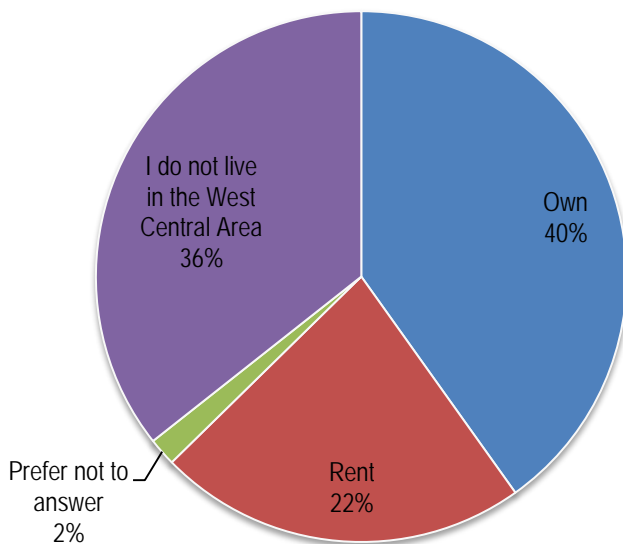
Q20. What is your gender?



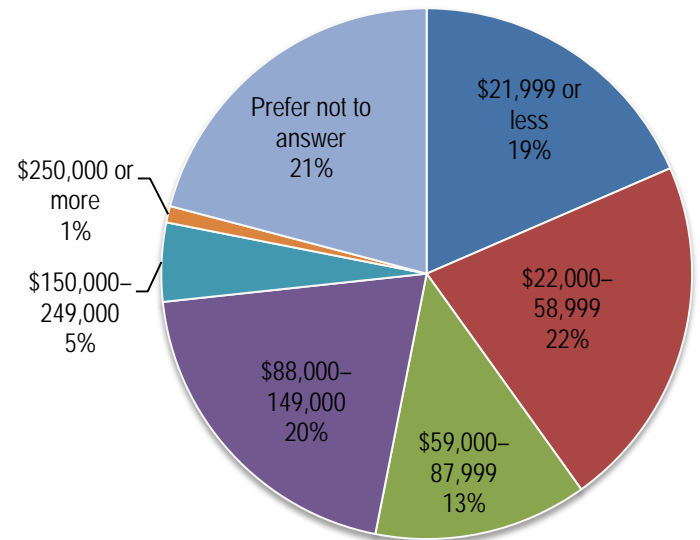
Q21. What is your age?



Q22. If you live in the West Central Area, do you own or rent your residence?



Q23. What is your annual household income?



West Central Area Plan – Outreach Summary September – October 2014

Background

The purpose of the West Central Area Plan (WCAP) update is to revisit and update the 1999 West Central Neighborhoods Plan based on emerging issues and trends. The Plan will incorporate new information from related planning efforts and will serve as a guide for:

- Land Use & Neighborhood Character
- Transportation & Mobility
- Open Space Networks

The project also includes new conceptual designs for Prospect Road and Lake Street (from Shields Street to College Avenue) that are functional, safe, and well-marked for pedestrians, bicycles, buses, and cars.

The WCAP process began in March 2014. The plan is anticipated to be presented to Council for consideration for adoption in early 2015.

Open House

City staff held an Open House on September 18th to refine the vision and gather input on potential policies and action items for the West Central Area Plan and Prospect Corridor Design. The Open House built upon the input received from previous outreach efforts.

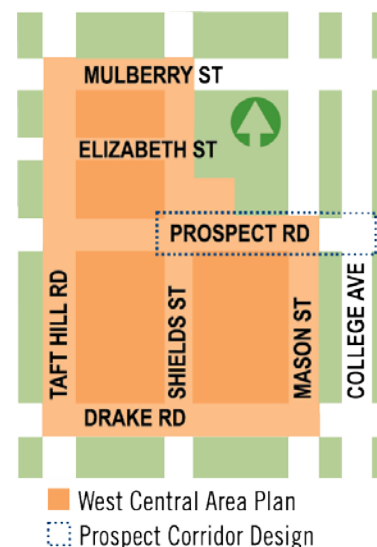
Event	Event Details	Participants
Open House	Sept. 18, 4:00 - 7:00 p.m. Fort Collins Senior Center	79
Prospect Corridor Design Workshop	Sept. 22, 5:30 - 7:30 p.m. Plymouth Congregational Church	58
<i>Total</i>		<i>137</i>

Prospect Corridor Design Workshop

Additional input on the proposed design alternatives for the Prospect Corridor was sought at a workshop on September 22nd. The goal of the Prospect Corridor Design Workshop was to have more focused conversations about the design options for Prospect Road and Lake Street. The various design alternatives were presented, followed by facilitated small-group discussions for each proposed alternative. Responses from a questionnaire and feedback from the facilitated discussions informed additional updates to the Prospect Road and Lake Street designs.

West Central Area Plan Online Survey #2

An online survey gave those interested in the plan an opportunity to share their ideas on more specific components of the Plan's vision, regardless of whether they were able to attend one of the events. The survey was advertised on the WCAP website, a postcard mailing, and through multiple newsletters and email lists. In total, 263 people provided feedback through the survey. The survey questions are provided in Appendix A.

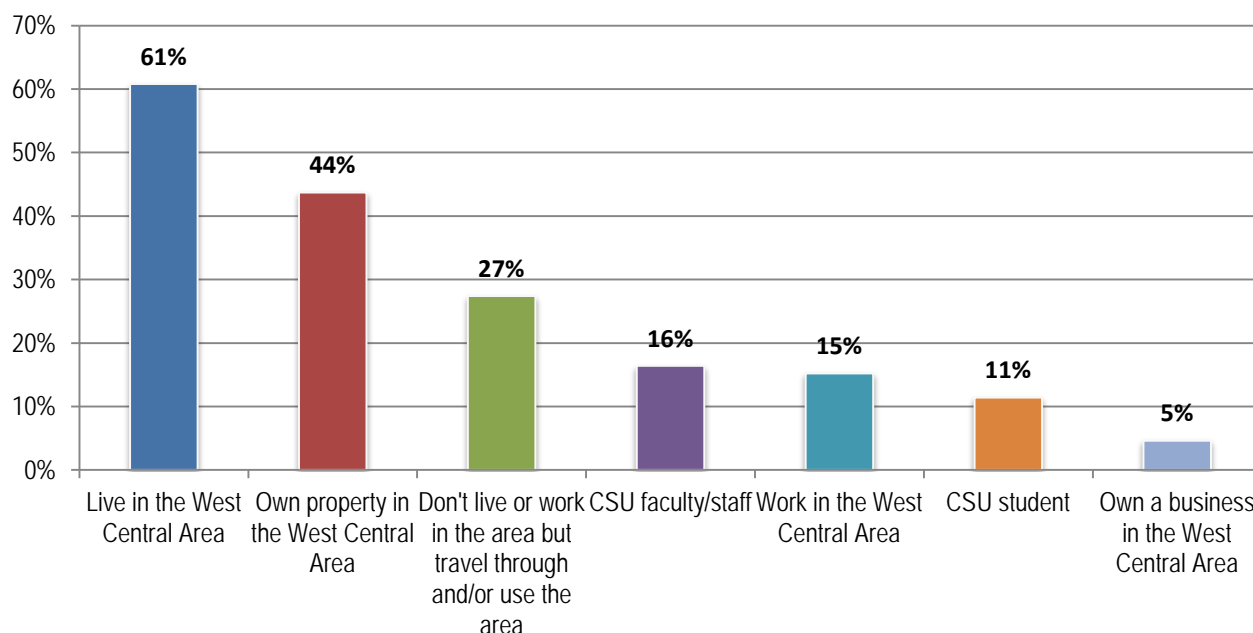


Survey Results

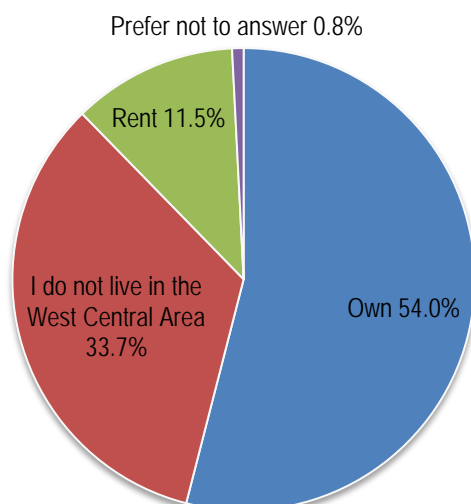
The results of Survey #2 are summarized by question below. Some questions allowed for open-ended comments or “Other” responses, which have been summarized narratively. The full survey results can be found in Appendix B.

SECTION A. INTEREST IN THE WEST CENTRAL AREA PLAN

Q1. Using the map [of the West Central Area], which of the following apply to you? (Please select all that apply.)

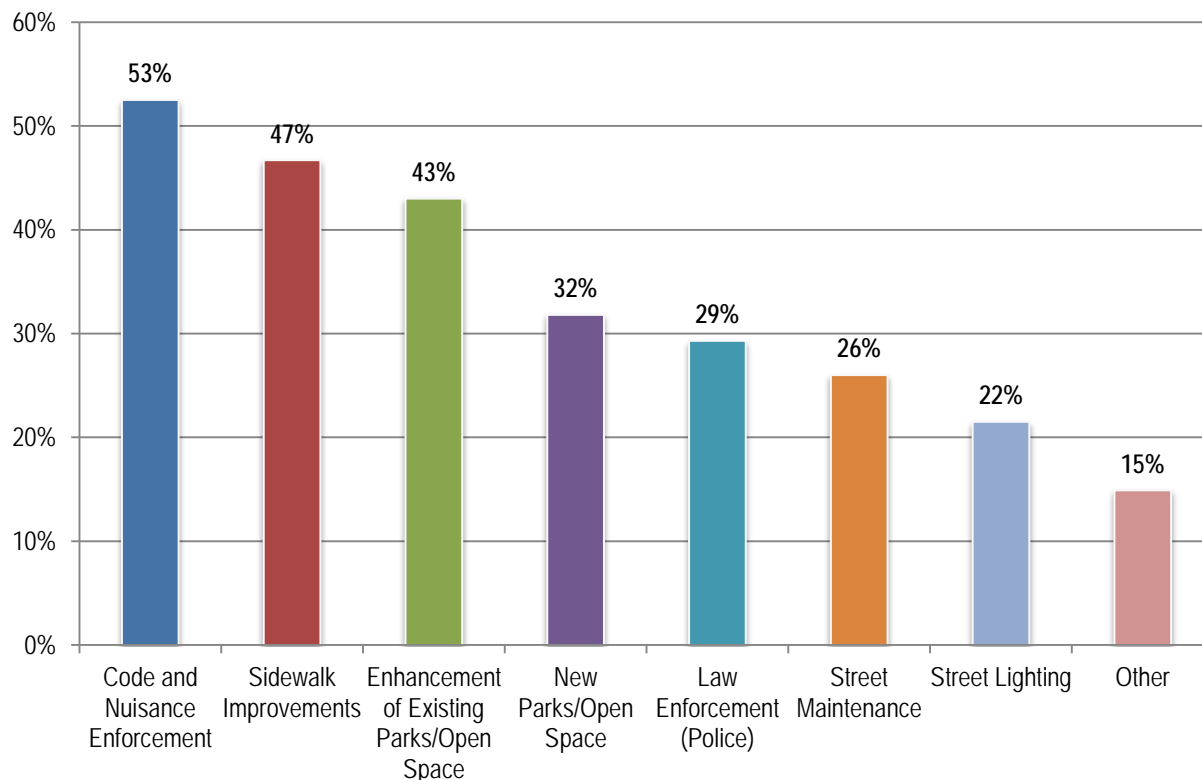


Q2. If you live in the West Central Area, do you own or rent your residence?



SECTION B. LAND USE & NEIGHBORHOOD CHARACTER

Q3. What types of additional services or improvements related to land use and neighborhood character should be considered in the West Central Area (select up to 3)?

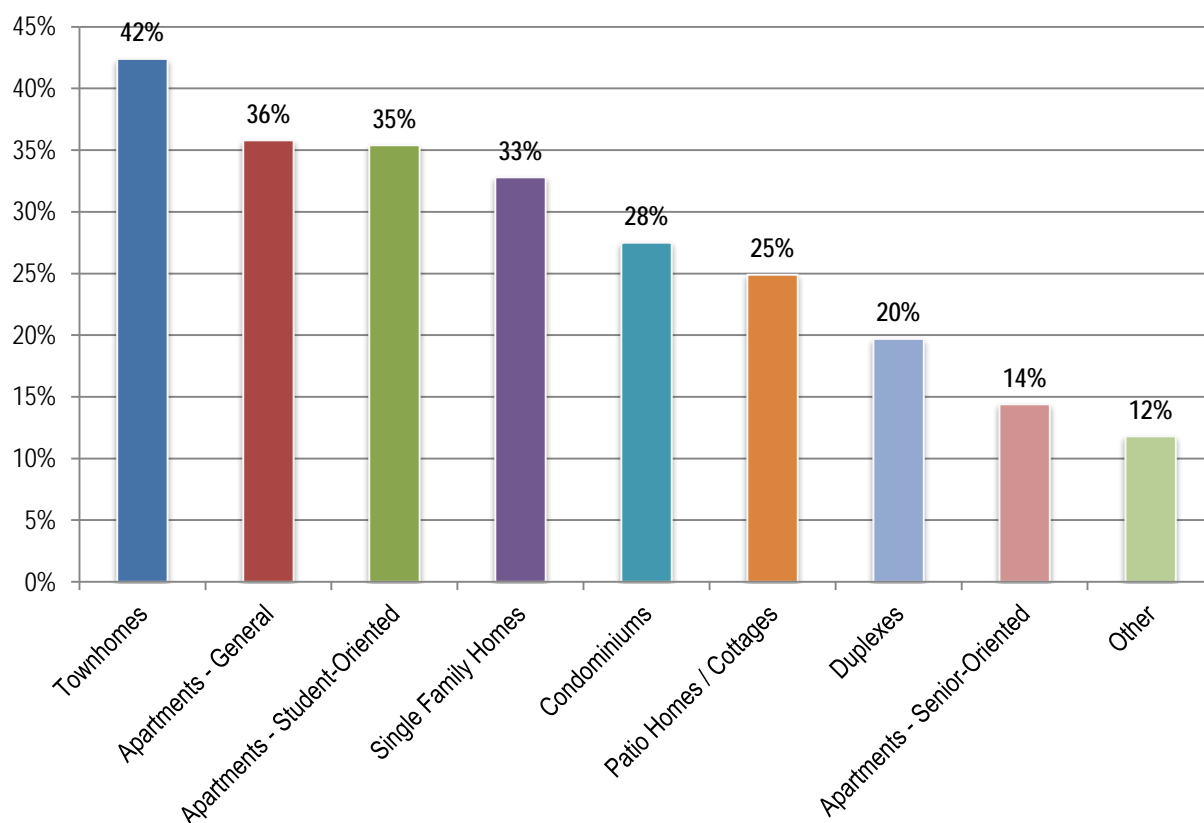


The most common theme from the open-ended comments was **making the area more bike and pedestrian friendly**. Specific ideas ranged from dedicated bike lanes to buffered bike lanes along major arterials, and even a dedicated bike-only road. Comments related to pedestrian improvements focused on safer sidewalks and crossings at arterials, including suggestions for overpasses and/or underpasses at key locations to make crossings easier and safer.

Preserving the single-family character of the area was another common theme. Several commenters shared concerns about the increasing prevalence of student-oriented housing in the area. Other commenters feel the City should find ways to encourage more families settle in the area. Some suggested that property owners and tenants of rental housing need education on property maintenance, which contributes to the character of neighborhoods.

Safety was also a shared concern. Many commenters asked for improved lighting to enhance the safety of streets and parks. Others think that traffic calming measures like speed bumps should be implemented, where appropriate, to reduce travel speeds on neighborhood streets.

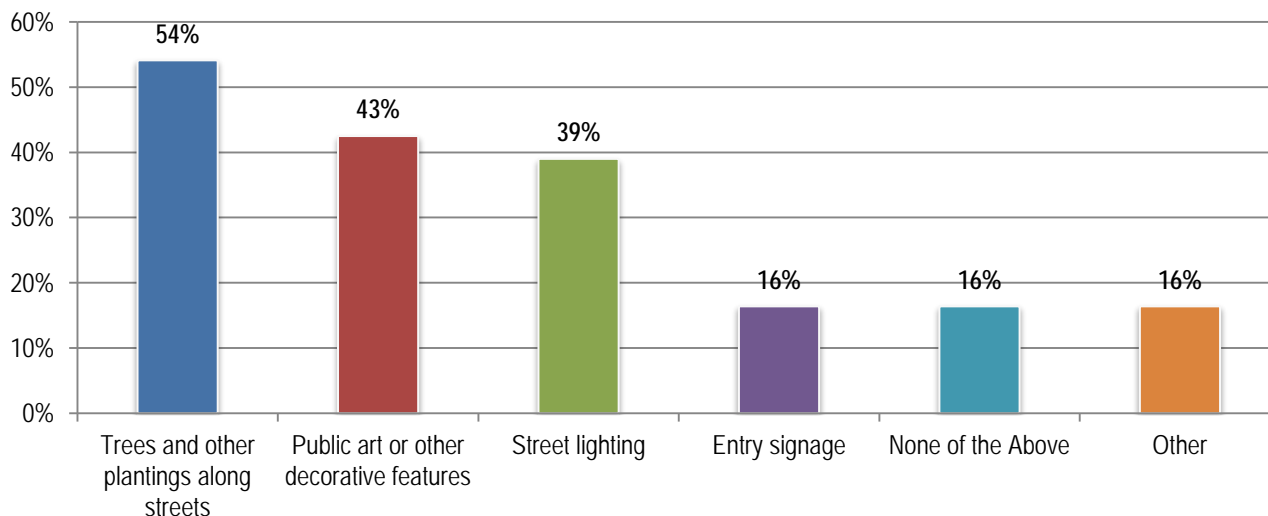
Q4. What types of development are most appropriate in the Areas of Development in pink and red on the map (select up to 3)?



Many commenters expressed an interest in a **mix of housing types and/or uses** within the Areas of Development. Some participants wrote in that they would welcome commercial uses in the Areas of Development, as well. Others felt that a mix of residential unit types would bring more diversity to the area. Some commented the student-oriented residential developments should be located near the CSU campus.

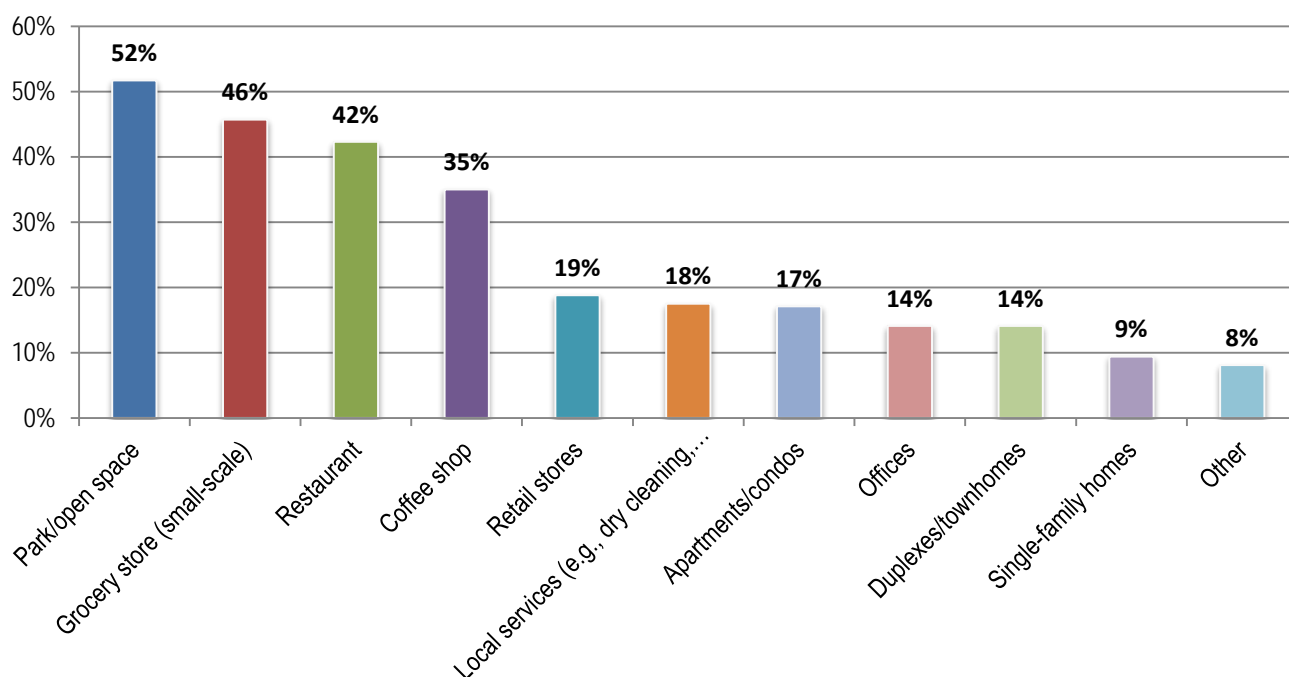
Another prevalent theme was that of **minimizing development**, particularly given increased traffic and other issues in recent years. Some commenters do not support additional student-oriented housing, and others felt that vacant should remain undeveloped or turned into Natural Areas.

Q5. Which of the following identifying features or neighborhood character enhancements would you like to see in the neighborhood in which you live (select up to 3)?



There was little consensus amongst commenters regarding identifying features or neighborhood enhancements. Many commenters feel their neighborhood is fine the way it is. Some commenters noted a preference for more street trees and public art, especially between Shields and Taft Hill on Prospect. Others would prefer better sidewalks as an enhancement to their neighborhood.

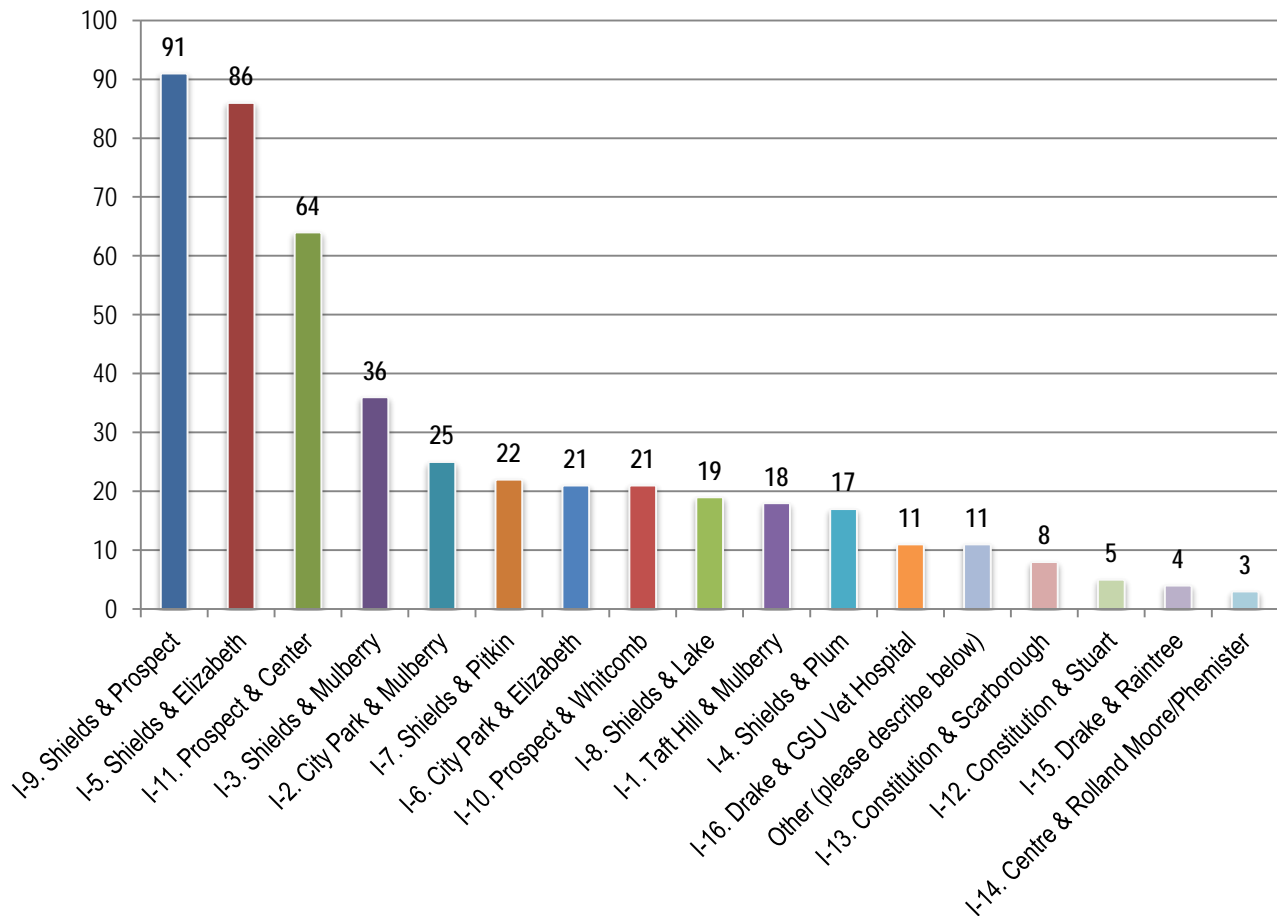
Q6. If a new neighborhood center is developed in the West Central area, what are the top 3 features or land uses that should be included?



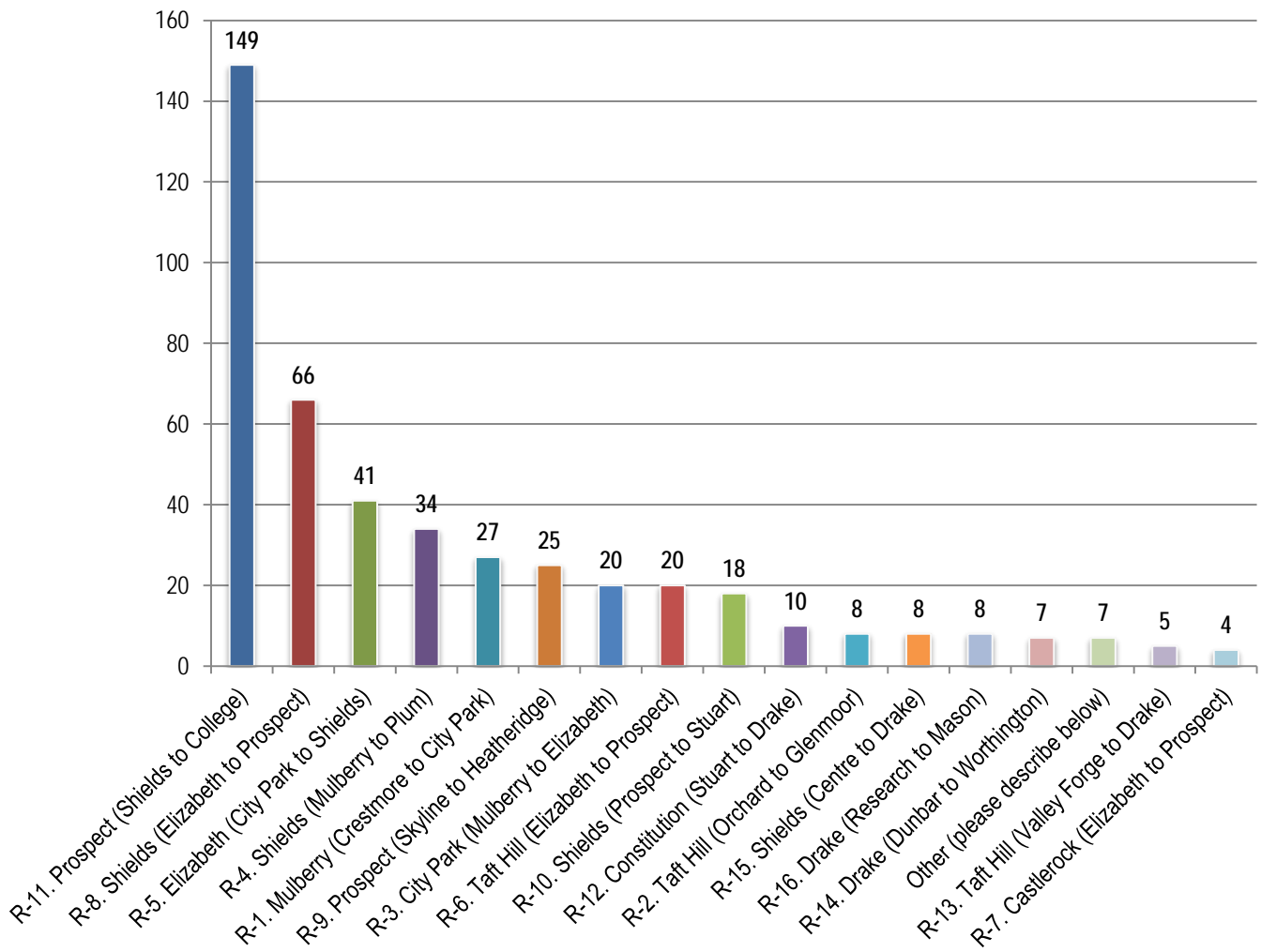
A large number of commenters **did not want a new neighborhood center**. A number of respondents would prefer the land remain open space or be converted to a park. A group of commenters noted that there are already neighborhood centers within the West Central Area that have many vacancies and that those vacancies should be filled before a new neighborhood center is developed.

SECTION C. TRANSPORTATION & MOBILITY

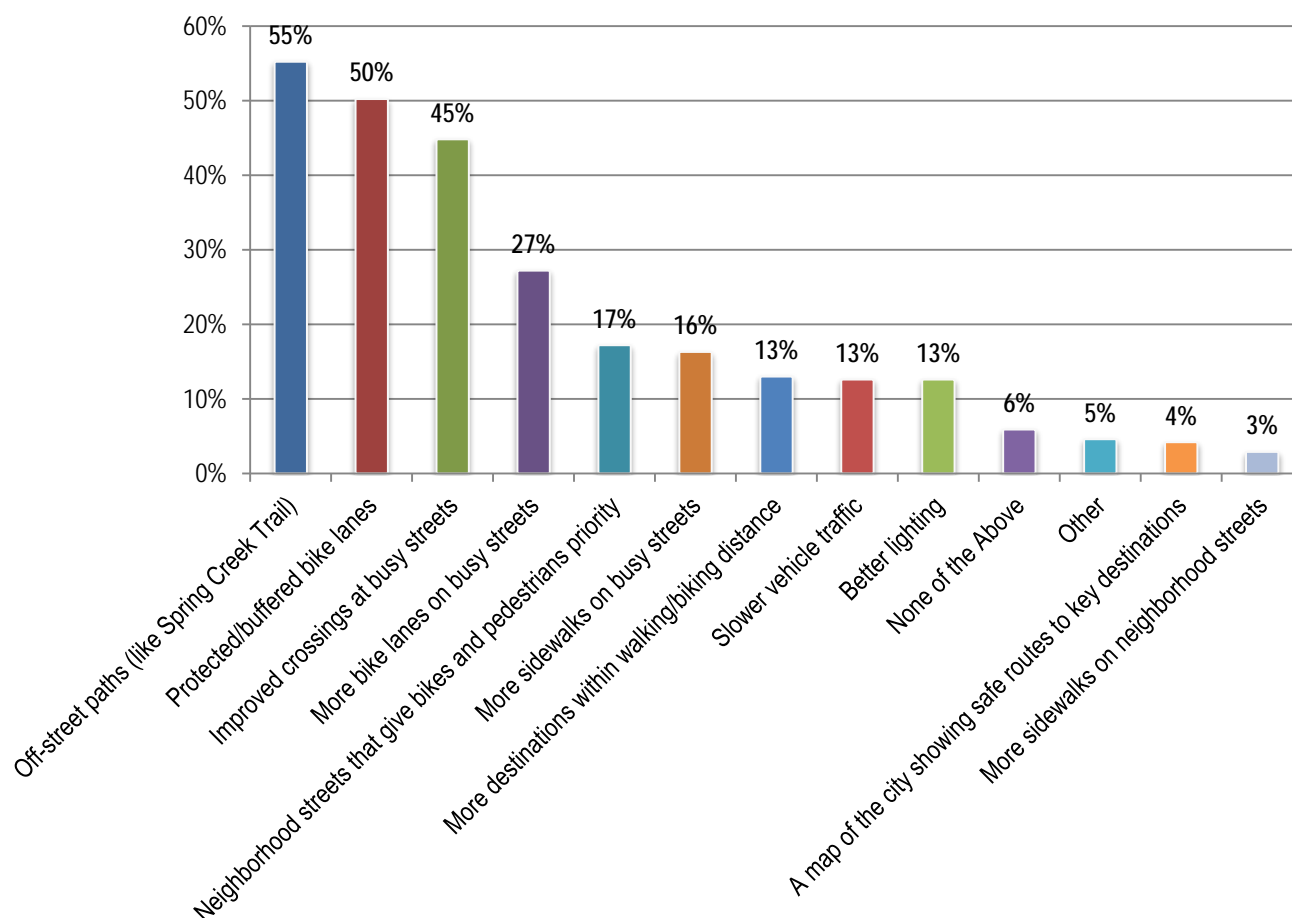
Q7. What are the top 2 intersections that you think should be considered for safety improvements?



Q8. What are the top 2 sections of road that you think should be considered for safety improvements?



Q9. What would encourage you to walk or bike more often in the West Central area (select up to 3)?

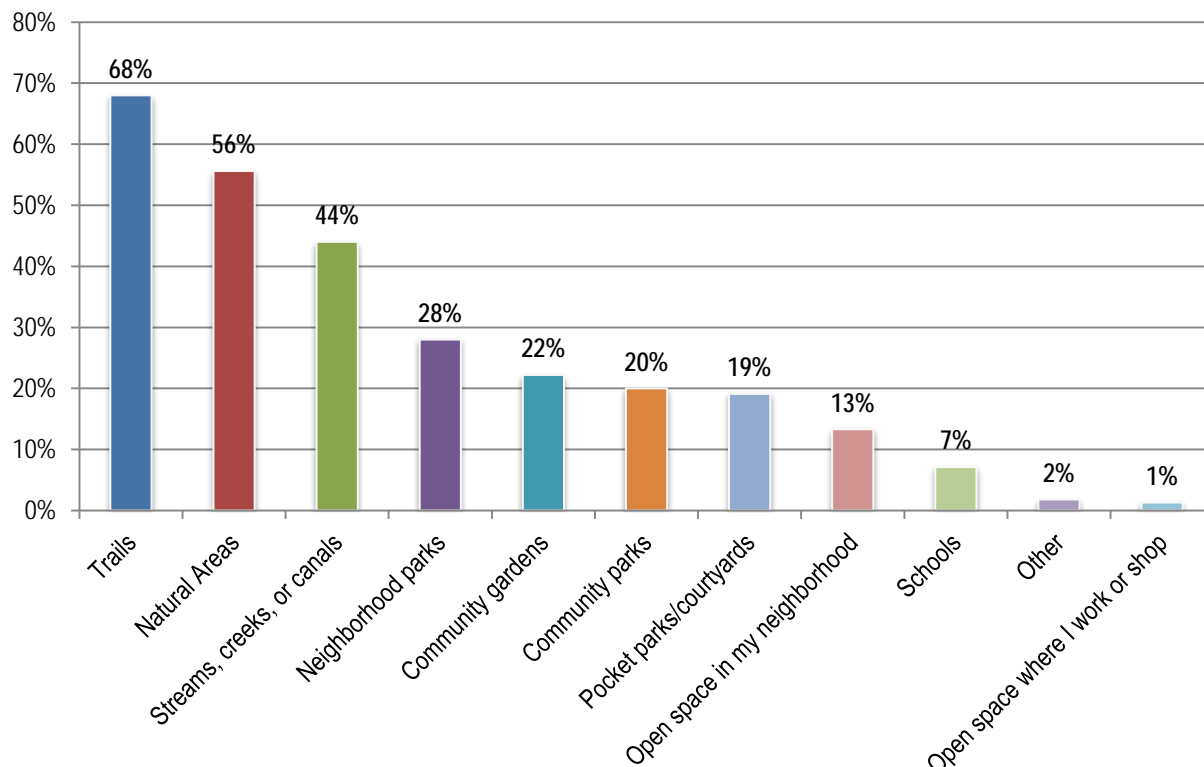


The majority of comments dealt with **ways to improve biking on major streets**. Many commenters expressed an interest in buffered bike lanes on major streets such as Shields, Prospect and Drake. Commenters noted that they currently take alternate routes to avoid those streets and that buffered bike lanes would make their commutes shorter and safer. Others noted that many cyclists use sidewalks in these areas, creating a dangerous situation for pedestrians. These commenters requested better separation of pedestrians and bikes. Their suggestions for achieving this separation included wider sidewalks, better education and buffered bike lanes.

A group of motorists shared the concerns of cyclists and suggested **ways to improve driving** through the area. Some commenters suggested using bike lanes, as opposed to shared lanes. These respondents pointed out that drivers do not understand the markings on the road and it creates safety issues for drivers and cyclists. Others suggested widening travel lanes for cars and bikes to minimize conflicts.

SECTION D. OPEN SPACE NETWORKS

Q12. I would like to see open space improvements that focus on the following types of features or facilities (select up to 3):



Most commenters expressed an interest in **improving connectivity** between existing parks and open space. Some felt that the existing trail network does an inadequate job of connecting the various open spaces together. Suggested improvements included converting informal paths into formal connections, creating naturalized pathways, and developing more trails.

Q13. Please complete the following sentence: "My ideal nature experience in the West Central area looks like..."

The following word cloud summarizes the comments for this question. Many commenters emphasized their desire for trails that allow them to enjoy open space, natural areas and/or parks comfortably on foot or bike. Other desirable features identified by commenters include wildlife, safe and easy access and nature that is in the neighborhood or close by. Many commenters described the experience or setting they prefer when spending time in nature.

Open Space Networks – Word Cloud



SECTION E. PROSPECT CORRIDOR

Q14. Please rate each of the sidewalk options on a scale of 1 (least preferred) to 5 (most preferred).

Sidewalk Options	Average Rating (1-5)	Rank
Shared off-street bike/ ped path	4.0	1
Detached sidewalk with tree lawn	3.8	2
Wide attached sidewalk	3.2	3
Narrow attached sidewalk	1.4	4

While most respondents noted they preferred a shared off-street bike/pedestrian path, many commenters (both cyclists and pedestrians) expressed **safety concerns** regarding shared paths. Since cyclists move at higher speeds, a shared path can conflict with pedestrian movement. Drivers commented that shared paths create dangerous situations at right turns, as cars have difficulty seeing bikes on shared paths. Others noted that they chose a shared path as their preferred option due to the impracticality of adding dedicated bike lanes to Prospect, noting that this was the best compromise.

Q15. Please rate each of the median options on a scale of 1 (least preferred) to 5 (most preferred).

Median Options	Average Rating (1-5)	Rank
Wide median with trees	3.6	1
Wide median with hardscape/ plantings	3.5	2
Painted center turn lane	2.8	3
Narrow median	2.5	4

While most respondents desire a wide median of some sort on Prospect, some commenters noted caveats. Many were **worried about traffic flow** with a center median, some noting that they would prefer a median so long as traffic flow was not constricted. Others preferred the median but were concerned that it would come at the expense of a travel lane, thus constricting traffic flow.

Other commenters preferred a wide median with trees or plantings but were **concerned about maintenance**. In order to minimize upkeep, some suggested using drought tolerant plants, xeriscaping, or tall grasses that can go dormant in the summer months.

Some were **skeptical of adding medians** due to the limited space on Prospect. Some felt that wider sidewalks should be prioritized over medians. Others preferred a center turn lane throughout the corridor to handle traffic backups, allow better access for emergency vehicles, and make it easier for bicyclists to cross.

Q16. Please rate each of the bike facility options on a scale of 1 (least preferred) to 5 (most preferred).

Bike Facility Options	Average Rating (1-5)	Rank
Shared off-street bike/ ped path	3.7	1
Two-way protected bike lane	3.6	2
Protected bike lane	3.4	3
Buffered bike lane	2.8	4

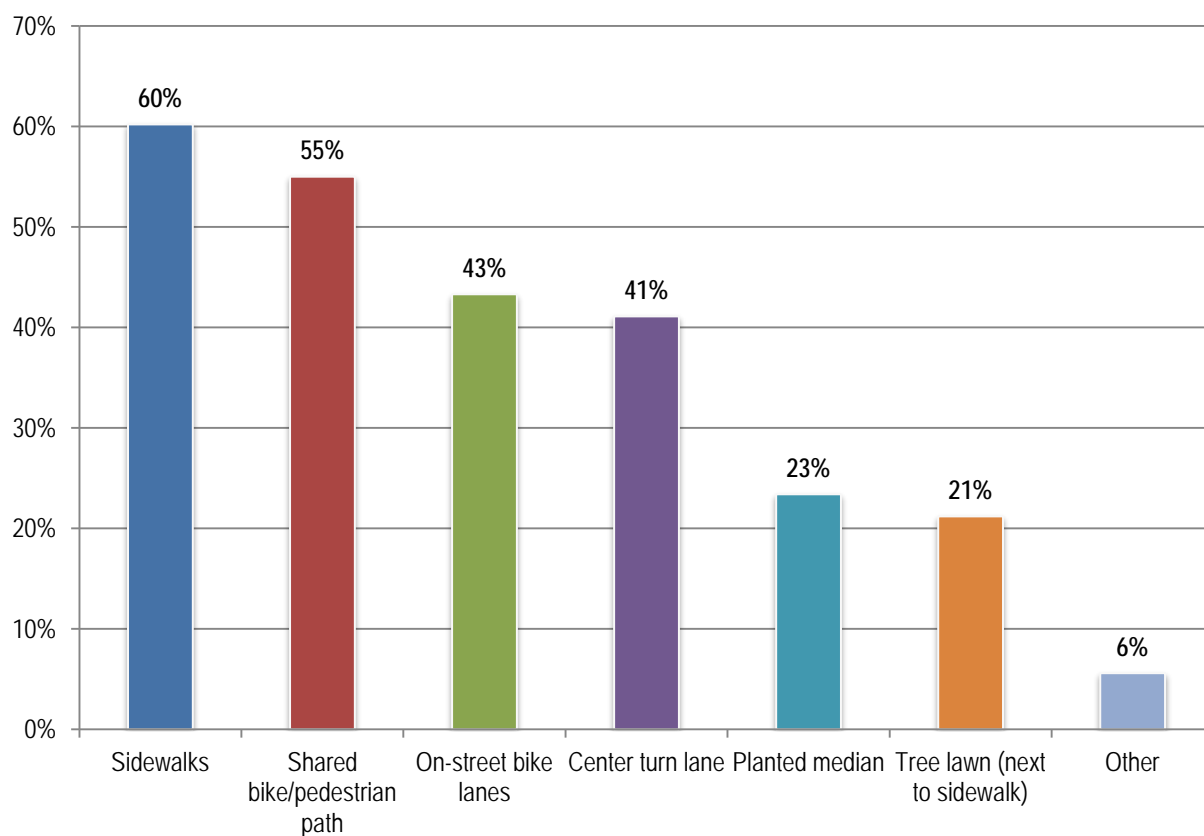
Opinions on bike facilities varied. Most respondents agreed that some sort of separation for bikes and cars would be preferable on Prospect, and some commenters noted that any of the options would be preferable over existing conditions. Other commenters did not like the idea of bikes and pedestrians sharing a path, since it creates an uncomfortable environment for both cyclists and pedestrians. Others thought physically separated bike and automobile facilities make more sense than just a painted buffer.

Some commenters did not support any bike facilities on Prospect, due to lack of space or concerns about feasibility. Others questioned the cost and ability to maintain bike facilities in the winter months due to snow.

Q18. Rank the following modes of travel in order of priority for improvements on Prospect Road (rank from 1 (most important) to 4 (least important)):

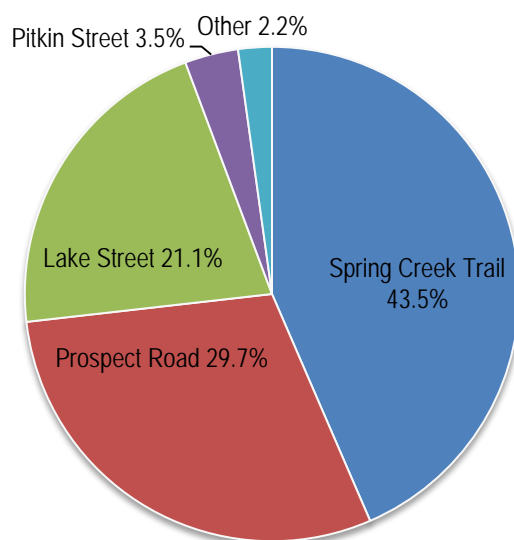
Travel Mode	Score	Rank
Bicycle	690	1
Automobile	614	2
Pedestrian	565	3
Public Transit	423	4

Q17. Which roadway design elements are most important on Prospect Road (select up to 3)?



Many commenters were concerned about traffic flow and lose space for vehicles if any of the above design elements are implemented. Some commenters requested wider travel lanes to improve vehicle flow.

Q19. Considering the potential improvements to Prospect Road and Lake Street, which east-west route are you most likely to walk or bike along in the future?



Comments for this section varied, as they tended to focus on the specific corridor chosen and thus no larger themes emerged from the comments.

SECTION F. GENERAL COMMENTS

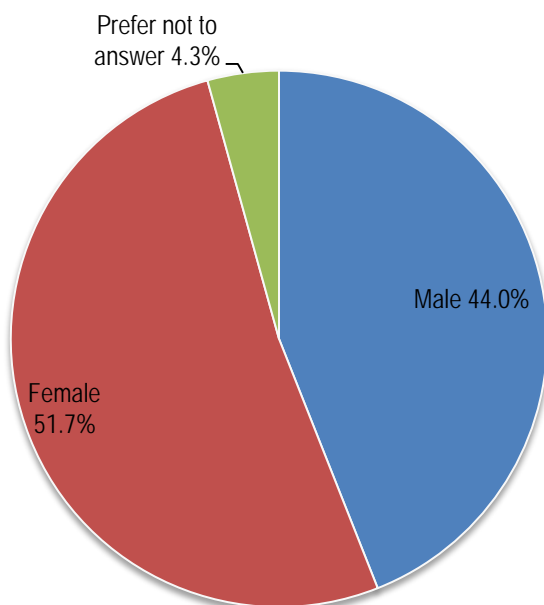
Q20. Do you have any additional comments or thoughts for the West Central Area Plan and/or Prospect Corridor Design?

Comments were wide-ranging due to the nature of the question, but responses tended to focus on a few key issues. The potential on-campus stadium at CSU concerned many commenters. Some felt that this planning effort should be delayed until after the stadium issue is resolved as it will potentially have a significant impact on the area around campus. A related theme that was echoed in many comments was the need to preserve the character of the West Central area. A number of commenters worried that the single-family character of the area is being eroded and that the West Central Area Plan should address ways to preserve the character of the area. Others noted that rental properties are not always well-maintained and that the plan needs to address property maintenance. Others called for fewer student housing developments to ensure the character of the area is protected. Many commenters weighed in on the U+2 ordinance and called for its continued enforcement.

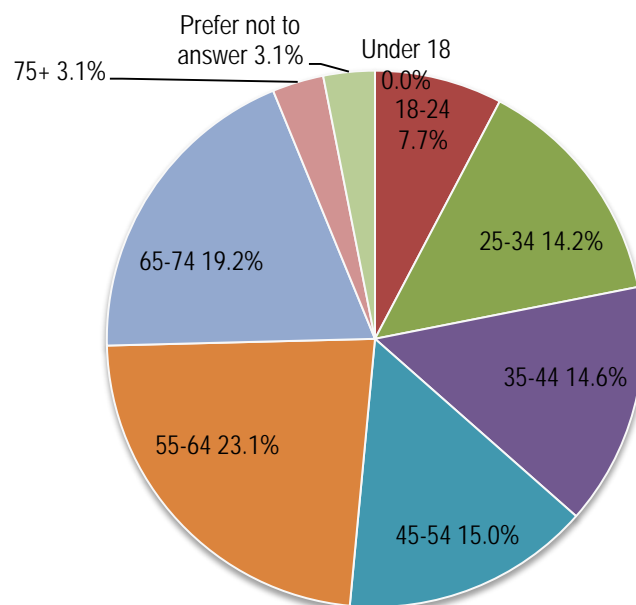
Similar to the comments on other survey questions, many commenters asked for better pedestrian/bike connectivity. Some automobile users commented on improving traffic flow in the area, especially on Prospect. However, these commenters expressed a desire for improved bike and pedestrian infrastructure as well. Others advocated for more over/underpasses to enhance pedestrian and bike connectivity. A number of commenters requested increased parking for new student-oriented housing developments.

SECTION G. DEMOGRAPHICS

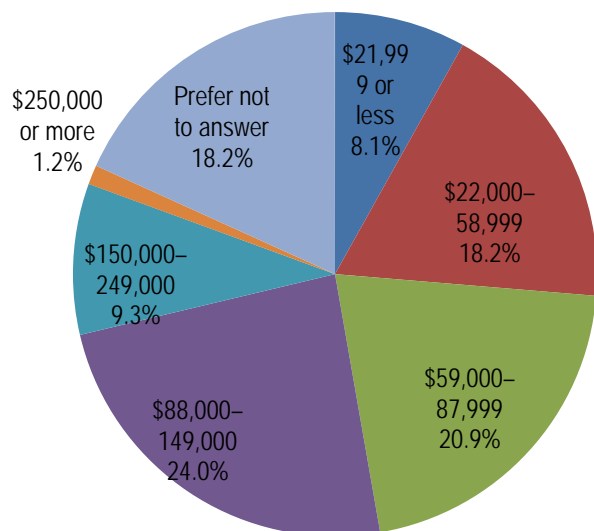
Q20. What is your gender?



Q21. What is your age?



Q23. What is your annual household income?



Prospect Corridor Design Survey – November/December 2014*Key Themes – Open-Ended Comments***Q5. Do you have any comments on the Prospect Corridor Vision?**

- General support for the vision statements as presented
- Support for safety as a top priority
- Support for improving vehicle traffic flow
- Concern about the impact of a new on-campus stadium on the vision
- Support for improved accommodations for pedestrians and bicycles

Q7. How well does the design for Prospect Road serve each mode of travel?

- **Car:** Majority of respondents felt that it serves car travel well or very well (74.8%)
- **Bicycle:** Majority of respondents felt that it serves bicycle travel well or very well (59.4%)
- **Walking:** Majority of respondents felt that it serves pedestrian travel well or very well (70.2%)
- **Transit (Bus):** People generally felt that transit is well-served by the design, though about one-third of respondents selected “not sure.” More information was needed for some to feel comfortable answering the question.
- **Comments:**
 - Need for more north-south crossings
 - Interest in bus pullouts to reduce traffic stoppages
 - Interest in traffic calming to slow vehicle speeds
 - Concern that design does not extend to the west and east along Prospect
 - Concerns about bikes and pedestrians sharing a path, both for efficiency of bike travel and safety of pedestrians; suggestions that this needs to be well-marked and separating bikes and pedestrians should be considered
 - Concern that shared path is only on north side of road, and concerns about the visibility and safety of eastbound bicyclists on the north side of the street
 - Support for tree lawn
 - Support for bike/ped underpass at Centre Ave to improve crossing safety
 - Interest in an overpass or underpass at the railroad crossing, or other solutions to reduce congestion between the Mason Corridor and College Ave
 - Concern that the design may not function well with the traffic that would be generated by an on-campus stadium
 - Concern about amount of right-of-way (ROW) needs shown in some areas
 - Desire for left turn arrows at the intersection of Centre and Prospect
 - Interest in dedicated, on-street bike lane instead of a shared path
 - Concern that medians will increase traffic congestion
 - Concern about median at Bay Road restricting access to Hilton and Colorado Parks & Wildlife
 - Concern about the ability of 10' lanes to accommodate large trucks

Q8. How well does the design for Prospect Road meet the vision statements?

- **P1 – Safe and Comfortable corridor for all modes of travel:** Majority of respondents felt that it supports this vision statement well or very well (66.3%)
- **P2 - Safe crossings:** Majority of respondents felt that it supports this vision statement well or very well (59.5%)
- **P3 – Attractive gateway to campus, downtown, and midtown:** Majority of respondents felt that it supports this vision statement well or very well (74.8%)
- **P4 – Seamless connection to MAX:** Majority of respondents felt that it supports this vision statement well or very well (52.5%), though many responded that they were not sure (28.6%)
- **Comments:**
 - Preference for separate bicycle and pedestrian facilities
 - Concern about impact of an on-campus stadium on the ability to meet the vision
 - Concern that design does not significantly improve connectivity to MAX for pedestrians and drivers
 - Comments that a bus route along this stretch of Prospect would be the best improvement for connecting to MAX
 - Concerns about the amount of right-of-way needed for the design
 - Comments that safe crossings can only be achieved by reducing travel speeds
 - Requests for more details about how the design would be implemented
 - Support for underpasses for bikes and pedestrians across Prospect, and for vehicles at the railroad crossing
 - Concern about the safety of mid-block crossings

Q9. How well does the design for Lake Street serve each mode of travel?

- **Car:** Majority of respondents felt that it serves car travel well or very well (71.3%)
- **Bicycle:** Majority of respondents felt that it serves bicycle travel well or very well (89.5%)
- **Walking:** Majority of respondents felt that it serves pedestrian travel well or very well (91.5%)
- **Transit (Bus):** People generally felt that transit is well-served by the design (47.4%), though more than one-third of respondents selected “not sure” (37.2%)
- **Comments:**
 - Requests for more information about how buses would use the corridor
 - Interest in removing on-street parking
 - Support for separate bicycle and pedestrian facilities
 - Support for the raised planted buffer protecting the bike lane
 - Interest in additional crossings, particularly between Shields and Whitcomb
 - Concern about amount of right-of-way needed for the design
 - Concern that parked cars and planted buffers could create visual barriers for bikes and cars trying to make turns
 - Interest in removing tree lawns on the south side or both sides
 - Comments related to the need for wayfinding and signage for all users

- Concern that Lake isn't an ideal bicycle corridor because it doesn't continue to the east of College or west of Shields
- Concern about safety of bicyclists at intersections, and visibility at driveways due to parked cars
- Concern that the design may not fit with plans for an on-campus stadium
- Concern about maintenance and snow removal for the protected bike lanes
- Concern about emergency access and sufficient fire lane widths

Q10. How well does the design for Lake Street meet the vision statements?

- **P1 – Safe and Comfortable corridor for all modes of travel:** Majority of respondents felt that it supports this vision statement well or very well (80.3%)
- **P2 - Safe crossings:** Majority of respondents felt that it supports this vision statement well or very well (70.3%)
- **P3 – Attractive gateway to campus, downtown, and midtown:** Majority of respondents felt that it supports this vision statement well or very well (83.8%)
- **P4 – Seamless connection to MAX:** Majority of respondents felt that it supports this vision statement well or very well (56.7%), though many responded that they were not sure (30.6%)
- **Comments:**
 - Comments that crossings and transit connections are not clear in the designs
 - Concern that buildings would have to be demolished to implement the design
 - Suggestions that CSU should fund improvements and/or maintain Lake Street
 - Question about improvements that would be made from Prospect to Lake on Shields
 - Suggestion for 45-degree angled parking
 - Suggestion for a roundabout at Lake and Center

Q1. Do you have any additional comments related to the Prospect Road or Lake Street designs?

- Support for encouraging bicycle traffic to use Lake rather than Prospect
- Suggestion to place a crossing guard at the mid-block crossing of Prospect to help children safely get to Bennett Elementary School
- Concerns about the timing of pedestrian crossing signals, and the impact of changing signals on traffic flows
- Concern about impacts to the properties directly on Prospect
- Concern about the cost of planted medians
- Concern about visibility issues related to tree lawns
- Need for clarification about whether the designs are being proposed together or as separate options
- Suggestion for emergency call boxes and water fountains along the corridor
- Concern about lighting and safety at existing underpasses
- Support for xeriscape treatments in tree lawns and medians
- Preference for prioritizing functional improvements over aesthetic enhancements

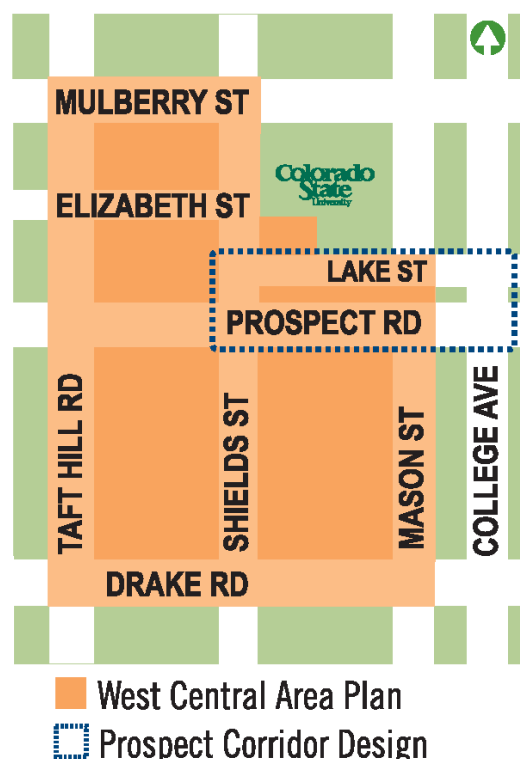
West Central Area Plan – Draft Plan Open House and Comment Forms Summary February - March, 2015

Background

The purpose of the West Central Area Plan (WCAP) update is to revisit and update the 1999 West Central Neighborhoods Plan based on emerging issues and trends. The Plan will incorporate new information from related planning efforts and will serve as a guide for:

- **Land Use & Neighborhood Character** (e.g., zoning, density, historic preservation)
- **Transportation & Mobility** (e.g., connections to the new MAX bus rapid transit system, bicycle and pedestrian enhancements, intersection safety)
- **Open Space Networks** (e.g., parks and open space, wildlife habitat, drainage and floodplain management)

The project will also include a **new conceptual design for Prospect Road** from Shields Street to College Avenue. Alternatives will be developed and evaluated to establish a preferred design that is functional, safe, and well-marked for pedestrians, bicycles, buses, and cars. The WCAP process began in March 2014. The plan is anticipated to be presented to Council for consideration for adoption in early 2015.



Draft Plan Open House and Survey Overview

In February, City staff released a draft version of the West Central Area Plan. To solicit feedback from community members, staff held an open house and collected comment forms. The open house was composed of dedicated stations for each section of the draft plan. Each station had a copy of the section of the plan, supporting materials, and one or more staff to answer questions and address any issues participants had. 162 community members were in attendance. To allow feedback opportunities for those who couldn't attend the open house, staff posted the draft plan online with an associated comment form. In total, 85 community members provided their feedback online through comment forms, both online and at the open house. What follows is a brief summary of the feedback received from community members who provided input at the draft plan open house and/or through comment forms.

Date	Time	Location	Participants
Feb 12	4 – 7 p.m.	Senior Center	162
N/A	N/A	Comment Forms	85

Draft Plan Comment Form Summary

Question 4 - Are there any policies or general information that appear to be missing from the Draft Plan?

Commenters with suggestions for additional policies and information focused on two main themes. Some commenters expressed a desire for more information on transportation related issues, such as future traffic volumes, traffic from the CSU stadium, traffic from a growing student body at CSU, the potential for underpasses and overpasses on major roads, and improved Transfort service to areas outside CSU. Others had concerns with the lack of information regarding CSU-related activities. Specifically, these commenters desired more information about the CSU stadium, parking, student housing, and whether CSU will be funding any of the proposed implementation items of the plan.

Question 5 - What changes could be made to make the plan more understandable and easy to read?

Most commenters had no proposed improvements to make the plan more understandable and easy to read. A couple of respondents noted the length of the plan and that they would prefer a less wordy, lengthy document.

Question 6 - Do you have any comments specific to the Prospect Corridor design?

Many commenters were concerned about the impact of the stadium on the proposed design for Prospect. These respondents generally expressed concern about increased congestion when the stadium is in use and whether or not the new design can accommodate this increase in traffic volume. Some commenters were not supportive of medians and street trees throughout the corridor, with concerns about maintenance, visibility of pedestrians, and the effect of medians on safe travel for all users. Other commenters shared additional safety concerns, noting that there is still a need for more safe crossings for pedestrians across Prospect. Some of the proposed interventions included additional signalized crossings for pedestrians and under/overpasses.

Question 7 - Do you have any additional comments on the Draft Plan?

Funding was a chief concern among commenters. Many commenters would like further discussion about how the implementation items in the plan will be funded. Other commenters did not feel the plan will promote home ownership and compatible development, with a fear of greater instability and a higher prevalence of rental housing in neighborhoods. Others noted that the bicycle network is still incomplete and wanted an increased emphasis placed on connection bike lanes to trails and improved connectivity for cyclists.

Draft Plan Open House Comments Summary

As part of the Draft Plan Open House, City staff encouraged community members to choose their top five highest priority implementation items from the plan. Below are the results of this exercise. Asterisks note that a community member picked that item as one of their highest priority implementation items. The items have been re-ordered based on the amount of support from open house participants.

Short-Term Actions (2015-2016)

Top Priority?	Action Item
*****	Update relevant sections of the Land Use Code to ensure that new development is compatible with adjacent neighborhoods.
****	Form a joint City-CSU committee that meets regularly to assist with communication and coordination related to the on-going planning efforts of both entities.
***	Coordinate among City departments to make specific improvements in the West Central area: Planning, Streets, Traffic Operations, Transport, Neighborhood Services, Engineering, Stormwater, and other relevant departments.
***	Evaluate recent development contributions for parks and determine how to best apply available funds to new or enhanced parks in the West Central area.
**	Review the current strategy for the escalation of fines and other enforcement measures for repeat code/public nuisance violations and update as needed.
**	Evaluate future West Elizabeth corridor transit needs in the upcoming West Elizabeth Enhanced Travel Corridor Plan.
**	Explore the potential for incorporating related stormwater and low-impact development (LID) improvements into street retrofits.
**	Determine a timeline for upgrades to the Spring Creek Trail underpasses at Shields Street and Centre Avenue.
*	Upgrade existing bridges to include sidewalks and safety railings, particularly over irrigation ditches.
*	Update the Land Use Code standards for the HMN zone district to clarify requirements related to mass, scale, and building design.
*	Evaluate the feasibility of incorporating car share and bike share options into the Land Use Code and/or Development Review process.
*	Integrate near-term bus stop improvements into the citywide Bus Stop Improvement Program.
*	Develop a template for widening sidewalks.
*	In conjunction with the implementation of Nature in the City, update open space standards in the Land Use Code to add clarity for developers and decision-makers related to the amount and type of open space required in conjunction with new development and redevelopment. Requirements should include a mix of qualitative and quantitative requirements that provide flexible options for the provision of functional natural spaces during a project's development or redevelopment.
*	In coordination with the implementation of Nature in the City, identify gaps in the open space network for both wildlife and recreation, and develop a list of short-term and long-term projects that help to fill the gaps.
	Update the City Code to clarify the enforcement of violations related to dead grass and bare dirt in front yards.

	Include educational information about City code requirements as part of the code violation letters sent to residents. A summary of the most common violations and strategies for avoiding them should be included.
	Update relevant sections of the Land Use Code to require variety in the number of bedrooms provided in multi-family developments.
	Determine a consistent strategy for applying the RP3 program and other parking management strategies to existing and new multi-family developments.
	Through the implementation of Nature in the City, develop a Design Guidelines document illustrating strategies for incorporating natural features and open space into new and existing developments.
	Conduct neighborhood outreach regarding potential improvements to Lilac Park.
	Coordinate with the Stormwater department, Ram's Village Apartment complex, and other stakeholders to explore potential improvements to the stormwater detention site at Skyline and West Elizabeth.
	Coordinate with the Stormwater department to explore habitat and recreation improvements to the stormwater site at Taft Hill and Glenmoor.
	Through the implementation of Nature in the City, identify specific locations where wildlife habitat can be improved or added within the West Central area.
	Pilot a residential tree canopy improvement project in collaboration with local nurseries, non-profit organizations, and CSU student groups.

Mid-Term Actions (2017-2020)

Top Priority?	Action Item
*****	Explore the creation of a program that supports the retention of owner-occupied homes to maintain the stability of neighborhoods.
*****	Form an exploratory committee to evaluate the feasibility and potential effectiveness of a landlord registration or licensing program.
*****	Incorporate transit service recommendations for the West Central area into Transfort budget requests and future Transportation Strategic Operating Plan updates.
****	Improve underpass at the crossing of Shields Street and the Spring Creek Trail to improve visibility for bicyclists and reduce flooding issues.
***	Develop a strategy to proactively enforce sidewalk shoveling by property owners along important pedestrian routes (e.g., to schools, parks, and other major destinations)
***	Schedule annual meetings with neighborhood residents within the West Central area. As part of these meetings, attendees can share their experiences related to living in a diverse neighborhood and discuss expectations for property owners, landlords, renters, law enforcement, and City staff. Such meetings should be discussion-based, interactive, and fun.
**	Create an interdisciplinary group to explore the creation of "Preferred Landlord" and "Preferred Tenant" programs, or other incentive-based programs to improve property management.
**	Convene a group to explore potential locations and eventually establish a Police Services sub-station.
**	Retrofit Shields Street (between Prospect Road and Laurel Street) to include medians and other aesthetic and safety enhancements.
**	Improve underpass at the crossing of Centre Avenue and the Spring Creek Trail to better accommodate the high volume of users and reduce flooding issues.
**	Coordinate with the Forestry Department and local nurseries to develop and implement a

	residential tree canopy incentive grant program.
*	Create an online, publicly-accessible map of citywide code violation data to serve as a communication and education tool.
*	Explore the creation of a program that requires landlords to attend a class on rental property management in response to public nuisance ordinance violations.
*	Fund an additional staff position to support the Community Liaison position. Such a position would strengthen existing Neighborhood Services and Off- Campus Life partnership programs, as well as the implementation of new programs and strategies.
*	Work with Front Range Community College to develop a program for educating students about living in the community. Expand education efforts related to the impacts and requirements of occupancy limits in partnership with CSU and Front Range Community College (FRCC).
*	Retrofit street lighting in the Avery Park neighborhood (between West Elizabeth Street and Prospect Road, and between Taft Hill Road and Shields Street).
*	Explore strategies for better informing residents of the street sweeping schedule and the need to move vehicles from the street during sweeping operations.
*	Identify parking lots that generally have additional capacity at certain times or days of the week for shared parking opportunities.
*	Construct a crossing of the Arthur Ditch near Whitcomb and Wallenberg to connect the neighborhood to the Spring Creek Trail.
*	Identify locations (either within existing open space or new locations) that could potentially accommodate off-leash dog use.
*	Conduct a safety inventory along the Spring Creek Trail to account for safety needs, such as lighting, visibility around corners, and areas of potential conflict between bicyclists and pedestrians.
*	Proactively create additional tree cover in areas dominated by ash trees to mitigate the potential impacts of the emerald ash borer.
	Support the establishment of networking and professional development group for landlords and property managers that meets casually to socialize and discuss ideas and challenges related to property management.
	Create a program to provide annual education of residents related to unscreened trash to reduce the number of violations.
	Provide information to neighborhood residents about Access Fort Collins, an application that allows users to directly report issues to City departments.
	Explore the creation of a program that requires landlords to attend a class on rental property management in response to public nuisance ordinance violations.
	Review Light & Power's current policies for upgrading and adding street lighting to ensure that it allows for the adequate protection of public safety within neighborhoods.
	Improve neighborhood identity and aesthetics with entry signage.
	Establish Priority 1 routes for snow removal by Streets Department.
	Establish Priority 1 routes for snow removal with enforcement by Code Compliance and education on property owner responsibilities by Neighborhood Services.
	Communicate priority snow removal routes to CSU and the public.
	Provide education on safe crossings, purpose of the center turn lanes, and other infrastructure.
	Identify and provide strategically placed car sharing spaces.
	Work with CSU to explore shared Park-n-Ride arrangements south and west of campus.
	Retrofit Prospect Road (west of Shields Street) to include medians and other aesthetic and

	safety improvements.
	Identify gaps in transit service near existing or future parks and open space. Consider access to open space when making changes to Transfort bus routes and bus stop locations as part of the next update to the Transfort Strategic Plan.
	Coordinate with CSU on the planning, construction, and funding of a future trail connection between the intersection of Centre Avenue and Prospect Road and the Spring Creek Trail.
	Establish a wayfinding system for parks and open space, in conjunction with efforts to improve wayfinding along trails and bikeways throughout the city.
	Construct a crossing of Larimer County Canal Number 2 at Westview Ave. to improve neighborhood connectivity.
	Construct a crossing of Larimer County Canal Number 2 near Bennett Elementary to support Safe Routes to School.
	Raise the bridge on the spur trail to the west of the Sheely/Wallenberg neighborhood to mitigate flooding of the trail.

Stakeholder Committee Meeting #1

West Central Area Plan
May 7, 2014 – 5:30-7:00 p.m.

Present

Sue Ballou
Rick Callan
Susan Dominica
Becky Fedak
Colin Gerety
Carrie Ann Gillis
Per Hogestad
Greg McMaster
Kelly Ohlson
Tara Opsal
Jean Robbins
Andy Smith
Logan Sutherland

Absent

Lars Eriksen
Ann Hunt
Jeannie Ortega
Steve Schroyer
Lloyd Walker
Nicholas Yearout

Staff & Consultants

Ted Shepard, Chief Planner
Paul Sizemore, FC Moves Program Manager
Amy Lewin, Transportation Planner
Rebecca Everette, Associate Planner
Craig Russell, Project Manager (*Russell Mills Studios*)

Notes

1. Welcome from Gerry Horak (Mayor Pro Tem)
2. Introductions
3. Overview
 - a. Description of the purpose of the Stakeholder Committee (SC)
 - b. Background on the West Central Area Plan
 - c. Planning process and anticipated schedule for SC meetings
 - d. Roles and expectations for the committee
 - e. Meeting guidelines
4. 1999 *West Central Neighborhoods Plan*
 - a. Overview of 1999 Plan
 - b. Vision statement and goals from 1999 Plan
5. *Discussion*: Plan outcomes from the 1999 Plan
 - a. Discussion about whether some of the intended outcomes of the 1999 Plan have actually been achieved, including: preservation of Spring Creek as wildlife habitat; the evolution of Campus West as a commercial center; and the preservation of single family character in neighborhoods

- b. There have been some outcomes since 1999 that differed from what the previous plan envisioned
 - c. The previous plan had great intentions, many of which should be carried forward, but it has not been effectively implemented
 - d. Concerns that West Central Area has not been adequately addressed by City Plan, the citywide Capital Improvements Plan (CIP), and other recent planning efforts – compared to other parts of the city
 - e. Moving forward, the new plan should include an Action Plan with specific code changes and actionable, measurable priorities
6. *Brainstorming Exercise: Future Outcomes*
- a. The committee split into three groups to brainstorm goals for the West Central Area Plan. Each group focused on a different theme: Land Use & Character, Transportation, and Natural Systems. The results of the discussion are presented below.

Brainstorming Exercise Notes

Transportation – Desired Outcomes

- 1. Ability to live without a car
 - Decreasing automobile traffic around Campus West
 - Walkable community with actual sidewalks
 - Should be able to meet daily needs without a car
- 2. Prospect becomes a successful urban corridor
 - Prospect from Shields to College should look like Mountain Ave
 - If a stadium is built, traffic should be reduced in the Prospect area
- 3. Strong transit system that connects to MAX and works for neighborhood use
 - Buses that run regularly or late [at night]
 - Buses that connect to MAX or Drake
 - Bus connection to Mason
- 4. Safe and effective biking and walking
 - Bike and pedestrian crossings on Prospect and Shields
 - Underpass/overpass for bikes across Shields
 - Protected bike lanes on major streets
 - Kids should be able to walk to school unaccompanied
 - Take care of dirt trails (not community trails) in Rolland Moore

Natural Systems – Desired Outcomes

- 1. Wildlife habitat/fragmentation
 - Green infrastructure incorporated into all transportation projects
 - Maintain or increase level of wildlife habitat
 - Enhanced wildlife habitat/biodiversity
 - Wildlife movement corridors (prevent habitat fragmentation)

- Benefits of open space and impact on other city objectives considered in decision making
- 2. Stormwater
 - Operations and maintenance related to stormwater
 - Proper stormwater design
 - Natural restoration of irrigation ditches
 - Open space/stormwater considered in all new/re-development
- 3. Connectivity/movement corridors for wildlife
 - Connectedness of natural areas – not isolated (prevent fragmentation)
 - Natural area that are accessible by bike or foot only
 - Nature in the city
 - Restore and enhance wildlife habitat
- 4. Education
 - Education about benefits and functionality of natural systems

Land Use & Character – Desired Outcomes

1. Prioritize historic houses and preserve valuable buildings
 - Controlled Landmark Preservation Commission (LPC) historical designation
 - Important for historical preservation, to be credible, don't over-reach [regarding contributing features]
 - Most houses in 15 years to be potentially eligible
 - Conflict between zoning and historic preservation, needs design
2. Value neighborhood character and fabric
 - Neighborhoods should be:
 - Full service: shopping, recreation, employment
 - Integrated in design: scale, mass, compatibility
 - Connected
 - Preserved
 - Fine grain
 - Code enforcement and strengthening
 - Exterior upkeep
 - Reduce neighborhood graffiti
 - Aesthetically pleasing from design standards with and without parking
 - Incentives for owner-occupied houses
 - Police and city services further strengthened
 - More boulevards
3. Neighborhood diversity
 - How do we develop the diverse character of our area
 - Diversity has diminished since '99
 - Shifted to young adults – change in character
 - Multi-generational access

4. Neighborhood connectivity
 - Safe and effective access to/from CSU
 - More direct bike connection to activity centers
5. Mix of housing
 - Variety of housing stock within West Central Area
 - Achievable land use code from an affordability point of view
 - Land use code review, to allow for maintaining diversity of housing – design review
 - Avoiding barriers between student and other types of housing
 - Ensure health and safety of tenants
6. Mixed-use/commercial development
 - More mixed-use centers @ key intersections
 - Required mixed-use
 - Don't undercut parking requirements because of TOD philosophy
 - Fix dual/mixed zone areas

Stakeholder Committee Meeting #2

West Central Area Plan
July 16, 2014 – 5:30-7:30 p.m.

Present

Sue Ballou
Susan Dominica
Becky Fedak
Colin Gerety
Per Hogestad
Ann Hunt
Greg McMaster
Kelly Ohlson
Tara Opsal
Steve Schroyer
Andy Smith
Logan Sutherland
Lloyd Walker
Nicholas Yearout

Absent

Rick Callan
Lars Eriksen
Carrie Ann Gillis
Jeannie Ortega
Jean Robbins

Staff & Consultants

Ted Shepard, Chief Planner
Amy Lewin, Transportation Planner
Rebecca Everette, Associate Planner
Clay Frickey, Planning Intern
Craig Russell, Project Manager (*Russell + Mills Studios*)

Notes

1. Introductions
2. Project Updates
 - a. Process and schedule update
 - b. Community outreach to date
 - c. Visioning Survey results
 - d. Existing and future conditions analysis
 - e. CSU on-campus stadium update
3. *Activity*: Draft Vision Review
 - a. Presentation of updated vision statements for the West Central Area Plan, including vision statements for:
 - i. Land Use & Neighborhood Character
 - ii. Transportation & Mobility
 - iii. Open Space Networks
 - iv. Prospect Corridor
 - b. The committee split into groups to discuss the vision statements and supporting materials. Each group focused on a different theme: Land Use & Neighborhood Character, Transportation & Mobility, Open Space Networks, and Prospect Corridor.

The groups rotated twice to discuss three different topics. The results of the discussion are presented below.

Vision Review Activity Notes

Land Use & Neighborhood Character

1. Comments on Land Use & Neighborhood Character Vision board
 - a. *Vision: Vibrant and diverse neighborhoods that provide a high quality of life*
 - i. Police sub-district in Campus West, fine grain
 - b. *New development that complements existing developments and accommodates future growth*
 - i. Replace “complements” with compatibility
 - ii. Can’t exceed height of tallest tree within 200 feet
 - iii. New development needs to be in scale - not like the Summit
 - iv. Height can be terraced and well designed, not imposing
 - v. Height is an issue
 - b. *Diverse residents and housing options*
 - i. Density needs capital improvements (etc.)
 - ii. Diverse residents vs. diverse housing
 - iii. Housing needs create impacts on neighborhoods
 - iv. Parking is a big issue, but is fine grain in nature
 - v. Livable community for all ages and incomes
 - vi. Pull diversity stats for the area since 1980, and get as fine grain as possible
 - vii. Need for diversity in the building stock in addition to complementing existing development
 - viii. We need to draw a line on diversity because 6 people crammed into one house ≠ diversity
 - ix. Hard to quantify the diversity of land uses in the area
 - x. Would like to see more ways to make the neighborhoods friendlier to aging in place
 - c. *Well-integrated campus community*
 - i. Add bullet for housing
 - ii. Historic preservation needs a bullet
 - d. Don’t see a circle that addresses student housing
2. Comments on Land Use & Neighborhood Character maps
 - a. Areas of Stability, Enhancement and Development map
 - i. May need further clarification and more categories
 - ii. Red areas need to be compatible with surrounding neighborhoods
 - b. WCAP is what % of total city population? Density is ____ d.u./acre?
 - i. Show that this area is the most densely populated in town
 - ii. Are we addressing the associated needs for police, fire and other services?
 - c. Diversity = social fabric and is positive

- i. Income
 - ii. Age
 - iii. Architecture
- d. Trends/metrics over time and projections to the future
- e. Student housing – on-campus preferred
- f. Show historic properties/potentially historic properties
- g. Need to link mobility with land use and character - Show this graphically on a map
- 3. Land Use & Neighborhood Character general comments
 - a. Photos are great but how do you quantify the vision statements?
 - i. Developers need #s in order for this document to be useful
 - b. Do historic structures fit into this framework somewhere?
 - c. I feel the visions are valid but we need to know what these vision statements mean in terms of implementation
 - d. Would like to see comments on the survey question about density
 - e. Need to acknowledge that a lot of people commute through the area
 - f. This area has always been changing and that is what makes it unique, would hate to see the plan lock down the area's character

Transportation & Mobility

- 1. Comments on Transportation & Mobility Vision board
 - a. Retrofitting streets, green streets, downgrading streets should be added to the vision statements and recommendations
 - i. This concept needs to be a very high priority for the plan
 - ii. E.g., Stuart Street, undoing mistakes on West Prospect (concrete medians, lack of landscaping)
 - iii. Avoid concrete facilities in the future
 - iv. Improve streetscape and attractiveness along streets in neighborhoods
 - v. Slow traffic down in neighborhoods
 - vi. Green streets, narrower streets, fundamentally reconfiguring certain streets
 - vii. Redesign streets with room for medians/boulevards, even in neighborhoods
- 2. Comments on Transportation & Mobility maps
 - a. Underpass on Shields
 - i. As an interim strategy, install a crosswalk to test a potential location for an underpass before committing to the investment
 - ii. Preference for an underpass at Elizabeth
 - b. Bike facilities
 - i. Bike lanes are needed on Shields from Laurel to Mulberry
 - ii. Bike lanes needed on both sides of Mulberry
 - iii. Mason Trail through campus is confusing
 - c. Other roadways that weren't highlighted on the map

- i. Constitution south of Prospect is a difficult road to get across, with blind corners, unsafe crosswalks, and so few locations to cross along the street – this needs to be added to the map
 - ii. Constitution & Scarborough and Constitution & Stuart both have issues
 - iii. Stuart and Constitution are collector streets that handle a lot of traffic, and need enhanced restriping, reinforcement of bike lanes, expanded sidewalks – simple, low-cost improvements
 - iv. Make sure boundary arterials (Taft Hill, Mulberry, Drake) get addressed and aren't neglected in the plan
 - d. Crossing improvements
 - i. Intersection of Shields and Prospect – need a better way to get people from Prospect to Lake, including better wayfinding
 - ii. Need more medians and pedestrian refuges
 - iii. Very hard to connect to Red Fox Meadows from north of Prospect
- 3. Transportation & Mobility general comments
 - a. What level of feasibility should you show in the plan? What is feasible now vs. in the future vs. may never be feasible?
 - i. Should show concepts that are feasible now in addition to those that may not be immediately feasible to reflect our aspirations for the plan and keep options open
 - b. Parking
 - i. More parking is needed within the transit-oriented development overlay zone to support new residential development
 - ii. To the extent we can, make sure CSU contributes their share and takes responsibility for their impact; they are not adequately addressing the problem now but are working on it
 - iii. The RP3 program in the Sheely/Wallenberg neighborhood has been very successful, and needs to be considered in other areas; lots at CSU won't be filled if there's free parking in neighborhoods
 - iv. There is a particular distance that students are willing to walk to campus from parking; test out this walking radius to determine potential boundaries for an RP3 program
 - v. Use a CSU shuttle out to Hughes stadium for parking storage, or add a stop to Hughes or another parking storage location on an existing bus route (e.g., the new route to Foothills campus)
 - vi. Parking is an issue that wasn't fully envisioned or addressed in the 1999 Plan
 - c. Funding
 - i. BOB 2.0 funding should focus on sidewalk improvements and fixing gaps throughout the West Central Area
 - d. Need a much better plan for maintenance of bike and pedestrian facilities, including snow removal, street sweeping, clean up, etc.
 - e. Make sure land use and transportation are integrated to better inform one another

- f. This area services the most intense use in town [CSU], and for its land use area it handles the largest load of population and transportation issues; this is the most critical area of the city to address

Open Space Networks

- 1. Comments on Open Space Networks Vision board
 - g. *Vision: A balanced, connected network of public and private lands for wildlife, plants and people*
 - i. Remove balanced and connected
 - ii. Balanced - needs to be more habitat emphasis
 - iii. Connected implies trails - focus on wildlife corridors
 - h. *Access to nature, recreation, and environmental stewardship opportunities*
 - i. Show neighborhood xeriscape projects as one of the bubbles
 - i. *Attractive urban tree canopy that supports habitat, character and shade*
 - i. Proactively plant trees before they die, e.g., Ash
 - ii. Parkway, medians, maintenance - replant
 - iii. Preserve trees during development, redevelopment
 - j. *Preserved and enhanced wildlife habitat corridors*
 - i. Pursue additional natural area acquisition
 - ii. Development allows established animal trail preservation
 - iii. Xeriscaping
 - iv. Native, low water use
 - v. City assume liability for trails
 - vi. No formal trails
 - vii. Maintain ditches through community projects

Prospect Corridor

- 1. Comments on Prospect Corridor Vision board
 - a. *Safe and comfortable corridor for all modes*
 - i. Need to acknowledge that the bike and pedestrian accommodations might happen on Lake instead of Prospect
- 2. Comments on Prospect Corridor maps
 - a. Coming from the west on Prospect, what are your choices/options for getting to Lake Street if there's no bike lane or safe crossing on Prospect?
 - i. Need to create north-south linkages at or near the intersections, as it's a hard intersection for a bike to make a left turn (Prospect & Shields)
 - ii. Take advantage of CSU/CSURF land in the area
 - b. Need to view how Prospect connects to the rest of the area from land use, mobility, and open space perspectives
- 3. Prospect Corridor general comments
 - a. Concern about how Prospect west of Shields will be addressed in the plan

- i. This stretch has its own issues and shouldn't be neglected in the planning process
- b. Is Prospect, as it is now, too constrained to accommodate new development according to City standards?
- c. Anything that could be done on Prospect would just be dressing it up and wouldn't be able to fully address mobility for all modes
 - i. Lake Street is critical to making things work
 - ii. Properties in between Lake and Prospect should be developed in a way that addresses both streets
 - iii. Can't accommodate all modes on Prospect
- d. Quantify the potential buildout of the high-density mixed use zoning district between Prospect and Lake
 - i. Historic properties inhibit buildout of the HMN zone
 - ii. Need to be able to achieve our larger community goals, rather than allowing a single historic property to limit development
- e. Feeling that the City's hands may be tied on Prospect in terms of acquiring new right-of-way
- f. If additional bike and pedestrian facilities area added, they need to be very well-maintained, particularly in regard to snow and ice removal in the winter, since it's already a problem all along Prospect
- g. Expand the Around the Horn campus shuttle to Lake Street with 5-10 minute headways

Overall Comments on Draft Vision

- 1. Housing was one of the primary topics in the 1999 West Central Neighborhoods Plan, and needs to be more strongly emphasized in the updated vision for the West Central Area Plan
- 2. These vision statements are general concepts, and a lot more specificity is needed to expand upon and explain these concepts
 - a. The 1999 Plan had much more fine-grain detail
 - b. The 1999 Plan is still mostly valid, including the goal statements, and should be heavily incorporated in the updated plan
 - c. The appendices of the 1999 Plan provide important context and should be incorporated in the updated plan, perhaps as appendices once again

Stakeholder Committee Meeting #3

West Central Area Plan
September 10, 2014 – 5:30-7:30 p.m.

Present

Sue Ballou
Rick Callan
Susan Dominica
Colin Gerety
Carrie Ann Gillis
Per Hogestad
Ann Hunt
Greg McMaster
Tara Opsal
Andy Smith
Logan Sutherland
Lloyd Walker
Nicholas Yearout

Absent

Lars Eriksen
Becky Fedak
Kelly Ohlson
Jeannie Ortega
Jean Robbins
Steve Schroyer

Staff & Consultants

Ted Shepard, Chief Planner
Amy Lewin, Transportation Planner
Rebecca Everette, Associate Planner
Craig Russell (*Russell + Mills Studios*)
Paul Mills (*Russell + Mills Studios*)

Notes

1. Welcome/Introductions
2. Project Updates
 - a. Process and schedule update
 - b. Recent and upcoming outreach
 - c. Final Vision Statements
3. *Discussion:* Draft Introductory Text (prepared by Lloyd Walker for the Stakeholder Committee to review)
 - a. Discussion about the purpose of the text and how it should be incorporated into the plan.
 - b. Clarification by Lloyd Walker that this is an updated version of the introduction from the previous plan, and the vision statements reflect his own understanding of the vision for the area.
 - c. Decision by the committee to review the text individually and send any comments to staff. Staff will then incorporate the text into the draft plan as appropriate.
4. *Keypad Polling:* What topics would the group like to focus on tonight?
 - a. Group could select from 1) Land Use & Neighborhood Character, 2) Transportation & Mobility, 3) Open Space Networks, and 4) Prospect Corridor
 - b. Land Use & Neighborhood Character was the top choice overall, and was discussed first

- c. Following the discussion of Land Use & Neighborhood Character, the committee broke into small groups to focus on the other topics
- 5. *Large Group Discussion: Land Use & Neighborhood Character*
 - a. Areas of Stability, Enhancement, and Development Map
 - i. Should the Sheely neighborhood be classified as “Neighborhood Enhancements” rather than an “Area of Stability?” There is development pressure within and surrounding the neighborhood, which causes tension. The Sheely Historic District is stable, but remodels and additions might be appropriate in the rest of the neighborhood.
 - ii. Is this map descriptive or prescriptive? We want to show what we would like in these areas, not just what we expect to see.
 - iii. Just because there are rentals in a neighborhood doesn’t mean the character isn’t good.
 - iv. High intensity/density development and small-scale single family homes can co-exist in close proximity. There are examples in other cities with historic neighborhoods adjacent to new development.
 - v. Even taller than 5 stories might be appropriate in some areas.
 - vi. Add Safeway at Taft Hill/Drake to map.
 - vii. Spring Creek Medical Park may be outdated.
 - b. Affordable Housing
 - i. Concern about affordability in the West Central area. Investors out-compete families looking for more affordable housing (e.g., starter homes or homes for families).
 - ii. Staff commented that the City is currently working on a Housing Affordability Policy Study, and will send follow up information on that effort.
 - iii. Should be recommending affordable housing in the Areas of Development on the map
 - c. Neighborhood Character
 - i. There are a lot of locational advantages to the West Central area. A lot of people live here for the location.
 - ii. Consider a tax-credit, deed restrictions, or other incentives and requirements for owner-occupied homes in areas currently dominated by rental houses (e.g., Avery Park).
 - iii. Enforcement of ordinances helps keep neighborhoods desirable and affordable. This requires active involvement and cooperation from neighbors.
 - iv. Some portion of neighborhoods needs to be stable/owner-occupied. Is there a standard percentage for what is considered stable?
 - v. Don’t want to get rid of the students; that’s part of the diversity, part of what we like about the neighborhood.
 - d. Student Housing
 - i. West Elizabeth corridor and the HMN zone are good for new student housing.

- ii. New student housing developments – consider an incentive for developers to include an affordable component for students with lower incomes. This might help attract students away from rental houses in the neighborhoods.
 - iii. It would be nice for CSU to build more housing for their students.
 - iv. MAX and transit are changing where it's convenient for students to live.
 - v. If CSU continues to grow, it will be distributed throughout the city, not that many more students could be fit into this area.
 - e. HMN zone
 - i. It's about choices. The HMN zone is a good place for high-density student housing, but it also has historic properties.
 - ii. Good, high-quality design is key in the HMN zone.
 - iii. Consider greater design standards for particular areas (e.g., HMN) or uses (e.g., multi-family housing).
 - f. Growth and Density
 - i. Fort Collins is a landlocked community that will only continue to grow. We've gone way beyond being just a college town.
 - ii. More density means more intense use in this area, which will stress services, infrastructure, parks, etc. Need to figure out how to address that.
 - iii. Density feels dense when it is underserved.
 - iv. Encourage and facilitate good non-residential uses, bike and pedestrian connections, and open space to serve the neighborhoods.
 - g. Open Space
 - i. When new development comes in, how are they going to provide open space outside the dwellings?
6. *Small Group Discussions:*
- a. Land Use & Neighborhood Character (continued discussion)
 - i. Don't lose focus on redevelopment opportunities on West Elizabeth.
 - ii. Land Use #5 "Well-integrated campus community" should be supplemented with a reference to such attributes as safety and well-being, or somehow promoting a "good neighbor policy."
 - iii. Support for the Police Sub-District.
 - iv. Recommend the formation and active use of a Neighborhood Design Review Advisory Committee to advise on design issues but would not function like an H.O.A. This was recommended in the 1999 Plan but never implemented. Such committee could work in conjunction with the Landmark Preservation Commission or the Planning and Zoning Board and would not apply to single family detached homes.
 - v. Recommend the new development be guided by established design that reflects the vernacular of the neighborhoods. Design styles should be identified and encouraged such as mid-century modern, craftsman, prairie, but not the international style.

- vi. The mass of large buildings must be mitigated and not over-power the neighborhoods.
- vii. Compatibility should be emphasized when evaluating new development.
- viii. The 20-acre Blue Ocean property should be allowed to focus on compatibility, sensitive design, forms that are the appropriate scale, avoiding huge blocks of apartments, and that there should be flexibility to allow the developer to accomplish these objectives.
- b. Transportation & Mobility
 - i. Need better updates for changes in Transfort routes for students.
 - ii. Need to prune trees on the sidewalk on City Park Ave.
 - iii. Don't focus on just bikes, pedestrians are important too.
 - iv. Crossing Shields needs improvement – look at an underpass.
 - v. Safety and maintenance concerns for underpasses and overpasses, especially in the winter.
 - vi. There are accidents all the time at Drake and Raintree, add to the map to consider improvements.
 - vii. Prospect and Shields intersection – it is difficult for bikes to safely turn northbound from Prospect, as they have to cross multiple lanes to get into the turn lane.
 - viii. Shields and Elizabeth intersection – bicyclists don't always look back for cars, and cars aren't always paying attention; need more awareness where the bike lane meets the turn lane.
 - ix. Support for newly installed buffered bike lanes on Shields, Stuart, etc.
 - x. A crossing from Hill Pond to the Spring Creek Medical Park would improve safety.
 - xi. Support for the green bike lanes and bike box. Bike boxes at Prospect & Shields and Prospect & Center were suggested. Concern that the paint gets slippery in wet/snowy conditions.
 - xii. Support for the corner and mid-block bulb-outs to increase the visibility of pedestrians and encourage drivers to slow down. Support for the use of reflectors in conjunction with these.
- c. Open Space Networks
 - i. No discussion occurred on this topic.
- d. Prospect Corridor
 - i. Overall support for concepts shown in Alternative B above other alternatives.
 - ii. Support for on-street bike lanes as shown in Alternative B for efficiency and ease of movement for bicyclists. This is especially important from Whitcomb to Shields due to excessive access points and concern for bike/vehicle conflicts.
 - iii. Medians are a positive addition in all alternatives, particularly Alternative B. Include medians throughout corridor wherever possible.
 - iv. Support for pedestrian/bike crossing between Whitcomb and Shields. Need to integrate with a pedestrian refuge if possible.

- v. Need to improve Mason Trail crossing and overall configuration for wayfinding, ease of movement and safety.
- vi. Street trees are desirable to create a corridor with consistent character.
- vii. Support for including bicycle facilities as depicted in Alternative B and C.
- viii. Ensure corridor designs are acting as a catalyst for new development.
- ix. Support for Lake Street Alternative B and/or C. The two-way bike lane on the north side of the street is positive because it has fewer access points and easier access to the CSU campus than the south side.

Stakeholder Committee Meeting #4

West Central Area Plan
November 19, 2014 – 5:30-7:30 p.m.

Present

Rick Callan
Susan Dominica
Becky Fedak
Colin Gerety
Per Hogestad
Ann Hunt
Greg McMaster
Kelly Ohlson
Jeannie Ortega
Jean Robbins
Steve Schroyer
Andy Smith
Logan Sutherland

Absent

Sue Ballou
Lars Eriksen
Carrie Ann Gillis
Tara Opsal
Lloyd Walker
Nicholas Yearout

Staff & Consultants

Ted Shepard, Chief Planner
Amy Lewin, Transportation Planner
Rebecca Everette, City Planner
Craig Russell (*Russell+Mills Studios*)

Notes

1. Welcome/Dinner
2. Project Updates
 - a. Process and schedule update
 - b. Recent and upcoming outreach
3. *Discussion*: Plan Organization
 - a. Include callouts specifically for residents, developers, and other audiences – highlight areas that are most relevant, explain how to get involved, etc.
 - b. Show the three policy topics all overlapping with each other (as a triangle, rather than linearly)
 - c. Identify linkages with the Climate Action Plan and other relevant plans
4. *Policy Discussion*: Land Use & Neighborhood Character
 - a. Map: Make colors of the various areas (stable, enhancements, development/redevelopment) more distinctly different
 - b. Design & Compatibility
 - i. How do residential architectural styles (e.g., Craftsman) translate to larger buildings?
 - ii. How prescriptive will the design guidelines be?

- iii. Specific standards would be easier to enforce
 - iv. How will energy efficiency and other functional features of a development be addressed?
 - 1. Could create development standards for the West Central area or city-wide, such as the standards that were developed for the Eastside and Westside neighborhoods
 - 2. Utilities offers an Integrated Design Assistance Program, which could be helpful
 - v. Even buildings that satisfy design guidelines can still be “bad”
 - vi. Reference the Centerra design guidelines for Craftsman style
 - vii. Neighborhood context and character are more important than specific architectural styles
 - viii. Need implementation mechanisms for design
 - 1. Should be more than just advisory, but not too prescriptive
 - 2. Photos and examples are very helpful
 - c. Physical enhancements are needed in all areas – stable, enhancement, and development areas. Additional programs are most appropriate in the enhancement areas.
 - d. Neighborhood character is influenced by the school district boundaries, which can sometimes have the effect of segmenting out low-income areas, resulting in disinvestment
 - i. Are there ways to influence the school district boundaries to ensure that they are equitable?
5. *Policy Discussion: Transportation & Mobility*
- a. Intersections
 - i. The intersection of Prospect and Heatheridge needs improvements to address safety issues and high traffic volumes; consider a fully signalized intersection
 - ii. The Shields and Elizabeth intersection needs improvements; doesn’t adequately accommodate peak hour traffic – especially westbound left turns onto Elizabeth and northbound left turns onto Shields
 - b. Prospect (west of Shields)
 - i. Need a pedestrian crossing of Prospect at or near the Red Fox Meadows neighborhood
 - ii. Need a safe crossing to access bus stop
 - iii. Consider medians and median refuges on Prospect from Shields to Taft Hill; this segment needs aesthetic and crossing improvements
 - iv. Need better crossings to get to Bennett Elementary School
 - c. Street retrofits
 - i. Street retrofit improvements should be about aesthetics too, not just traffic calming
 - ii. Could also include raised crosswalks at intersections for additional visibility of pedestrians and traffic calming

- iii. Consider maintenance, sweeping, snow removal, and drainage issues related to the bulb-outs
 - d. Shared off-street paths need extra maintenance; debris quickly accumulates
 - e. Need more signage that pedestrians have the right-of-way, like in Boulder and mountain towns
 - f. Need to do a better job with street sweeping, snow removal, and street drainage, in general
 - g. Transit
 - i. Need safe crossings to bus stops
 - ii. Consider a bus-only access point along Prospect, west of the Sheely neighborhood; could reduce issues with left turn movements for buses at Shields and Prospect; could connect to MAX
- 6. *Policy Discussion: Open Space Networks*
 - a. Clarify that open space could be incentivized or purchased within the areas identified for enhancement
 - b. Clarify whether open space would be public or private, and that acquisition would only occur with a willing seller
 - c. Neighborhood Center/Young's Pasture properties (near Shields and Prospect)
 - i. Concern that too much open space is shown on these properties , as well as support for maintaining amount of open space currently shown
 - ii. Clarify how a potential connection to the Spring Creek trail would occur
 - d. Consider stormwater management with street retrofits
 - e. Look at informal properties that are already publically owned
 - f. Connectivity can be just for wildlife, it doesn't always have to be for people
 - g. State in the Plan that there is the potential for additional open space purchases within the West Central area, beyond what's shown on the map
 - h. Make sure connectivity (e.g., ditch crossings) does not fragment wildlife habitat
 - i. Need connected human spaces that recognize actual human behavior (e.g., for pocket parks, courtyards, etc.); spaces should be comfortable
 - j. Some of the images shown are more appropriate for the Land Use & Neighborhood Character section, not Open Space Networks
 - i. Photos should be more naturalized
 - ii. Include a photo of the Spring Creek Trail
 - iii. Show photos of how individual open space areas connect to the larger network
 - k. Staff should present the West Central Area Plan to the Land Conservation and Stewardship Board
- 7. *Review & Discussion: Prospect Corridor Design*
 - a. Committee members reviewed the Prospect and Lake Draft Designs and had one-on-one conversations with staff about the designs
- 8. Next Meeting (early 2015): will send draft Plan for review prior to meeting

Stakeholder Committee Meeting #5

West Central Area Plan
January 28, 2015 – 5:30-7:30 p.m.

Present

Sue Ballou
Rick Callan
Susan Dominica
Becky Fedak
Colin Gerety
Carrie Ann Gillis
Ann Hunt
Greg McMaster
Kelly Ohlson
Jean Robbins
Steve Schroyer
Andy Smith
Nicholas Yearout

Absent

Per Hogestad
Tara Opsal
Jeannie Ortega
Logan Sutherland
Lloyd Walker

Staff & Consultants

Ted Shepard, Chief Planner
Amy Lewin, Transportation Planner
Rebecca Everette, City Planner
Clay Frickey, Associate Planner
Craig Russell (*Russell+Mills Studios*)

Notes

1. Welcome/Dinner
2. Project Updates
 - a. Process and schedule update
 - b. Recent and upcoming outreach
 - c. City Council Work Session summary
 - d. Plan organization (Table of Contents)
 - e. Plan production timeline
3. *Discussion: Draft Plan Review*
 - a. Overall comments
 - i. Recommendations for new wording for a number of sections of the plan.
 - ii. Implementation strategies and action items seem weak throughout the document – more are needed. Action items need to have realistic timetables and more definitive language.
 - iii. What is the difference between programs, projects and action items? Need to clarify.

- iv. There is a lot of guidance that can't be quantified for a developer, need more specifics on timeframes, how to meet the policies, etc. What does it actually mean for a developer?
 - v. The 1999 Plan was too vague – this plan should not repeat that mistake.
 - vi. Add a section on what worked, what didn't work, and lessons learned from the 1999 Plan.
- b. Readability of Draft Plan
 - i. There is duplication in a number of sections, which is unnecessary.
 - ii. The implementation priorities in the Transportation & Mobility chapter are clearer than the other chapters.
- c. Prospect Corridor
 - i. Why is Lake Street included? This is not a major road for most Fort Collins residents.
 - ii. Lake Street complements Prospect Road for bike/pedestrian movement, it's the "back door" for the HMN zone, reduces congestion and the need for access points along Prospect, and accommodates transit.
 - iii. Who pays and who benefits for improvements on Lake Street? CSU is the primary beneficiary.
- d. Improvements to Prospect Road west of Shields
 - i. How does this get addressed in implementation, and where will the funding come from?
 - ii. Is it separate from the stadium conversation, or can it be included in the intergovernmental agreement?
 - iii. This stretch of Prospect should also be a priority, particularly the addition of safe pedestrian crossings.
 - iv. Not as significant a need as Prospect between Shields and College, but there may be economies of scale of constructing improvements along both segments at the same time.
 - v. There is a need to balance and prioritize capital projects citywide in a rational way. Not all improvements in the West Central area will be top priorities right away.
- e. Open Space Networks
 - i. Have any locations been identified for community gardens?
- f. Land Use & Neighborhood Character
 - i. Design guidelines – want some flexibility, don't want it to be completely rule-driven.
 - ii. Developers need predictability, and neighborhoods want the ability to influence a project. Need to allow for neighborhood input.
 - iii. Need more discussion about the realities of the HMN zone, including potential conflicts between historic properties and new development.

- iv. Need more definitive projects and statements, like the Transportation & Mobility section. However, the City has less control over some land use and neighborhood character topics than it does for capital projects.
- v. There's a difference in intensity of use between a 4-bedroom apartment and a 2- or 3-bedroom apartment – need to make that distinction. Concern about fair housing issues when it comes to regulating who can and can't live in an apartment complex. Recommendations for new wording for policy 1.10.
- vi. Need to make a distinction between single-family rental houses and multi-family apartments in the policies.
- g. Plan monitoring
 - i. Who is responsible for implementing the plan and moving it along?
 - ii. Create an interdisciplinary implementation team
- 4. Next Meeting – February 4, 5:30-7:30 p.m. (follow-up meeting to continue discussion)

Stakeholder Committee Meeting #6

West Central Area Plan
February 4, 2015 – 5:30-7:30 p.m.

Present

Sue Ballou
Rick Callan
Colin Gerety
Per Hogestad
Ann Hunt
Greg McMaster
Jean Robbins
Steve Schroyer
Logan Sutherland

Absent

Susan Dominica
Becky Fedak
Carrie Ann Gillis
Kelly Ohlson
Tara Opsal
Jeannie Ortega
Andy Smith
Lloyd Walker
Nicholas Yearout

Staff & Consultants

Ted Shepard, Chief Planner
Amy Lewin, Transportation Planner
Rebecca Everette, City Planner

Notes

1. Welcome
2. *Continued discussion from previous meeting: Draft Plan Review*
 - a. Open Space Networks
 - i. Bennett Park was never implemented following the 1999 Plan, as the area “exceeded the standard amount” for open space at the time. Is this still a consideration? Will it limit the creation of new parks/open space in this area?
 - ii. Supportive of the Arthur Ditch crossing at Whitcomb and Wallenberg as long as it isn’t used for pedestrian traffic to the stadium.
 - iii. Young’s pasture was initially considered for open space, should be reconsidered.
 - iv. Factor the Spring Creek Trail into the 10-minute walk to open space analysis
 - v. The need to cross arterial roads is a major issue for accessing open space (e.g., crossing West Prospect Road to get to Red Fox Meadows). Reference pedestrian crossing improvements in the open space chapter.
 - vi. Add an action item regarding wayfinding to open space.
 - vii. Clarify “Levels of Service” for parks and open space. What does this mean for the area?
 - viii. What is “desired” open space? Desired by who? Revise wording.

- ix. Use “ditches” instead of “irrigation waterways” or “canals.”
 - x. Add guidance related to xeriscaping and the use of drought-tolerant plant species.
 - xi. We are going to lose a lot of canopy trees to the emerald ash borer. Need to proactively plant new trees.
 - b. Prospect Corridor
 - i. What would be the impact of the new mid-block pedestrian crossing on traffic flow?
 - ii. The proposed pedestrian crossing interferes with access to the “Slab.” Consider moving farther east or west to align with other pedestrian connections.
 - iii. Emphasize that this is just a conceptual design.
 - iv. What is the timeline for improvements to Prospect and Lake?
 - c. CSU Stadium
 - i. Use variable message signs ahead of events to warn people to avoid the area (like is done downtown for New West Fest and other events).
 - ii. Concerns about value engineering of the stadium, which could reduce the quality of lighting and sound systems and create additional impacts to neighborhoods.
 - iii. Noise will create impacts in all directions, not just to the south of the stadium.
 - d. Transportation & Mobility
 - i. Need to make sidewalks wider throughout the West Central area – add to street retrofitting policies
 - ii. Create a template for widening sidewalks (action item)
 - iii. Sidewalks are not well-maintained along arterial roads. Need better enforcement to ensure property owner compliance.
 - e. Land Use & Neighborhood Character
 - i. Improved lighting in neighborhoods – ensure that the types of new light fixtures comply with the Climate Action Plan and minimize light pollution
 - ii. Consider a range of safety concerns for adding lighting. Concerns that new lights attract more people to congregate under light fixtures.
3. Next Meeting – small group discussion on building design, compatibility, and other land use and neighborhood character topics (to be scheduled)



CSU On-Campus Stadium Considerations

CSU On-Campus Stadium

In December 2014, the CSU Board of Governors approved the development of a new stadium, to be constructed on the CSU Main Campus. A wide range of concerns and comments related to the stadium have been collected throughout the West Central Area Plan process. Below is a summary of considerations and recommendations for the new CSU stadium, as they relate to the various topic areas of the West Central Area Plan.

Land Use & Neighborhood Character

Noise

- Based on noise studies provided by CSU, the anticipated decibel levels during football games and concert events would exceed that which is allowed by the City Code for all nearby residential zone districts (maximum of 55 dBA between 7:00 a.m. and 8:00 p.m.). The impact of noise on residents in all directions of the stadium needs to be adequately addressed through the design of the stadium and event management.
- A design change that raises the wall on the south end of the stadium is recommended to more effectively lower the off-site decibels impacting the neighborhoods to the south. Adjustments could also be made to the loud speaker arrangement to better direct sound away from neighborhoods.
- Over the long term, music concerts have the potential of creating more disturbances for nearby residents than football games. The plan recommends that CSU enter into a formal agreement with the City of Fort Collins regarding the number of concerts per year and sound management for such events. If concerts are not an important part of stadium programming, consider agreeing to hold concerts only on the granting of a special use permit from the City as a prerequisite for holding a concert.
- The plan recommends that CSU establish a time-certain conclusion for concerts and other evening events.
- Monitor sound levels as events are occurring to adjust sound management in real-time in response to issues that arise, in conjunction with Neighborhood Services, Police Services, and other City staff.

Lighting

- The High Density Mixed-Use Neighborhood (HMN) District (located immediately south of the stadium site) is intended to be a setting for higher density multi-family housing and group quarter residential uses (dormitories, fraternities, sororities, etc.) closely associated with, and in close proximity to, the Colorado State University Main Campus. Per the Land Use Code, any private sector development would be held to the maximum allowable off-site lighting spillage into the entire HMN zone of 0.1 foot-candle. If illumination levels from the stadium are not mitigated, potential re-development of this area would be negatively impacted.
- The glare from sports lighting impacts a driver's ability to distinguish objects and impairs overall visibility. If it is discovered that the glare created by stadium lighting would be problematic, then light level reductions or other mitigation measures should be implemented.
- Additional massing along the south end of the stadium would have the benefit of shielding nearby properties from light spillage, glare, and noise.

Safety, Aesthetics & Waste Management

- Measures should be taken to address issues related to tailgating activities in nearby neighborhoods. Tailgating should be directed to approved locations. Tailgating in neighborhoods should be limited to the extent possible, and public nuisance violations should be swiftly enforced to prevent large outdoor gatherings.
- As people travel through the neighborhoods near the stadium, both before and after football games and other events, there is an increased potential for disruptive behavior. Police patrols and law enforcement presence should be increased within neighborhoods before, during, and after events to prevent and address disruptions.
- Tailgating activities and pedestrian traffic through neighborhoods may result in a significant amount of trash left behind in the street, along sidewalks, and in yards. Neighborhood clean-up activities should be coordinated immediately following events to mitigate impacts. Outreach should be targeted at CSU students and other event patrons to prevent such issues to the extent possible.
- CSU should make significant efforts to improve communication and coordination with adjacent neighborhoods for football games and other events. The City of Fort Collins, CSU, and neighborhood residents should be mutually viewed as partners in preventing and mitigating the impacts of stadium events on neighborhood character.

Transportation & Mobility

Operational Plan

- Given the tremendous expense and feasibility challenges of infrastructure construction, it is prudent to address as many needs as possible through operational enhancements (such as additional transit service), and multi-modal traffic management. This will require a comprehensive plan that includes outreach, education, detailed parking information, transportation demand management, and gameday operational plans for all modes.
- Use variable message signs prior to events to suggest alternate routes before and after stadium events.

Parking Impacts

- For potential off-campus parking in area neighborhoods, consider expanding and broader use of the City's Residential Parking Permit Program (RP3) to mitigate stadium-related parking impacts.
- Residents of neighborhoods near the CSU campus are concerned about gameday parking on residential streets. The City has implemented a Residential Parking Permit Program (RP3) to help address this issue. Currently, there are three neighborhoods in the program (Spring Court, Sheely, and Mantz.) By the time the stadium is built, it is likely that several additional neighborhoods will be added. The RP3 requires a permit to park in a residential permit zone. Only residents of the zone are allowed to obtain permits. Incorporating a more proactive approach with signs and enforcement officers may be needed for gamedays (and other non-football events, as well).

Transit

- Implement enhanced transit service to reduce the need for stadium attendees to drive through the West Central area.
- As many as 3,000 parking spaces may be used for a major event. Many of those spaces will be at the south campus, tennis courts, or Natural Resources Research Center (NRRC), so shuttles will be needed between parking and the stadium.

Traffic Impacts

- Even with enhanced transit service and a robust implementation of traffic management strategies, there are areas around campus that will be critical "pinch points" for the mobility of stadium attendees and nearby residents. These are areas that require infrastructure changes to accommodate the additional bike, pedestrian, and vehicular traffic.
- In addition to major events (sellouts), it's also important to consider the non-capacity events that will occur at the stadium on a much more regular basis. Some of those may not have dedicated traffic control management and the transportation impacts need to be accommodated primarily with on-the-ground infrastructure.
- Determine the necessary infrastructure improvements needed, identify costs, and determine who pays for the improvements
- There will be a need to accommodate increased bicycle and pedestrian traffic, particularly crossing Prospect and Shields, as well as east-west travel to and from the stadium
- Designate recommended bicyclist and pedestrian routes to ensure safety and to minimize disruption in residential neighborhoods



Open Space Networks

Noise & Lighting

- As described in the Land Use & Neighborhood Character chapter, both sporting and other events at the stadium will likely result in significant noise and lighting impacts. Noise and light pollution both impact environmental quality, and the City of Fort Collins has enacted a number of policies and regulations that seek to minimize these impacts citywide. Measures should be taken to minimize the noise and lighting impacts of the stadium beyond the CSU campus.
- As described in Land Use & Neighborhood Character, a sound wall could be erected on the south end of the stadium to reduce impacts. Such a wall could include live plant material as a feature to soften the mass of the wall and provide an open space amenity within the stadium site.

Construction & Operation

- The use of sustainable building materials and practices is strongly encouraged to minimize impacts to the natural environment.
- Sustainable operation and management practices, such as water and energy efficiency measures, should be employed to minimize impacts to the natural environment.
- Protect the existing CSU arboretum and Plant Environmental Research Center (PERC) facilities to the maximum extent possible during construction.

Stormwater Management

- Any impacts to the stormwater system created by the construction or operation of the stadium should be fully mitigated. Improvements that address existing stormwater issues should be made whenever possible.

Prospect Corridor

In December 2014, the CSU Board of Governors approved the development of a new stadium, to be constructed on the CSU Main Campus. Below is a summary of considerations and recommendations for the new CSU stadium, as they relate to the Prospect Corridor.

- Prospect may experience an increase in traffic on event days. The Event Management Operational Plan should consider temporary route adjustments and incorporate ways for the Sheely/Wallenberg residents to be able to get into and out of neighborhood (only accessed via Prospect for vehicles).
- Incorporate wayfinding and infrastructure improvements to accommodate increased bicycle and pedestrian traffic, particularly crossing Prospect and Shields, which re-emphasizes the importance of an underpass of Prospect at Center.
- Consider ways of handling game day traffic on Prospect and Lake through a combination of infrastructure improvements and operations management.



Public Input

The following section summarizes the public input received regarding the Colorado State University (CSU) on-campus stadium that was approved by the CSU Board of Governors in December 2014. Comments shared through online surveys during the West Central Area Plan process are compiled below. When possible, the comments are stated verbatim. Spelling and grammatical corrections were made to improve readability, as needed.

Additional community input related to the development of an on-campus stadium, as compiled by a Community Design Development Advisory Committee (CDDAC) can be found at the following website: <http://csudesignadvisorycommittee.com/>.

May 2014 Visioning Survey

- Traffic flow on Prospect, esp. if new stadium is built at CSU. (Question 2)
- Parking for residents will be important especially with over-crowded stadium parking, student housing, etc. Make parking part of builders' responsibilities. (Question 6)
- Trying to get on and off of the CSU campus via Prospect Rd. BIG delays on Whitcomb and Prospect every day between 4-5...can't imagine how everyone is going to leave campus if they build the stadium in that area... is anyone doing any studies on the evacuation time via car to get 35,000 students plus faculty/staff off the campus for emergency or when Tony Frank calls a snow day at 10 am? (Question 7)
- Avoid adding businesses and activities that would increase traffic, such as the proposed CSU on-campus stadium. (Question 9)
- Concerned about thefts at southwest CSU stadium at parking lot north of Pineridge. (Question 12)
- What it doesn't need is a new CSU stadium located nearby. (Question 15)
- Projects such as the proposed CSU on-campus stadium should be avoided, as it would greatly increase traffic on Prospect. (Question 15)
- Prospect is a travel corridor, but I wouldn't encourage higher density traffic due to the fact that there are so many residences that are on Prospect. This is one reason I object to the on-campus stadium proposal. The infrastructure to handle the additional traffic doesn't exist and would be difficult to implement. (Question 15)
- A new stadium nearby would be disastrous for this corridor and should be resisted with every effort possible. (Question 15)
- All bets are off for Prospect if CSU stadium happens. (Question 19)
- No stadium! (Question 19)
- Wait until the stadium decision is made - no need to do it over. (Question 19)
- Please oppose the new stadium plans!! This is bad for the West Central area in many ways. The transportation difficulties seen now will magnify many times over with this disastrous project. I live just Southwest of Drake and Shields and I work on campus (but am not an employee of CSU). Please --this affects me greatly! (Question 19)
- The huge impact will be the CSU Stadium, if it is built. This will totally foul traffic in this area, especially Prospect. (Question 19)
- I am also not opposed to the stadium if done right. (Question 19)
- The area is great and we have most what we need here. The area is a focus for CSU and we should be cognizant of the fact that is the way it is. Complaining about living near the campus is counterproductive and those that do should vote with their feet. I have lived/worked near a university since 1980 and it is a great benefit, not the opposite. Go Rams, build the new stadium! (Question 19)
- It's pretty pointless to go very far on this process until we know about the proposed football stadium. (Question 19)

October 2014 Online Survey / September 2014 Open House Questionnaires

- With French Field events, Rolland Moore events, The Grove block parties, CSU's new stadium and the Ex-Garden's Amphitheater how will we even hear ourselves think? No less find a parking place. (Question 3)
- You talk about natural areas but build more apartment complexes with inadequate parking and talk about natural areas and now a stadium in an area that does not fit properly in the area. The current stadium has more than adequate room for parking. Stop wasting our tax money. (Question 13)
- Moving traffic - especially if the stadium is built. (Question 17)
- DO NOT spend taxpayer funds on infrastructure improvements for the proposed on-campus stadium! (Question 20)
- Do not let the stadium cloud your judgment! We don't want a stadium! (Question 20)
- Why is the city wasting money on Prospect planning before the fate of the new stadium is known? (Question 20)
- I am not against the on-campus stadium. (Question 20)

- We must stop ADDING housing, event centers, shopping centers etc. to this area until the traffic issues are resolved. Prospect is extremely dangerous, especially from Shields to College. It's difficult to drive on due to how narrow it is and we are increasing traffic on that road with EVERY project that is done or proposed (Grove, shopping center, housing project at Hill Pond and Gilgalad, amphitheater at the Gardens, day care, CSU parking garages, CSU stadium). Prospect is already a nightmare and we will drive people AWAY from this area if we are not very careful. And MAX does not resolve the problems. No one is going to walk from a shopping center on Shields and Stuart all the way to a Max station. That's not an easy walk either. Walking down Prospect is downright dangerous. Taking the trail is an option until you get to Center where it is OFTEN flooded. Crossing Center is dangerous. Then you have to get across the tracks to get to the Max. So, you can cross at Prospect, again quite dangerous or you can walk all the way down to the bridge. Neither of these options are good ones on bikes either. I'm an avid cyclist and it's not easy getting over that bridge on a bike due to the sharp turns and no one in their right mind would bike down Prospect. (Question 20)
- How much can you plan for until you know for certain what is going to happen with the proposed football stadium?? (Question 20)
- Get rid of stadium (Open House questionnaire)
- What considerations are being given to improving the Prospect corridor if the new CSU stadium is being built? (Open House questionnaire)

Prospect Corridor Online Survey (November 2014)

- How much has a possible new stadium been involved in the planning! (Question 5)
- I support the project, but I am against the construction of a new campus stadium. (Question 5)
- No money for on-campus stadium! (Question 5)
- None will apply if the stadium is built. (Question 5)
- The vision will be impaired at all levels by the construction of an on-campus stadium. (Question 5)
- This just continues to pave the way for stadium traffic. At taxpayer expense (Question 5)
- What are your plans if the stadium is built? (Question 5)
- Don't let CSU build a main campus stadium (Question 5)
- Should be developed with CSU's proposed on-campus stadium in mind (Question 5)
- HEED CSU AND COMMUNITY STAKEHOLDER OPPOSITION TO THE STADIUM ON THE MAIN CAMPUS, ALREADY HAVING A PERFECTLY GOOD ONE ON THE FOOTHILLS CAMPUS, AND THE PHENOMENAL TRAFFIC CONGESTION THAT THERE WOULD BE ON PROSPECT, COLLEGE, SHIELDS AND BLOCKS AND BLOCKS AWAY FROM THE CAMPUS. ALTHOUGH A SATURDAY, IT WOULD MAKE RUSH HOUR ON WEEK DAYS LOOK SPARSE AND FLOWING. (Question 5)
- Worried about the traffic snarls, delays with all the foot, bicycle and bus traffic this plan will create. Then CSU wants to build their campus stadium that this area cannot handle the increased traffic it will cause. This city is too congested as it is. NO TO THE STADIUM. (Question 5)
- How will a new stadium impact everything we're trying to do? Will a new vision need to include the larger community of football fans statewide? (Question 5)
- The goals are admirable. Will you be able to achieve these goals if the proposed new stadium is built on Lake? (Question 5)
- Prospect needs to stay 2 lanes for each direction otherwise the congestion will be too much - especially since the stadium was approved (Question 5)
- I'm assuming this will be for the new stadium looking to go in. How do you propose to make travel as effective if not more along the prospect corridor with the integration of the stadium? (Question 5)
- Be certain there are NO cuts allowed for a new stadium. Be certain there are NO road modifications to accommodate a new stadium. Do NOT disrupt Prospect for new water and sewer and electrical for a new stadium. (Question 5)
- I assume that this is mainly being done in anticipation for the new stadium? But the intersection of Prospect & Center needs revamping regardless. (Question 5)
- This is the most difficult, traffic volume wise, so the City must use its influence to protect surrounding users from an on-campus stadium. The silence so far has been maddening for me. When committee chair (McClusky) said CSU does not need to heed surrounding people, I was floored. City let us down. (Question 5)
- Why put all this money into this without knowing about the on-campus stadium in the area. Shouldn't CSU be at least partly responsible for upgrades and improvements here? (Question 5)
- Movement through the corridor must also be fast. Anything that is done to the corridor should NOT make it less efficient to move through. (Especially with a stadium going in) (Question 5)

- We just wonder if all this attention to this particular area is because of the proposed stadium? Granted this section of road leaves much to be desired in terms of needed renovations, but since we happen to oppose the stadium, we wonder what the underlying reasons are that so much attention is being given to this particular area. It is already pretty much a nightmare at certain times of the day. The improvements to this corridor would be welcome, but the addition of stadium traffic even with improvements will just make it a big nightmare all over again. What is the honest answer? Is the stadium the reason for the concern to improve this corridor or is city street improvement for the citizens of Fort Collins the reason? (Question 5)
- If/when they build the on campus stadium is it wise to have the built up medians? (Question 7)
- Bus not mentioned. Will bus stop in traffic lane? What about quantity of traffic--long back-ups at rush hour, lunch times, and due to trains and games at Moby and now soon on-campus stadium? Sometimes intersections are blocked. How can emergency vehicles get through? (Question 7)
- I keep thinking about how this will be changed with the stadium and how it will be affected then if the stadium is really being put in. This is a long term thought. If the stadium does not go in, I would score higher on all areas. (Question 7)
- Wow! Neat! However, tell Tony Frank and the CSU BOG that if they want to continue to pursue Frankenfield at Grahamdoggie Stadium, they need to be prepared to get approval for a funding for a second level on Prospect or high-speed monorail from Foothills Campus to I-25, which would help with weekday congestion, too. (Question 7)
- These ratings are if there is NO on campus stadium. If the stadium is built, I think there will be a lot more traffic on game days and this will need to be addressed (Question 7)
- If the on-campus stadium is built the Prospect corridor improvements will be extremely more challenging and difficult to achieve. (Question 7)
- Ratings depend on how heavy the traffic is - whether there is a new stadium north of Lake Street! (Question 7)
- Seems that 10-foot traffic lanes are very minimal for such a busy corridor and will be even more critical when the stadium is built. (Question 7)
- The on-campus stadium makes this plan moot on game days. City needs to rebel when McClusky says CSU is exempt from taking responsibility for causing serious game day and multiple ceremonial activities to pay for the expensive stadium on land needed for CSU future expansion for daily needs. (Question 7)
- A great vision statement is out the window, however, if stadium on main campus goes through. (Question 8)
- Nothing is attractive about long traffic backups along Prospect with the advent of MAX and the pedestrian crossings on either side of the tracks and at Center Ave. Not a good way to impress visitors and tourists, particularly the new stadium is added to the mix. Put in those underpasses before it becomes an even bigger issue. (Question 8)
- Graded down because City is silent when McClusky reiterated every meeting that CSU need not be responsible for on-campus stadium traffic, not only game day. (Question 9)
- This plan likely will not accommodate the additional traffic generated by an on-campus stadium. Given the likelihood of CSU proceeding with their plans, does this mean the new design will be effectively outdated within a year or two of completion? (Question 9)
- The stadium would completely negate this positive vision and plan for both CSU and the community. (Question 10)
- On-campus stadium bad idea not sufficiently claimed during on-campus stadium debate, the 1% is ignoring the 99% as usual by the rich. (Question 10)
- Although it seems premature to make these decisions now that it looks like CSU will build a new Football Stadium off Lake in this corridor. (Question 10)
- A new on-campus stadium should require truly major financial contributions from CSU. (Question 11)
- Be prepared for the stadium. (Question 11)
- Do NOT allow a decent plan to be disrupted by a new stadium on campus (Question 11)
- How can any decisions be made before the stadium decision? (Question 11)
- See previous comment about impacts of on-campus stadium plans. (Question 11)
- They look good. All that would change if CSU builds a new stadium. Traffic and noise will be off the chart. (Question 11)
- Don't think Prospect is solved. Looks better, but still inadequate to meet demand. I am not sure there is a solution given right of way restrictions, but I think it will still be marginal even before the new housing and the stadium pushes it well below marginal. Lake looks significantly improved (Question 11)
- What if CSU builds an on-campus stadium? Will the current designs be adequate? This is a big unknown. If not in the near future, CSU will eventually build an on campus stadium and from what I have been reading it will likely be sooner than later. (Question 11)
- Acquisition of ROW is going to be expensive! Like having a bit more space in the driving lanes. Not sure about mixing ped and bike traffic on the sidewalks. Both will need some updating when the new stadium is built. Lake is way too narrow, even in this scenario to accommodate game-day traffic. City staff report on the traffic impacts is way too optimistic. (Question 11)

- It appears that the design will be driven and constrained by the proposed CSU stadium. CSU should buy and donate land along Spring Creek between Shields and Centre Ave for the city to build another east west artery for traffic. CSU should pay for changes related to cost and traffic burden caused by the stadium. (Question 11)
- Have these designs taken into account the likelihood of an on-campus stadium? It would be foolish to design and build this corridor only to have it be insufficient to handle event-related traffic. It seems likely also that doing the improvements may need to involve the purchase of additional right-of-way along the corridor, including purchase of single family residential properties to facilitate widening of the street section to accommodate adequate transportation improvements to meet long-term future needs. (Question 11)
- Traffic is going to be a big issue throughout the coming years as CSU grows and if the stadium ever action moves on campus then traffic will be a nightmare. Unless 6 lanes can be squeezed in. (Question 11)
- What is the university's contribution to this costly upgrade? It primarily serves students. It will make the stadium a more likely outcome and it is a burden to taxpayers (Question 11)
- A campus stadium would create congestion and increased danger to the Prospect corridor. It should not be built! (Question 11)
- If the CSU new stadium plan is approved for the on-campus location, review these plans to best accommodate large crowds during those times. Try to have temporary route adjustments prepared for such events. (Question 11)
- With the stadium now being an initiative to go forward, I would like to see more thought given to making Lake Street the main access point for the campus and stadium. (Question 11)



Existing Conditions Maps

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Appendix C - Existing Conditions Maps

The maps in this appendix describe the existing conditions within the boundary of the West Central Area Plan. Additional existing and future conditions information related to transportation and the Prospect Corridor can be found in Appendix D. The following maps are included here:

Land Use & Neighborhood Character

1. Population (by census block)
2. Percentage of Non-White Population (by census block)
3. Neighborhoods
4. Structure Plan (City Plan)
5. Zoning
6. Land Use
7. Current Development Proposals, Under-Utilized Land, and Vacant Land
8. Maximum Building Height
9. Age of Buildings
10. Historic Features
11. Code Violations

Transportation & Mobility

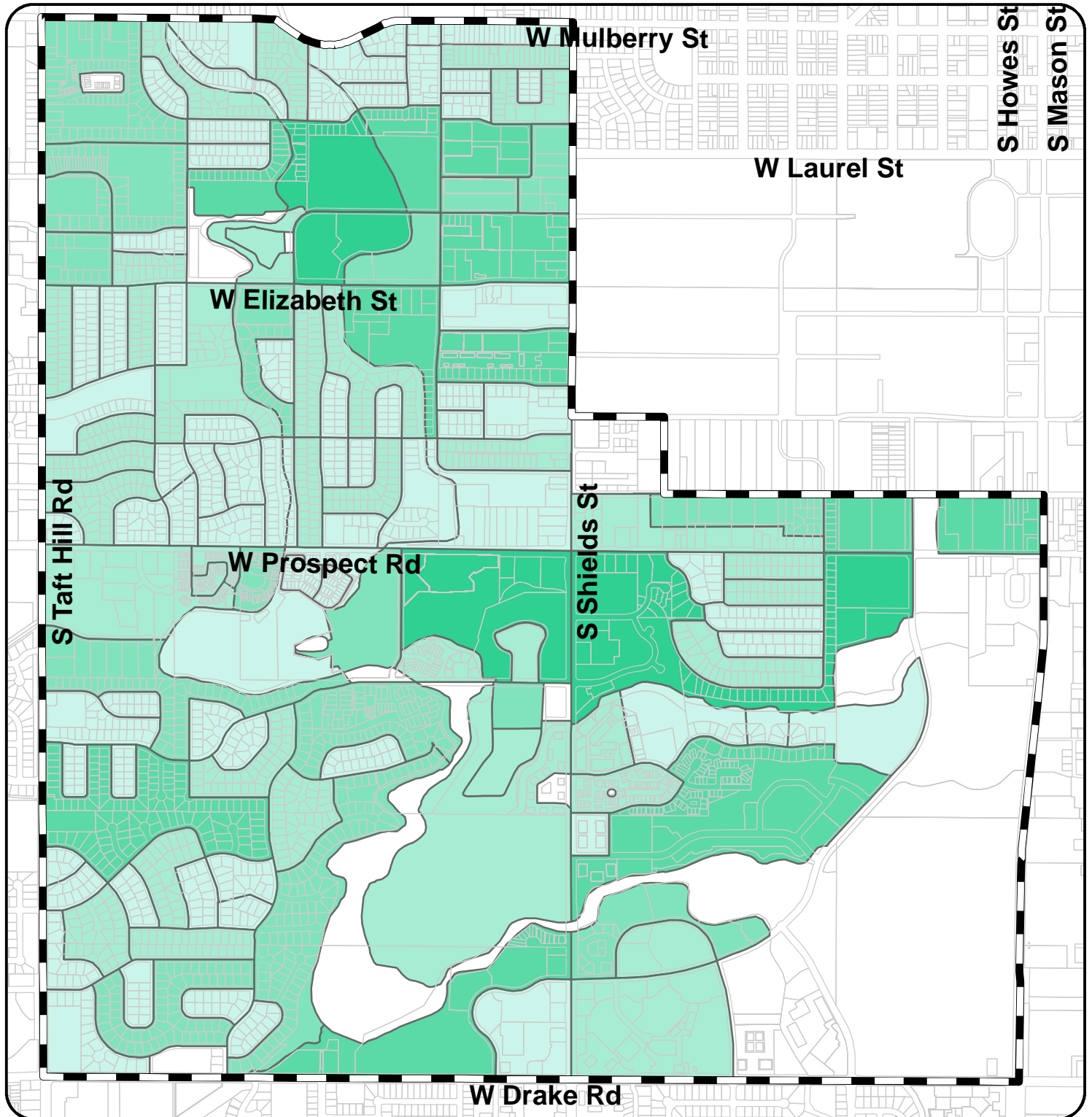
12. Master Street Plan
13. Pedestrian Facilities

Open Space Networks

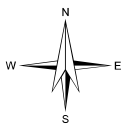
14. Schools, Natural Areas, Parks, and Trails
15. Floodplains and Floodways
16. Drainage Basins
17. Proposed Stormwater Projects

West Central Area Plan

Population



0 0.1 0.2 0.3 0.4 Miles



Printed: February 25, 2015

Legend

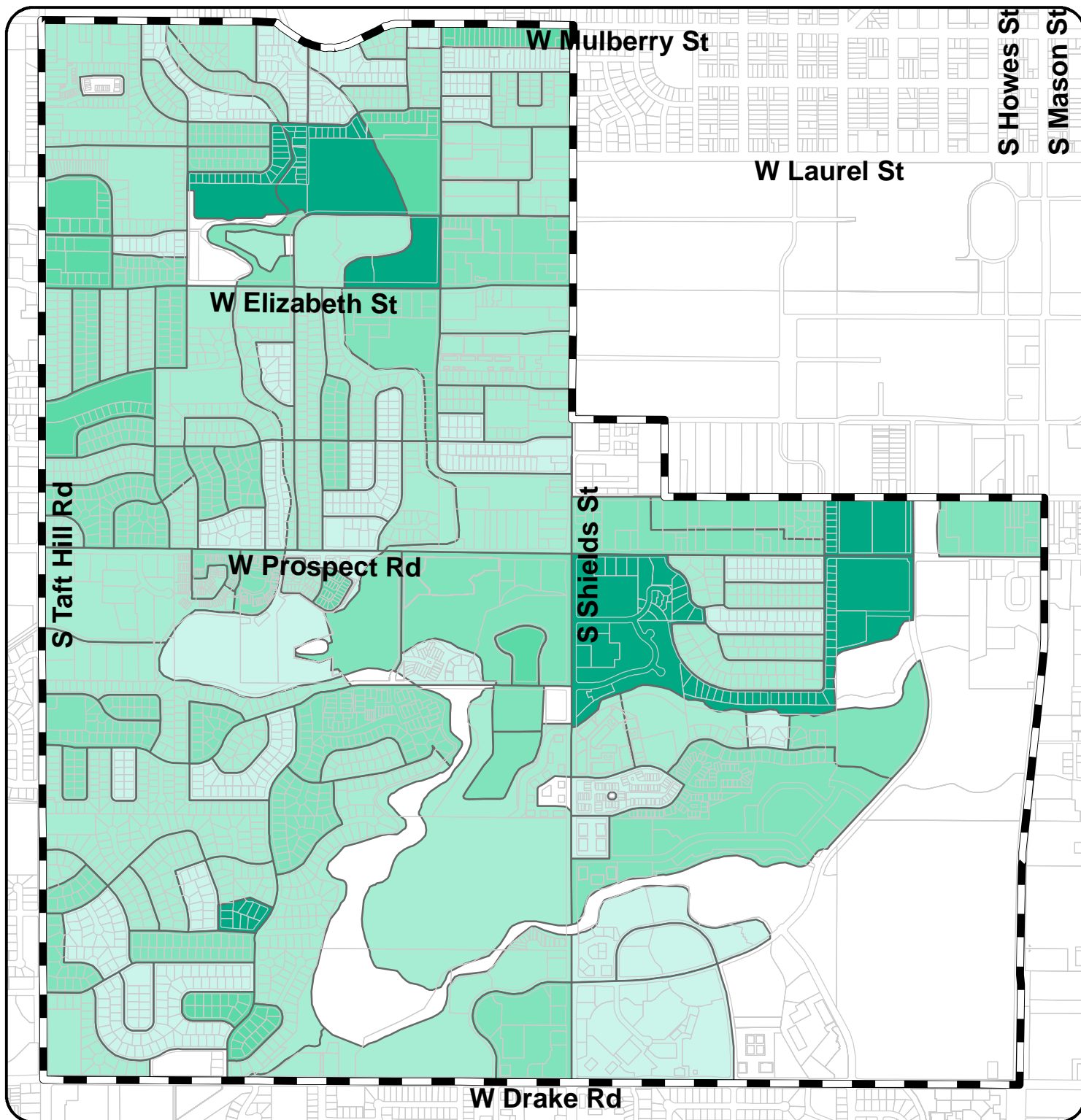
West Central Neighborhoods

Population

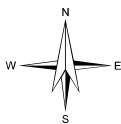
- 10 - 62
- 63 - 137
- 138 - 264
- 265 - 487
- 488 - 771

West Central Area Plan

Percent Non-White



0 0.1 0.2 0.3 0.4 Miles



Printed: February 25, 2015

Legend

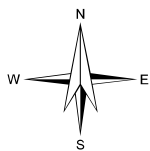
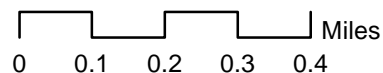
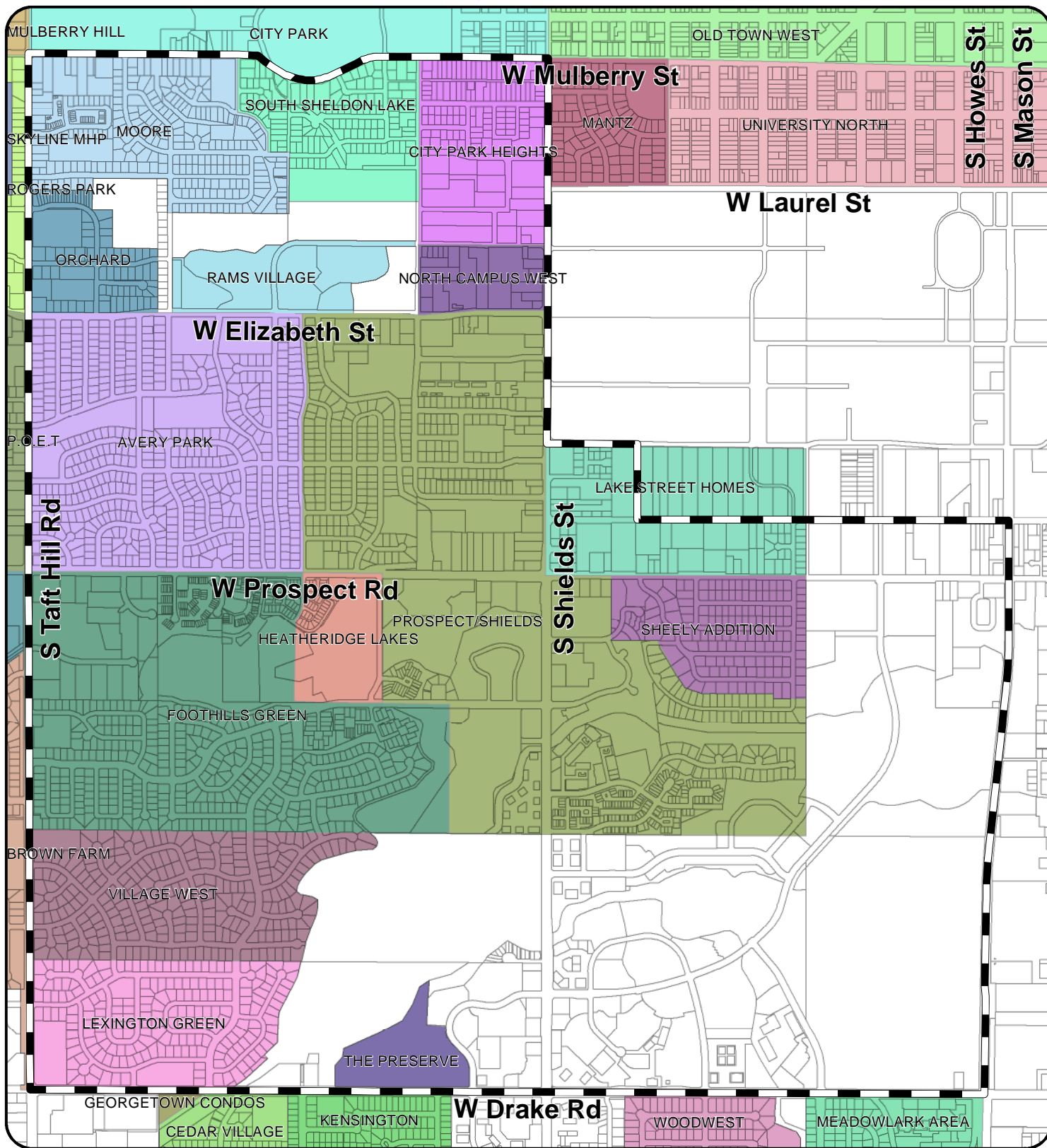
West Central Neighborhoods

Percent Non-White

- 0% - 7%
- 8% - 14%
- 15% - 22%
- 23% - 33%
- 34% - 55%

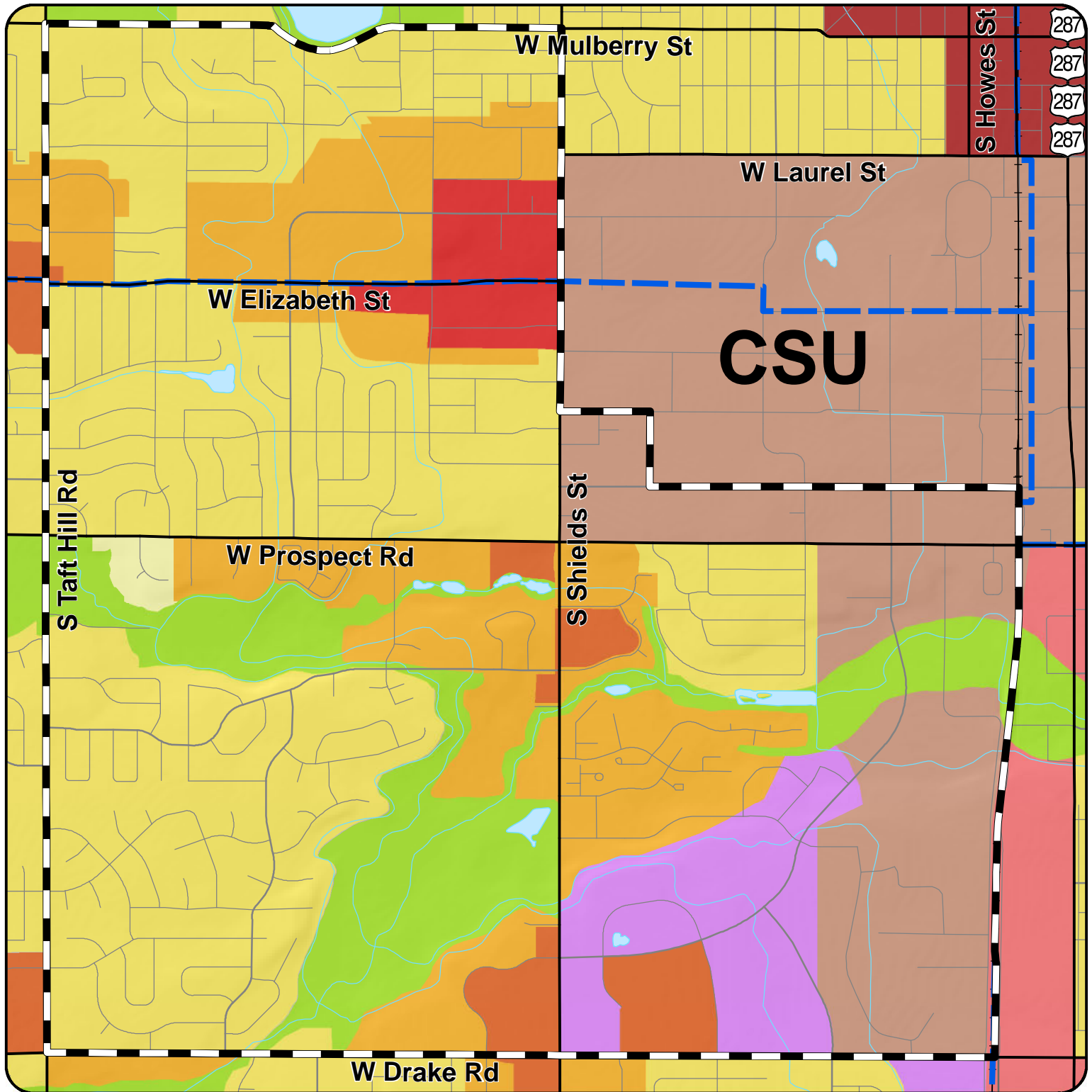
West Central Area Plan

Neighborhoods



West Central Area Plan

Structure Plan



Districts

- Downtown District
- Community Commercial District
- General Commercial District
- Neighborhood Commercial District
- Campus District
- Employment District
- Industrial District

Neighborhoods

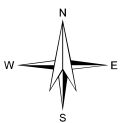
- Urban Estate
- Low Density Mixed-Use
- Medium Density Mixed-Use
- West Central Neighborhoods

Edges

- Community Separator
- Foothills
- Rural Lands

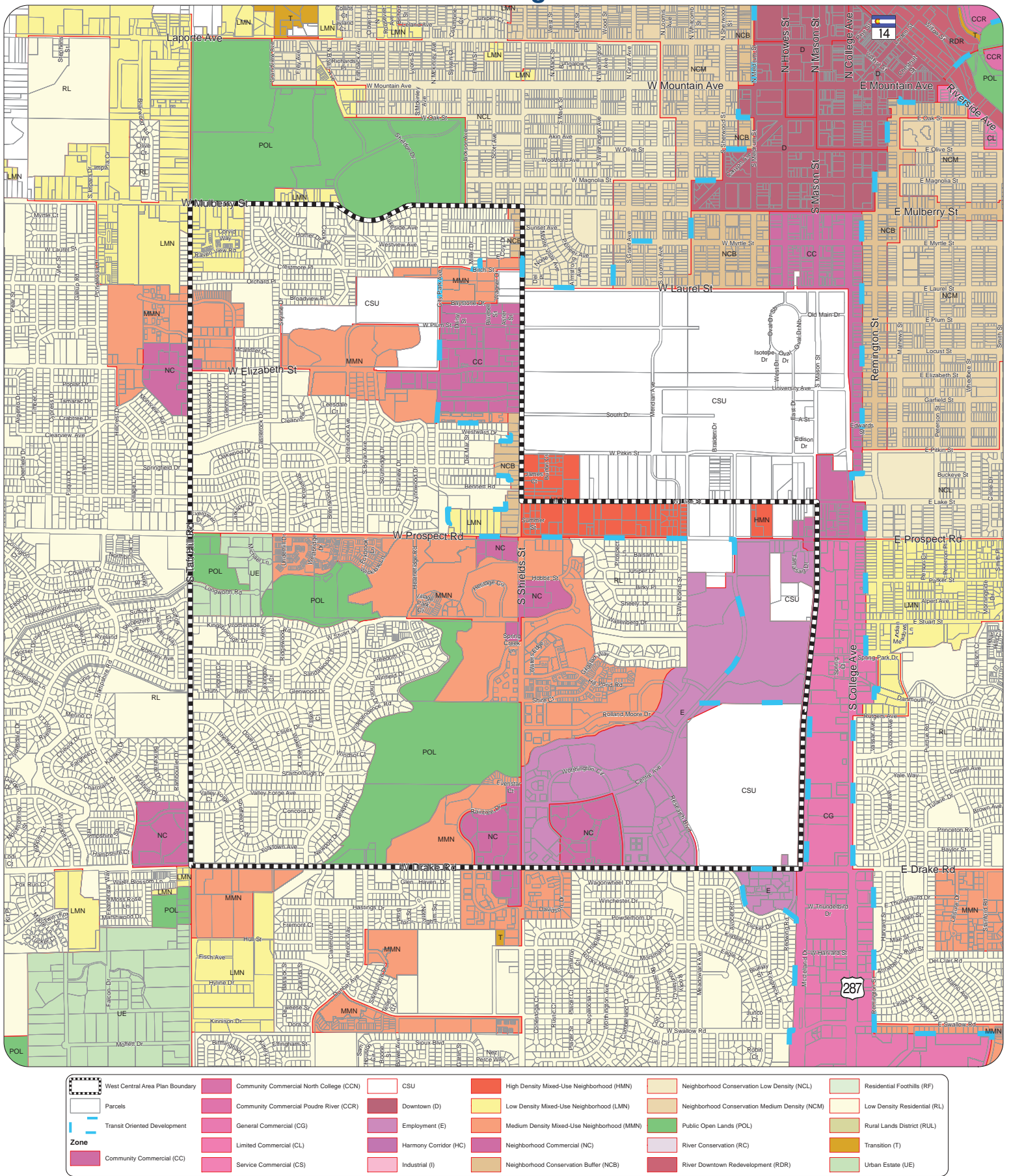
Corridors

- Open Lands, Parks and Water Corridors
- Poudre River Corridor
- Enhanced Travel Corridor (Transit)



West Central Area Plan

Zoning



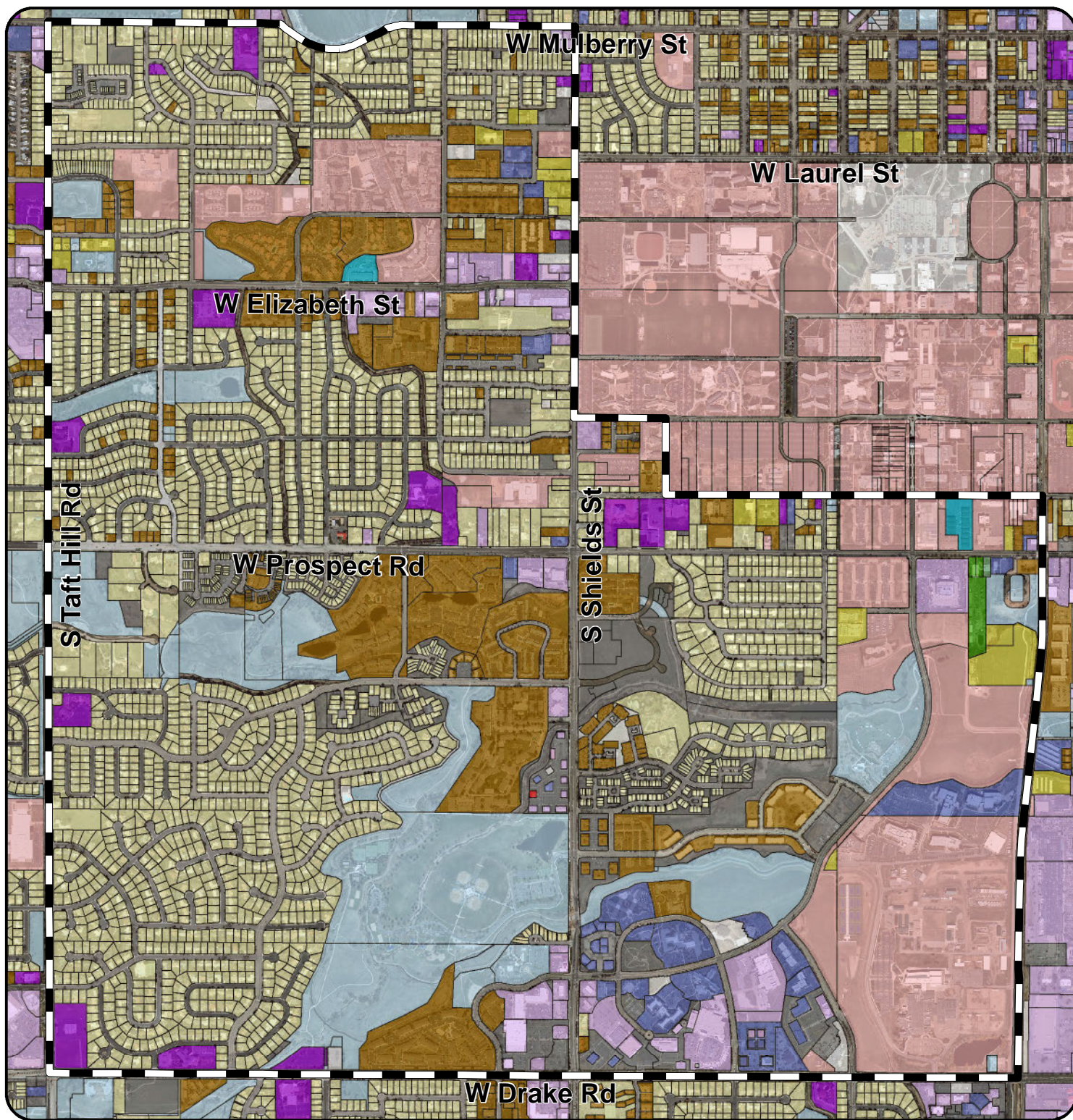
Scale 1:6,000

0 0.25 0.5 0.75 1 Mile



West Central Area Plan

Land Use



0 0.1 0.2 0.3 0.4 Miles

Legend



West Central Neighborhoods

Land Use

Not Defined

All agricultural uses

Education institutions

General

Government facilities

Group quarters

Hospital

Multi-family

Other tax exempt

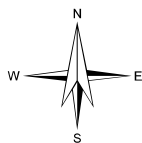
Parks/recreation and open space

Religious institutions

Services

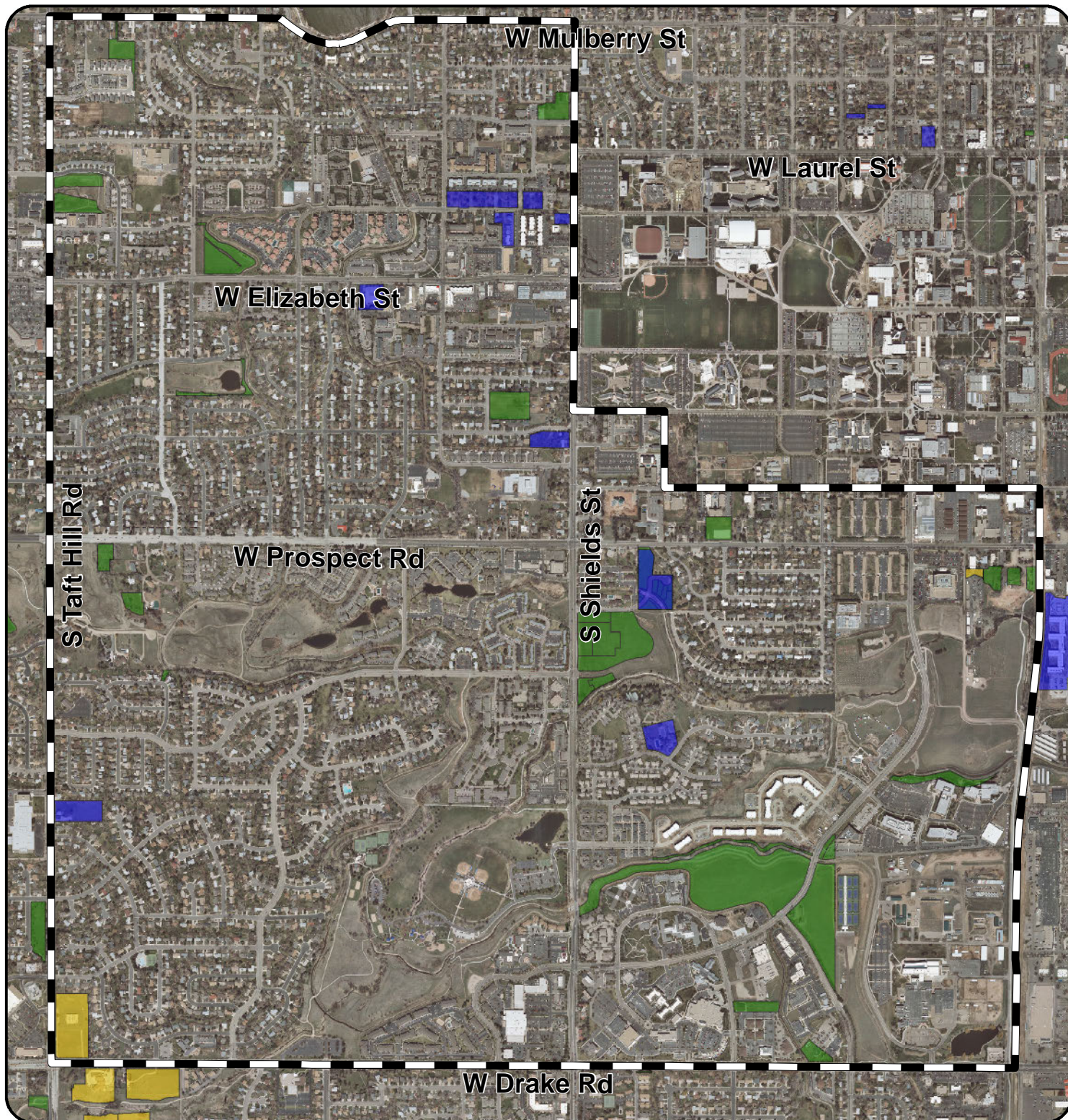
Single family

Vacant

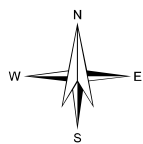


West Central Area Plan

*Current Development Proposals,
Under Utilized Land and Vacant Land*







0 0.1 0.2 0.3 0.4 Miles



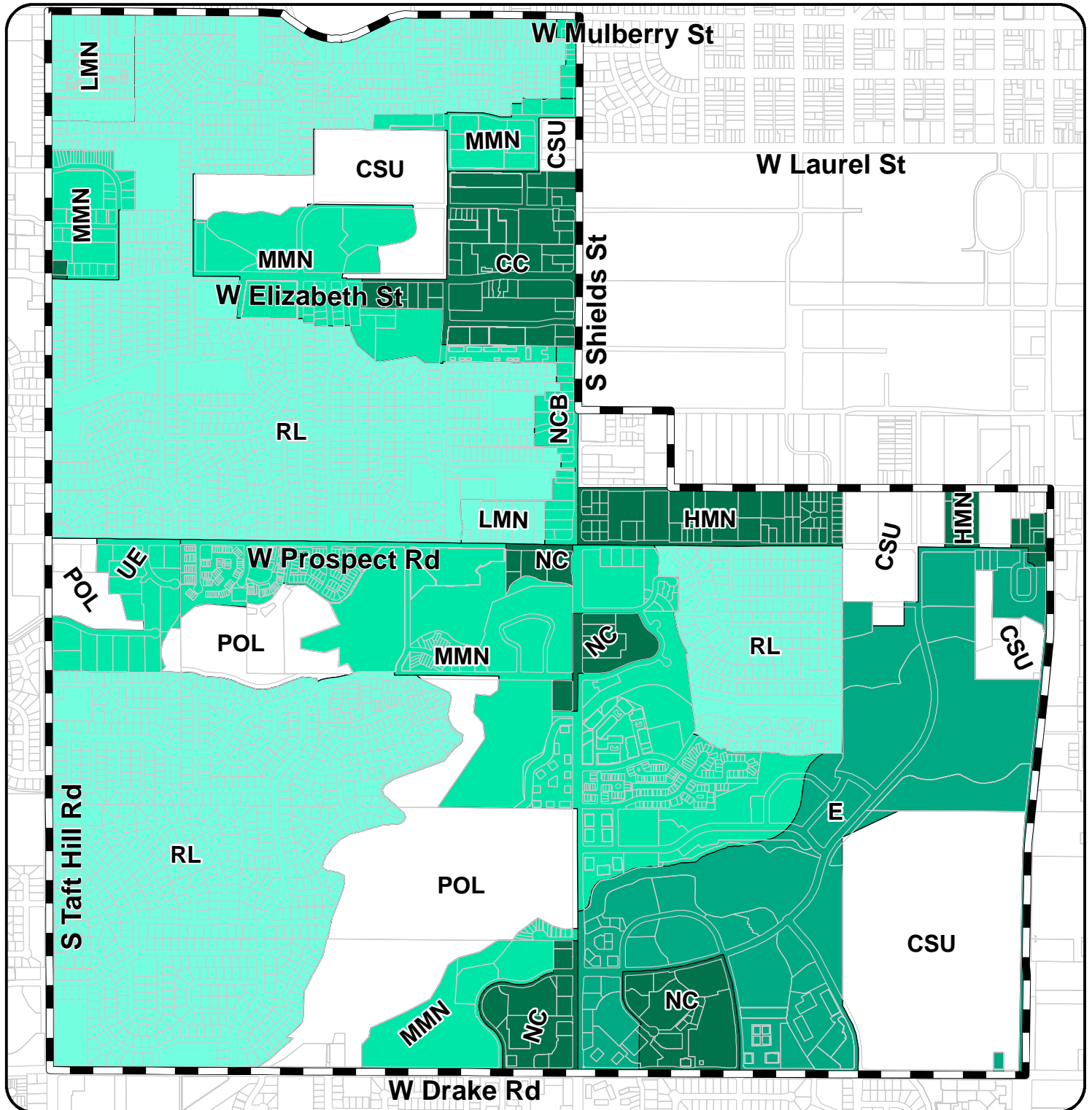
Printed: February 25, 2015

Legend

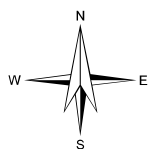
-  West Central Neighborhoods
-  Current Development Proposals/Approvals
-  Vacant Land
-  Under Utilized Land

West Central Area Plan

Maximum Building Height



0 0.1 0.2 0.3 0.4 Miles




Printed: February 25, 2015

Legend

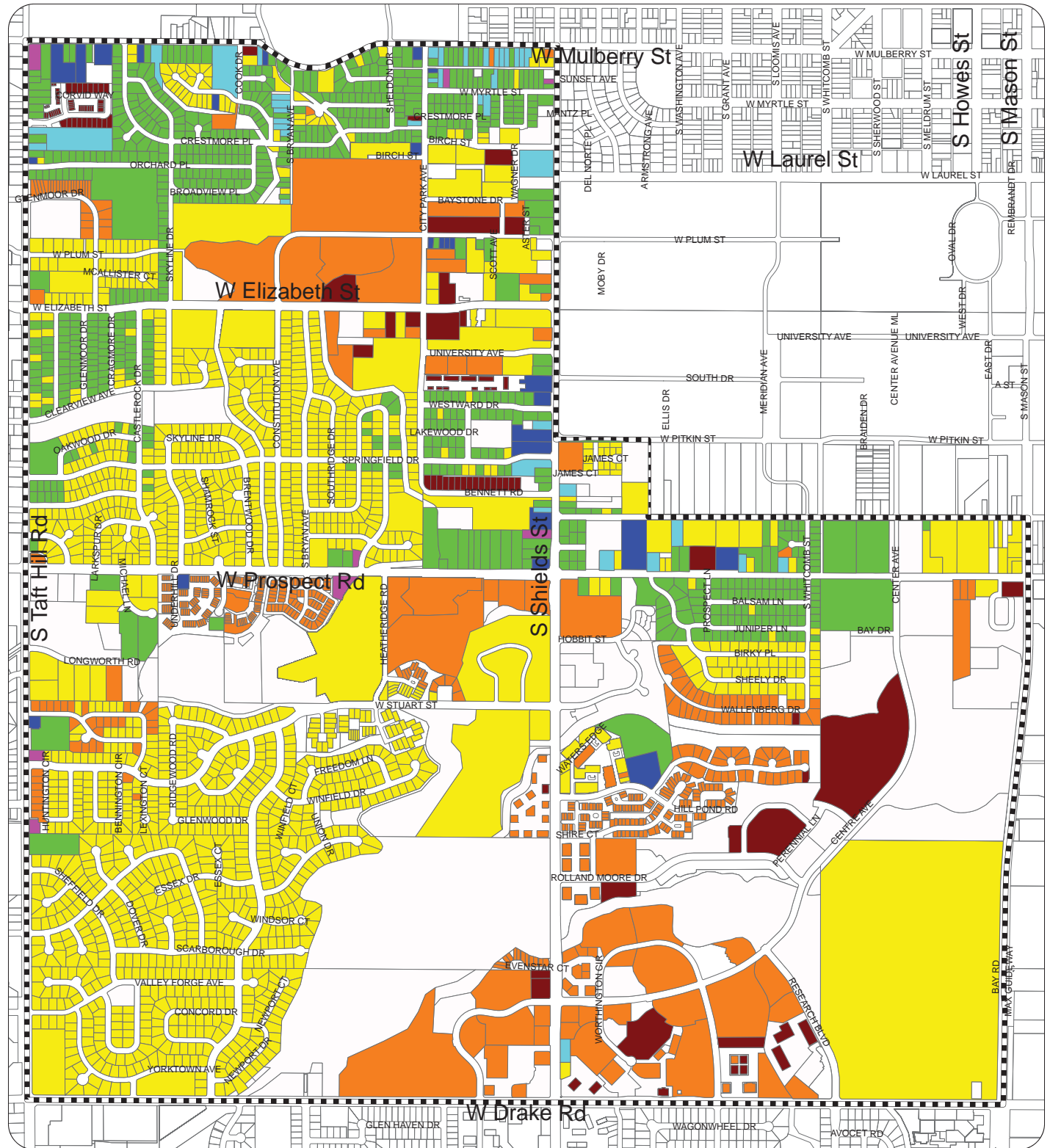
Max. Building Height (Stories)

0
2.5
3
4
5

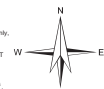
 West Central Neighborhoods

West Central Area Plan

Age of Buildings



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Scale 1:4,000

0 0.1 0.2 0.3 0.4 Miles

Legend

Year Built

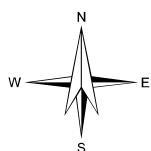
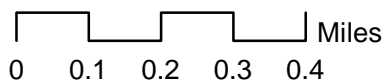
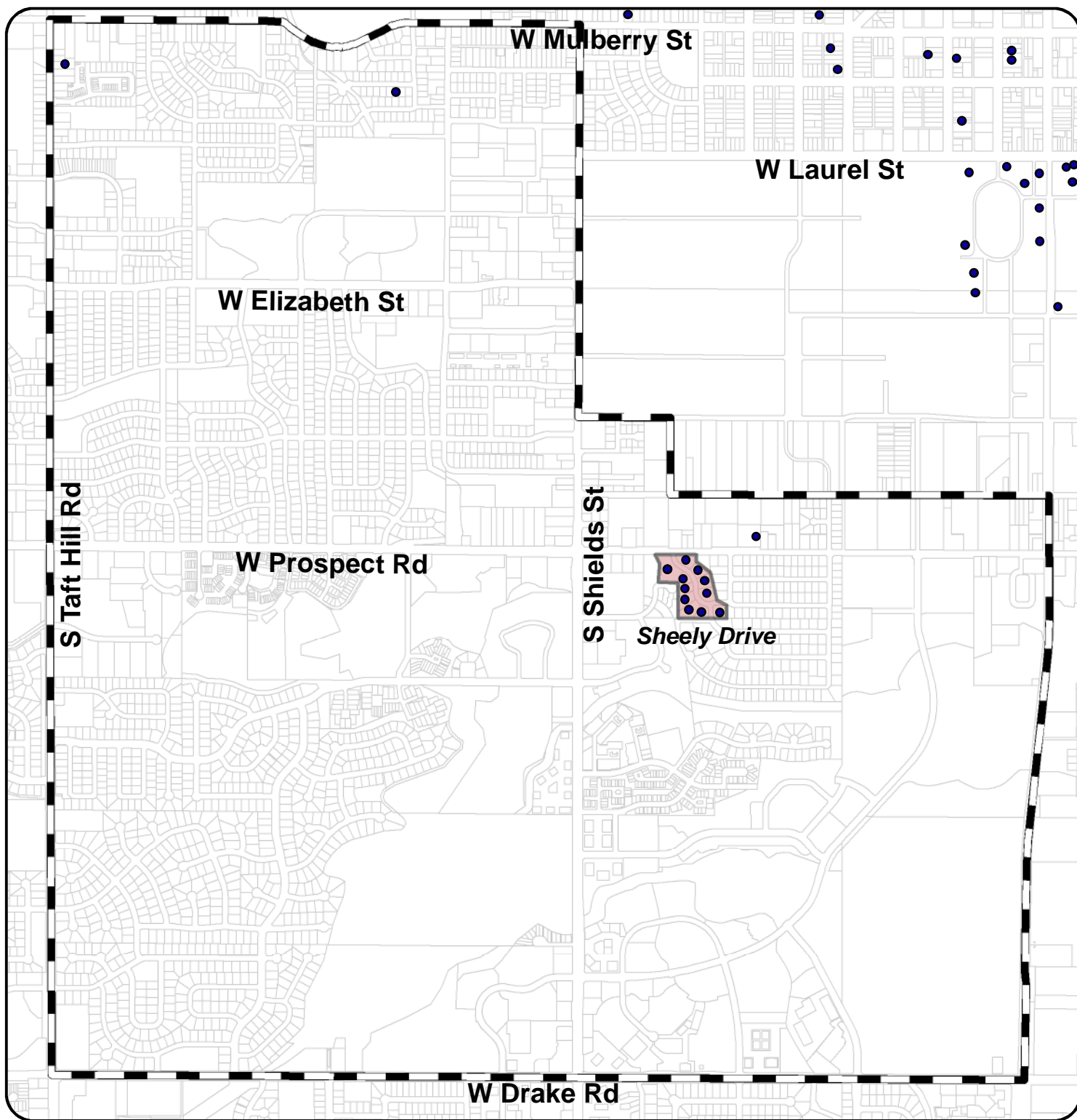
N/A	1941 - 1960	1981 - 2000
1851 - 1900	1961 - 1980	2001 - 2014
1901 - 1920		
1921 - 1940		

West Central Neighborhoods

Parcels

West Central Area Plan

Historic Features



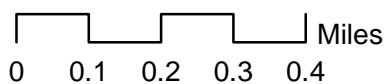
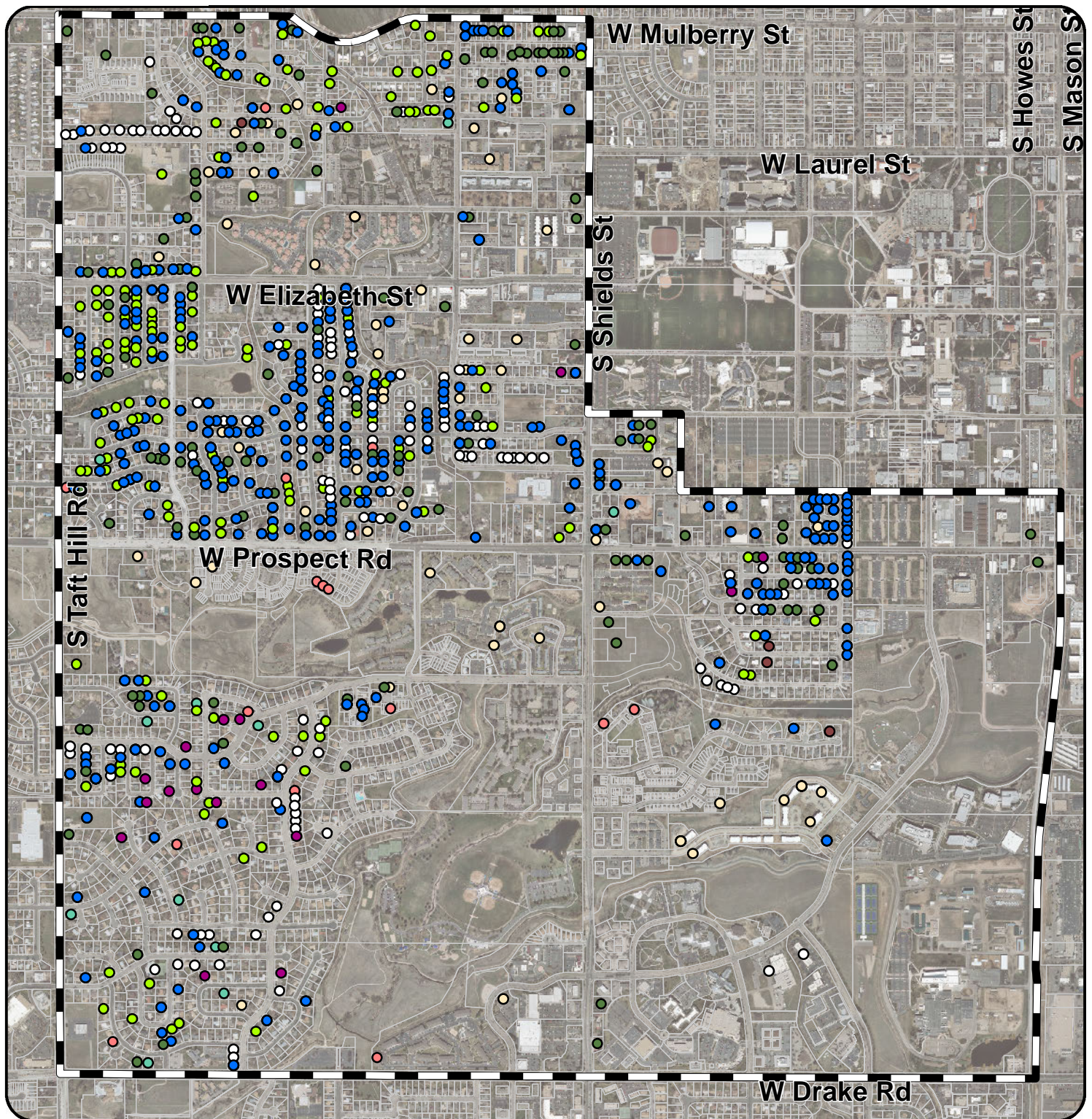
Printed: February 25, 2015

Legend

- Designated Historic Properties
- Historic Districts
- West Central Neighborhoods

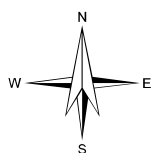
West Central Area Plan

Code Violations



Note: The following categories have been consolidated and contain the following types of violations.

Trash - rubbish, unscreened trash
 Vehicle - inoperable vehicle, parking on yards
 Yard - dilapidated fence, dirt yard, forestry, noxious weeds, weeds



Printed: February 25, 2015

Legend

Violation Type

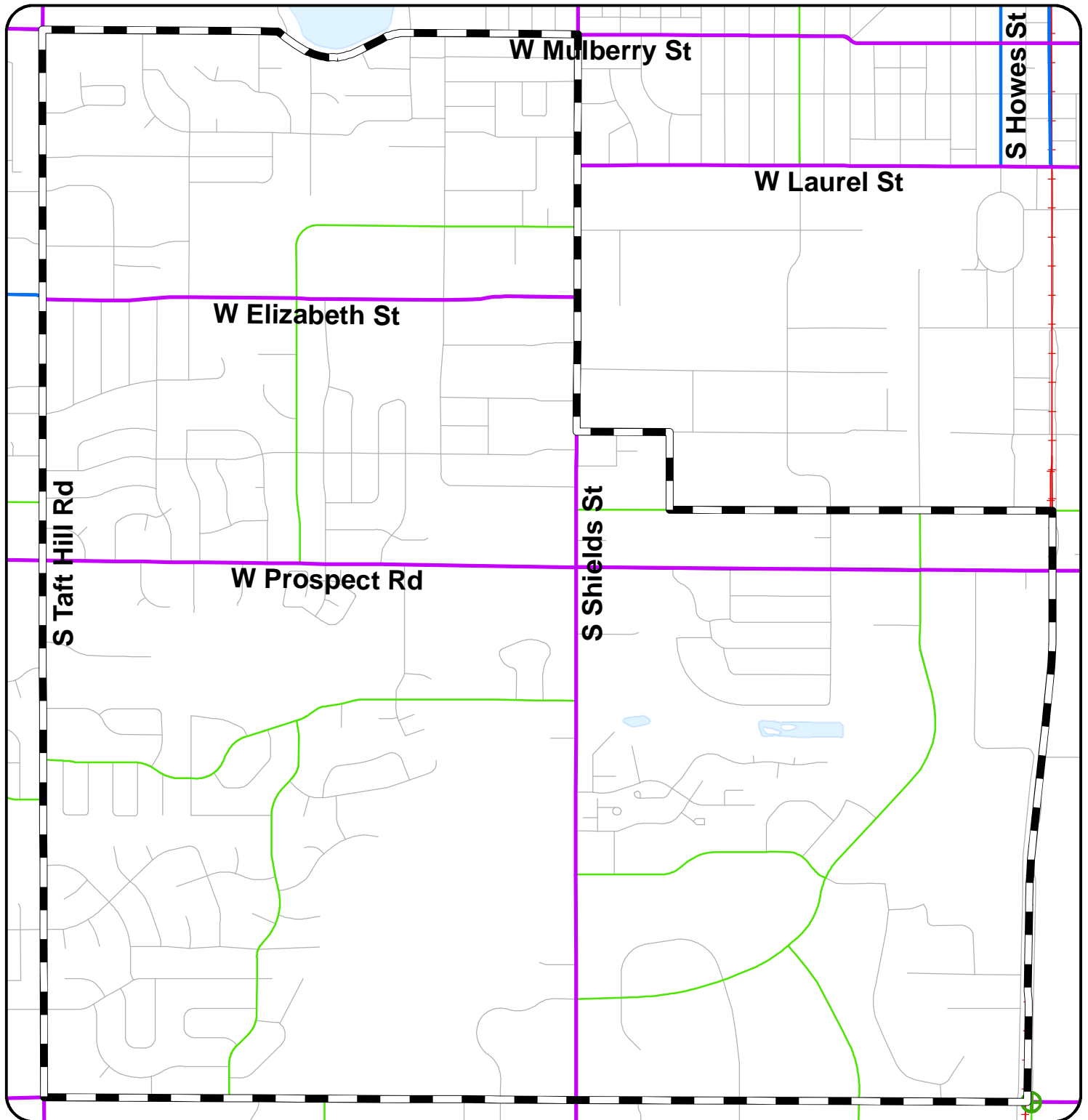
- Housing Over Occupancy
- Multiple
- Outdoor Storage
- Public Nuisance Ordinance
- ROW Encroachment
- Snow
- Trash
- Vehicle
- Yard



West Central Neighborhoods

West Central Area Plan

Master Street Plan



0 0.1 0.2 0.3 0.4 Miles

Scale 1:16,648

Note: Other collector and local streets not shown will be developed in accordance with adopted sub-area, corridor, and neighborhood plans of the city.

*Streets and Arterials outside of GMA are shown for contextual purposes only and are not part of the Master Street Plan.
The City of Fort Collins is not fiscally responsible for these improvements.*



West Central Neighborhoods

—+— Railroads

— Streets



Potential Grade Separated Rail Crossing



Potential Interchange

Collector 2 Lanes

Arterial 2 Lanes

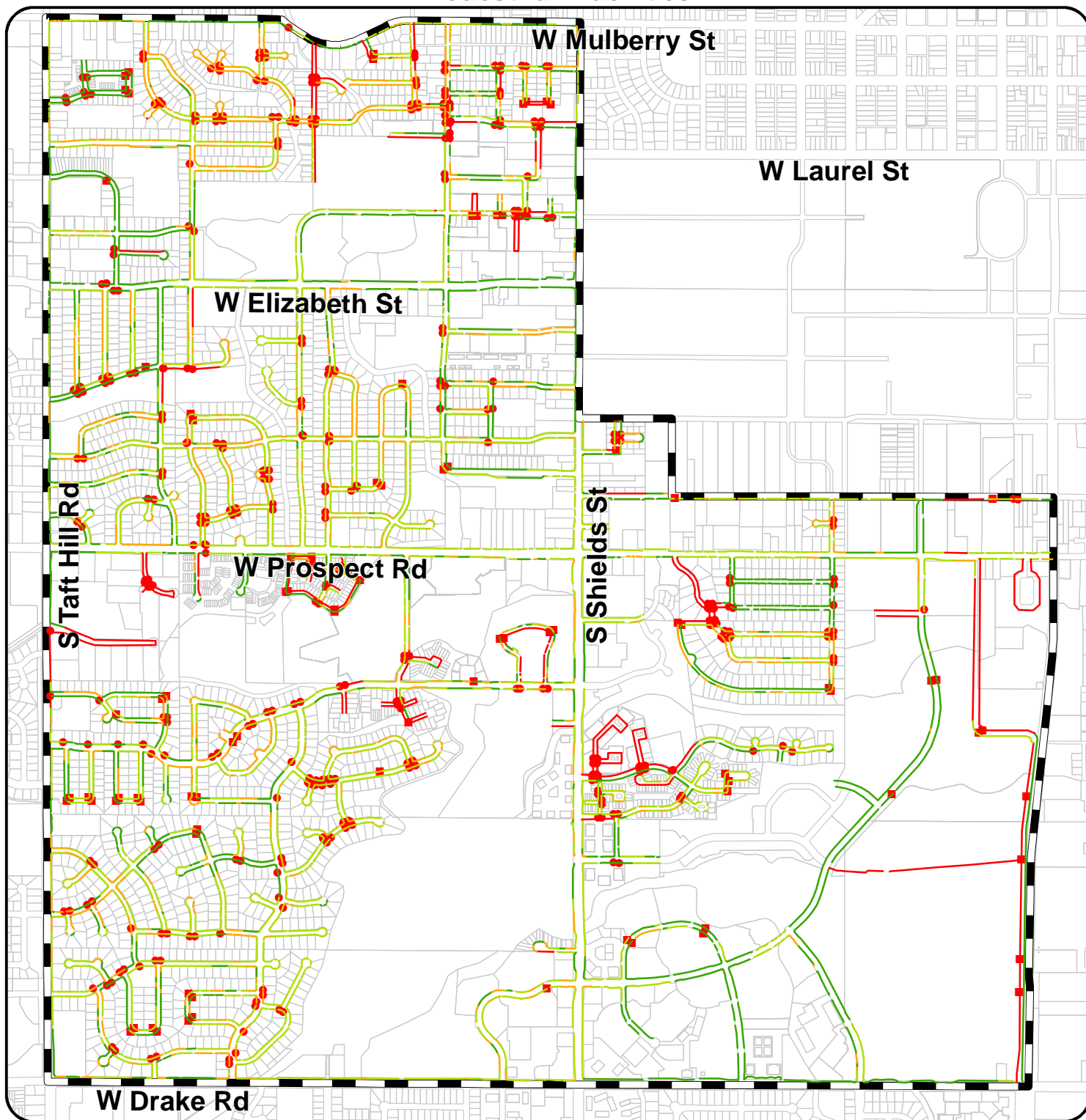
Arterial 4 Lanes

Major Arterial 6 Lanes

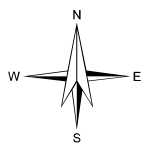
Adopted: March 17, 1981
Amended: December 17, 2013
Printed: February 25, 2015

West Central Area Plan

Pedestrian Facilities



0 0.1 0.2 0.3 0.4 Miles



Legend



West Central Neighborhoods

Sidewalk

Good

Fair

Poor

Missing

Ramps

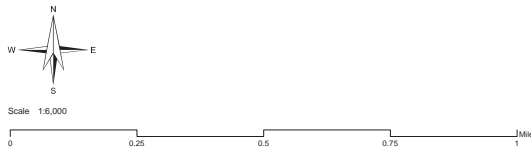
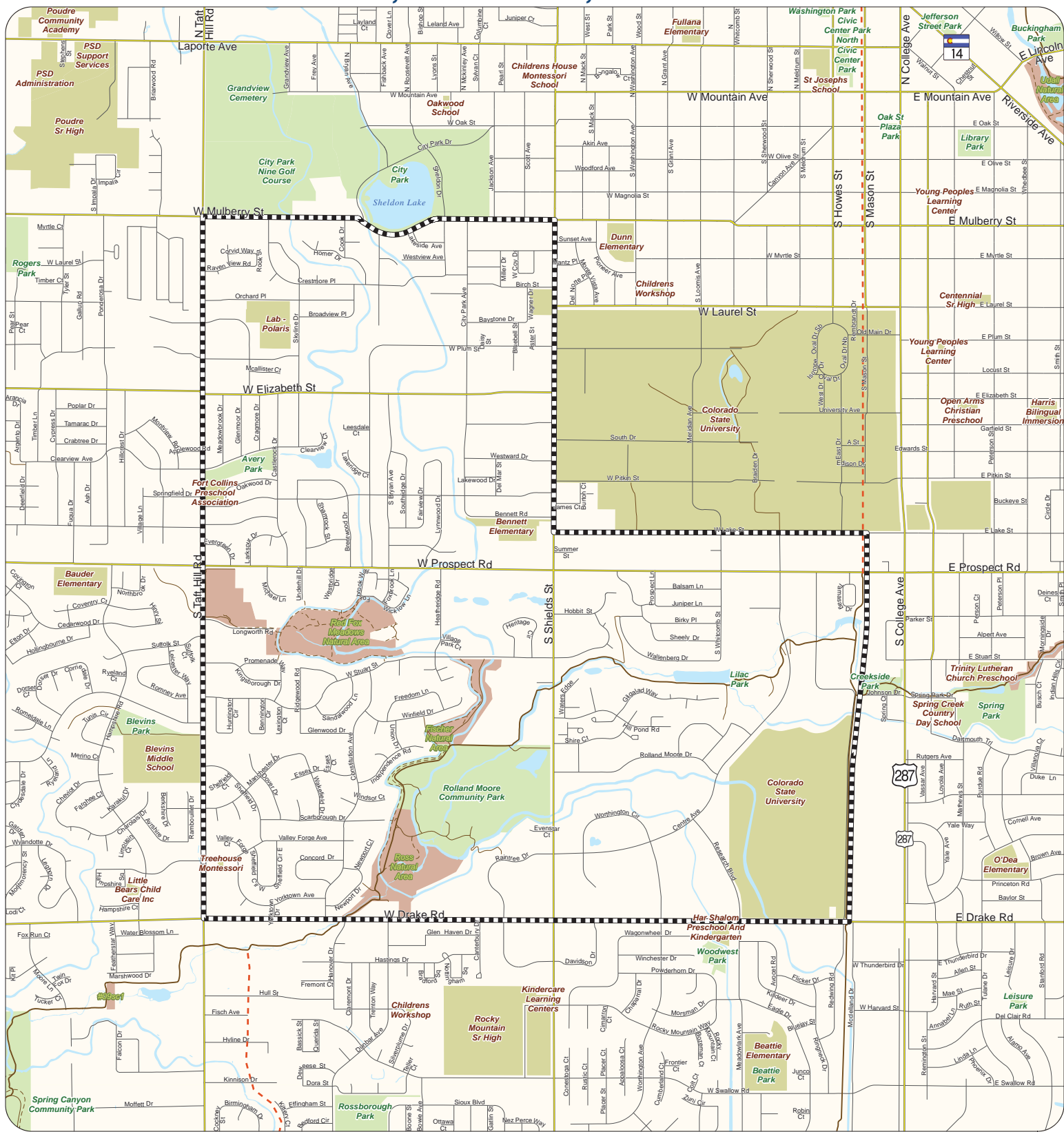
Intersection, Missing

Mid-block, Missing

Mid-block / Drive Approach (Commercial), Missing







West Central Area Plan

Schools, Natural Areas, Parks & Trails



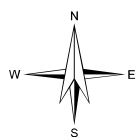
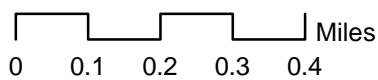
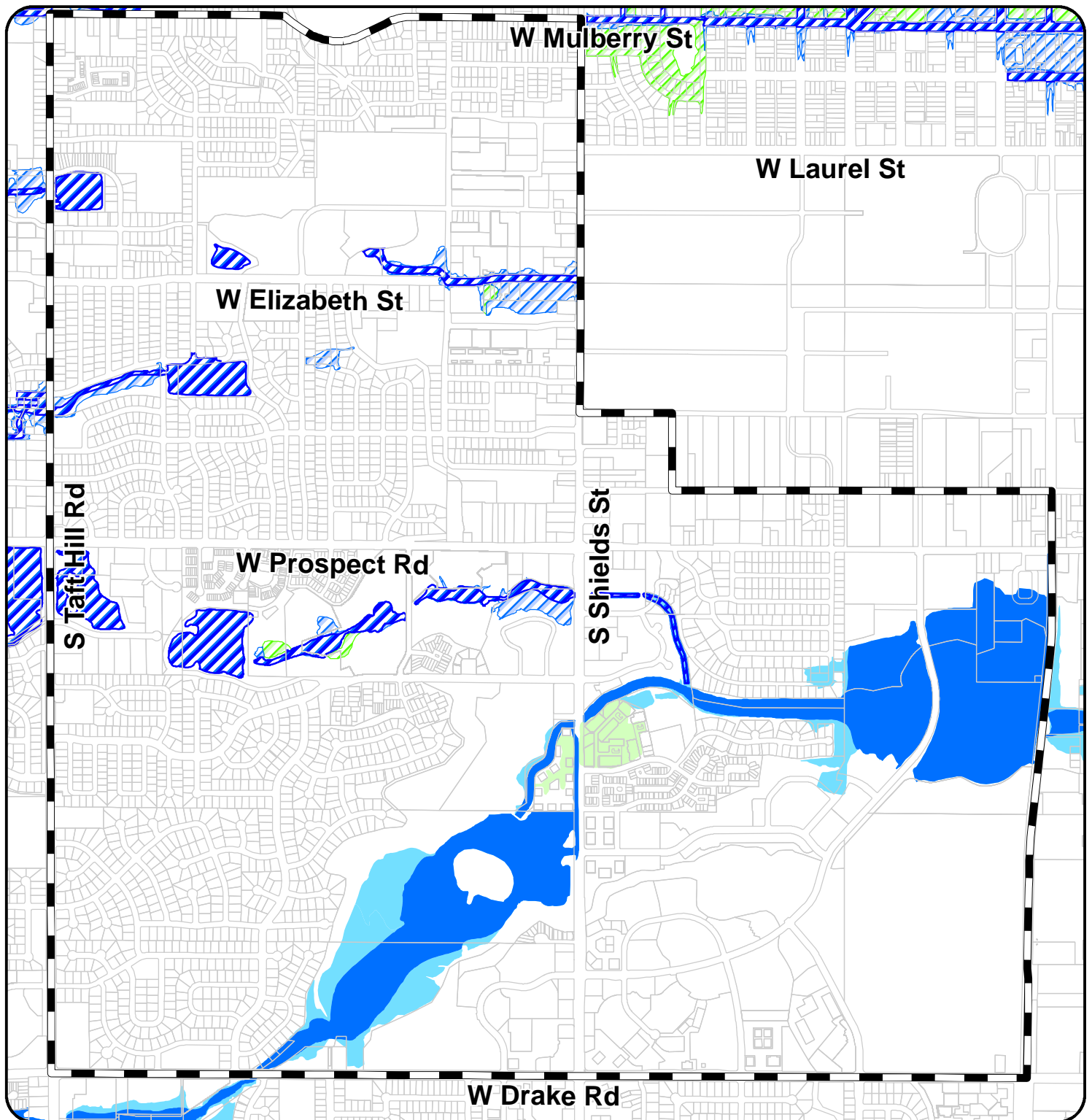
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-  Major Roads
  Paved Major Trail
  West Central Area Plan Boundary
- Minor Roads
 Natural Surface Major Trail
  Schools
- Paved Minor Trail
  Parks
- Natural Surface Minor Trail
  City of Fort Collins Natural Area

West Central Area Plan

Floodplains and Floodways



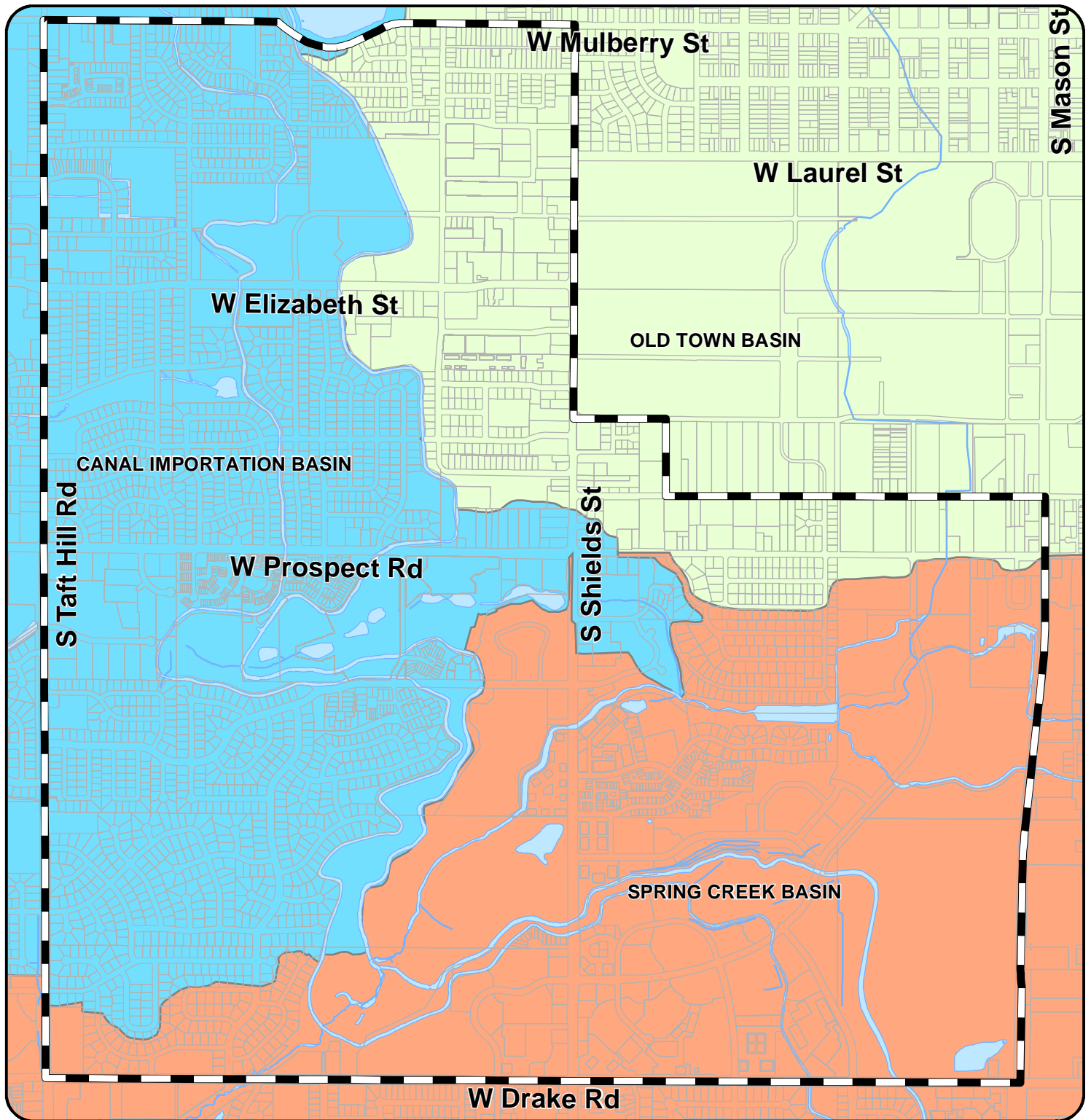
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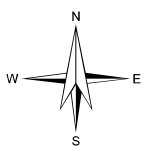
	West Central Neighborhoods		FEMA Floodway
	City Floodway		Poudre Half Foot Floodway
	City High Risk Floodplains		FEMA High Risk Floodplains
	City Moderate Risk Floodplain		FEMA Moderate Risk Floodplain

West Central Area Plan

Drainage Basins



0 0.1 0.2 0.3 0.4 Miles



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Legend



West Central Neighborhoods



Streams



Water Bodies

Stormwater Basins



Canal Importation Basin



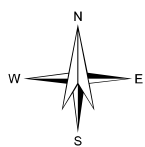
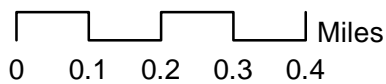
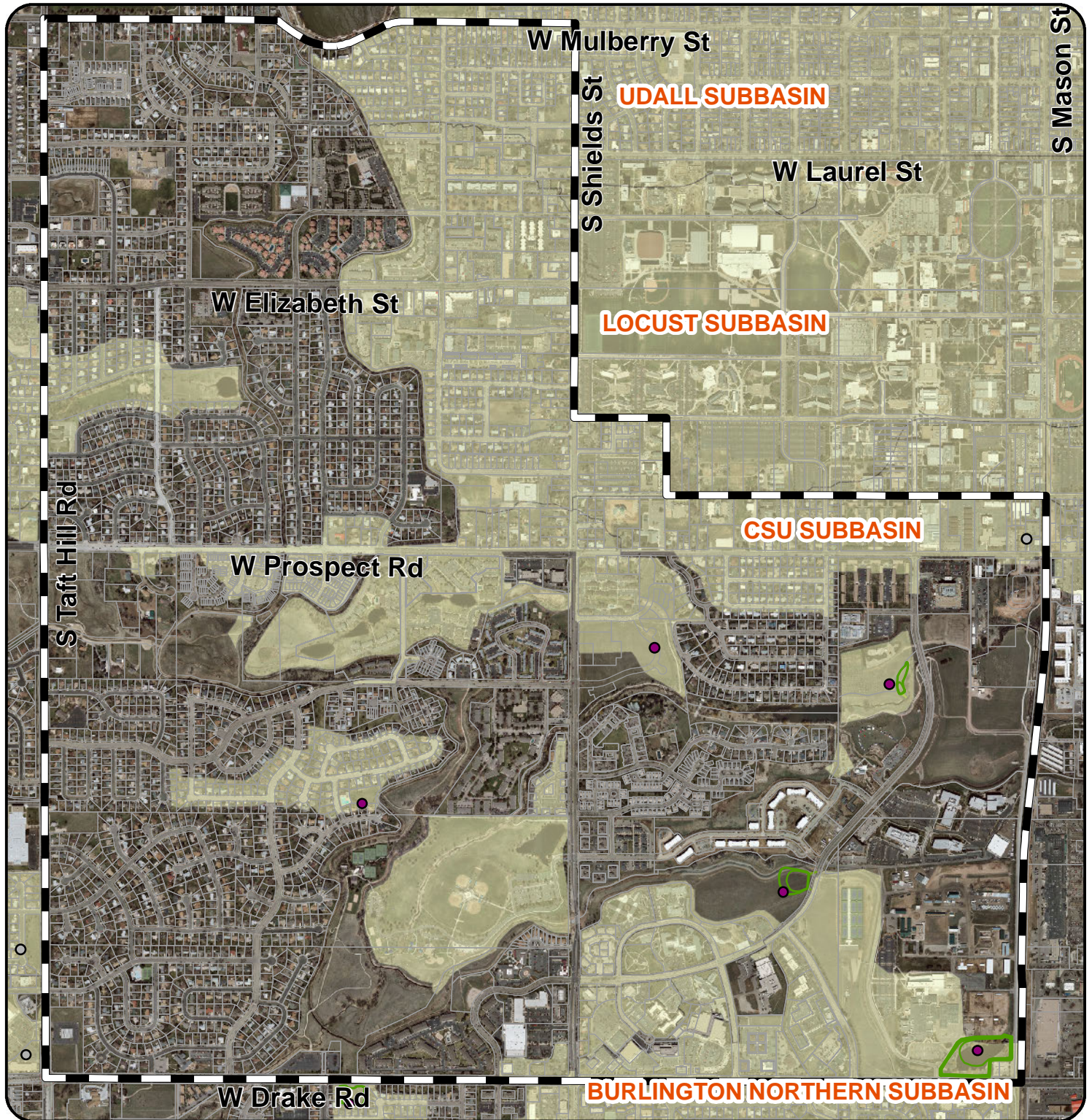
Old Town Basin



Spring Creek Basin

West Central Area Plan

Proposed Stormwater Projects



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Legend

- West Central Neighborhoods
- Proposed Detention Ponds
- Proposed Mechanical Upgrades
- Proposed Grading Contours
- Proposed Improvement Areas
- Proposed Pipelines



Transportation Existing & Future Conditions

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WEST CENTRAL AREA PLAN AND PROSPECT ROAD CORRIDOR STUDY



Source: City of Fort Collins

8/13/2014

Transportation - Existing and Future
Conditions

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west central area plan and prospect road corridor study

TRANSPORTATION - EXISTING AND FUTURE CONDITIONS

INTRODUCTION

This report documents the literature review, data collected, existing conditions and future conditions for the West Central Area and Prospect Road corridor. Fehr & Peers is working closely with the City of Fort Collins and the design team to understand the current and potential future challenges, issues, and opportunities associated with the transportation infrastructure throughout the West Central neighborhood. Fehr & Peers is also focusing on the existing and future conditions and identifying areas of concern for Prospect Road from Shields Street to College Avenue.

The West Central community is within the heart of Fort Collins and is in close proximity to the main campus of Colorado State University (CSU), College Avenue, and Horsetooth Reservoir. It is bounded by Mulberry Street to the north, Taft Hill Road to the west, Drake Road to the south, and Mason Trail and Shields Street to the east (see **Figure 1**).

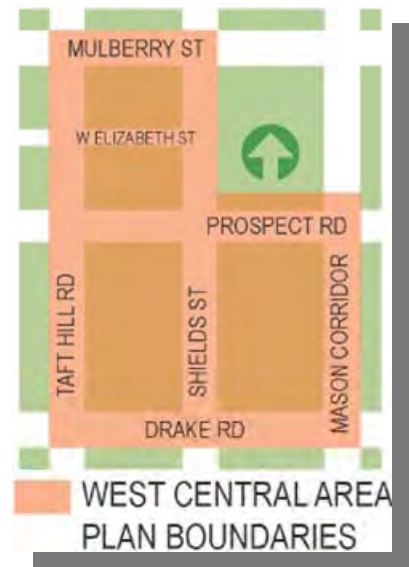


FIGURE 1: STUDY AREA MAP

HISTORY

In 1999, a group of citizens, business owners, residents, developers, City staff, and the general public developed the original West Central Neighborhoods Plan. Its vision was to “maintain and enhance the diverse character...strengthen the collaboration between the City, CSU, and neighborhood...provide housing opportunities, infrastructure, and lifestyle...facilitate and improve existing transportation systems...adapt to meet the needs of the dynamic and ever-changing neighborhood...and provide opportunities in development, redevelopment, and maintenance.” The plan identified three major goal topics: (1) character of the neighborhoods, (2) housing, and (3) transportation. Within each topic there are subcategories with specific goals to address the most important issues, challenges, and opportunities. There were 27 goals for transportation, which are summarized below:

- Provide clear, distinctive rights-of-way for all modes of travel and increase the number of alternative mode trips by neighborhood residents.
- Develop ordinances that are enforceable and enforced.
- Improve the efficiency, safety, and convenience for all modes and provide the highest levels-of-service for all modes of travel.
- Create design standards for new streets to have a better sense of “neighborhood.”



- Maintain safe access for children traveling to/from the neighborhood schools.
- Provide connectivity for pedestrians throughout the neighborhood and link to primary destinations.
- Allow bicyclists to travel freely, conveniently, and efficiently.
- Ensure bus routes are safe, convenient, frequent, and efficient while serving the demand.
- Provide adequate parking for the neighborhood land uses and limit the overflow from CSU, shopping centers, and park events onto residential streets.
- Maintain all types of infrastructure on a regular schedule or as needed and to equal levels of satisfaction.

The original West Central Neighborhoods Plan outlined policies and plans for the three main goal topics. The transportation section focused on improving the “movement of goods, services, and people within the planning area in a safe and efficient manner and to help encourage the use of alternative transportation modes.” The plan also provided a list of improvements related to transportation. The status of the projects mainly fit into four categories—completed, ongoing, partially completed, or not completed. The completed projects include the following:

- A pedestrian and bicycle signal was installed on Prospect Road just to the west side of the intersection with Heatheridge Road.
- Centre Avenue was constructed from Research Boulevard to Prospect Road with a bridge over Spring Creek Trail. The trail connects to the Mason Trail.
- Taft Hill Road was widened in the vicinity of Blevins Middle School to accommodate bike lanes and complete the sidewalks.
- Pedestrian crossing markings were added or improved at major intersections.
- Constitution Avenue near Valley Forge Avenue, Scarborough Drive, and Stuart Street has been restriped to provide narrower travel lanes, bike lanes, and on-street parking. There have been crosswalks, school crossing signs, and speed detection signs installed along the roadway, where necessary. These improvements are mild traffic-calming devices to increase the safety for all transportation modes.
- Bike lanes were added to the following roadways:
 - Centre Avenue from Research Boulevard to Prospect Road,
 - Research Boulevard from Centre Avenue to Drake Road,
 - Lake Street from Shields Street to College Avenue (defined as a functional alternative to Prospect Road), and
 - Lynnwood Drive from Prospect Road to Springfield Drive (currently has sharrows and is slated to have a bike facility added in the near future).
- A pedestrian path was constructed at these locations:
 - Between the canals from Spring Creek Trail to Centre Avenue,



- Links from Red Fox Meadows to the surrounding neighborhoods, Stuart Street, and Taft Hill Road, and
- College Avenue via the underpass under the railroad tracks.
- Sidewalks and street crossings were installed at these locations:
 - Taft Hill Road to Sheffield Street (pedestrian/bicycle-activated signal) and
 - Taft Hill Road on the east side near Blevins Middle School.
- A “good neighbor” educational program created to increase awareness of the community expectations. The Fort Collins Neighborhood Services department provides various programs and resources for the citizens to utilize. Some of the resources are: Nextdoor – a private social network, videos and articles on hot topics, adopt-a-neighbor, and links to rules and regulations.

See **Figure 2** for a map of these completed projects.

Ongoing projects include:

- Neighborhood organizations and City staff work together to ensure the posted speed limits are accurate and to install adequate signage to notify drivers of speed limit.
- Regular monitoring and enforcement of speeds. An educational program is ongoing to prevent speeding and educate drivers of the potential consequences. Where speeding is a chronic problem, the community will work with City staff to implement traffic-calming devices.
- Crash reports are monitored to identify trends and problematic locations.
- Bicycle plans are coordinated between the City and CSU.
- Bike lanes need to have sufficient width on major arterials and, where necessary, street-widening projects should be added to the Capital Improvement Plan (CIP).
- The snow removal system continues to be modified for bicycle and pedestrian access around West Central Area and CSU.
- Allocation of funds to the school crossing guard program and busing services.
- Periodic surveys of transit users to understand the demand and needs of the users.
- Citywide policy and street design standard for bicycle left-turn movements through major intersections. The 2008 Bicycle Plan includes some guidelines on bikeway design and innovative solutions for bicycle left-turn movements. The Bicycle Plan is concurrently being updated with this study and will include policies and street design standards for bicycle left-turn movements.

Partially completed projects include the following:

- Taft Hill Road was widened from Elizabeth Street to Mulberry Street to allow for wider sidewalks and bike lanes. The sidewalks continue to be five feet wide, but bike lanes have been added to the roadway.
- Drake Road and Constitution Avenue crosswalks were replaced with colored, stamped concrete to enhance the pedestrian crossing and provide a neighborhood entryway design. It was recommended that the crossing distance be reduced; however, this was not completed with the enhancements.



- The east crosswalk at the Stuart Street and Heatheridge Road intersection was reconstructed as a raised crosswalk to enhance the pedestrian crossing and provide a neighborhood entryway design. It was recommended that the crossing distance be reduced; however, this was not completed with the reconstruction.
- Some of the existing, underutilized pedestrian links were enhanced within the neighborhoods.
- The size and schedule frequency of buses during low-demand times was reduced as necessary.
- Parking solutions were developed to reduce parking issues within the neighborhood. The City provides the Residential Parking Permit program, which is a voluntary opt-in program that restricts parking locations and times. There is only one neighborhood in the West Central Area that is a part of this program, which is the Sheely/Wallenberg neighborhood.
- CSU has identified locations where seven new parking facilities should be installed. The most recent Transportation and Parking Master Plan (April 2014) discusses the timeline for implementation.

The projects that have not been completed and should be reevaluated in this study include the following:

- Intersection improvements for increasing pedestrian and bicycle safety on Prospect Road at Whitcomb Street and Shields Street. These intersections currently provide crosswalks, push buttons, and pedestrian signal heads; however, no additional improvements have been implemented since the original plan.
- Neighborhood entryway design features were proposed to provide reduced and safer pedestrian crossing distance at these intersections:
 - Taft Hill Road and Stuart Street,
 - Prospect Road and Constitution Avenue, and
 - Elizabeth Street and Constitution Avenue.
- Landscaped medians along Prospect Road between Taft Hill Road and Shields Street.
- Traffic-calming devices along Springfield Drive to increase the safety for all modes.
- Designated bikeways were identified for the following roadways:
 - Valley Forge Road from Taft Hill Road to Constitution Avenue,
 - Heatheridge Road from Stuart Street to Prospect Road,
 - Springfield Drive from City Park Avenue to Shields Street (already a bike route west of City Park Avenue),
 - Skyline Drive from Orchard Place to Crestmore Place (one 200-foot block between two bikeways), and
 - Hobbit Street from Shields Street to Spring Creek Trail (currently has a worn dirt trail).
- Sidewalks and street crossings to be installed or improved at these locations:
 - Taft Hill Road between Prospect Road and Mulberry Street,



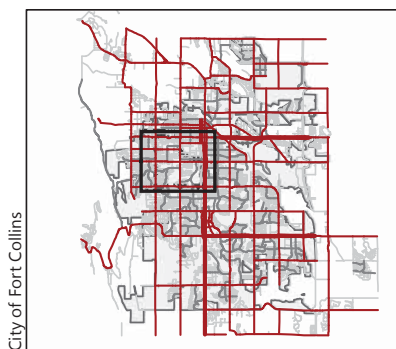
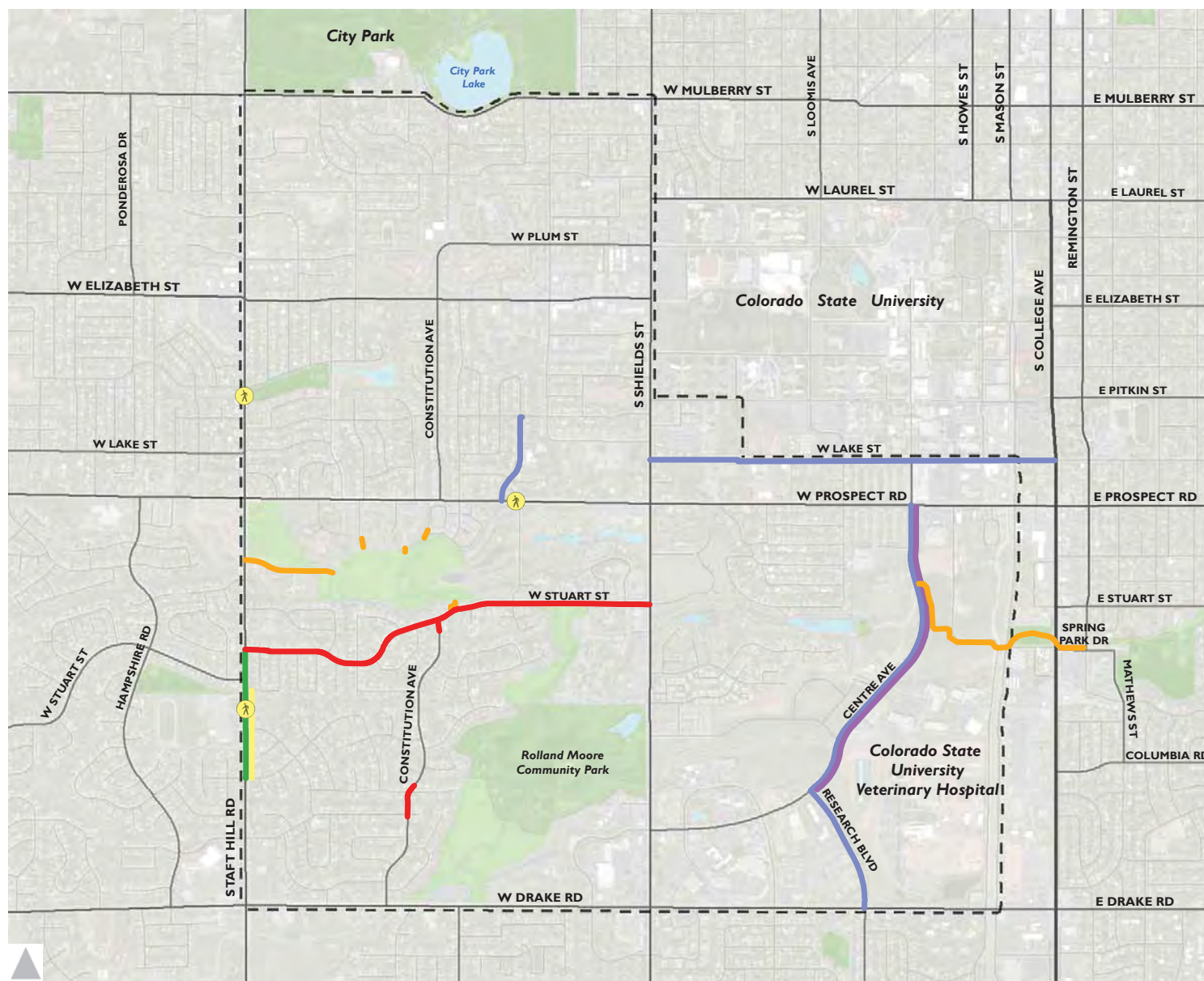
- Intersection of Prospect Road and Shields Street,
- Prospect Road near Castle Rock Drive,
- Prospect Road from Shields Street east to College Avenue (this will be included in the current study), and
- Lake Street from Shields Street east to College Avenue (this will be included in the current study).
- Cost-effective methods to collect riders within the West Central Area and connect to the local and regional transit routes.
- City parking regulations and codes to be reviewed and changed to address parking issues. Parking at Rolland Moore Park should be increased. It was recommended that the current facilities increase the number of parking spaces and during special events utilize off-site lots.

The 1999 West Central Neighborhoods Plan set the groundwork for setting the community goals, defining neighborhood policies, and identifying deficiencies in the transportation infrastructure. Many of the listed projects have been completed, and those that have not been completed will be reevaluated to potentially be included within the recommendation of the updated Plan. The original Plan provides guidelines for the visioning of the updated Plan and will be utilized to ensure the updated Plan continues to meet the expectations of the community members.

See **Figure 2** for a map of the projects from the 1999 West Central Neighborhoods Plan that have been completed.

The 1999 vision was to “maintain and enhance the diverse character...strengthen the collaboration between the City, CSU, and neighborhood...provide housing opportunities, infrastructure, and lifestyle...facilitate and improve existing transportation systems...adapt to meet the needs of the dynamic and ever-changing neighborhood...and provide opportunities in development, redevelopment, and maintenance.”





Legend

- Ped/Bike Signal
- Bike Lane
- Sidewalk
- Pedestrian Path
- New Road
- Traffic Calming
- Roadway Widening

General Completed Projects

- Pedestrian crossing markings were added or improved at major intersections.
- A "good neighbor" educational program was created to increase awareness of community expectations.

Note: Projects shown are those that have been completed from the West Central Neighborhoods Plan (1999). Only projects listed in the West Central Neighborhoods Plan are illustrated. Other improvements may also have occurred.



Figure 2



West Central Neighborhoods
Plan (1999) Improvements
West Central Area Plan

LITERATURE REVIEW

Fort Collins values its transportation network and understands the need for accessibility, mobility, and capacity associated with all modes: automobile, bicycle, pedestrian, and transit. Recently the City has worked with consultant teams and citizens to evaluate each transportation element and to develop the Transportation Master Plan (TMP) (February 2011) and City Plan (February 2011). These master plans were reviewed along with the following studies/plans:

1) **2008 Bicycle Plan (October 2008)**

This plan covered the traditional four “E’s”— engineering, education, encouragement, and enforcement as well as three additional components – economy, environment and community, specifically targeting the values expressed by Fort Collins residents. The 2008 bikeway network consisted of approximately 280 miles of bicycle lanes, 30 miles of hard-surfaced, multi-use paths, and many more miles of local street bicycle routes. Future bike lane projects will take place in tandem with new street construction or reconstruction of existing facilities, as established in the City’s Master Street Plan. The City will continue to explore rail and water corridors for future multi-use path development, as well as signal detection loops and innovative bicycle traffic solutions. Some bike facilities that were considered are bike boxes and bike boulevards. “The City will improve multimodal connectivity by expanding opportunities for linking multiple transportation modes through construction of facilities such as bicycle parking at transit stops/stations and the installation of showers and changing rooms at major destinations.” The improvements identified in the Bicycle Plan within the West Central Area neighborhood are listed in **Table 1**. It should be noted that this plan is currently being updated (2014).

2) **Transfort Strategic Operating Plan Final Report (August 2009)**

The Transit Strategic Plan (TSP) was a collaborative effort between the City of Fort Collins-Transfort, the City of Loveland-COLT, and the Poudre School District (PSD). It updated the 2002 Transfort Strategic Operating Plan (TSOP), the 2004 COLT Transit Plan, and an analysis of the opportunities public transportation offers PSD high schools. The plan also addressed the Mason Corridor MAX project and its impact on other transit services within the City; identified funding mechanisms and practical phasing options; and developed financial solutions required to create and sustain a high-performing transit system. Six primary goals were developed to guide the development of this plan: (1) meet the Transportation Master Plan and City plan policies, (2) exceed the 2008 Climate Action Plan goal, (3) provide enhanced mobility for transit-dependent populations, (4) develop a transit system that reduced roadway-related costs, (5) provide funding recommendation for implementation and (6) stimulate the local economy. The plan outlined three phases of proposed phased service concepts:

- **Phase 1** – Planned near-term (3-year horizon) transit service improvements that were recommended to enhance efficiency. These improvements included changes in the schedules of seven routes, the elimination of one route, the addition of one route, and the implementation of MAX and coordination of other routes. Partial implementation of Phase 1 occurred in May 2014 with the implementation of MAX BRT service, full Phase 1 improvements are yet to be fully realized.



- **Phase 2** – short-term (5-year horizon) solutions to provide better connectivity and accessibility locally and regionally. This phase recommended significant expansion of the current transit service in Fort Collins, additional regional connections to Denver, and continued refinement of local routes to coordinate with MAX. Phase 2 introduces a transition to a grid network in Fort Collins and provides greater route coverage, higher service frequencies, and longer span of service. A portion of the Phase 2 recommendations have been implemented.
- **Phase 3** – long-term (7-year horizon) plan for additional transit growth in Fort Collins. This phase included longer service hours and limited Sunday transit service, as well as expansion of regional service to Denver, Boulder, Berthoud, and Longmont. This phase assumed the implementation of additional MAX services that extend outside of the Mason Corridor and completed the transition to a full grid network in Fort Collins.

In May 2014, the MAX had its grand opening to showcase the newest transit link in Fort Collins. This Bus Rapid Transit (BRT) system runs along the Mason Corridor from the South Transit Center (south of Harmony Road) to downtown. It serves the major activity and employment centers of Fort Collins. It links transit routes, park-n-rides, and trails, while minimizing delays as compared to those experienced on parallel corridors.



3) Master Street Plan (2011)

The Master Street Plan (MSP) is a map of the City's long-range vision for its major street network. This includes existing and future vehicle, bicycle, and pedestrian connections throughout the City and its growth management area. The MSP also reflects the classification of roadways (collector, arterial, etc.) and the general location for planning transportation connections. Final street alignments are determined and designed at the time of development.

One of the major outcomes of the 2010-11 update was that no streets were identified to change their current street classification through the 2035 horizon year. This indicates that the current roadway network provides adequate capacity for the existing and projected vehicle volumes. In some cases, the updated plan proposed to reduce the classification for specific street segments to redefine the purpose and mode hierarchy. The MSP also includes an overlap map to identify roadways that should be redesigned as Enhanced Travel Corridors (ETC).

ETCs provide direct and accessible connections between major activity centers like downtown, CSU, Midtown, employment centers, shopping destinations, and neighborhoods. While ETCs have a general purpose to decrease travel times along the corridor, each individual corridor will have a different, unique way to provide the specific needs and connections. The ETCs are defined as special focus areas that emphasize enhanced infill and redevelopment along the corridor and define space for each of the travel modes. The City's current ETCs include:

- College Avenue/Mason Corridor – connecting downtown to the communities approximately ½ mile south of Harmony Road (Mason Corridor Environmental

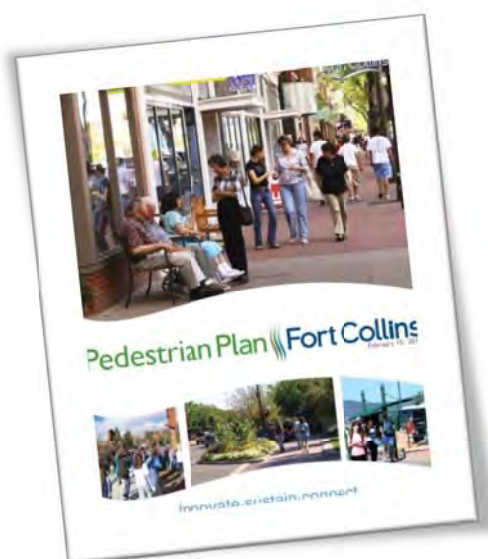


Assessment Technical Report was completed in 2008, the MAX BRT Re-evaluation was completed in 2010, and the Midtown in Motion: College Avenue Transportation Study is ongoing);

- Harmony Road – connecting I-25 to Front Range Community College (FRCC), which will be extended to the Mason Corridor (Harmony Road ETC Master Plan and Alternatives Analysis was completed in 2013); Mountain Vista Drive/North College Avenue Corridor – connecting the Downtown Transit Center to Mountain Vista neighborhood;
- Prospect Road (from CSU/Mason to I-25);
- Timberline Road/Power Trail – connecting Harmony Road to Mountain Vista; and
- West Elizabeth Street (from CSU to Overland/CSU Foothills).

4) Pedestrian Plan (February 2011)

The Pedestrian Plan outlined issues and proposed solutions to problems for pedestrians with the ultimate goal of providing safe, easy, and convenient pedestrian travel for all members of the community. This effort also updated and prioritized the City's list of pedestrian improvement projects and explored potential funding options. The purpose of the Pedestrian Plan was to promote a pedestrian-friendly environment that will encourage the choice to walk for visitors, students, and residents. The plan utilized a new analysis GIS tool that forecasted pedestrian demand using citywide "indices" of walking demand. These forecasts were used to evaluate future pedestrian improvements. The 2010-11 update includes a pedestrian priority project list. This list combines remaining 2004 Capital Improvement Program (CIP) projects and new projects identified by citizens over the previous year. The improvements identified in the Pedestrian Plan within the West Central Area neighborhood are listed in **Table 1**.



5) Colorado State University Master Plan Update (Spring 2012)

The CSU Master Plan is the document that maps the physical needs of the University and provides a tool to assess and plan for the future. This document provided University leadership with an outline of current and future program needs and budget requirements to successfully direct and build a legacy for future generations. This plan provided a collection of maps, conceptual designs, and graphical displays that updated the 2004 Campus Master Plan, including a history of the campus master plan, zoning conditions, projects under construction, funded projects, pedestrian and green space, access, transit, and housing redevelopment. The plan separated the campus into three sections—(1) Foothills, (2) Main Campus, and (3) South Campus—to depict current and future conditions and a framework diagram.



It is important to note that the West Central Area Plan needs to work directly with and complement the plans set forth by CSU. These two locations are connected by transportation elements, citizens, and similar visions. Throughout the process of the West Central Area Plan, the design team will work with those developing the CSU plans.

6) **Arterial Intersection Prioritization Study (March 2012)**

The purpose of the Arterial Intersection Priority Study was to identify intersections that are in need of mobility and safety improvements. This was a data-heavy analysis, which included an evaluation of traffic volume, intersection accidents, intersection delay, pedestrian and bicycle safety and transit operations. The analysis also relied on input from the community to help clarify local concerns and provide input on arterial intersections throughout the City. The community values developed in Plan Fort Collins was used to evaluate the intersections utilizing a data-driven process. The study applied “a wide breadth of evaluation criteria to ensure that the selected projects addressed specific transportation needs and also aligned with the City’s core values.” The evaluation process included three main steps:

- **Level 1** - Initial screening to identify intersections with the greatest safety and operational needs. Based on those results, and input from staff and others stakeholders, various alternatives or improvement options were developed for further consideration and evaluation.
- **Level 2** - Detailed evaluation of the alternatives. This evaluation was based on community values and designed to test options to find alternatives that meet these values and address the safety and operational issues identified in the initial screening.
- **Level 3** - Conceptual designs were developed for the final set of intersections.

Thirty-two intersections throughout the City were carried forward from Level 1 to the Level 2 analysis, including four within the West Central area: (1) Elizabeth Street and Shields Street; (2) Drake Road and Shields Street; (3) Drake Road and McClelland Drive; (4) Drake Road and Redwing Road/Bay Road. Drake Road and Shields Street was the only intersection carried forward to Level 3 concept design. The design for this intersection began in the summer of 2014, with the main goals to add northbound and southbound right-turn lanes and bring the Shields Street bike lanes up to standard through the intersection. An update to this study is currently in progress. For more details on the performance of intersections within the West Central area, refer to the **Intersections** section.

7) **Capital Improvement Plan Documentation (December 2012)**

“The Transportation Capital Improvement Plan (CIP) is an inventory of all multimodal transportation projects throughout the City and is a part of the Transportation Master Plan (TMP). The CIP was updated using an interdisciplinary team and ‘triple bottom line’ approach that included environmental, economic, and social factors as project prioritization criteria in conjunction with the traditional transportation criteria. The CIP is a tool that facilitates the allocation of resources based on project- and system-level prioritization reflecting the TMP visions and community needs. The focus of the 2012 update was to ensure that the CIP is accurate, up-to-date, and more user-friendly than previous versions by refining project



rankings, better identifying a fiscally constrained list and assisting with the project selection process for funding and grant applications. The update also supported the action steps specified in the 2011 TMP. This is an administrative update to the CIP.” Source: www.fcgov.com.

8) Fort Collins Bikeway System Map (2012)

The Fort Collins bikeway system map was updated in 2012 to show the most recent existing and proposed soft-surface multi-use trails, hard-surface multi-use trails, bike lanes, and designated bike routes. The portion of the bike map including the West Central Planning Area is shown in **Figure 3**. There are a significant number of on- and off-street bicycle facilities within the West Central area that connect to the surrounding communities.

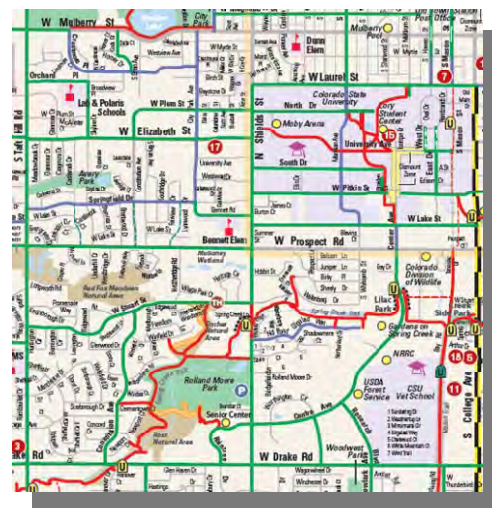


FIGURE 3: BIKEWAY SYSTEM MAP

9) Paved Recreational Trail Master Plan (November 2013)

The Paved Recreational Trail Master Plan is the first comprehensive trail-planning effort that has been conducted by the City. The plan looked at how well the trail system is meeting the current needs of the community and how the trail system can be improved to meet future needs. The plan focused primarily on the recreational uses and design of the trail system. The plan proposed recreational trail design standards that are intended to provide trail planners and designers guidance to produce an enjoyable, safe trail system for all users and ensure the trail is durable and efficient to maintain.

This plan recommends the expansion of the Mason Corridor shared-use path north of Prospect Road, which has since been implemented along with the neighboring MAX BRT. It also recommends that the Spring Creek Trail, east of Centre Avenue, be replaced and realigned. This project was completed recently, and the Spring Creek Trail has an improved connection to the Mason Trail.

10) Student Housing Action Plan (February 2013)

The Student Housing Action Plan’s mission was to “strive to develop community-driven strategies that encourage and provide quality student housing while maintaining neighborhood quality and compatibility.” The purpose of this effort was to work with stakeholders including Colorado State University (CSU), Front Range Community College (FRCC), neighbors, students, property owners, and developers to “identify strategies to address the increasing need for multifamily student housing; identify key issues for development or redevelopment; and understand potential impacts and compatibility issues.” In particular, staff was asked to address developments near existing single-family residential neighborhoods. As a result of this, the following items have been adopted by City Council:

- Apply elements of the Land Use Code and the City’s development standards for the Medium-Density Mixed-Use Neighborhood zone district. It should be applied to



all multi-family projects outside of the TOD (transit-oriented development) Overlay Zone by incorporating those requirements into the general standards of the Land Use Code.

- Modify requirements in the Neighborhood Conservation zone district to restrict 100 percent secondary uses, such as residential development on land parcels of five acres or less, rather than the previous allowance of 10 acres or less.
- Require any multi-family project with greater than 50 units or 75 bedrooms to have a Type 2 Hearing.

11) Traffic Safety Summary (September 2013)

This report summarizes the traffic crash history from 2009 to 2013 that have occurred on public streets throughout Fort Collins. It includes a summary of crashes, evaluation of the most common types of crashes, and identification of locations with a high frequency of crashes. For a detailed review of crashes that have occurred within the West Central area, refer to the Crash History section.

12) Midtown in Motion: College Avenue Transportation Study (Ongoing – Expected 2014)

This is a transportation-focused project for College Avenue from Prospect Road to Harmony Road. College Avenue is the most important north/south roadway in Fort Collins, but lacks the world class character the corridor deserves and the community desires. Multimodal updates are necessary to support the land use and transportation changes occurring in the corridor. The goals of the plan are to make College Avenue safer for all modes; strengthen bicycle and pedestrian connections to the new MAX route; create a well-functioning, high quality and attractive street; and provide universal designs for all ages and abilities.

13) Colorado State University Parking and Transportation Master Plan (April 2014)



“This Parking and Transportation Master Plan provided strategies to improve overall campus access, developed a more sustainable program of transportation alternatives, and improved customer service for the CSU community going forward.” This plan included an overview of current parking management strategies, TDM (Transportation Demand Management) existing conditions and best practices, a community engagement and strategic communications plan, traffic impact assessment and traffic simulation model, PARK+ for campus parking and multimodal demand modeling. The key recommendations in this plan that may impact West Central Area neighborhoods are as follows:

1. Adopt a lower parking space to population ratio as the key parking planning benchmark moves forward.



2. Develop an aggressive Transportation Demand Management (TDM) and Transportation Alternatives Program.
3. Prioritize short-term parking development projects.
4. Integrating the new Around the Horn Internal Campus Circulator Shuttle in late summer 2014 in conjunction with the inauguration of the MAX Bus Rapid Transit Service and Transit Route Enhancements by Transfort.
5. Determine parking pricing options and mobility management support.
6. Develop strategic communications, campus parking and mobility program branding and marketing and ongoing program monitoring and benchmarking.
7. Expand local and regional transportation planning and funding strategies.
8. Adopt a range of new parking and planning technologies.
9. Leverage parking and transportation to support campus sustainability and climate commitment goals.

Kimley-Horn is currently working on the traffic impacts related to the proposed CSU Stadium. The game-day traffic is anticipated to travel along many of the West Central Area arterials and collectors, which may have negative implications when the event traffic enters and exits the area. The study has yet to be accepted and approved; therefore it has not been included in the literature review.

The recommendations from the aforementioned plans to improve the connectivity and/or quality of the roadways, bicycle and pedestrian facilities, and transit routes within the West Central neighborhoods are included in **Table 1**. The numbers in the source column references to the above list of previous studies and plans.

TABLE 1: RECOMMENDATIONS FROM PREVIOUS PLANS FOR WEST CENTRAL AREA

Recommendation	Location	Source(s)
Add Bike Lanes	Castlerock Dr from Prospect Rd to Springfield Dr <i>Or shared lane markings</i>	1, 7, 8
	Constitution Ave from Prospect Rd to Springfield Dr	1, 8
	Constitution Ave from Elizabeth St to Prospect Rd	7
	Lynwood Dr from Prospect Rd to Springfield Dr	1, 8
	Lynwood Dr from Springfield Dr to Stuart St	7
	City Park Ave from Mulberry St to Springfield Dr	7
	Shields St from Laurel St to Poudre River Trail	1, 7
	Prospect Rd from Shields St to Center/Mason Trail <i>Or off-street facility</i>	1
Widen Bike Lanes	Taft Hill Rd from Mulberry St to Prospect Rd	1, 7
Install Bike Signage	Elizabeth St west of Taft Hill Rd	1
	Shields St north of Laurel St	1
	Taft Hill Rd from Elizabeth St to Laporte Ave	1



Recommendation	Location	Source(s)
Add Bike Path	Expand Mason Corridor Trail North of Prospect Road (complete)	9
Potential Grade Separated Crossing	Mason Trail and Drake Rd	1, 3, 7
Modify Transit Routes	Implement new Route 23 with service along Prospect and Stuart	2
	Eliminate Route 3 and replace with Route 2 and 23	2
	Eliminate Route 11 and replace with Route 22	2
	Modify Route 2	2
Enhanced Travel Corridor	Prospect Rd from CSU/Mason Corridor to I-25	3
	West Elizabeth St from CSU to Overland/CSU Foothills	3
Install and/or widen Sidewalk	Prospect Rd from Shields St to College Ave	4, 7
	Prospect Rd from College Ave to Stover St	4
	Prospect Rd from Stover St to Lemay Ave	4
	Shields St from Laurel Ave to Mulberry St	4, 7
	Lake St from Shields St to CSU Ped/Bike Path	4, 7
	Mulberry St from Shields St to City Park Ave	4, 7
Widen Roadway	Elizabeth St from Taft Hill Rd to Constitution Ave (4 lanes)	7
Upgrade to Arterial Standards	Prospect Rd from College Ave to Lemay Ave (4 lanes)	7
	Taft Hill Rd from Laporte Ave to Prospect Rd (4 lanes)	7
Intersection Improvements	Shields St and Plum St (expected year of construction 2024) Add 1 EB left-turn lane and 1 WB left-turn lane	13
	Shields St and Elizabeth St (expected year of construction 2024) Add 2 nd EB left-turn lane, 1 NB right-turn lane, and 1 WB right-turn lane	13
	Shields St and Prospect Rd (expected year of construction 2024) Add 1 WB right-turn lane	13
	Drake Rd and Shields St Add E/W dual left-turn lanes Or add E/W Right Turn Lanes and Median	7 6
	Lake St and Whitcomb St Signalize and add 1 NB left-turn lane Or Roundabout	13
	Lake St and Center Ave Add 1 WB left-turn lane	13
	Prospect Rd and Whitcomb St Add 2 SB left-turn lanes and make 1 shared through/right-turn lane; Add 1 NB left-turn lane	13
	Prospect Rd and Center Ave Add 1 NB left-turn lane	13
Construct Parking Facility	New Parking Garages on CSU Campus: (1 & 2) On Center Dr north of south campus, (3) East of Shields St between Elizabeth St and Plum St, (4) north of Prospect Rd just east of Whitcomb St, (5) south of Pitkin St just west of Meridian Ave, (6) north of Lake St just west of College Ave, (7) Redwing Rd south of Prospect Rd.	13



The following completed projects were listed in one or more of the previous plans and are in addition to those identified in the 1999 West Central Area Plan (See **History** Section):

- Drake Road from Shields Street to College Avenue: Improve railroad crossing; add bicycle facilities through College Avenue intersection
- Spring Creek Trail from Shields Street to College Avenue: Build a trail providing improved access from Shields Street
- Mason Trail/NRRC: Build a grade separated rail crossing
- Mason Trail from Drake Road to Prospect Road: Construct the trail
- Mason Trail from Spring Creek Trail to Lake Street: Construct the trail

DATA COLLECTION

Existing data was collected from various sources: Fort Collins staff, CSU consultants, and consultants working on other projects within the City. The following existing data was collected and the format is listed:

- Peak Hour Intersection Turning Movement Counts: PDF and CSU studies
- Average Daily Traffic (ADT): GIS
- Traffic Model: Synchro and TransCAD (and future data)
- Signal Timing: Synchro
- Crash Data: GIS
- Pedestrian Facilities: GIS
- Bicycle and Pedestrian Counts: PDF and CSU studies
- Transit Data: PDF
- Cross Section: Aerial photography and GIS
- Roadway Classification: GIS
- Bike Routes and Facilities: GIS and System Map
- Bicycle Level-of-Service: GIS
- Parking: Aerial photography
- Base Mapping Data including parks, parcels, current development proposals, contours, and hydrology



EXISTING CONDITIONS: EVALUATION OF WEST CENTRAL AREA

The collected data included the entirety of the City of Fort Collins. The first step was to reduce the amount of data to focus on the West Central Area. Then it was reviewed, sorted, processed, and organized by transportation element: roadway, intersection, crash, bicycle and pedestrian, transit, and parking. Geospatial analysis, transportation modeling, and illustrative graphics were created to interpret and reveal patterns, deficiencies, opportunities, and challenges in the existing conditions. The following sections and figures describe the existing conditions within the West Central Area.

Level of Service Criteria

To measure and describe the operational status of the local roadway network and corresponding intersections, transportation engineers and planners commonly use a grading system called level-of-service (LOS) put forth by the *Transportation Research Board's HCM 2000*. LOS characterizes the operational conditions of an intersection's traffic flow, ranging from LOS A (indicating free flow traffic conditions with little or no delay) to LOS F (representing over-saturated conditions where traffic flows exceeds the design capacity, resulting in long queues and delays). These grades represent the perspective of drivers and are an indication of the comfort and convenience associated with driving. Although LOS A through C are desired levels, LOS D is considered acceptable in urban conditions. Traffic conditions with LOS E or F are generally considered unacceptable and represent significant travel delay, increased accident potential, and inefficient motor vehicle operation.

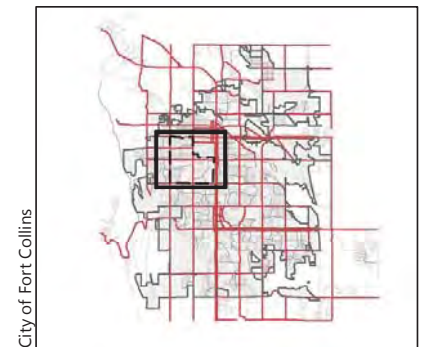
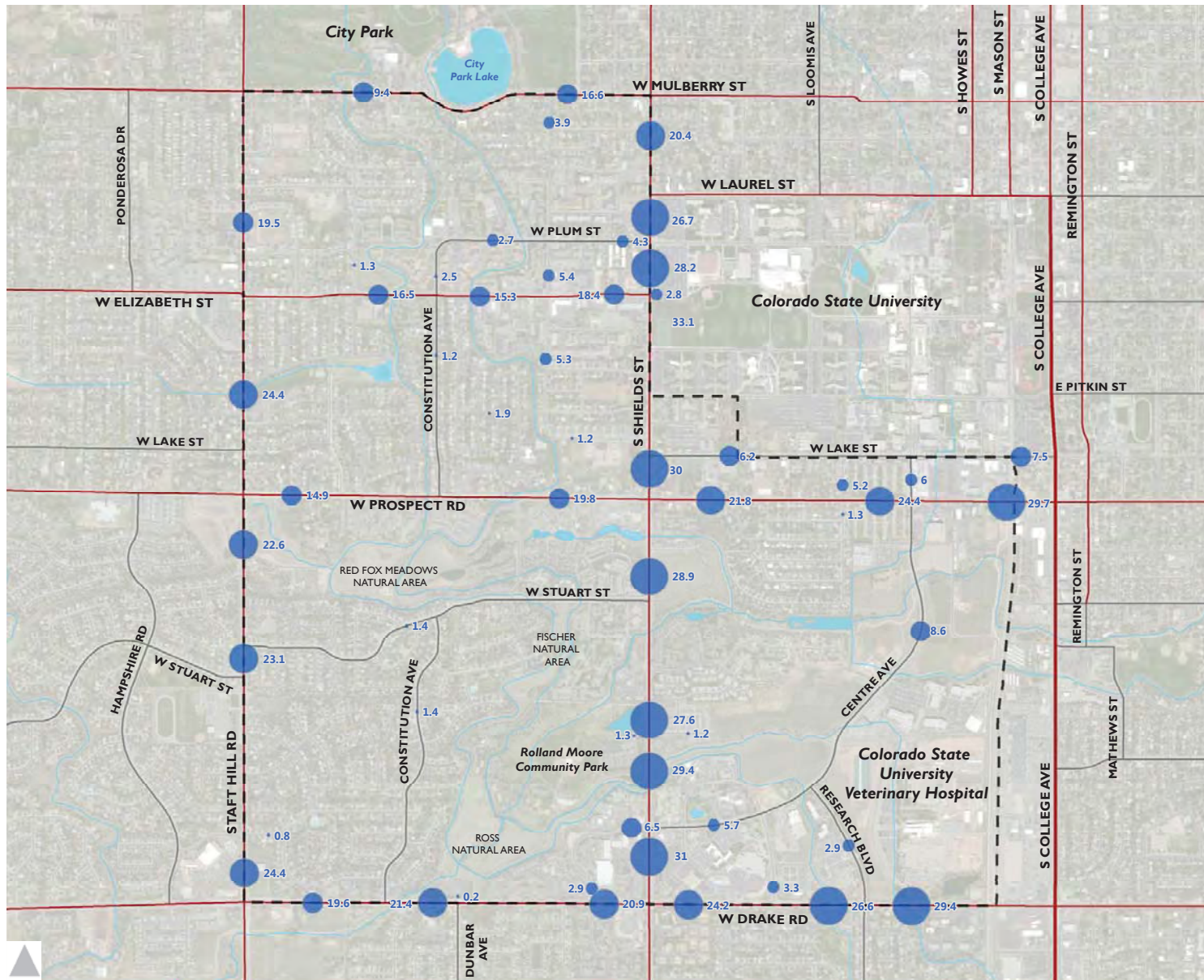
Roadways

The West Central Area has numerous, important arterials that connect vehicles, pedestrians, bicycles, and transit to the community and the rest of Fort Collins. The main arterials are: Mulberry Street, Elizabeth Street, Prospect Road, Drake Road, Taft Hill Road, and Shields Street. The 2011 Master Street Plan identifies these roadways as four-lane arterials in the existing and future conditions. The MSP highlights Constitution Avenue/Plum Street, Stuart Street, Lake Street, Centre Avenue, Research Boulevard, and Rolland Moore Road as two-lane collectors. All of these study arterials and collectors are anticipated to have enough capacity for future estimated traffic volumes.

Average Daily Traffic (ADT) counts were collected between 2009 and 2014 for arterials, collectors, and local streets. **Figure 4** provides the ADT for mid-block locations on arterials, collectors, and local streets throughout the community. The arterial roadways ranged from 10,000 to 33,000 vehicles per day (vpd). The collectors ranged from 1,200 to 8,500 vpd. The local streets ranged from 200 up to 5,300 vpd. The relative magnitude of traffic volumes can be seen by the size of the blue circles. As expected, the majority of traffic travels on the arterials with the highest volume on Shields Street. The following ADT ranges occurred on the arterials:

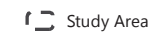
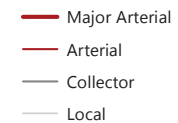
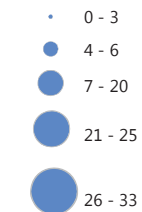
- Shields Street: from 20,400 vpd near Mulberry Street to 30,000 vpd near Prospect Road
- Taft Hill Road: from 19,500 vpd near Mulberry Street to 24,400 vpd near Drake Road
- Mulberry Street: from 9,400 vpd west of the City Park Lake to 16,600 vpd east of the lake
- Prospect Road: from 14,900 vpd near Taft Hill Road to 29,700 vpd near the College Avenue
- Drake Road: from 19,600 vpd near Taft Hill Road to 29,400 vpd near Research Boulevard





Legend

Average Daily Traffic Volumes x 1,000



Average daily traffic volumes were collected at mid-block survey locations from 2009-2014.



Figure 4

Existing Roadway Traffic Volumes West Central Area Plan



A capacity analysis for the roadway segments was performed using the methodology issued within the *HCM 2000*. The methodology classifies the arterials based on the distance between intersections and the link speeds. To determine the LOS for arterials, the speed and travel time are calculated. **Figure 4** summarizes the roadway LOS calculated in Synchro (version 8, *HCM 2000* methodology). All roadways operate at LOS D or better, except for the following roadway segments:

AM Peak Hour

- Elizabeth Street - Eastbound between City Park Avenue and Shields Street
- Drake Road - Eastbound between Bay Road and MAX
Westbound between Worthington Avenue and Shields Street
- Shields Street - Southbound between Lake Street and Prospect Road
Northbound between Stuart Street and Prospect Road
- Whitcomb Street - Southbound between Lake Street and Prospect Road
- Center Avenue – Northbound and Southbound between Lake Street and Prospect Road

PM Peak Hour

- Taft Hill Road - Southbound between Valley Forge Avenue and Drake Road
- Shields Street - Southbound between Plum Street and Elizabeth Street
Southbound between Lake Street and Prospect Road
Southbound between Centre Avenue and Drake Road
- Whitcomb Street - Southbound between Lake Street and Prospect Road
- Center Avenue - Northbound and Southbound between Lake Street and Prospect Road
Westbound between Research Boulevard and Shields Street
- Elizabeth Street - Eastbound between City Park Avenue and Shields Street
- Drake Road - Eastbound between Research Boulevard and Bay Road
Westbound between Worthington Road and Shields Street

Intersections

The traffic operations analysis evaluated stop-controlled and signalized intersection operations using the procedures and methodologies contained in the *HCM 2000* for the weekday AM and PM peak hour traffic operations. Study intersection operations were evaluated using LOS calculations as analyzed in the Synchro software (version 8).

Intersection Level of Service

The LOS is determined differently depending on the type of control at the intersection. At signalized intersections, the operation analysis uses various intersection characteristics (such as traffic volumes, lane geometry, and signal phasing) to estimate the intersection's volume-to-capacity (v/c) ratio. For signalized





intersections the *HCM* defines the intersection LOS as the average delay per vehicle for the overall intersection, which includes all movements and approaches.

At stop-controlled intersections, the operation analysis uses various intersection characteristics (such as traffic volumes, lane geometry, and stop-controlled approaches) to estimate the intersection's volume-to-capacity (v/c) ratio. For stop-controlled intersections the *HCM* defines the intersection LOS as the average delay per vehicle for the worst approach intersection.

Table 2 summarizes the relationship between delay and LOS for stop-controlled and signalized intersections.

TABLE 2: INTERSECTION LEVEL-OF-SERVICE CRITERIA

Level-of-Service	Average Stopped Delay (seconds/vehicle)		Description
	Signalized 	Stop-Controlled 	
A	< 10	< 10	Very low delay. Most vehicles do not stop.
B	>10 to 20	>10 to 15	Generally good progression of vehicles. Slight delays.
C	>20 to 35	>15 to 25	Fair progression. Increased number of stopped vehicles.
D	>35 to 55	>25 to 35	Noticeable congestion. Large portion of vehicles stopped.
E	>55 to 80	>35 to 50	Poor progression. High delays and frequent cycle failure.
F	>80	>50	Oversaturation. Forced flow. Extensive queuing.

Source: *Highway Capacity Manual (Transportation Research Board, 2000)*.

Capacity Analysis

Turning movement counts were provided by the City of Fort Collins and the consultant team working with CSU's master plans. The hourly intersection counts were collected between 2012 and 2013. This study focused on the arterial/arterial and arterial/collector intersections. Twenty-seven intersections were evaluated. The majority of the study intersections are signalized, with three stop-controlled intersections on Lake Street. The existing intersection operations were analyzed with the AM and PM peak hours. The existing Synchro model, provided by the City, included the existing roadways, intersection geometry, traffic control, signal timing, and traffic parameters (e.g. peak hour factor). The lane configurations and intersection peak hour factors were verified and updated as necessary.



Analysis included assessing the delay, LOS performance, and queuing for each of the studied intersections. The existing conditions provided a baseline for the future analyses. The capacity analysis indicated that all of the intersections currently operate at LOS D or better in both peak hours.

Table 3 provides the existing overall and approach delay and LOS for the study intersections. The overall intersection LOS is **bold**.

TABLE 3: WEST CENTRAL AREA EXISTING INTERSECTION LEVEL-OF-SERVICE

No.	Intersection	Control	Approach	2012/2013 Existing			
				AM		PM	
				Delay	LOS	Delay	LOS
1	Taft Hill Rd and Mulberry St	Signal	Overall	16	B	20	C
			EB	34	C	36	D
			WB	27	C	23	C
			NB	5	A	11	B
			SB	11	B	18	B
2	Mulberry St and Shields St	Signal	Overall	29	C	36	D
			EB	42	D	51	D
			WB	28	C	40	D
			NB	16	B	21	C
			SB	26	C	34	C
3	Shields St and Laurel St	Signal	Overall	7	A	20	B
			WB	46	D	45	D
			NB	4	A	13	B
			SB	3	A	11	B
4	Shields St and Plum St/ North Dr	Signal	Overall	12	B	10	A
			EB	52	D	66	E
			WB	36	D	51	D
			NB	9	A	3	A
			SB	6	A	5	A
5	Taft Hill Rd and Elizabeth St	Signal	Overall	18	B	25	C
			EB	32	C	34	C
			WB	29	C	37	D
			NB	10	A	12	B
			SB	14	B	22	C
6	Elizabeth St and Constitution Ave	Signal	Overall	5	A	6	A
			EB	4	A	4	A
			WB	2	A	4	A
			NB	20	B	21	C
			SB	21	C	22	C
7	Elizabeth St and City Park Ave	Signal	Overall	6	A	8	A
			EB	2	A	2	A
			WB	3	A	4	A
			NB	20	B	23	C
			SB	20	B	21	C
8	Shields St and Elizabeth St	Signal	Overall	18	B	42	D
			EB	47	D	78	E
			WB	49	D	48	D
			NB	7	A	24	C
			SB	8	A	40	D
9	Shields St and Lake Rd	Signal	Overall	7	A	8	A
			WB	47	D	51	D
			NB	5	A	5	A
			SB	7	A	2	A



No.	Intersection	Control	Approach	2012/2013 Existing			
				AM		PM	
				Delay	LOS	Delay	LOS
10	Lake Rd and Whitcomb St	4-Way Stop	EB	12	B	12	B
			WB	10	B	13	B
			NB	13	B	11	B
			SB	9	A	11	B
11	Lake Rd and Center Ave	Side Street Stop	EB	10	A	8	A
			WB	10	A	9	A
			NB	10	A	8	A
			SB	7	A	4	A
12	Lake Rd and East Dr	Side Street Stop	EB	0	A	0	A
			WB	0	A	0	A
			NB	10	B	10	B
			Overall	22	C	21	C
13	Taft Hill Rd and Prospect Rd	Signal	EB	35	C	31	C
			WB	30	C	32	C
			NB	13	B	12	B
			SB	19	B	15	B
14	Prospect Rd and Shields St	Signal	Overall	35	C	29	C
			EB	44	D	44	D
			WB	50	D	44	D
			NB	32	C	22	C
15	Prospect Rd and Whitcomb St	Signal	SB	18	B	18	B
			Overall	7	A	14	B
			EB	2	A	3	A
			WB	7	A	10	A
16	Prospect Rd and Center Ave	Signal	NB	45	D	37	D
			SB	48	D	49	D
			Overall	19	B	22	C
			EB	12	B	14	B
17	Shields St and Stuart St	Signal	WB	13	B	13	B
			NB	41	D	42	D
			SB	37	D	46	D
			Overall	7	A	8	A
18	Shields St and Rolland Park Access Rd/ Rolland Moore Dr	Signal	EB	46	D	52	D
			NB	2	A	6	A
			SB	5	A	6	A
			Overall	2	A	4	A
19	Shields St and Raintree Dr/ Centre Ave	Signal	EB	49	D	53	D
			WB	50	D	55	D
			NB	1	A	2	A
			SB	1	A	3	A
20	Taft Hill Rd and Valley Forge Ave	Signal	Overall	19	B	29	C
			EB	43	D	44	D
			WB	36	D	78	E
			NB	12	B	11	B
			SB	20	B	26	C
			Overall	5	A	6	A
			EB	36	D	39	D
			WB	35	C	37	D
			NB	2	A	2	A
			SB	3	A	4	A



No.	Intersection	Control	Approach	2012/2013 Existing			
				AM		PM	
				Delay	LOS	Delay	LOS
21	Taft Hill Rd and Drake Rd	Signal	Overall	26	C	29	C
			EB	33	C	32	C
			WB	31	C	29	C
			NB	23	C	30	C
			SB	21	C	26	C
22	Drake Rd and Constitution Ave	Signal	Overall	5	A	4	A
			EB	2	A	4	A
			WB	2	A	3	A
			SB	40	D	23	C
23	Drake Rd and Dunbar Ave	Signal	Overall	7	A	7	A
			EB	2	A	7	A
			WB	3	A	5	A
			NB	36	D	21	C
			SB	33	C	21	C
24	Drake Rd and Shields St	Signal	Overall	35	C	41	D
			EB	44	D	59	E
			WB	53	D	36	D
			NB	31	C	36	D
			SB	21	C	39	D
25	Drake Rd and Worthington Ave	Signal	Overall	6	A	7	A
			EB	2	A	3	A
			WB	3	A	2	A
			NB	49	D	47	D
			SB	48	D	52	D
26	Drake Rd and Research Blvd/ Meadowlark Ave	Signal	Overall	11	B	20	B
			EB	3	A	6	A
			WB	10	A	17	B
			NB	44	D	42	D
			SB	43	D	57	E
27	Drake Rd and Redwing Rd/Bay Rd/McClelland*	Signal / Stop (SB Bay Rd)	Overall	-	B	-	C
			EB	-	C	-	D
			WB	-	B	-	B
			NB (Bay Rd)	-	D	-	E
			NB (McClelland)	-	B	-	C
			SB (MAX)	-	D	-	D

*This intersection is very complex and includes two intersections that operate as one. The peak hour LOS was provided by the City of Fort Collins since this intersection has unconventional traffic control.

Figure 5 provides the existing roadway level of service. Figure 6 illustrates the lane configuration, traffic control and turning movement counts for the studied intersections within West Central Area. The figure also provides the level-of-service for the AM and PM peak hours for the existing conditions.



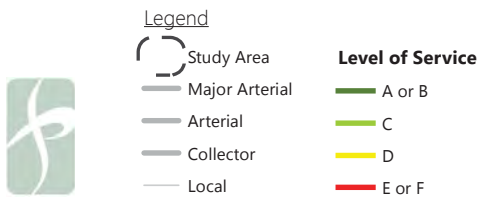
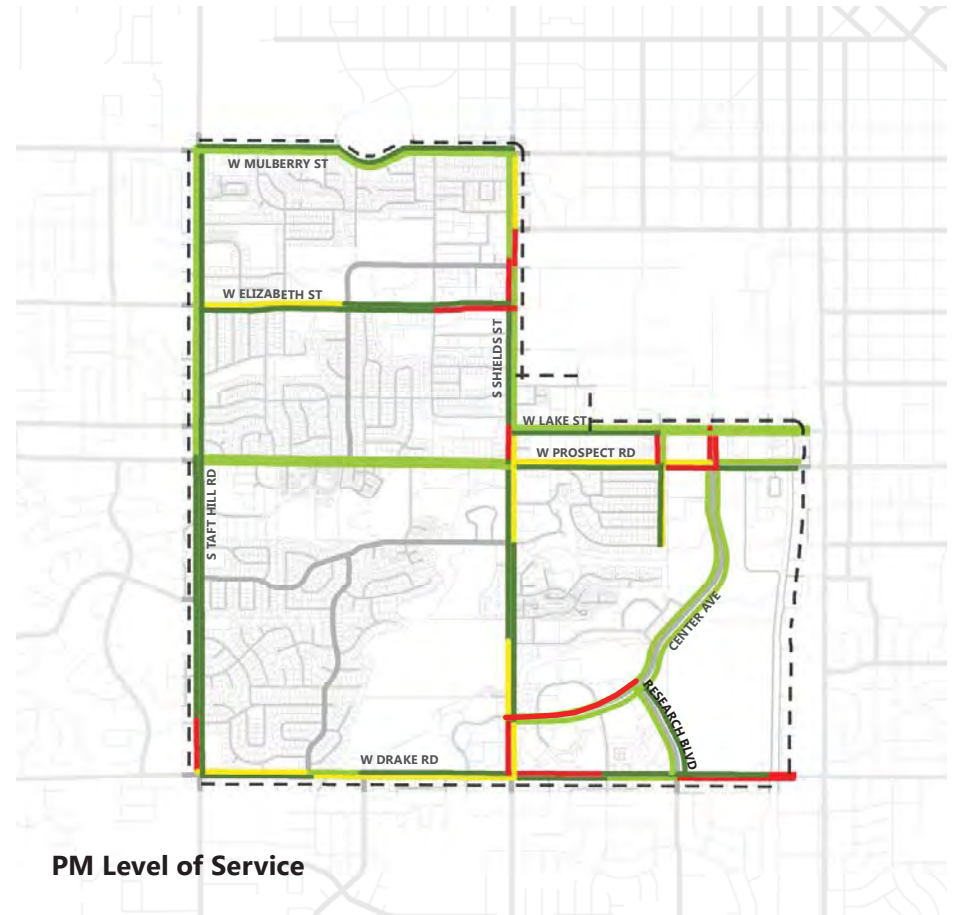
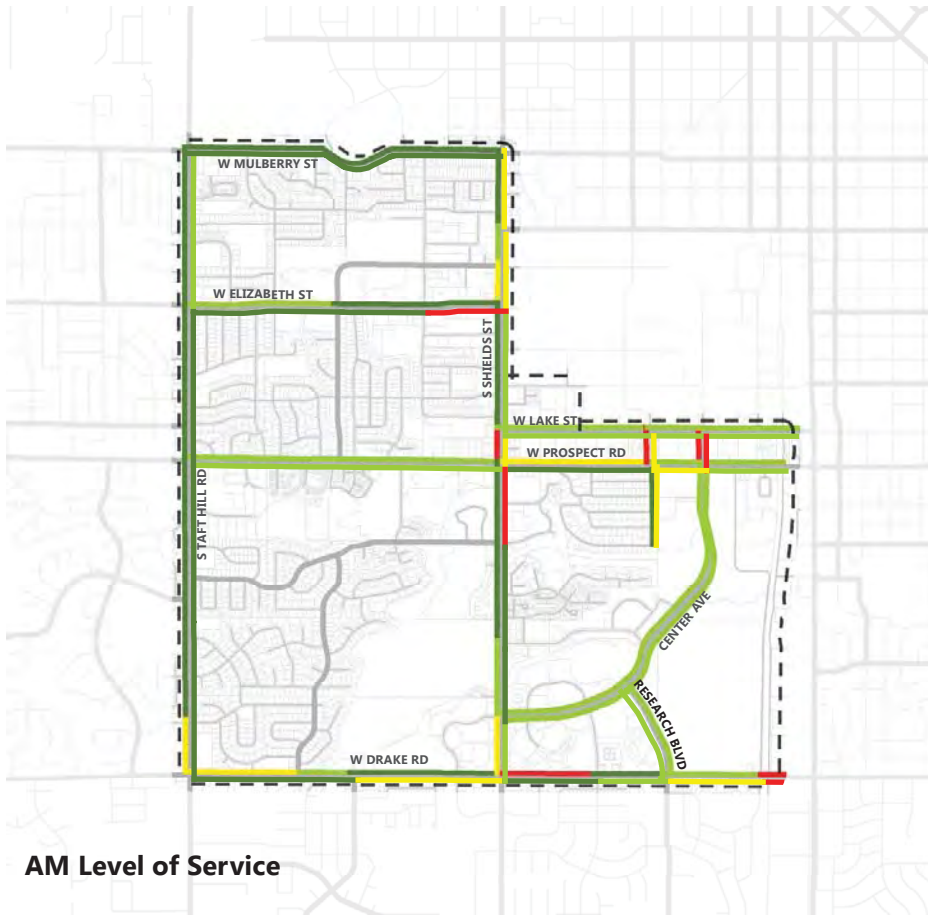
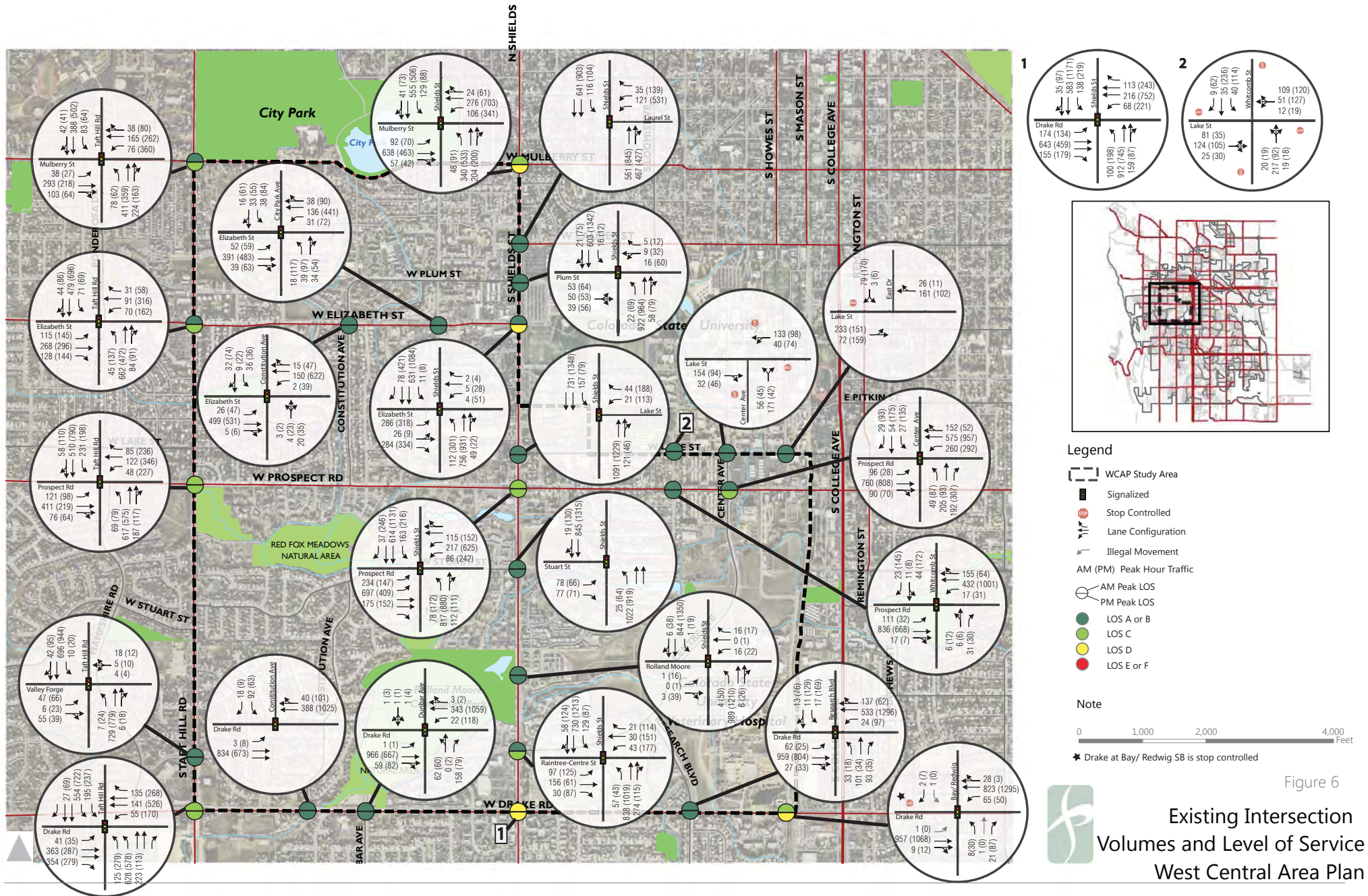


Figure 5
Existing Roadway Level of Service
West Central Area Plan



Crash History

The City of Fort Collins regularly analyzes the crash trends for the entirety of the City. The purpose of the document is to track progress on mitigation measures implemented to reduce crashes and severity, as well as to determine the appropriate strategies and countermeasures needed to achieve the set crash reduction goals. The latest *Traffic Safety Summary* was completed in 2013 and provided a description of crash history along public streets in Fort Collins between years 2008 and 2012. This section provides a summary of traffic crashes within the West Central Area which was extrapolated from the data and methodology utilized in the *2013 Traffic Safety Summary*.

The *2013 Traffic Safety Summary* shows the distribution of all Fort Collins crashes by a number of variables including type of crash, severity, day of week, time of day, location and age. The study performed an additional analysis to identify intersections that experienced more crashes than was expected. Variables used to determine this include traffic volume, roadway geometry and type of traffic control. This analysis applies a methodology published by the Transportation Research Board (TRB) and American Association of State Highway and Transportation officials (AASHTO) in the *Highway Safety Manual (HSM)* that accounts for the random nature of crashes.

The state-of-the practice method compares the actual reported crashes to the predicted number of crashes. To predict the anticipated number of crashes, this method utilizes a regression equation to estimate the number of crashes based on the traffic volumes, roadway geometry, and type of traffic control. If the experienced number of crashes exceeds the number of crashes predicted by the model, then it is identified as a location that has an unusually high number of crashes. Fort Collins utilizes the National Highway Traffic Safety Administration (NHTSA) study to estimate the cost of the experienced and predicted number of crashes. The difference in cost is the Annual Excess Expected Crash Value. The cost of safety improvements needs to be considered in order to understand the cost-benefit ratio.

Table 4 lists the top ten intersections within the West Central Area based on excess crash cost per year, based on the cost associated with crashed of each level of severity.

TABLE 4: WCAP INTERSECTIONS WITH HIGHEST EXCESS CRASH COST PER YEAR

Intersection		AADT	Model Predicted Crashes Per Year		Actual Adjusted Crashes Per Year		Excess Crash and Cost		
Street1	Street2		Total	Fatal/ Injury	Total	Fatal/ Injury	Prop. Damage Only	Fatal/ Injury	Cost Per Year (\$)
Shields St	Elizabeth St	41,137	19.2	4.7	27.6	5.8	7.2	1.2	\$206,516
Shields St	Plum St	31,754	11.1	2.8	16.5	3.9	4.3	1.1	\$173,120
Shields St	Stuart St	29,776	4.2	1.0	6.3	2.3	0.8	1.3	\$161,075
Heatheridge Rd	Prospect Rd	23,300	2.1	0.4	3.9	0.9	1.4	0.5	\$71,494
Shields St	Mulberry St	35,433	14.7	3.5	21.2	3.5	6.5	0.0	\$69,081
City Park Ave	Elizabeth St	21,878	7.4	1.9	7.6	2.5	-0.4	0.6	\$67,189
Taft Hill Rd	Mulberry St	24,908	9.4	2.3	9.1	2.8	-0.8	0.5	\$54,141
Shields St	Pitkin St	36,929	3.5	0.7	3.6	1.1	-0.3	0.4	\$47,864
Shields St	Prospect Rd	50,301	26.1	6.2	28.1	6.4	1.8	0.2	\$46,538
City Park Ave	Mulberry St	20,576	2.5	0.5	4.0	0.8	1.3	0.2	\$41,199



The intersection with the highest excess number of crashes and associated cost is Shields Street and Elizabeth Street. This is the same intersection with the highest overall delay and LOS in the PM peak hour. It has a high volume of traffic on all approaches with a significant amount of bicycle and pedestrian activity. There are five intersections along Shields Street that are on the top ten list of intersections with safety concerns.

Figure 7 illustrates the density of crashes located within the West Central Area (provided by the City of Fort Collins). It can be seen that the majority of the arterial/arterial intersections experience a high number of crashes. As seen in Table 4 and in Figure 7, Shields Street has the most safety concerns within the study area.

The City of Fort Collins further evaluated the crash data to identify locations with crashes involving bicycles and pedestrians. **Figure 7** provides a graphical representation of the bicycle-related crashes within the West Central Area. There were over 12 crashes between 2009 and 2013 on Elizabeth Street at two intersections: (1) Shields Street and (2) City Park Avenue. This high number of crashes is likely related to the large number of cyclists traveling through the intersection, which are assumed to be destined for the university. Intersections that had between eight and 11 crashes during the five-year period include: Taft Hill Road and Elizabeth Street, Shields Street and Prospect Road, Shields Street and Stuart Street, Shields Street and Centre Avenue, and Shields Street and Drake Road.

Figure 7 shows a graphical representation of locations where pedestrian-related crashes have occurred. There were three locations within the study area that had four or more pedestrian related crashes between 2009 and 2013. These locations are (1) Shields Street and Plum Street, (2) Prospect Road and Whitcomb Street, and (3) Prospect Road and College Avenue.

Bicycle and Pedestrian Facilities

Bicycle and pedestrian facilities serve as an important component of the Fort Collins transportation network by providing transportation options for visitors, students and residents. These facilities are intended to provide safe, easy, and convenient alternatives to driving. They are particularly important in pursuing the long-term goals and vision of the City and promoting an environment where public spaces offer a high level of comfort, convenience, efficiency, quality of experience and safety.

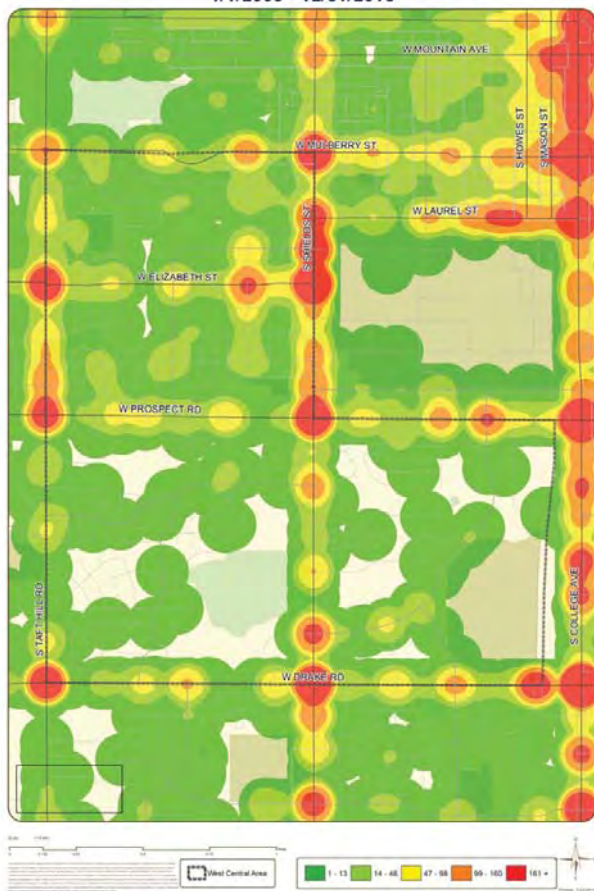
Figure 8 shows bicycle and pedestrian volumes at all intersections where data was available. The data was collected from the City and CSU studies. The yellow boxes show AM and PM peak volumes of pedestrians in the crosswalks traveling in both directions. Blue boxes show the same values for bicyclists. Volumes inside of the intersection show bicycle turning movements for bikes riding on the roadway.

The highest bicycle volumes were documented at:

- Shields Street and Plum Street/North Drive
- Shields Street and Elizabeth Street
- Prospect Road and Center Avenue
- Drake Road and Redwing Road/Bay Road (Mason Corridor)



West Central Area - All Crash Types
1/1/2009 - 12/31/2013



West Central Area - Bicycle Crashes
1/1/2009 - 12/31/2013



West Central Area - Pedestrian Crashes
1/1/2009 - 12/31/2013

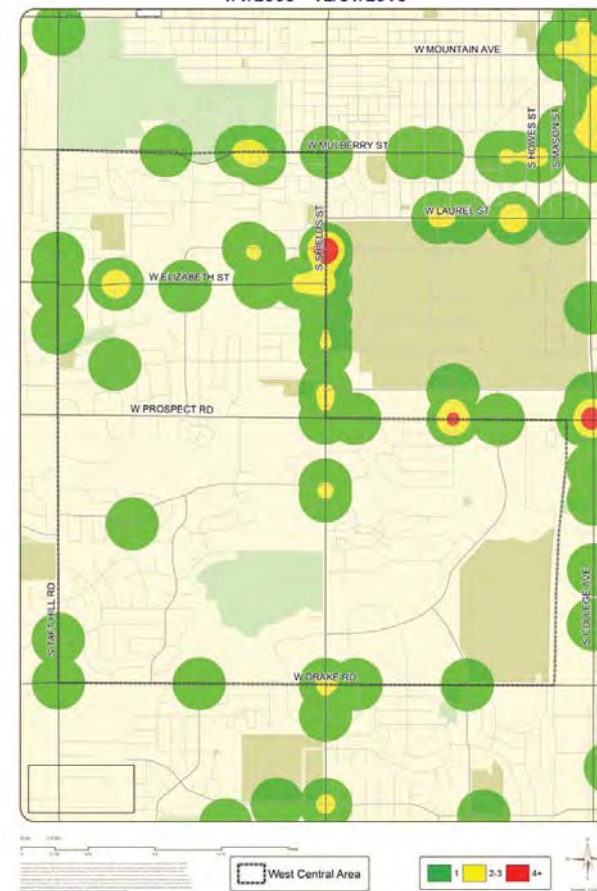
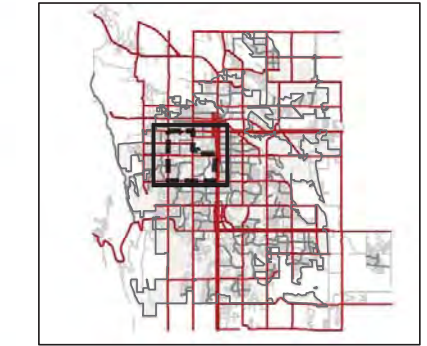
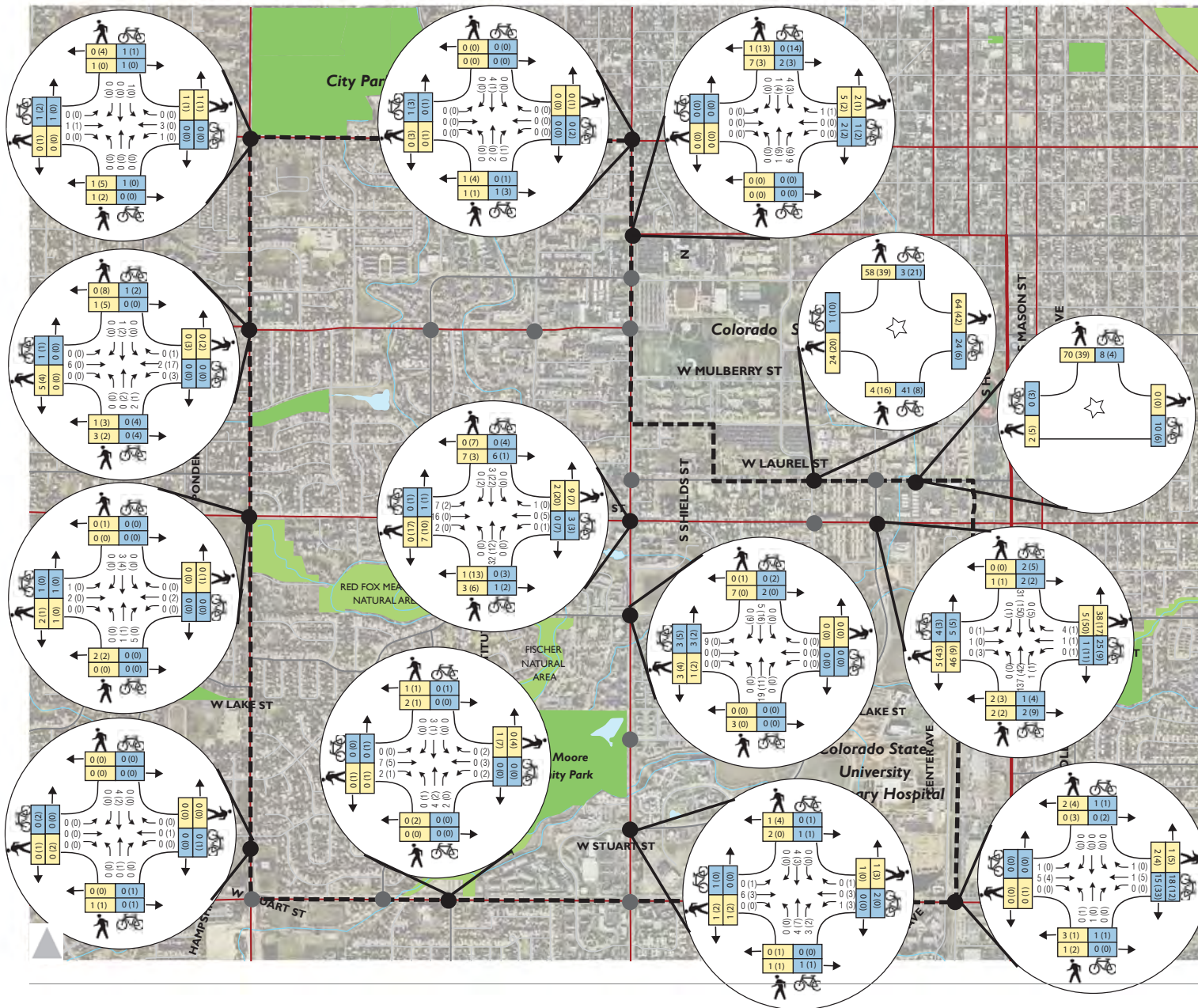


Figure 7
Crash History
West Central Area Plan



Legend

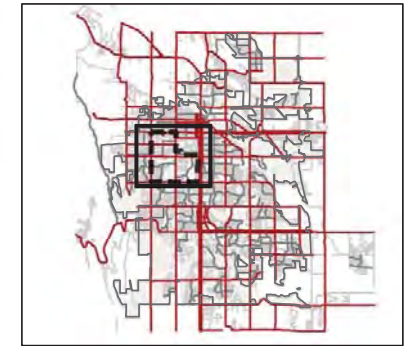
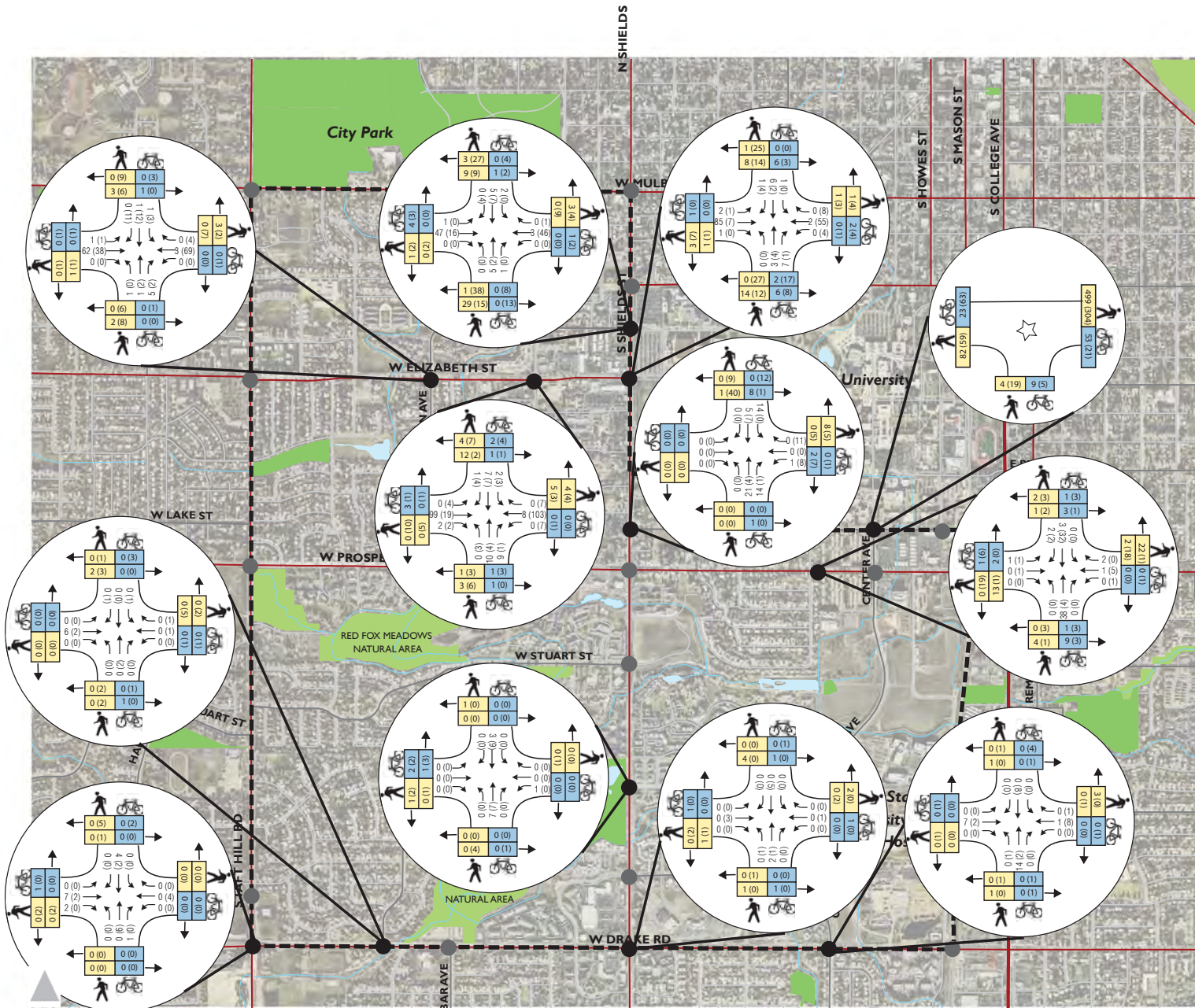
- WCAP Study Area
- AM (PM) Pedestrian Crossings in Crosswalk
- AM (PM) Bicycle Crossings in Crosswalk
- AM (PM) Bicycle Turning Movements in Roadway
- Data from CSU Master Plan and collected from a different source and time

Note

0 1,000 2,000 4,000 Feet



Figure 8a
Existing Bicycle and
Pedestrian Volumes 1 of 2
West Central Area Plan



Legend

- WCAP Study Area
- AM (PM) Pedestrian Crossings in Crosswalk
- AM (PM) Bicycle Crossings in Crosswalk
- X (Y)
AM (PM) Bicycle Turning Movements in Roadway
- Data from CSU Master Plan and collected from a different source and time

Note

0 1,000 2,000 4,000 Feet

Figure 8b

Existing Bicycle and Pedestrian Volumes 2 of 2
West Central Area Plan

The highest pedestrian volumes were recorded at:

- Shields Street and Plum Street/North Drive
- Shields Street and Elizabeth Street
- Prospect Road and Whitcomb Street
- Prospect Road and Center Avenue
- Prospect Road and Shields Street
- Shields Street and Lake Street

Figure 9a depicts the existing bikeways, facility types, and location (on-street and off-street) within the West Central Area. The map also provides the proposed bike facilities.

Figure 9b depicts Bicycle Level of Traffic Stress (LTS) within the West Central Area. Bicycle crash data is displayed in the previous section on crash history. The bicycle LTS was determined in a concurrent study as part of the 2014 Fort Collins Bicycle Master Plan. The study takes into account several variables to calculate an overall LTS score. The variables included in this study were intersection crossings, traffic speeds, traffic volumes, illegal parking, bike lane width, and number of lanes. The methodology scores each variable for each individual street segment and then combines those variables to calculate the overall LTS score. **Figure 9b** illustrates three of the input variables (volume stress, intersection stress, and speed stress) in addition to the overall LTS score (overall stress). It can be seen that the high traffic volumes significantly contributed to the overall LTS score along Prospect Road east of Shields Street, along Shields Street north of Plum Avenue, and along Mulberry Street east of City Park Avenue. Intersection stress is apparent for segments that intersect with arterials. Speed stress is also apparent along the majority of arterials including Drake Road, Prospect Road, Shields Street (south of Prospect Road), and Taft Hill Road (south of Prospect Road).

Within the study area the majority (68 percent) of road segments experience very low stress with only 16 percent experiencing high to very high stress. This is due to the majority of roadways within the study area being local residential roadways. When evaluating the arterials and collectors only, there are only six percent with very low stress and 53 percent with high to very high stress, which is expected due to the high volumes and speeds of vehicular traffic. The majority of the collector roadways within the West Central Area experience low to medium stress. The overall LTS score is highest along these roadway segments:

- Mulberry Street between Taft Hill Road and Shields Street
- Prospect Road east of Shields Street
- Shields Street between Mulberry Street and Plum Street, as well as between Prospect Road and Hobbit Street
- Taft Hill Road between Plum Street and Elizabeth Street

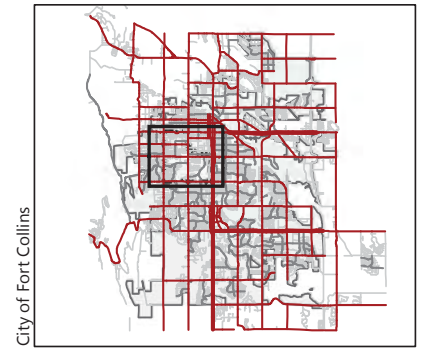
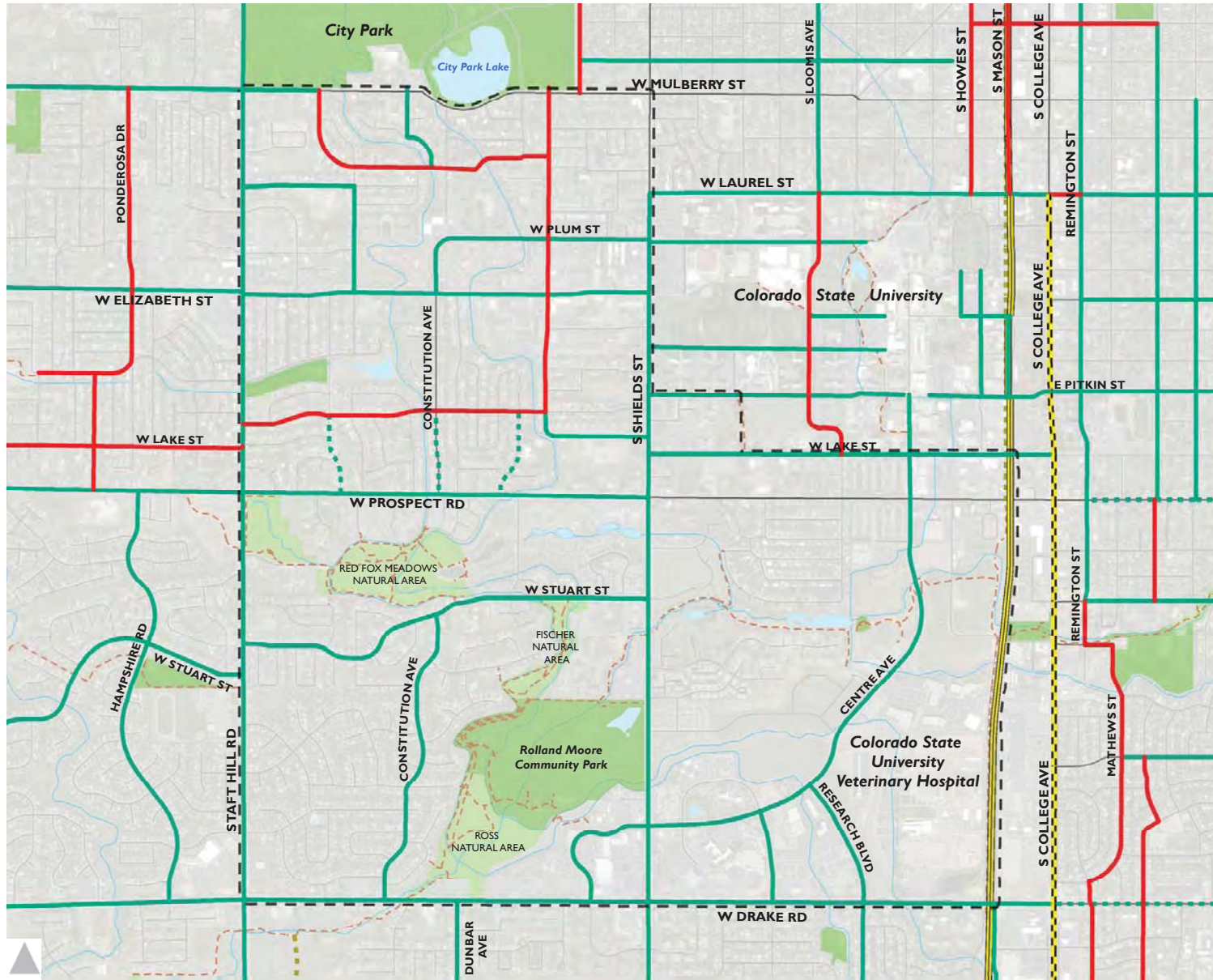
Figure 10a shows pedestrian infrastructure provided by the City of Fort Collins engineering department. Pedestrian crash data is displayed in the previous section on crash history. The figure illustrates the sidewalk condition (good, fair, poor), types of curb ramps, and where sidewalks and curb ramps are missing. There are approximately 73 miles of sidewalks within the West Central Area. According to the data,



only 20 of those miles (about 25 percent) are in good condition. The majority of the existing sidewalks are in fair to poor condition. There are approximately 10 miles of missing sidewalks, which are mostly along local streets, including Bay Road which is missing approximately two miles of sidewalk. Curb ramps are missing throughout the study area with 77 percent missing curb ramps at locations that require curb ramps. It should be noted that the percentage of missing curb ramps is high throughout Fort Collins and is not specific to the West Central Area. Currently, the Pedestrian Needs Assessment is working through the sidewalk improvements systematically.

Figure 10b uses the same data source to show sidewalk type (attached verses detached) and sidewalk width. There are approximately 52 miles of attached sidewalks and 11 miles of detached sidewalks within the West Central Area. The detached sidewalks occur chiefly along Center Avenue, Prospect Road between Taft Hill Road and Shields Street, and some sections along Elizabeth Street. The sidewalk width throughout the area ranges from two feet to 14.5 feet with the majority of sidewalks falling in the three to five foot range. The current sidewalk standard design requires a minimum width of five feet. Many of the sidewalks in this area were built under previous standards and have not been widened to meet the new standard. Both sidewalks and curb ramps include information on ADA compliance which is also illustrated in **Figure 10b**. Fifty-four percent of total existing sidewalk is ADA compliant, but only 20 percent of the existing curb ramps are ADA compliant. The majority of sidewalks that are not ADA compliant are located in the northern section of the study area between Prospect Street and Mulberry Street. ADA non-compliant curb ramps occur throughout the study area.

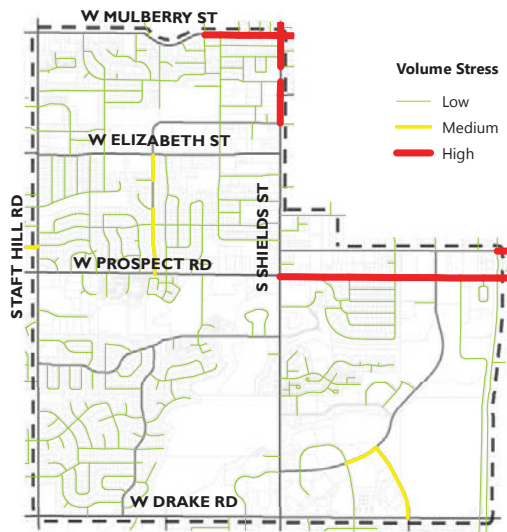




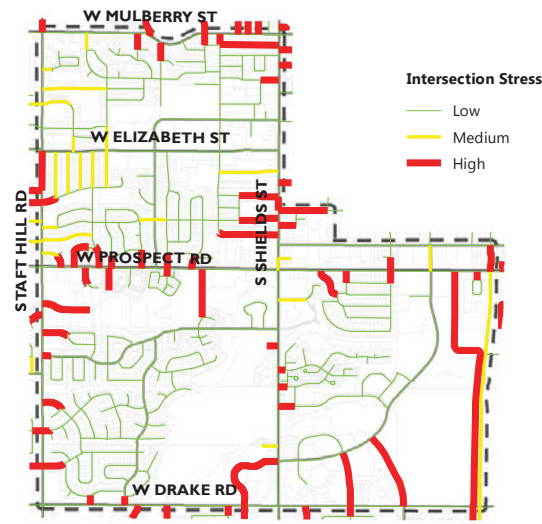
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- Study Area
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 - Existing Bike Ways**
 - Bike Lanes
 - Multi-Use Trail
 - Bike Route
 - Soft Surface Trail
 - No Bicycling
 - Mason St. Trans. Corridor
 - Proposed Bike Ways**
 - Proposed Bike Lanes
 - Proposed Multi-Use Trail
 - Proposed Bike Route
 - Proposed Soft Surface Trail



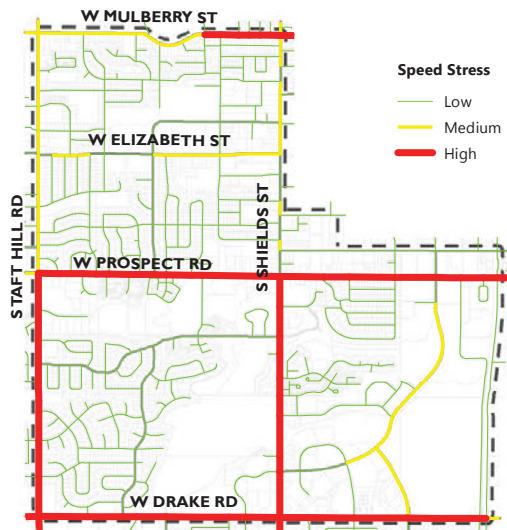
Figure 9a
Existing and
Proposed Bikeways
West Central Area Plan



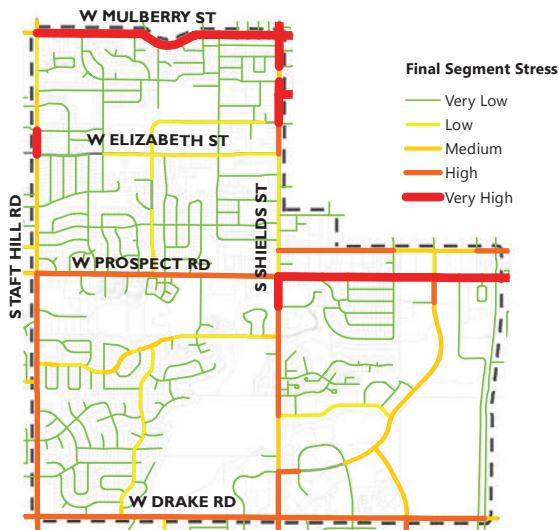
Volume Stress



Intersection Stress



Speed Stress



Overall Stress

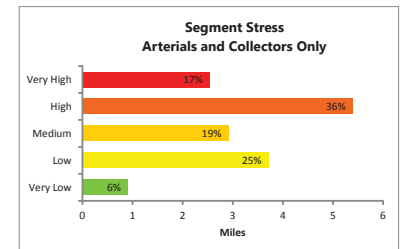
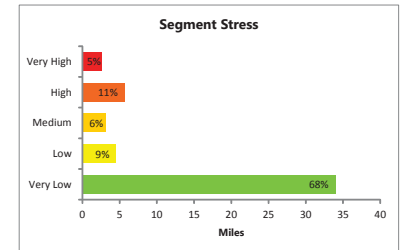
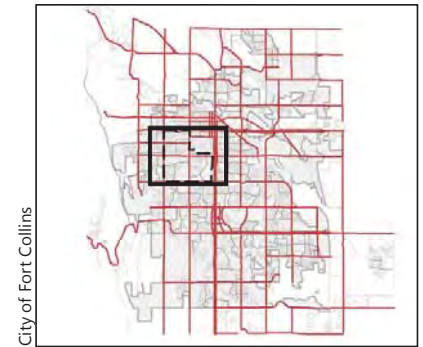
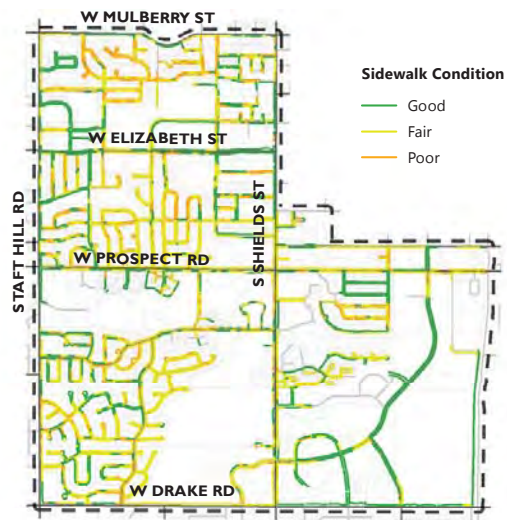
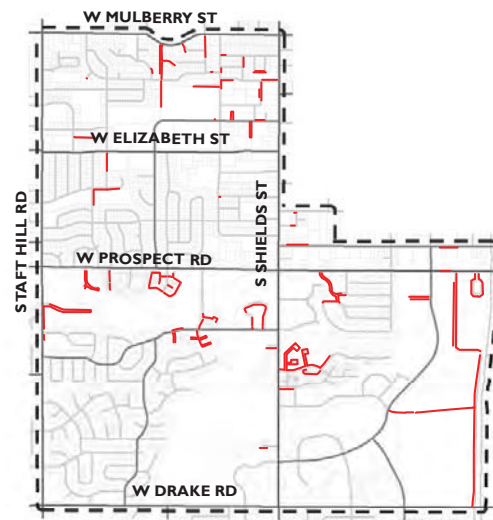


Figure 9b

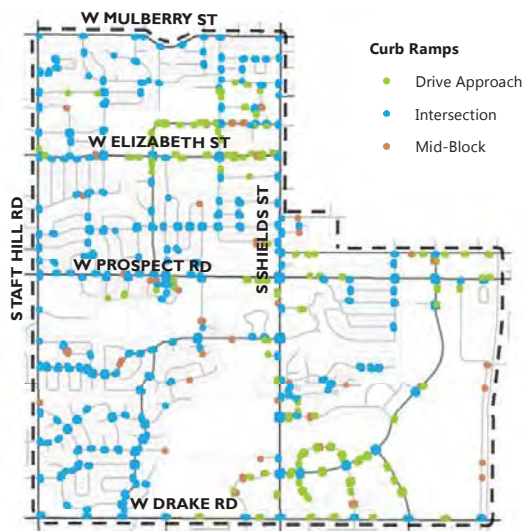




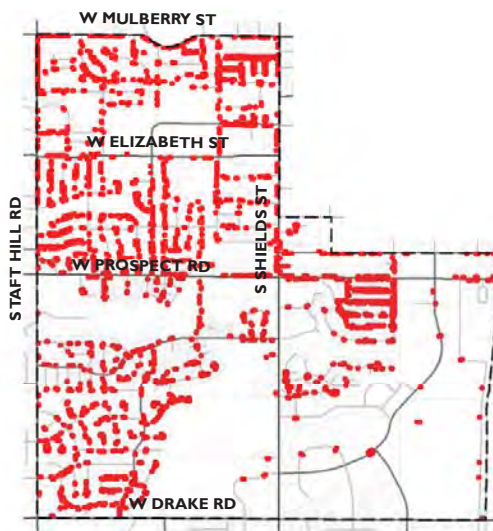
Sidewalk Condition



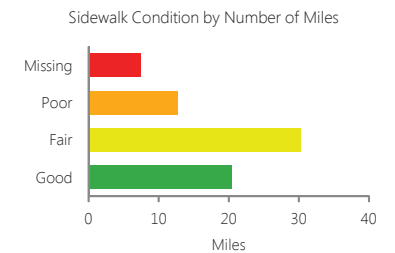
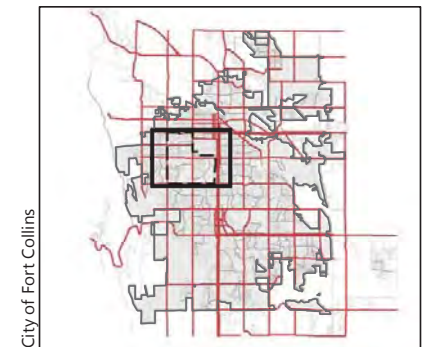
Missing Sidewalks



Curb Ramps



Missing Curb Ramps



Existing vs. Missing Curb Ramps



Figure 10a
Map 1 of 2

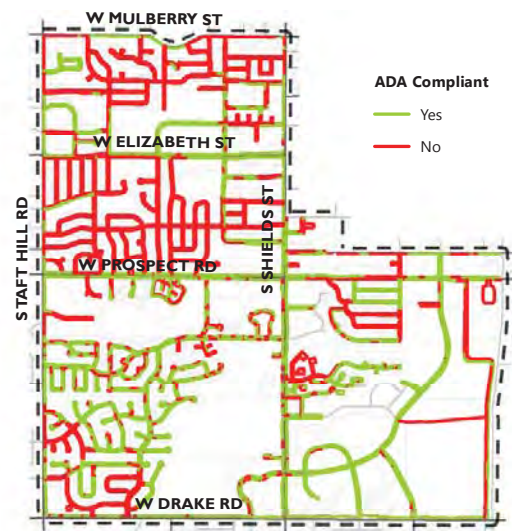
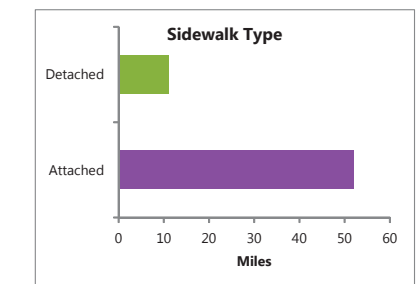
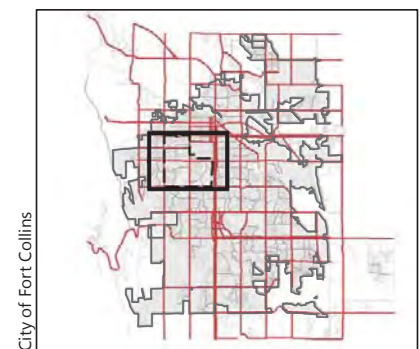




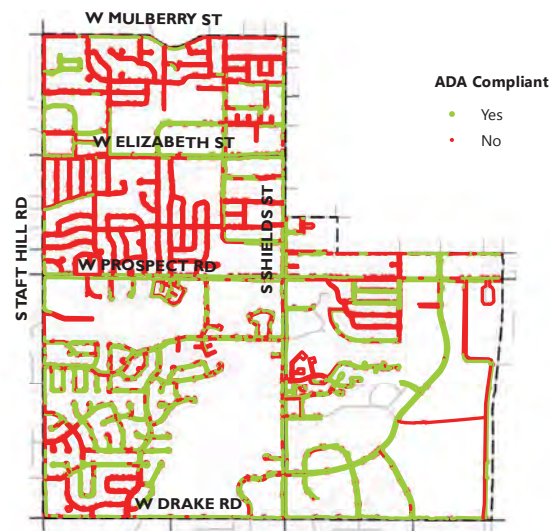
Sidewalk Width



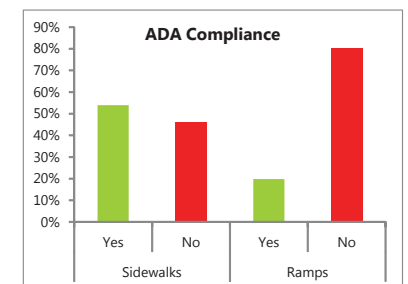
Sidewalk Type



Sidewalk ADA Compliance



Curb Ramp ADA Compliance



Transit

Comprehensive transit coverage in the City of Fort Collins provides an important alternative to driving for visitors, residents, and students. The Transfort Strategic Operating Plan cites that the April 2008 survey results of weekday transit use indicated that the “highest ridership activity experienced at non-transit center stops occurred at stops located throughout the residential areas west of CSU.” This is consistent with the fact that CSU is the largest employer in the area and has 26,775 enrolled students¹. A reliable, frequent and comprehensive transit alternative is even more important given that congestion along corridors within the West Central Area is expected to increase, according to the Transfort Strategic Operating Plan. It is important that transit serve the West Central Area to not only connect to CSU, but to other destinations within the community and City.

Figure 11 shows all transit routes and bus stops within the West Central Area. There are twelve bus routes that travel into and through the West Central Area; three of which only operate when CSU is in session (fall/spring semesters). **Table 5** provides a description and headway for each route in the system. **Graph 1** shows June ridership for transit routes within the West central Area.

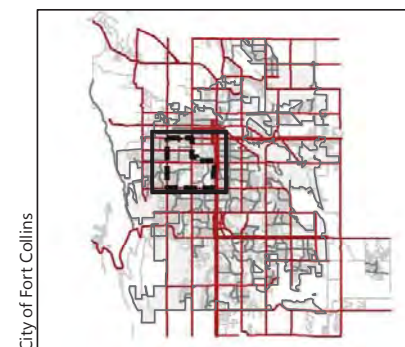
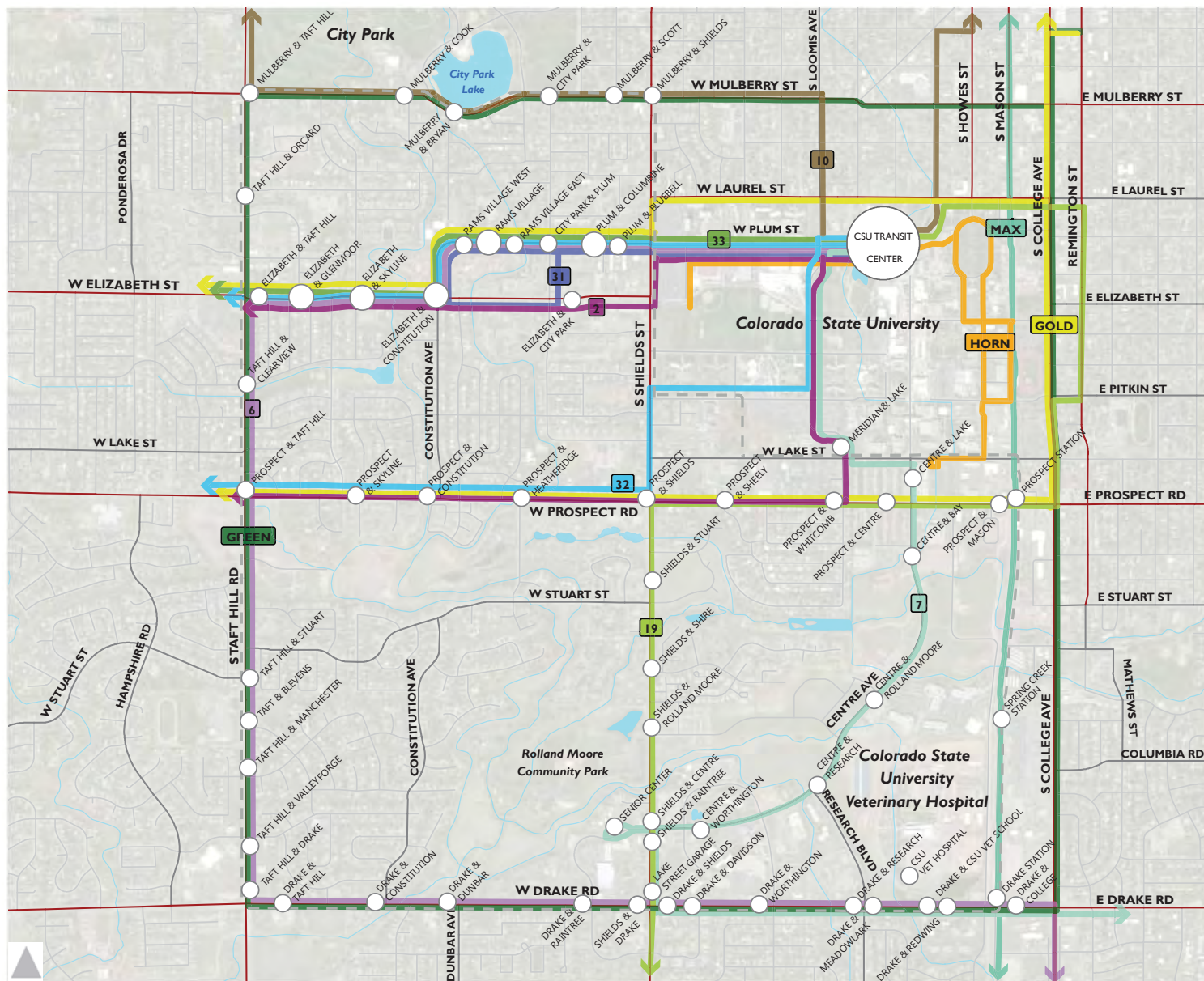
TABLE 5: TRANSFORT TRANSIT ROUTES, DESCRIPTIONS AND HEADWAYS

Name	Description	Headway
MAX	Downtown Transit Center, Mason Corridor, South Transit Center	Mon-Sat, every 10 minutes during peak hours, year-round
HORN	Moby Arena, CTC, Lake Street Garage	Mon-Sat, every 10 minutes when CSU is in session and every 30 minutes when CSU is out of session
GOLD	Downtown, Laurel, Elizabeth, Prospect, College	Fri-Sat, every 15 min. between 10:30 p.m. – 2:30 a.m., year-round
GREEN	Downtown, Mulberry, Taft Hill, Drake, College	Fri-Sat, every 15 min. between 10:30 p.m. – 2:30 a.m., year-round
2	CSU Campus and west Fort Collins	Mon-Sat, every 30 minutes, year round
6	West Fort Collins from CSU Transit Center to the Foothills Mall	Mon-Sat, every 60 minutes, year round
7	CSU campus, Senior Center, Drake Road and Rigden Farm	Mon-Sat, every 30 minutes during peak times, and every 60 minutes in the evening, year-round
10	Downtown, City Park and CSU	Mon-Sat, every 60 minutes, year-round
19	CSU, Rocky Mountain High School and Front Range Community College along Shields Street	Mon-Fri, every 60 minutes, year-round. When Poudre School District or CSU is in session, it runs every 30 minutes during AM & PM peak travel periods
31	CSU campus and Campus West	Mon-Fri, every 20 minutes, when CSU is in session
32	CSU campus and West Fort Collins	Mon-Fri, every 30 minutes, when CSU is in session
33	Starts August 25- schedule coming soon	

None of the transit routes through the West Central Area offer service on Sundays. The non-numbered routes have a shorter headway than numbered routes, which come generally every half hour or hour.

¹ The number of currently enrolled students was found at colostate.edu.





City of Fort Collins

Legend

Study Area

Roads
 Major Arterial
 Arterial
 Collector
 Local

Bus Stops
 Bus Stops Serving 1-3 Transit Lines
 Bus Stops Serving 4-5 Transit Lines

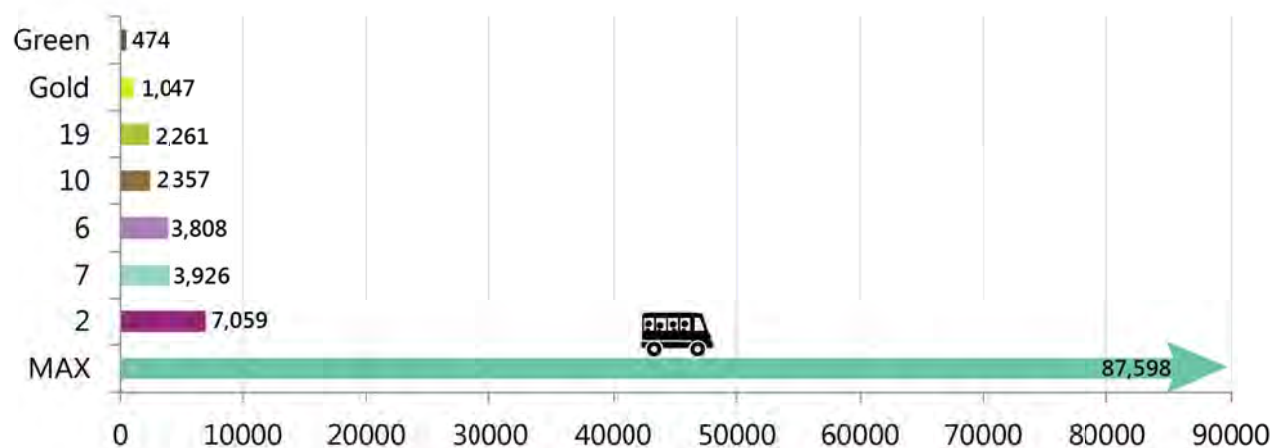
Transit Lines
 2
 6
 7
 10
 19
 31
 32
 33
 Gold
 Green
 HORN
 MAX

0 1,000 2,000 4,000 Feet



Figure 11
 Existing Transit Service
 West Central Area Plan

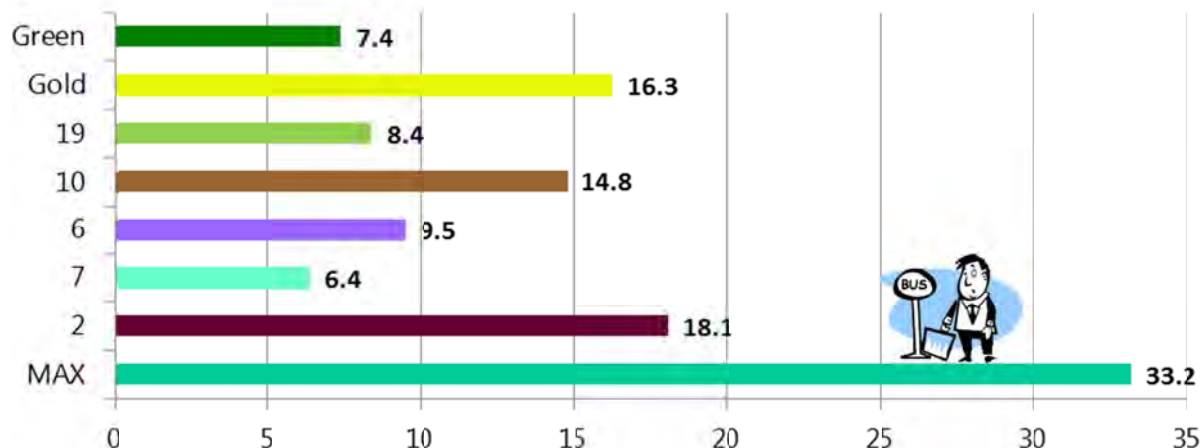
GRAPH 1: WEST CENTRAL AREA TRANSIT RIDERSHIP, JUNE 2014



Transfort provided the transit data for the month of June 2014, which does not include ridership associated with CSU. Bus Routes 31, 32 and 33 only run when CSU is in session, and data for the HORN route was not available, therefore these routes are not displayed in **Graph 1**. Transfort estimates that 35 percent of their ridership is by students. It is important to note that there have been a number of service changes in the system in the Spring and Summer of 2014 and a continued evaluation of ridership data is important.

Amongst the seven routes with ridership data in June, there was an average of 4,200 passengers per day. It can be seen that the new MAX BRT route has the highest ridership out of all the routes within the West Central Area. There was an average of 3,400 passengers utilizing the MAX transit, which is 80 percent of the total ridership on the displayed routes. The next highest ridership is about 270 passengers per day on Route 2, which links the CSU Campus to west Fort Collins. **Graph 2** illustrates the number of passengers per hour per route.

GRAPH 2: WEST CENTRAL AREA PASSENGERS PER HOUR, JUNE 2014



MAX had the highest number of passengers per hour at 33.2, which is nearly double that of the second highest route. Route 2 had the second highest number of passengers per hour at 18.1 and Route GOLD in a close third at 16.3. Route 7 has the least amount of passengers per hour at 6.4.



The data also highlighted that approximately 7 percent of riders had their bicycles. Additional data will be provided when CSU is in session to better understand all the routes through the West Central Area.

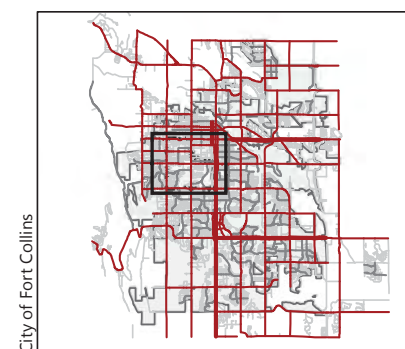
Figure 12 shows a rating of each bus stop in the west central area, based on its shelter and bench conditions, lighting, trash availability, ADA condition, and location on the arterial.

Parking

The West Central Area has a high demand for parking given its proximity to the CSU campus and College Avenue corridor. With planned campus building projects moving forward, new parking demand is being generated and existing parking capacity is being lost. The CSU Parking and Transportation Master Plan (2014) takes an aggressive stance on managing parking demand and creating a denser, more urbanized campus. The plan lays out an extensive and progressive Transportation Demand Management (TDM) program in order to achieve the desired results of mitigating parking demand on and around campus by enhancing access to campus and utilization of transportation alternatives. Parking demand and access to parking is an important consideration in this study. It recommends the construction of seven parking facilities on campus that will serve the demand and relieve the neighborhood from overflow parking.

Figure 13 identifies the location where on-street parking is available on arterials and collectors within the West Central Area. The only arterial that offers a significant amount of on-street parking is Mulberry Street near the City Park Lake. Taft Hill Road also has small sections of on-street parking near Blevins Middle School. The following collectors provide on-street parking along the majority of the length: Constitution Avenue (north and south sections), Stuart Street, Research Boulevard, and Lake Street. The figure also highlights the one neighborhood, Sheely, that participates in the Residential Parking Permit Program (RP3). The purpose of this program is to provide on-street parking for residents and reduce the number of non-resident vehicles during specified time periods. The program can be tailored to each individual neighborhood to meet its needs and goals.





The bus stop rating takes into account the following factors:

- Shelter condition
- Bench condition
- Lighting availability
- Trash availability
- ADA condition
- Location on an arterial (only relevant if stop is not already a shelter)

Legend

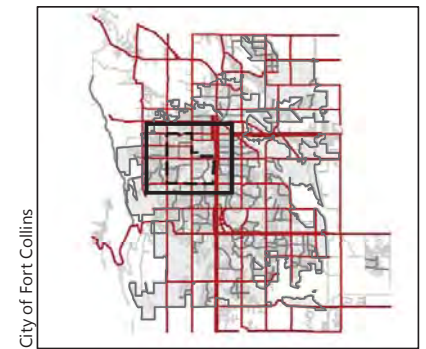
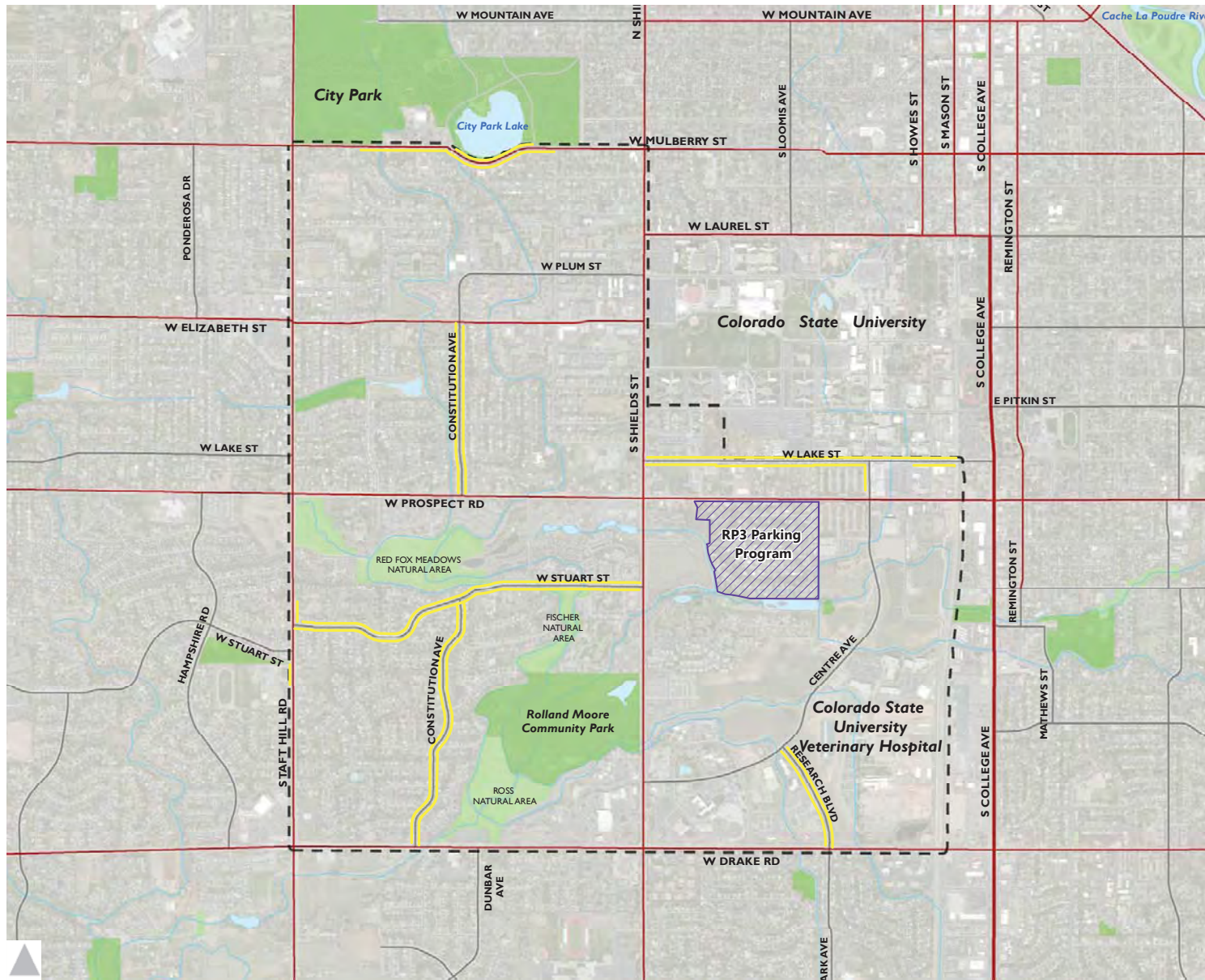
Bus Stop Rating

- Very Low
- Low
- Medium
- High
- Very High
- Not Rated

0 1,000 2,000 4,000 Feet



Figure 12
Bus Stop Rating
West Central Area Plan



Legend

- On Street Parking
- Major Arterial
- Arterial
- Collector
- Local
- Streams
- Waterbodies
- Parks
- Natural Areas
- Study Area
- Sheely Neighborhood

0 1,000 2,000 4,000 Feet



Figure 13
On Street Parking
West Central Area Plan

EXISTING CONDITIONS: EVALUATION OF THE PROSPECT ROAD AND LAKE STREET CORRIDORS

This plan takes a detailed look at the Prospect Road and Lake Street corridors since Prospect Road from Mason to I-25 is proposed to be an Enhanced Travel Corridor (ETC) and Lake Street can support Prospect Road. Prospect Road is one of the primary east-west corridors within this study area and provides a direct link to the CSU campus, College Avenue, I-25, and other popular destinations in Fort Collins. Since Prospect Road is a direct connection to popular destinations, it has a high volume of vehicular traffic as well as bicycle, pedestrian, and transit users. In order to make east-west travel through this study area safer, more efficient, and more convenient for all users, this study looks at Lake Street as an alternative corridor for specific users, particularly non-motorized travel. It should be noted that there is potential to utilize Pitkin Street as an alternative to Lake Street since it provides additional connectivity to the east.

Roadway

There is a high density of access along Prospect Road with a total of 66 accesses from Shields Street to College Avenue. **Figure 14** identifies the access points along Prospect Road. Access points are distinguished as arterials, collectors, local roads, parking lot access roads, or private driveways. There are two arterials, one collector, five local streets, 15 parking lot accesses, and 43 residential driveways within the one-mile stretch.

On Lake Street there are a total of 59 accesses on the one-mile stretch: two arterials, one collector, three local streets, 35 parking lot accesses, and 18 residential driveways. This is a lower volume and lower posted speed roadway compared to Prospect Road; however, it has a high amount of access points.

The quantity of access points along both Prospect Road and Lake Street results in a large number of conflict areas for all travel modes and can cause additional congestion or reduced safety. Vehicles turning into and out of driveways frequently along the corridor also result in additional vehicle delay and poor mobility.

The roadway and right-of-way (ROW) widths along Prospect Road vary due to the changes in providing a two-way left-turn lane. The bicycle and pedestrian facilities vary along the corridor as well (see the **Bicycle and Pedestrian Facilities Section** for further discussion).

Prospect Road between Shields Street and College Avenue has two travel lanes in each direction, with no bicycle facility. Between Shields Street and Whitcomb Street, Prospect Road does not have a center two-way left-turn lane and it is the most constrained section. From Whitcomb Street until College Avenue, the five-lane configuration with a two-way left-turn lane returns. All of the travel lanes range between eight and 12.5 feet.

Lake Street has the same configuration for the entire one mile stretch between Shields Street and College Avenue—one travel lane, a bike lane and on-street parking in each direction. Lane and sidewalk widths and the presence of a sidewalk buffer vary throughout the corridor.

Figure 15 shows the right-of-way width along the two corridors and is a key map for the existing roadway cross sections. It can be seen that the right-of-way width changes throughout the study corridor. The shown ROW was derived from parcel data and may not be accurate enough for design purposes. The City of Fort Collins will be surveying the Prospect Road and Lake Street right-of-ways during the summer and the data will be updated accordingly. This data should be available by mid-July.



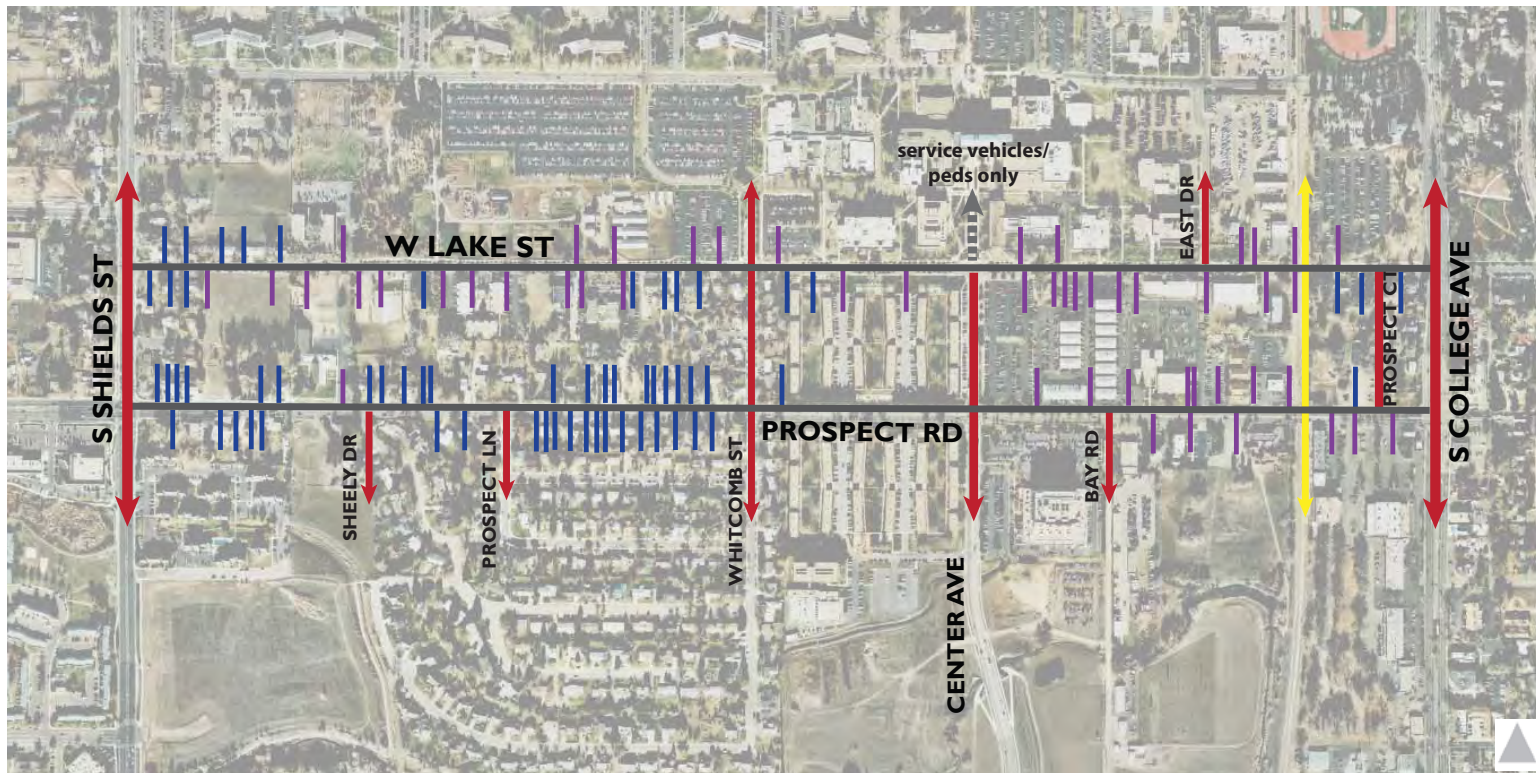
Figures 16a and 16b illustrate the roadway cross sections for four locations along Prospect Road. **Figures 17a and 17b** illustrate the five cross-section variations along Lake Street. Each of the cross-sections within the corridors was illustrated to show the differences in lane configurations, availability of bikeways, buffers, and sidewalk widths.

Roadway LOS on Prospect Road and Lake Street are displayed in **Table 6** and shown on **Figure 5**. The operations were evaluated for each direction and between major intersections. Prospect Road westbound between Shields Street and Whitcomb Street and eastbound between Center Avenue and Whitcomb Street operate at LOS D in both the AM and PM. Lake Street operates at LOS C or better, between Shields Street and College Avenue.

TABLE 6: PROSPECT ROAD AND LAKE STREET ROADWAY LOS

Roadway	Extents	Time of Day	Direction	LOS
Prospect Rd	Shields St to Whitcomb St	AM	EB	B
			WB	D
		PM	EB	B
			WB	D
	Whitcomb St to Center Ave	AM	EB	D
			WB	C
		PM	EB	D
			WB	C
	Center Ave to College Ave	AM	EB	C
			WB	C
		PM	EB	B
			WB	C
Lake St	Shields St to Whitcomb St	AM	EB	C
			WB	C
		PM	EB	B
			WB	C



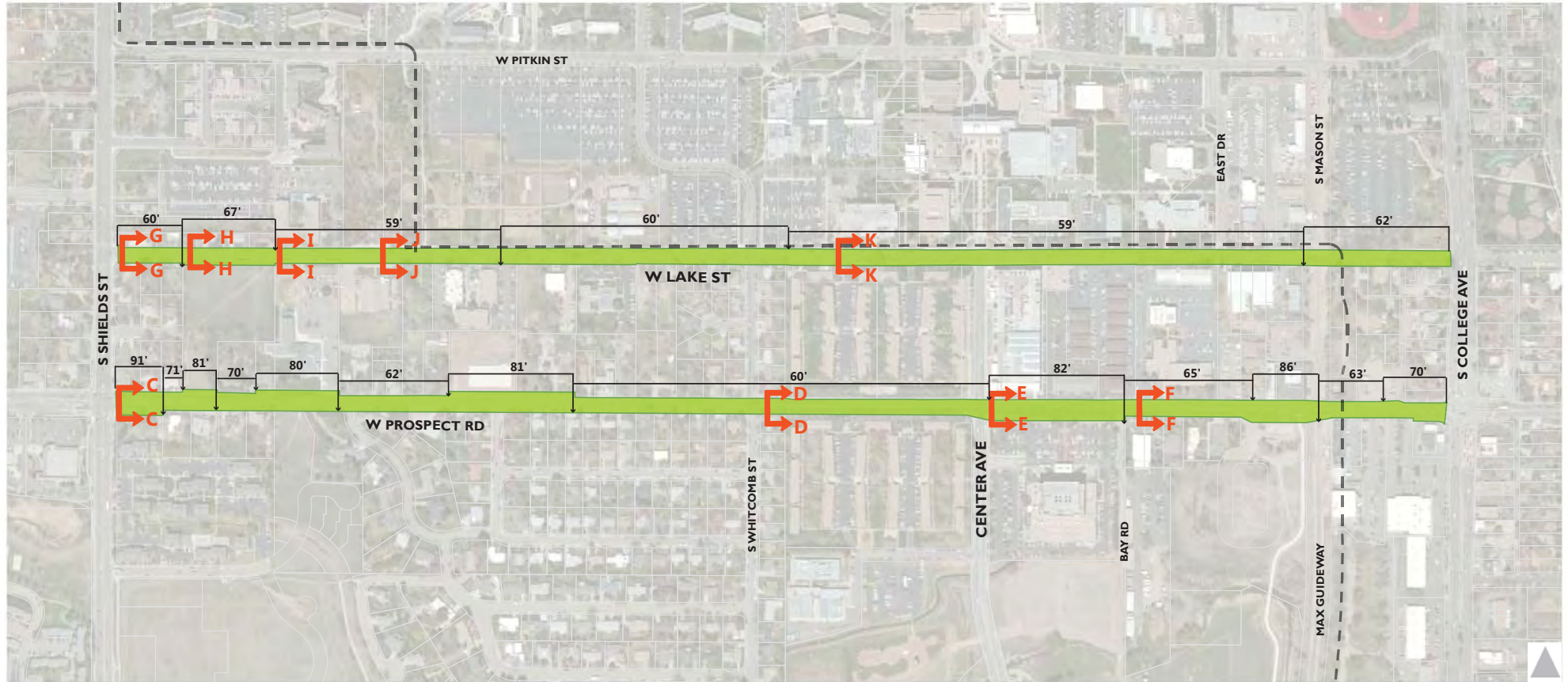


- Legend
- Residential driveway
 - Parking lot access
 - ↔ Local road
 - ↔ Collector
 - ↔ Arterial
 - ↔ MAX BRT
 - Prospect Road/ Lake Street







Figure 14
Prospect Road and Lake Street Access Map
West Central Area Plan





Legend

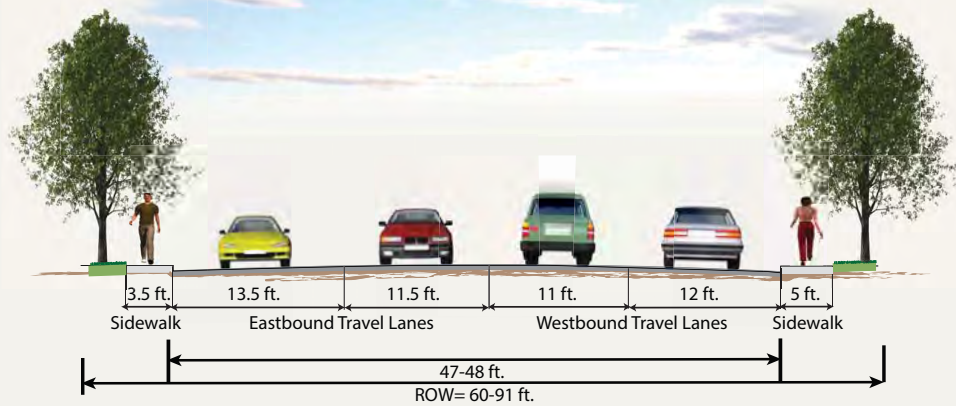
-  Cross-Section Locations
-  Right-of-Way*
-  Study Area
-  Approximate Right-of-Way Width

*Right-of-way measurements estimated from City of Fort Collins parcel data.

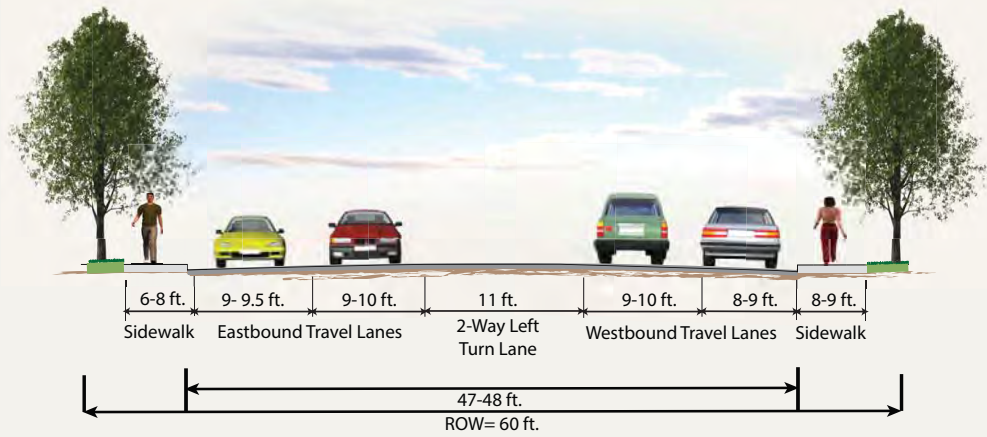


0 500 1,000 Feet

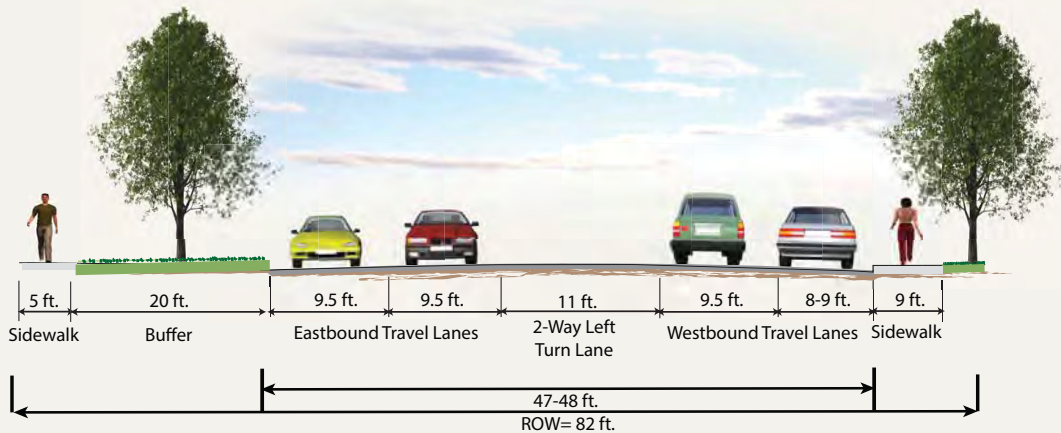
Figure 15
Existing Right-of-Way and Cross-Section Locations
Prospect Road and Lake Street



A-A: Between Shields Street and Whitcomb Street



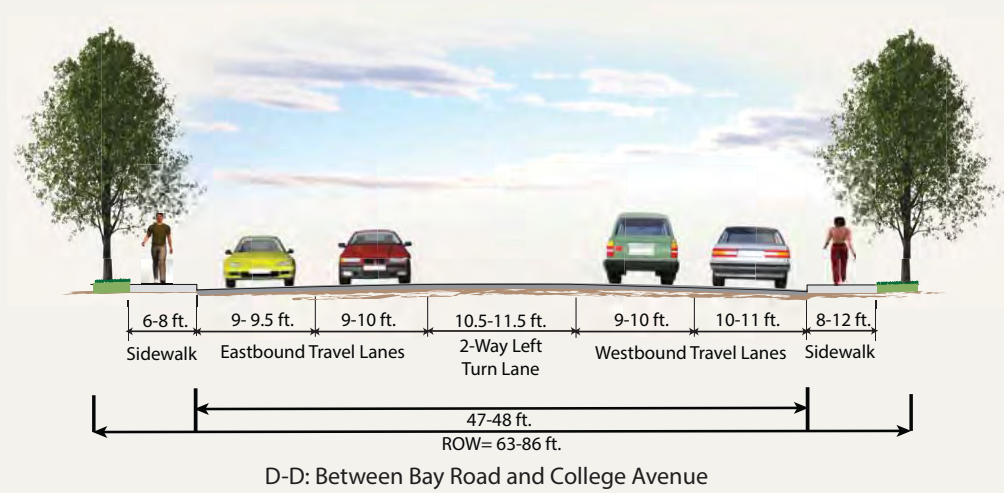
B-B: Between Whitcomb Street and Center Avenue



C-C: Between Center Avenue and Bay Road



Figure 16a



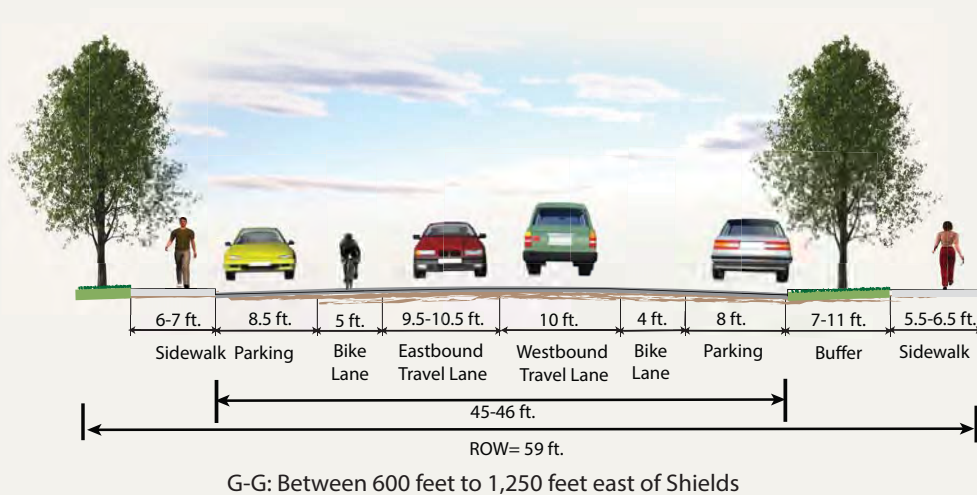
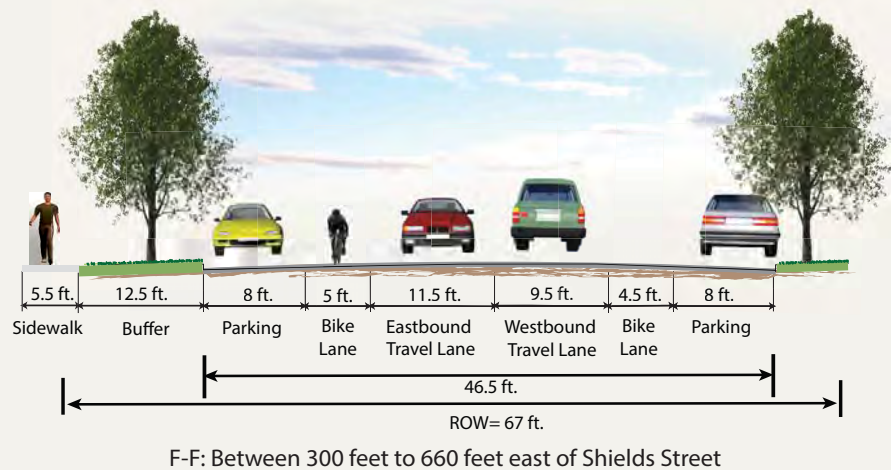
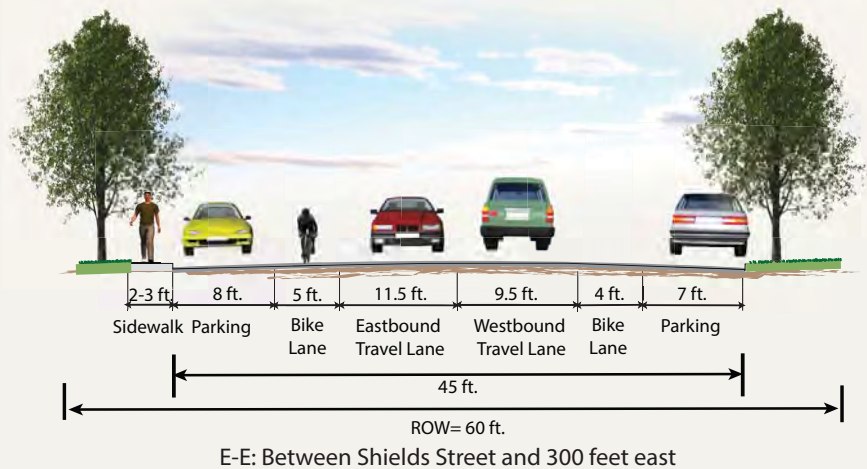
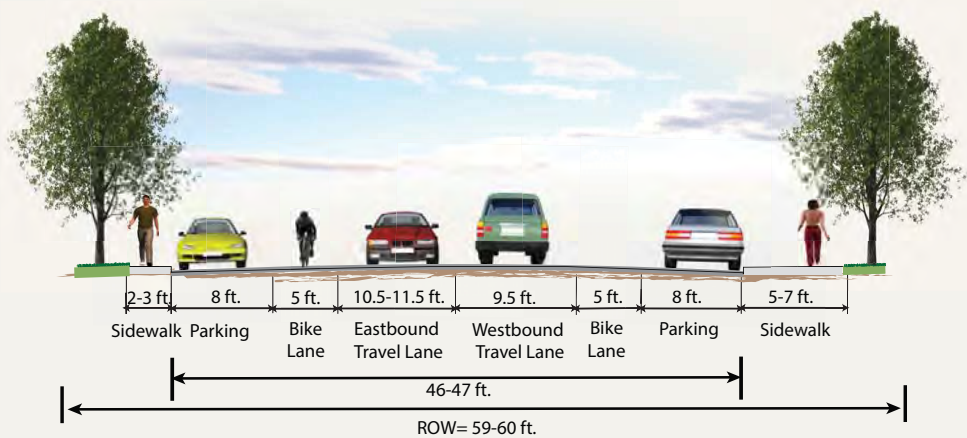
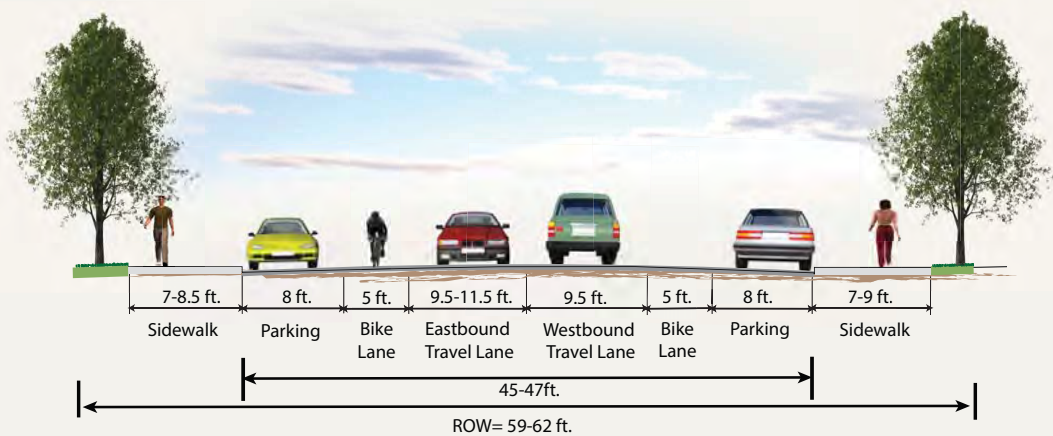


Figure 17a
Lake Street Cross Sections 1 of 2
West Central Area Plan



H-H: Between 1,250 east of Shields Street and 390 feet east of Whitcomb Street



I-I: Between 390 feet east of Whitcomb Street and College Avenue



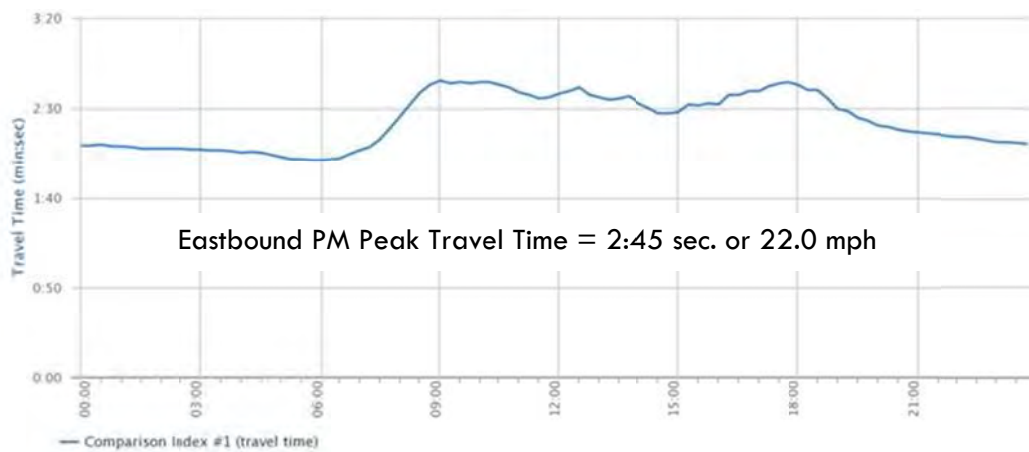
Travel Patterns

The City of Fort Collins installed Bluetooth readers along Prospect Road to collect travel time data. The available data was during summer 2014 when CSU was out of session. It is anticipated that more data will be provided once CSU is back in session. Some interesting observations of the summer data are as follows:

- **Average speed** on Prospect Road from Taft Hill Road to College Avenue is:
 - **Eastbound:** 26 mph
 - **Westbound:** 25 mph
- **Travel time between Taft Hill Road and Shields Street** is consistent throughout the day in both directions, ranging from 1 minute 46 seconds to 2 minutes 4 seconds.
 - Eastbound: The PM peak travel time is 2 minutes 5 seconds, which equates to 29.2 mph (shown in **Graph 3**).
 - Westbound: The PM peak travel time is 1 minute 58 seconds, which equates to 30.5 mph (shown in **Graph 4**).
- **Travel time between Shields Street and College Avenue** has distinct peaks at 9:00am and 6:00pm in both directions.
 - **Eastbound:** In the off-peak, the travel time is 2 minutes 5 seconds. The travel time increases by 40 seconds in the peak period. It peaks at 2 minutes 45 seconds (22 mph) and decreases after 6:00pm (shown in **Graph 5**).
 - **Westbound:** In the off-peak, the travel time is 2 minutes 5 seconds. The travel time increases by 25-52 seconds in the peak period. The morning peak period is around 2 minutes 30 seconds with a significant increase in the PM peak at 2 minutes 57 seconds (20.4 mph). The travel time decreases after 6:00pm (shown in **Graph 6**).

It was anticipated that the travel time would change throughout the day on Prospect Road between Shields Street and College Avenue due to the number of signalized intersections, accesses, destinations along or near the arterial, proximity to CSU, and the high volume of traffic. West of Shields Street, Prospect Road does not have as many factors that impact the travel time.



GRAPH 3: EASTBOUND TRAVEL TIME BETWEEN TAFT HILL ROAD AND SHIELDS STREET**GRAPH 4: WESTBOUND TRAVEL TIME BETWEEN SHIELDS STREET AND TAFT HILL ROAD****GRAPH 5: EASTBOUND TRAVEL TIME BETWEEN SHIELDS STREET AND COLLEGE AVENUE**

GRAPH 6: WESTBOUND TRAVEL TIME BETWEEN COLLEGE AVENUE AND SHIELDS STREET

Intersections

There are four signalized intersections on Prospect Road within the study area. These are at Shields Street, Whitcomb Street, Center Avenue, and College Avenue. There is also a pedestrian/bicycle activated signal just west of Heatheridge Road. There is one signalized intersection on Lake Street, at Shields Street, and three stop-controlled intersections at Whitcomb Street, Center Avenue, and East Drive. The delay and LOS per intersection and peak hour are displayed in **Table 7**.

TABLE 7: PROSPECT ROAD AND LAKE STREET INTERSECTION AND APPROACH LOS

Number	Intersection	Control	Approach	2012 Existing			
				AM		PM	
				Delay	LOS	Delay	LOS
9	Shields St and Lake Rd	Signal	Overall	7	A	8	A
			WB	47	D	51	D
			NB	5	A	5	A
			SB	7	A	2	A
10	Lake Rd and Whitcomb St	4-Way Stop	EB	12	B	11	B
			WB	10.2	B	13	B
			NB	13	B	11	B
			SB	8.5	A	11	B
11	Lake Rd and Center Ave	Side Street Stop	EB	10	A	8	A
			WB	10	A	9	A
			NB	10	A	8	A
			EB	7	A	4	A
12	Lake Rd and East Dr	Side Street Stop	WB	0	A	0	A
			NB	10	B	10	B
			SB	-	-	-	-
			Overall	35	C	29	C
14	Prospect Rd and Shields St	Signal	EB	44	D	44	D
			WB	50	D	44	D
			NB	32	C	22	C



15	Prospect Rd and Whitcomb St	Signal	SB	18	B	18	B
			Overall	7	A	14	B
			EB	2	A	3	A
			WB	7	A	10	A
			NB	45	D	37	D
16	Prospect Rd and Center Ave	Signal	SB	48	D	49	D
			Overall	18	B	22	C
			EB	12	B	14	B
			WB	12	B	13	B
			NB	41	D	42	D
28	Prospect Rd and College Ave	Signal	SB	37	D	46	D
			Overall	31	C	38	D
			EB	55	E	46	D
			WB	25	C	50	D
			NB	23	C	30	C
			SB	26	C	36	D

The study intersections on Prospect Road and Lake Street operate at LOS D or better. All of the approaches also operate at LOS D or better. The intersections on Prospect Road at Shields Street and Center Avenue experience the highest overall delays.

Crash History

Of the top 48 intersections analyzed in the 2013 *Traffic Safety Summary*, there were four intersections that are within the study corridor of Prospect Road and Lake Street. The only intersection that experienced more crashes than predicted was Prospect Road at Shields Street. **Table 8** lists the intersections on Prospect Road or Lake Street that were evaluated in the safety study.

TABLE 8: PROSPECT AND LAKE INTERSECTIONS WITH HIGHEST EXCESS CRASH COST PER YEAR

Intersection		AADT	Model Predicted Crashes Per Year		Actual Adjusted Crashes Per Year		Excess Crash and Cost		
Street1	Street2		Total	Fatal/Injury	Total	Fatal/Injury	Prop. Damage Only	Fatal/Injury	Cost Per Year (\$)
Shields St	Prospect Rd	50,301	26.1	6.2	28.1	6.4	1.8	0.2	\$46,538
Shields St	Lake St	38,450	9.2	2.2	5.6	2.1	-3.5	-0.1	-\$40,480
Center Ave	Prospect Rd	34,316	14.5	3.6	11.2	3.4	-3.1	-0.2	-\$50,227
Whitcomb St	Prospect Rd	26,488	8.9	2.3	5.3	1.7	-3.0	-0.6	-\$96,530

Bicycle and Pedestrian Facilities

As shown in **Figure 9**, Prospect Road doesn't have any bicycle facility between Shields Street and College Avenue. Lake Street has bike lanes in both directions between Shields Street and College Avenue ranging in width from four to five feet.

Sidewalk type and conditions are shown in **Figure 10a and 10b**. Both corridors have sidewalks on both sides of the street through the study area, except for a small section (300 feet) on the north side of Lake Street just east of Shields Street. The sidewalks on Prospect Road are mostly in fair conditions, with very



few sections in poor condition and some segments in good condition. Sidewalk widths east of Shields Street vary, with some sections less than four feet and others as wide as seven feet, with almost all as attached.

The sidewalks on Lake Street are mostly in fair condition and have a large number of missing curb ramps. Sidewalk widths on Lake Street west of Whitcomb Street are less than five feet with some sections as narrow as two feet. Sidewalk widths between Whitcomb Street and College Avenue are mostly seven feet. Nearly all sidewalks on the Lake Street corridor are attached.



Transit

Figure 11 shows the multiple transit routes that use the Prospect Road and Lake Street corridors. Route 2 uses Prospect Road west of Whitcomb Street and Routes 19 and GOLD travel along Prospect Road through the study area from Shields Street to College Avenue. Routes HORN (starting August 2014) and 7 use Lake Street through the study area. The MAX BRT also crosses Prospect Road, just west of College Avenue, with a station just north of Prospect Road. These routes link to local destinations and regional transit routes.

The routes that utilize Prospect Road and Lake Street have some of the highest ridership and passengers per hour when compared to the other West Central buses. Removing MAX from the ridership data, the other four routes have 70 percent of the riders within the study area. On average these buses have 12.3 passengers per hour. The bus ridership data is not available per bus stop; therefore, corridor evaluation was not conducted.

It should be noted that there is a westbound bus pullout on Prospect Road between College Avenue and the MAX line that is currently in design.

Parking

There is only on-street parking on Lake Street.

FUTURE CONDITIONS

This section of the report analyzes the potential future transportation infrastructure challenges, issues, and opportunities associated with 2035 traffic conditions in the West Central Area.

Future Data Methodology

The future data for daily traffic volumes was estimated from the 2009 and 2035 Travel Demand Models and adjusted by the 2012 collected volume with the Difference Method. It is the state of the practice to utilize the Difference Method instead of the ratio and blend methods. The Difference Method captures the specific impacts and unique growth characteristics per roadway and minimizes the range of error in the models. The future traffic volumes were calculated with **Equation 1**:

$$\text{Equation 1: } 2035Vol = 2012Count + \left(\frac{2035Model - 2012Count}{2035Model - 2009Model} \right) * (2035Model - 2009Model)$$

It should be noted that the average growth rate for the West Central Area was 0.5 percent annually. This was determined by a comparison of the 2035 and 2009 model volumes and verified with the Difference Method. On Prospect Road and Lake Street, the existing intersection turning movement counts were projected with an annual growth rate of 0.3 percent. This percentage was estimated from the Travel Demand Models.

Evaluation of the West Central Area

The future data was utilized to determine the operational performance of the transportation facilities. The following sections and figures describe the 2035 future conditions within the West Central Area.



Level of Service Criteria

The vehicular level of service criteria are the same as presented in *Existing Conditions*.

Roadways

Average Daily Traffic (ADT) counts were estimated based on the 2035 Travel Model, using the methodology described above for arterials, collectors, and local streets. **Figure 18** provides the ADT for mid-block locations on arterials, collectors, and local streets throughout the community. The arterial roadways ranged from 9,300 to 34,500 vehicles per day (vpd). The collectors ranged from 1,200 to 10,800 vpd. The local streets ranged from 7,000 up to 8,800 vpd. The relative magnitude of traffic volumes can be seen by the size of the blue circles. As expected, the majority of traffic travels on the arterials with the highest volume on Shields Street. The following ADT ranges occurred on the arterials:

- Shields Street: from 20,700 vpd near Mulberry Street to 31,700 vpd near Prospect Road
- Taft Hill Road: from 20,100 vpd near Mulberry Street to 26,700 vpd near Drake Road
- Mulberry Street: from 9,300 vpd west of the City Park Lake to 18,300 vpd east of the lake
- Prospect Road: from 16,100 vpd near Taft Hill Road to 31,000 vpd near the College Avenue
- Drake Road: from 20,400 vpd near Taft Hill Road to 34,500 vpd near Research Boulevard

A capacity analysis for the roadway segments was performed using the methodology issued within the *HCM 2000*. The methodology classifies the arterials based on the distance between intersections and the link speeds. To determine the LOS for arterials, the speed and travel time are calculated. **Figure 19** summarizes the roadway LOS calculated in Synchro (version 8, *HCM 2000* methodology). The operations were evaluated for each direction and between major intersections. All roadways operate at LOS D or better, except for the following roadway segments:

AM Peak Hour

- Elizabeth Street - Eastbound between City Park Avenue and Shields Street
- Drake Road - Eastbound between Dunbar Avenue and Shields Street
Westbound between Worthington Avenue and Shields Street
- Shields Street - Southbound between Lake Street and Prospect Road
Northbound between Stuart Street and Prospect Road
- Whitcomb Street - Southbound between Lake Street and Prospect Road
- Center Avenue – Northbound and Southbound between Lake Street and Prospect Road

PM Peak Hour

- Taft Hill Road - Southbound between Valley Forge Avenue and Drake Road
- Shields Street - Southbound between Plum Street and Elizabeth Street
Southbound between Lake Street and Prospect Road
Southbound between Centre Avenue and Drake Road



- Whitcomb Street - Southbound between Lake Street and Prospect Road
- Center Avenue - Northbound and Southbound between Lake Street and Prospect Road
- Elizabeth Street - Eastbound between City Park Avenue and Shields Street
- Drake Road - Eastbound between Research Boulevard and Bay Road
Westbound between Worthington Road and Shields Street

Intersections

Figure 20 illustrates the lane configuration, traffic control and turning movement counts for the studied intersections within West Central Area for the 2035 future conditions. Intersection Level of Service for future conditions was not analyzed for the entirety of the WCAP area. This was analyzed for Prospect Road and Lake Street and is described in the following section.

Bicycle and Pedestrian Facilities

The 2008 Bicycle Plan was concurrently updated with the West Central Area Plan. The 2014 Bicycle Plan was recently adopted. Together with City staff and the community, Toole Design Group evaluated the existing bicycle infrastructure and proposed future connections, wayfinding strategies, design guidelines, and policy recommendations.

Transit

Transfort anticipates updating their Strategic Plan within the next few years to determine the future transit services and changes. Since May 2014, Transfort has made several changes to various routes and MAX BRT was opened. It will take some time to determine any deficiencies and opportunities that can help define the future services.

The City staff met with Transport and CSU staff on October 20, 2014 to discuss coordination of transit within the West Central Area. It was determined that there is a need for enhanced transit services throughout the study area and on the south end of campus, specifically near the dormitories on Pitkin Street, at the MAX station, and the potential development on College Avenue between Prospect Road and Lake Street. The following topics and future options were discussed and will be evaluated to determine which provides the best connections and addresses service needs:

CSU Campus Connections

- Add or extend a route along City Park Avenue, south to Springfield Drive, east towards Shields Street and south to Pitkin Street. This connects the West Central neighborhoods and campus.
- Add a second on-campus shuttle routing to additional locations.
- Move one or more routes from Prospect Road to Lake Street to connect MAX station and campus.
- Add a route along Pitkin Street or South Drive.
- Re-route MAX C or D to serve the south end of campus.
- Designate Lake Street as a main transit corridor through campus, similar to Plum Street.



- Incentivize more transit ridership for CSU staff, faculty, and students with free parking at one or more off-site locations (e.g. church parking lots).

Bus Stop Enhancements

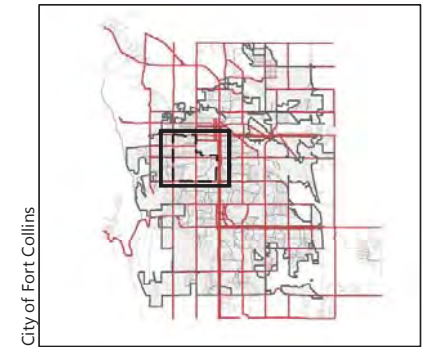
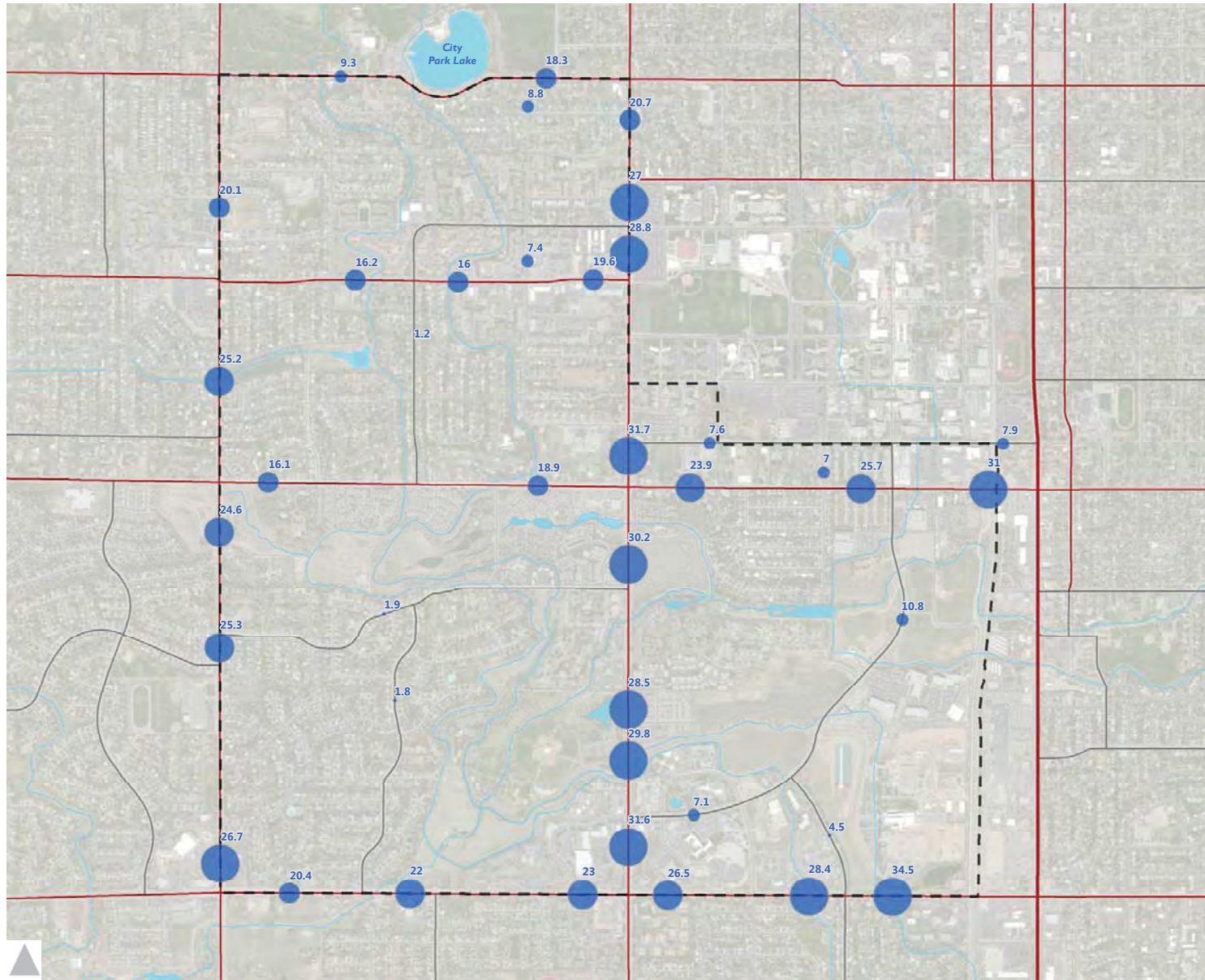
- Encourage transit use with more and better bus shelters, specifically the shelters located on Centre Avenue at Research Boulevard and on Centre Avenue at Rolland Moore Drive need to be improved.
- Provide bus stops and shelters at curb bulb-outs on collector streets that are proposed to be retrofitted.
- Prioritize funding for improvements at bus stops within the West Central Area.
- Provide a temporary bus stop at Center Avenue near Aggie Village North.
- **Figure 21** illustrates the prioritization of bus stop improvements into near and long term improvements based on existing ridership and bus stop ratings.

Other Considerations

- Add one westbound through lane on Plum Street at Shields Street to reduce the delay of buses as they wait for left-turning vehicles to clear the intersection.
- Prioritize snow plowing on major transit corridors (e.g. Plum Street, Pitkin Street/Springfield Drive, and Center Avenue).
- Restrict vehicular traffic on Plum Street between Constitution Avenue and Elizabeth Street to create a bike, pedestrian and transit corridor.

It is important that transit serve in the West Central Area not only connect to CSU, but continues to connect to other destinations within the community and City. **Figure 22** shows the future transit vision of the West Central Area.





Legend

Future (2035) Average Daily Traffic Volumes x 1,000

- 2 - 5
- 6 - 14
- 15 - 21
- 22 - 27
- 28 - 35

- Major Arterial
- Arterial
- Collector
- Local
- Study Area

Note: Future ADT was provided by the City of Fort Collins within the 2035 Travel Demand Model. It was adjusted by the 2012 counts with the Difference Method.

0 1,000 2,000 4,000 Feet

Figure 18



Future (2035) Roadway
Traffic Volumes
West Central Area Plan

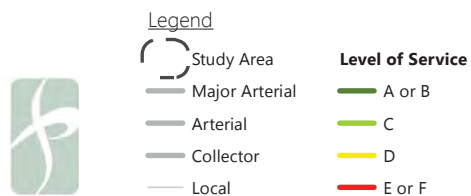
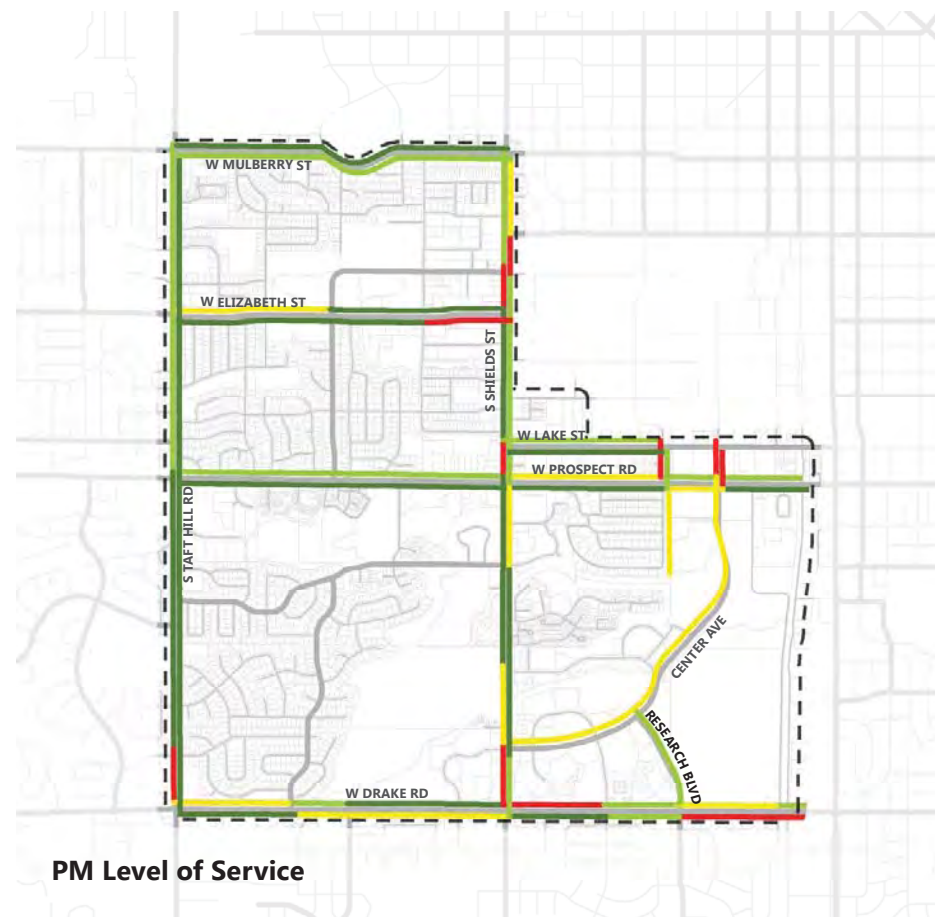
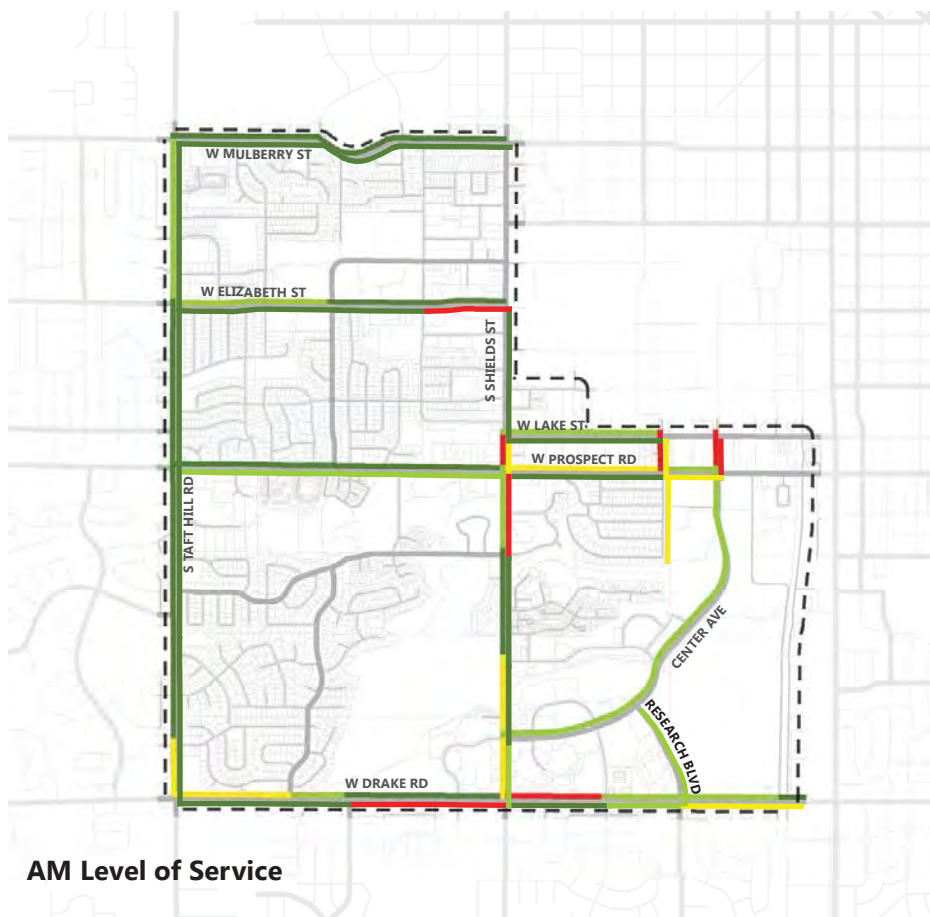
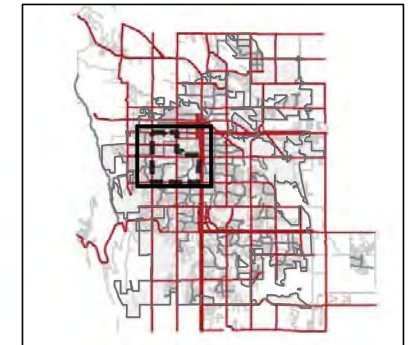
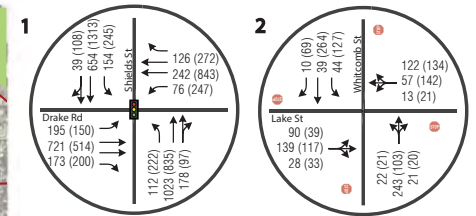
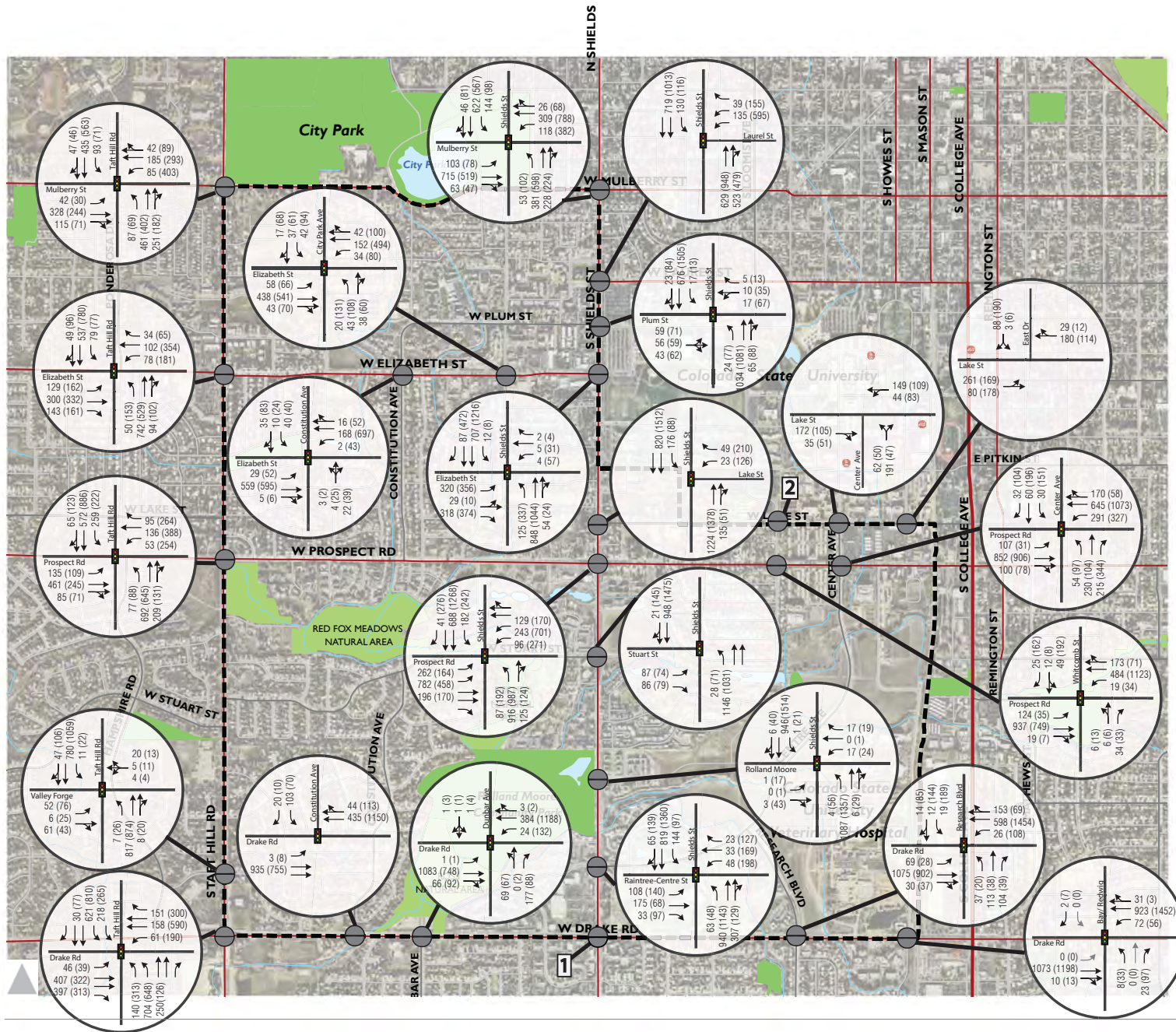


Figure 19
Future Roadway Level of Service (2035)
West Central Area Plan



Legend

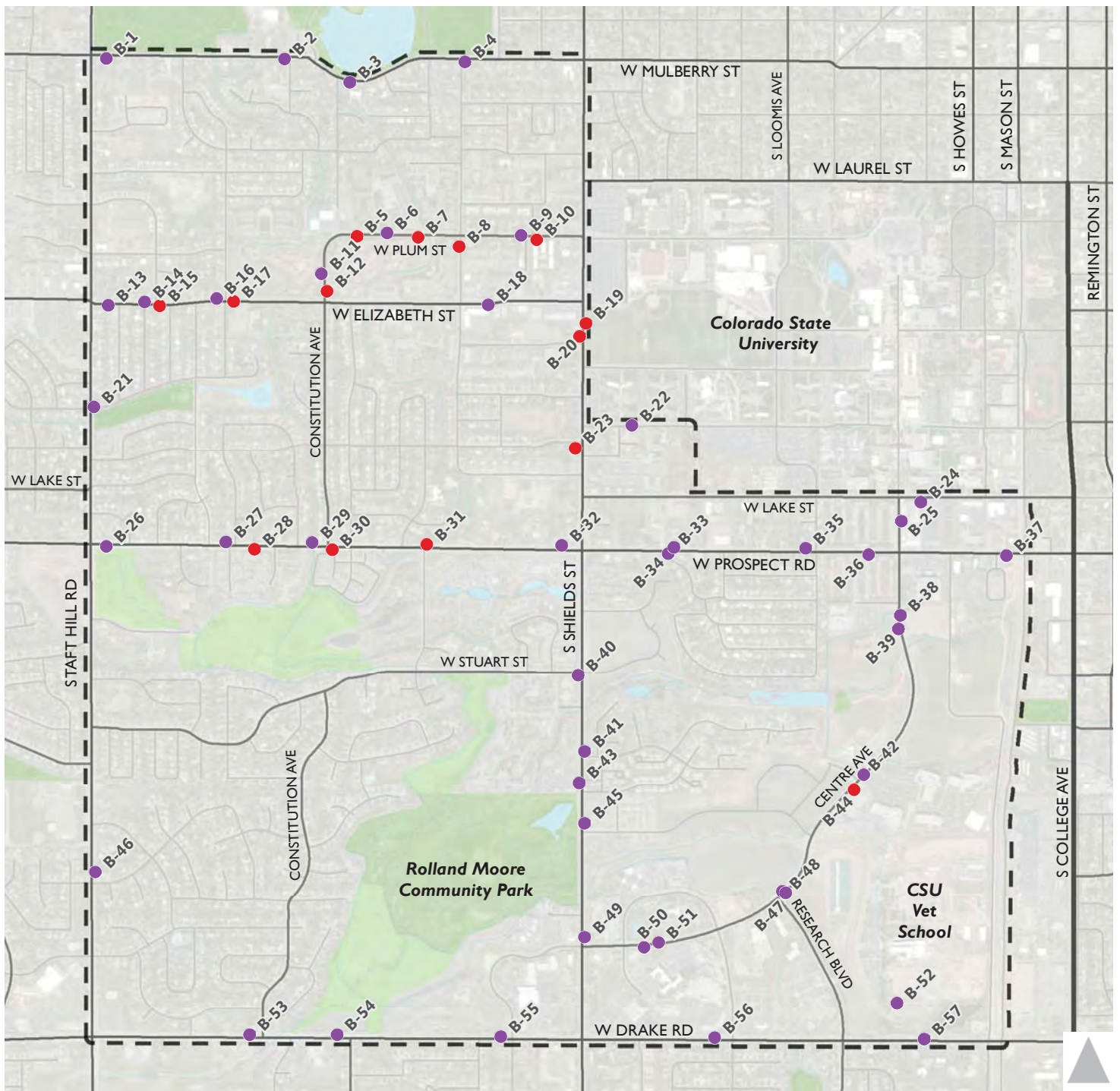
- WCAP Study Area
- Signalized
- Stop Controlled
- Lane Configuration
- Illegal Movement
- AM (PM) Peak Hour Traffic

Note

0 1,000 2,000 4,000 Feet



Figure 20
Future (2035) Intersection
Volumes
West Central Area Plan



Legend

- Near-Term Improvement
- Longer-Term Improvement

Improvements were prioritized based on existing ridership and bus stop rating (very low through medium were flagged for improvements).



Note:

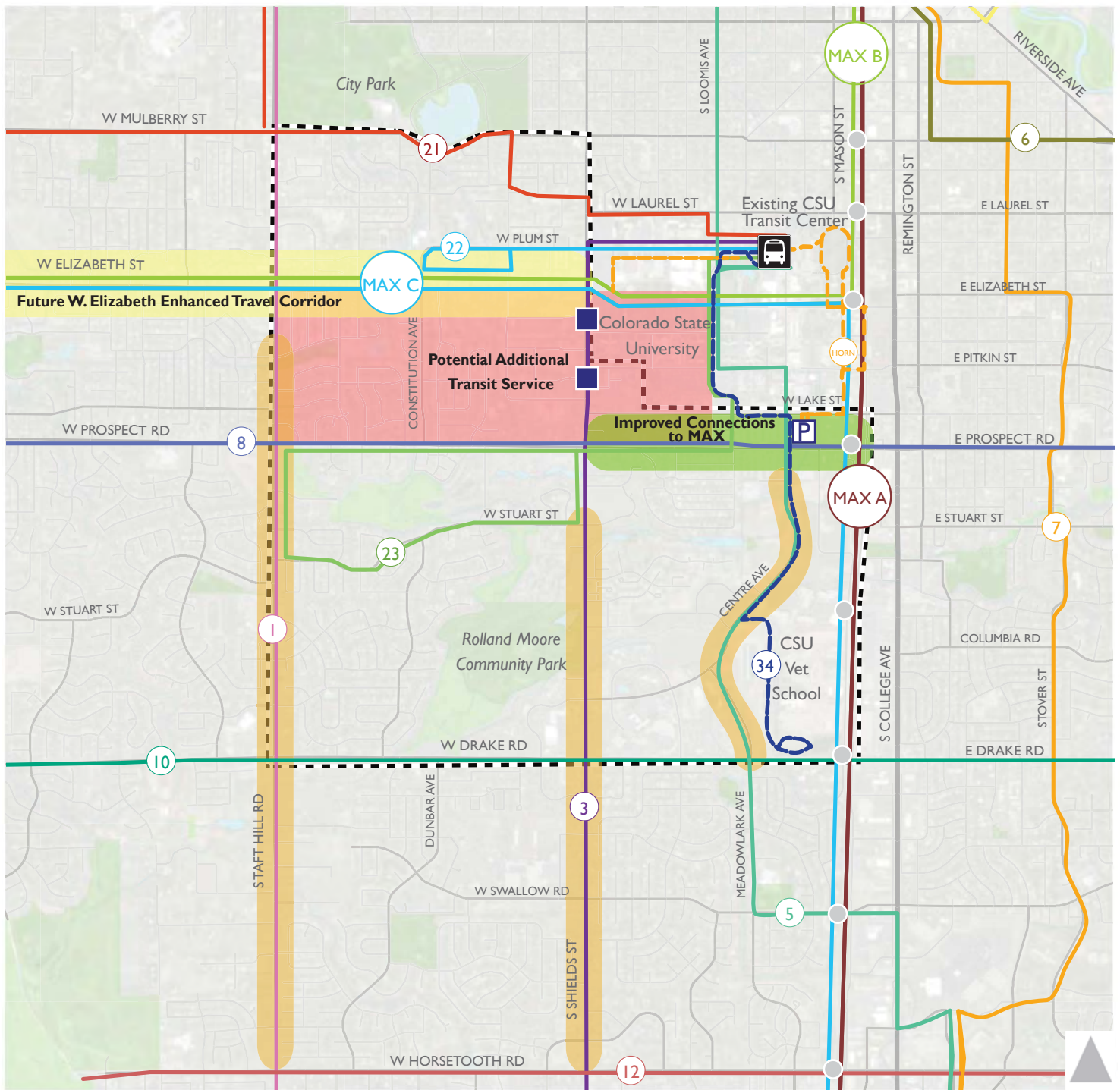
Prospect Corridor stop improvements may be implemented upon corridor reconstruction, per the Prospect Corridor Design.

The West Elizabeth Corridor will be analyzed and evaluated in the upcoming West Elizabeth Enhanced Travel Corridor Plan (2015-16); additional stop improvements may be identified through that effort.



Figure 21

Bus Stop Improvements West Central Area Plan



Legend

- Potential additional transit service
- Future W. Elizabeth Enhanced Travel Corridor
- Improved connections to MAX
- Corridors in which to explore shared park-n-ride arrangements

- Parking garage
- Potential east-west bus crossing improvement
- Existing Transit Center
- MAX Stations
- Transport Strategic Operation Plan (TSOP) Phase 3
- Other routes added since TSOP
- West Central Area Boundary

0 0.5 1 Mile

Figure 22

Future Transit Vision



Parking

The West Central Area is expected to have a high demand for parking due to the anticipated growth of CSU and potential redevelopment within the area. At this time, there are no plans to increase street parking on the arterials or provide additional parking within the neighborhood. There is potential for neighborhoods to voluntarily be a part of the Residential Parking Permit Program (RP3) that reduces the number of non-resident vehicles during specific time periods.

CSU has identified locations on-campus where seven new parking facilities should be installed (see **Figure 23**). CSU estimates that the population will increase by 29.6 percent from 2012 to 2024. The CSU Transportation and Parking Master Plan (April 2014) predicted that the traffic patterns will shift with the proposed parking facilities based on roadway capacity, and location of parking access, geometric or traffic control changes to the following West Central Area if all of the parking facilities

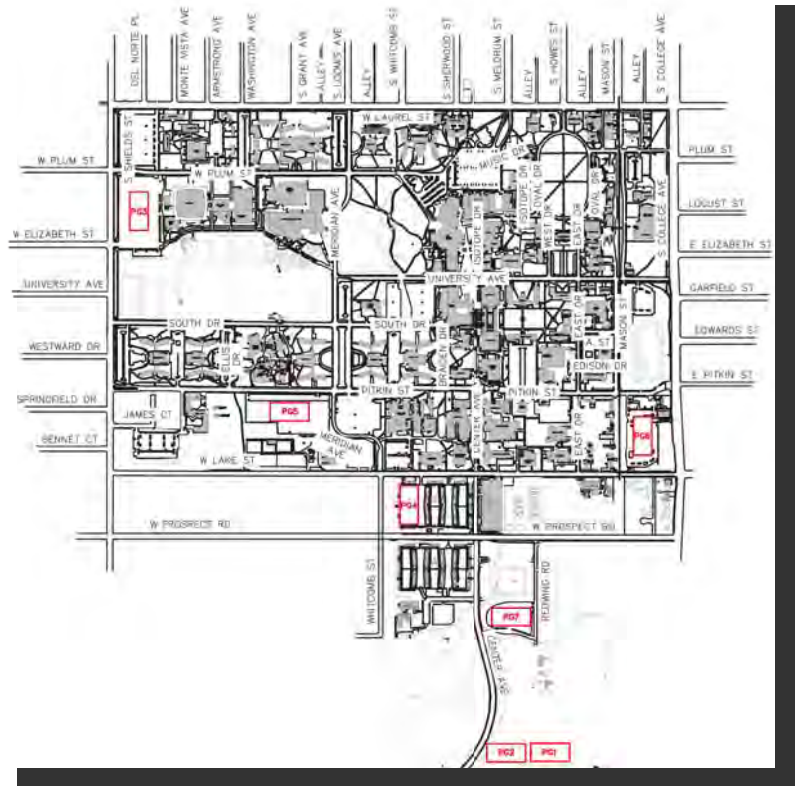


FIGURE 23: FUTURE CSU PARKING GARAGES

(Source: CSU Parking and Transportation Master Plan)

- Shields Street and Plum Street – one left-turn lane for each of the eastbound and westbound approaches.
- Shields Street and Elizabeth Street – dual left-turn lanes on the eastbound approach and one right-turn lane on each of the westbound and northbound approaches.
- Lake Street and Whitcomb Street – signalize and add one northbound left-turn lane OR a construct a single-lane roundabout.
- Lake Street and Center Avenue – one left-turn lane on the westbound approach.
- Prospect Road and Shields Street – one right-turn lane on the westbound approach.
- Prospect Road and Whitcomb Street – dual left-turn lanes on the southbound approach and one left-turn lane on the northbound approach.
- Prospect Road and Center Avenue – dual left-turn lanes on the northbound approach.
- Prospect Road and College Avenue – dual left-turn lanes on each of the eastbound and westbound approaches, one right-turn lane on the northbound approach.
- Center Avenue and Bay Road – one through lane on each of the northbound and southbound approaches.



The CSU Transportation and Parking Master Plan (April 2014) discusses the timeline for implementation of the parking facilities.

CSU Multipurpose Stadium: Transportation and Parking Study (DRAFT- 2014)

The Draft CSU Stadium Transportation and Parking Study analyzes the transportation impacts of the new proposed stadium site at the northwest corner of the Lake Street and Whitcomb Street intersection. The study applies traffic counts from existing parking structures at CSU to a Park+ tool created specifically for CSU. This model applies a unique algorithm to determine the effect of the stadium on parking and traffic during game day conditions in 2016, given the anticipated 2016 opening of the stadium. A 1.0426 growth factor was applied. According to this study, the following intersections with the West Central Area were forecasted to have an LOS E or F:

- Drake Street and Shields St
- Pitkin Street and Shields Street
- Prospect Road and Shields Street
- Prospect Road and Center Avenue

The stadium study further analyzes the above intersections with LOS E or below, making recommendations in the report to improve LOS and address the increased stadium traffic. The study also recommends a road closure at Pitkin Street at the northern edge of the Stadium and the closure of Meridian Avenue on game days between Lake Street and South Drive. The study recommends a number of pedestrian improvements including sections of improved sidewalk, path connections and the consideration of a grade separated crossing of Prospect Road near Center Avenue. Transit improvements will include a shuttle between south campus parking areas and the stadium, increased Transfort service on special event days, and alternate routes for those impacted by the Pitkin Road closure. The study recommends that bikes be directed towards Lake Street to access the stadium using the designated bike lanes. Lastly, various Transportation Demand Management strategies are recommended to increase the dissemination of information on alternative modes and circulation. The study concludes that given the proposed proper mitigation treatments, as identified in the study, additional traffic resulting from the new stadium will be accommodated by the street network and available parking.

Evaluation of Prospect Road and Lake Street

Prospect Road and Lake Street were considered in detail in the future conditions since Prospect Road is proposed to be an Enhanced Travel Corridor (ETC) and Lake Street can support Prospect Road. The technical memo titled Multimodal Performance Measures Alternatives Analysis dated October 16, 2014 goes into detail on these two corridors. This memo describes a methodology for calculating multimodal performance measures for these corridors for 2035 conditions for the existing configuration and three proposed alternatives.

Roadway

The access points and right of way along Prospect Road and Lake Street are not proposed to change in future conditions. These can be seen in **Figures 14**, in the Existing Conditions section.



The preferred design for Prospect Road proposes a landscaped medians and center turn lanes between major intersections along the corridor.

The roadway level of service on Prospect Road and Lake Street is shown in **Figure 19**, as a part of the Roadway LOS for the entire study area. Prospect Road westbound between Shields Street and Whitcomb Street and eastbound between Center Avenue and Whitcomb Street operate at LOS D in both the AM and PM. Lake Street operates at LOS C or better between Shields Street and College Avenue. The section of Prospect Road and Lake Street that do not have sufficient data from which to determine a LOS is Lake Street between College Avenue and Whitcomb Street.

Travel Patterns

Travel patterns were studied along Prospect Road using Bluetooth readers to collect travel time data. Data was collected during summer 2014 when CSU was out of session. More data will be collected in the near future to capture traffic from the university. Findings from the available data are documented in the existing conditions travel pattern section. If volume increases in the future, as predicted in the 2035 travel model, travel time along the corridor will increase as well.

Intersection

The future conditions overall and approach delay and LOS for all study intersections on Prospect Road and Lake Street are shown in **Table 9**. The overall intersection LOS is shown in **bold**. LOS and delay are the same for both 2035 conditions without project implementation and 2035 conditions with the implementation of the proposed design on Lake and Prospect.

TABLE 9: PROSPECT AND LAKE FUTURE (2035) INTERSECTION LEVEL OF SERVICE

Number	Intersection	Control	Approach	2035 Future			
				AM		PM	
				Delay	LOS	Delay	LOS
9	Shields St and Lake Rd	Signal	Overall	6	A	8	A
			WB	47	D	51	D
			NB	4	A	4	A
			SB	6	A	2	A
10	Lake Rd and Whitcomb St	4-Way Stop	EB	11	B	12	B
			WB	10	A	13	B
			NB	12	B	11	B
			SB	8	A	11	B
11	Lake Rd and Center Ave	Side Street Stop	EB	9	A	8	A
			WB	10	A	9	A
			NB	10	A	8	A
12	Lake Rd and East Dr	Side Street Stop	EB	7	A	4	A
			WB	0	A	0	A
			NB	10	B	10	B
			SB	-	-	-	-
14	Prospect Rd and Shields St	Signal	Overall	32	C	37	D
			EB	42	D	44	D
			WB	47	D	57	E
			NB	30	C	26	C
15	Prospect Rd and Whitcomb St	Signal	SB	16	B	29	C
			Overall	6	A	14	B
			EB	1	A	3	A



			WB	4	A	10	A
			NB	45	D	37	D
			SB	49	D	49	D
16	Prospect Rd and Center Ave	Signal	Overall	16	B	22	C
			EB	9	A	16	B
			WB	9	A	12	B
			NB	42	D	42	D
			SB	37	D	46	D
28	Prospect Rd and College Ave	Signal	Overall	38	D	51	D
			EB	53	D	44	D
			WB	38	D	68	E
			NB	32	C	37	D
			SB	30	C	57	E

Bicycle and Pedestrian Facilities

The 2014 City of Fort Collins Bicycle Plan does not propose specific recommendations for Prospect Road or Lake Street. The conceptual design in this plan proposes a ten foot shared use path on Prospect Road from Shields Street to College Avenue. The conceptual design for Lake Street proposes six foot buffered bike lanes and a six foot sidewalk from Shields Street to College Avenue.

Transit

The following improvements were discussed between City staff, Transfort and CSU staff regarding transit along Prospect Road corridor:

- *Link the proposed pedestrian crossings to the bus stops*
- *Design for adequate space to construct a bus shelter*
- *Adjust location of bus stops*
 - *Prospect Road and Sheely Drive – move to the west by 30 feet (both eastbound and westbound stops)*
 - *Prospect and Centre Avenue – move to be just east of the intersection with Whitcomb Street (eastbound)*
- *Add bus stops*
 - *Just east of Centre Avenue (eastbound)*
 - *Just west of Centre Avenue (westbound)*
- *Develop intersection improvements for Prospect Road at Center Avenue*
- *(Ped./Bike) Connect Lake Street to the underpass at College Avenue*

Parking

CSU has identified 7 new parking facilities in the West Central Area, as shown in Figure 19. One of these facilities is between Prospect and Lake on Whitcomb Street and another is on the northern side of Lake Street. The CSU Transportation and Parking Master Plan (April 2014) predicted changes in traffic due to



resulting changes in traffic patterns. The plan recommended operational changes in order to address these changes. If all of the parking facilities are constructed, the study recommends the following for Prospect Road and Lake Street:

- Lake Street and Whitcomb Street – signalize and add one northbound left-turn lane OR a construct a single-lane roundabout.
- Lake Street and Center Avenue – one left-turn lane on the westbound approach.
- Prospect Road and Shields Street – one right-turn lane on the westbound approach.
- Prospect Road and Whitcomb Street – dual left-turn lanes on the southbound approach and one left-turn lane on the northbound approach.
- Prospect Road and Center Avenue – dual left-turn lanes on the northbound approach.
- Prospect Road and College Avenue – dual left-turn lanes on each of the eastbound and westbound approaches, one right-turn lane on the northbound approach.

CONCLUSION

An evaluation of the existing and future conditions in the West Central Area indicates there are areas that have some vehicular operational issues, lack the presence of bicycle and pedestrian facilities, and have safety concerns for all users.

In summary, the following roadways and intersections have LOS below the acceptable LOS D and/or a high safety concern (**Table 9**):

TABLE 10: SUMMARY OF LOCATIONS WITH OPERATIONAL AND SAFETY CONCERNS

Operational Concerns	Safety Concerns	Concerns due to High Volume of Pedestrians and/or Bicycles
Elizabeth St - EB between City Park Ave and Shields	Shields St and Elizabeth St Shields St and Plum St	Shields St and Plum St/North Dr
Drake Rd - WB between Worthington Ave and Shields St, EB between Research Blvd and Bay Rd, EB between Bay Rd and MAX	Shields St and Stuart St Heatheridge Rd and Prospect Rd	Shields St and Elizabeth St Prospect Rd and Center Ave
Shields St - SB between Lake St and Prospect Rd, NB between Stuart St and Prospect Rd, and SB between Plum St and Elizabeth St and Centre Ave and	Shields St and Mulberry St City Park Ave and Elizabeth St Taft Hill Rd and Mulberry St	Prospect Rd and Whitcomb St Prospect Rd and Shields St Shields St and Lake St



Drake Rd	Shields St and Pitkin St	Drake Rd and Redwing Rd/Bay Rd
Whitcomb St - SB between Lake St and Prospect Rd	Shields St and Prospect Rd	
Center Ave - SB between Lake St and Prospect Rd, NB between Lake St and Prospect Rd, and NB between Prospect Rd and Lake St	City Park Ave and Mulberry St	
Taft Hill Rd - SB between Valley Forge Ave and Drake Rd		

Once all of the data is received and processed, improvements will be recommended in order to make this area safer and more efficient for all modes. Prospect Road will be considered in greater detail, due to the corridor's direct linkage to the CSU campus, fair LOS and high safety issues, and the need for access management. Recommendations will build off of previous planning efforts as well as the analysis discussed in this report.



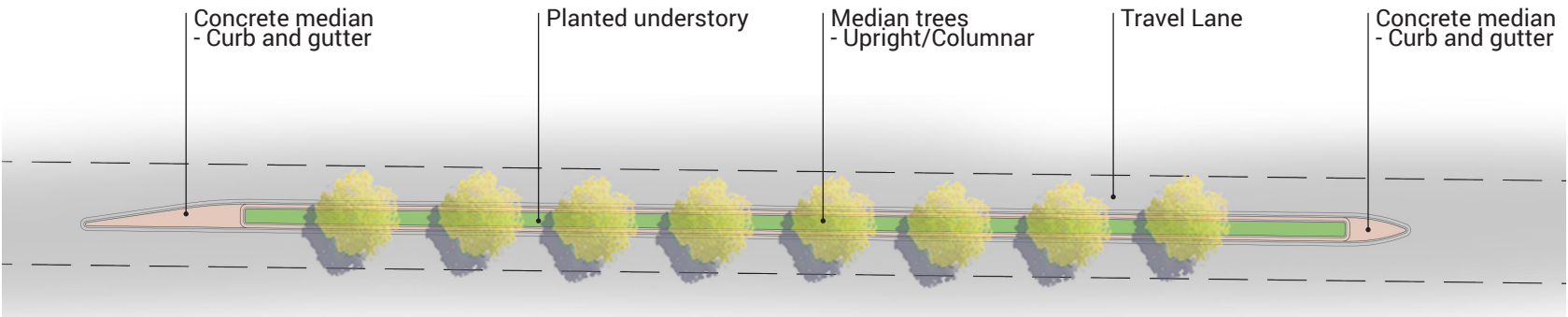
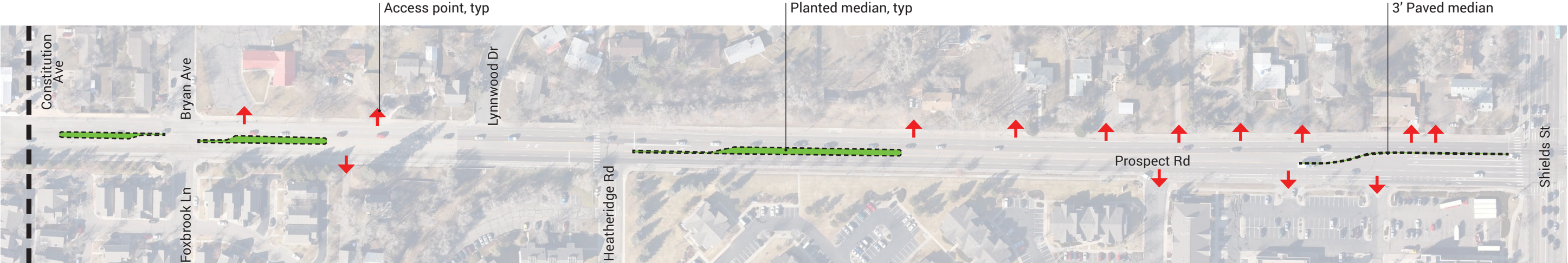


West Prospect Road Median Concepts

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West Prospect Potential Median Concepts

Potential locations of medians along West Prospect Road, between Shields Street and Taft Hill Road. Example of street retrofitting opportunities along arterial roads.



Legend

 Potential Median
  Access Points

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Prospect Corridor Alternatives

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Appendix F - Prospect Corridor Alternatives

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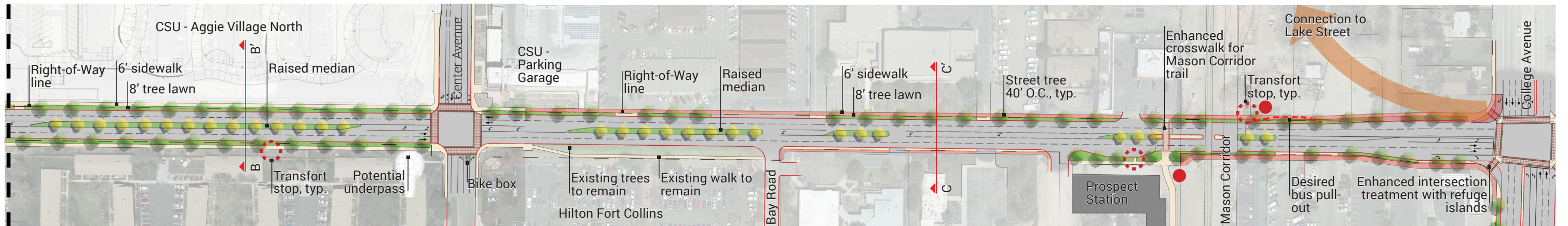
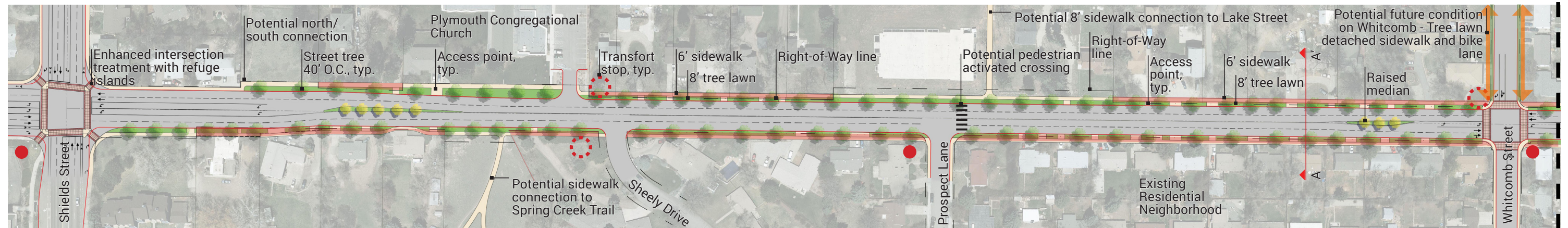
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Prospect Road – Alternative A - “All About Pedestrians”

Alternative A maintains existing curb lines and roadway width while adding pedestrian enhancements with the overall idea being a renovation and retrofit which better accommodates pedestrians. The following design elements are included:

- 4 travel lanes
- 6' detached sidewalk
- 8' tree lawn
- Planted median



Legend

 Potential Right-of-Way (ROW) dedication/acquisition

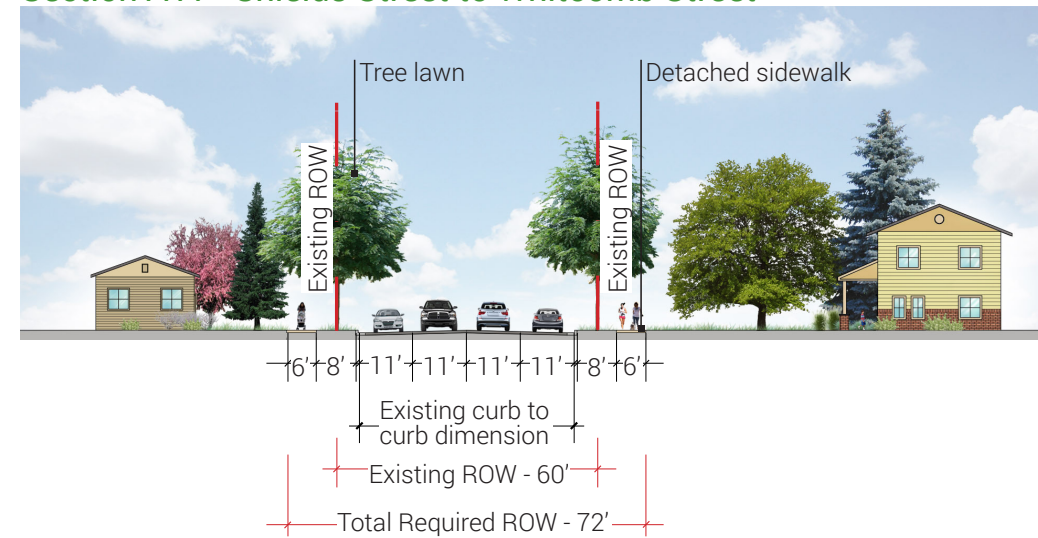
 Pedestrian Wayfinding

 Transfort Stop



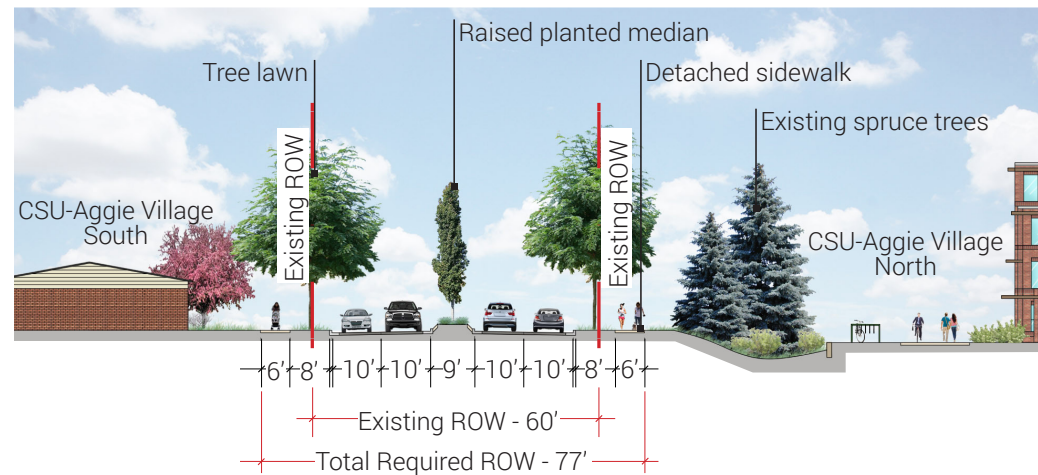
Prospect Road – Alternative A - “All About Pedestrians”

Section A-A' - Shields Street to Whitcomb Street



Shields Street to Whitcomb Street					
Motor Vehicle	Ped	Bike	Transit	Impacted Properties (North)	Impacted Properties (South)
4 Travel Lanes 8' Tree Lawn	6' Detached Sidewalk Planted Median (where applicable)	N/A	Stops	13 Properties: High	23 Properties: High

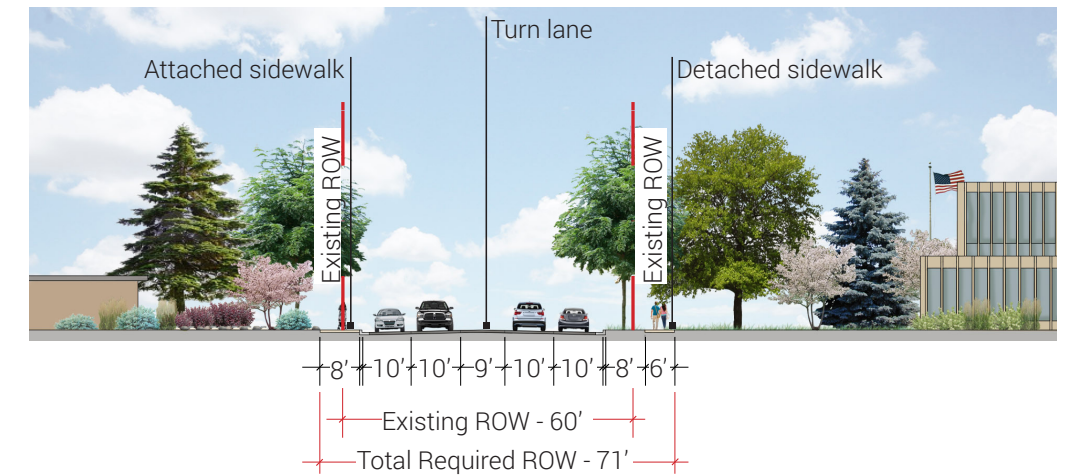
Section B-B' - Whitcomb Street to Center Avenue



ROW Dedication/Acquisition Range		
Low = 0-5'	Medium = 5-10'	High = 10' and above

Whitcomb Street to Center Avenue					
Motor Vehicle	Ped	Bike	Transit	Impacted Properties (North)	Impacted Properties (South)
4 Travel Lanes 8' Tree Lawn	6' Detached Sidewalk Planted Median	N/A	Stops	2 Properties: Medium	2 Properties: Medium

Section C-C' - Center Avenue to College Avenue

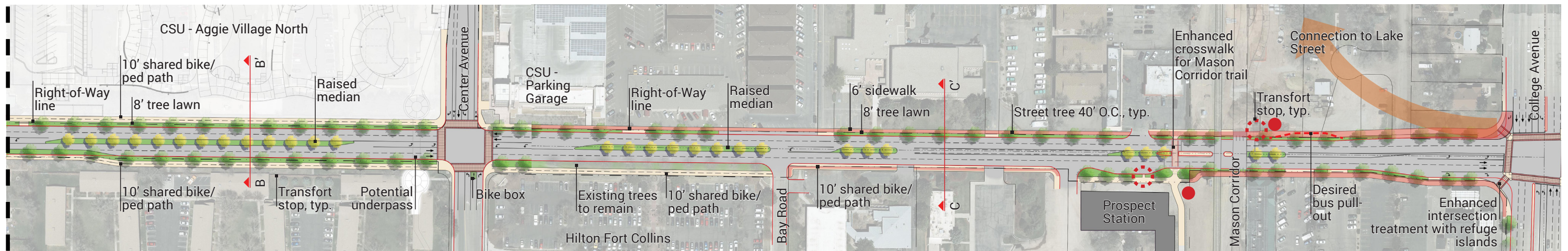


Center Avenue to College Avenue					
Motor Vehicle	Ped	Bike	Transit	Impacted Properties (North)	Impacted Properties (South)
4 Travel Lanes 8' Tree Lawn	6' Detached Sidewalk Planted Median (where applicable)	N/A	Stops	11 Properties: Medium	4 Properties: Medium

Prospect Road – Alternative B - “Boulevard”

Alternative B emphasizes minimal right - of - way (ROW) acquisition, replacing one travel lane with a buffered bike lane on each side of the road west of Whitcomb, and includes pedestrian enhancements such as a detached 6' walk way.

- 2 travel lanes west of Whitcomb Street, 4 travel lanes east of Whitcomb Street
- 6' tree lawn
- Detached sidewalk/shared bike and pedestrian path
- 5' buffered bike lanes west of Whitcomb Street, 10' shared use bike/pedestrian path east of Whitcomb Street
- Planted median



Legend

Potential Right-of-Way (ROW) dedication/acquisition

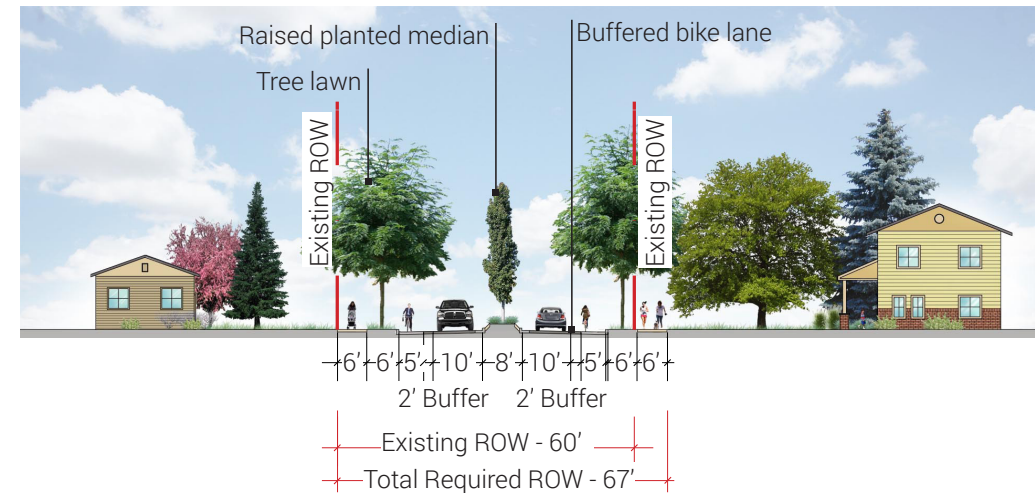
Pedestrian Wayfinding

Transfort Stop



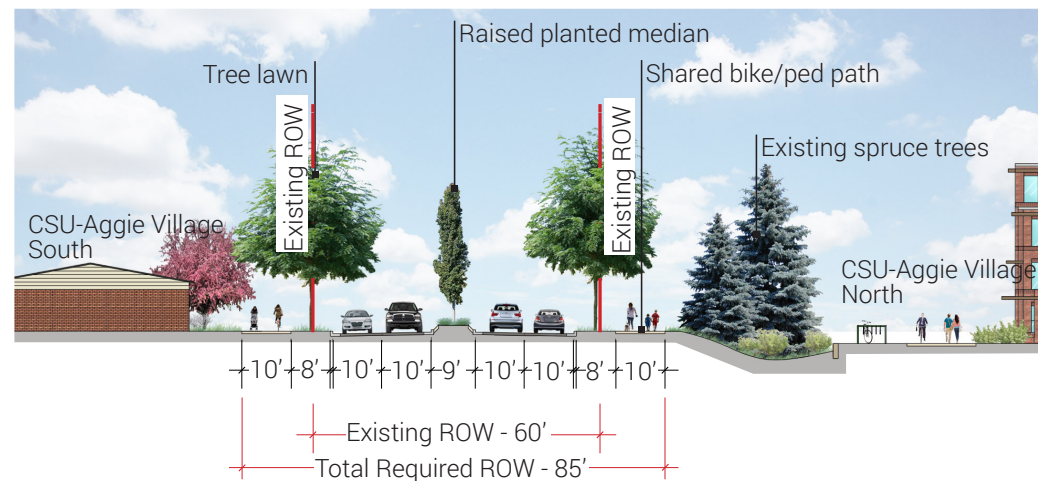
Prospect Road – Alternative B - “Boulevard”

Section A-A' - Shields Street to Whitcomb Street



Shields Street to Whitcomb Street					
Motor Vehicle	Ped	Bike	Transit	Impacted Properties (North)	Impacted Properties (South)
2 Travel Lanes (Planted Median)	6' Detached Sidewalk	5' Bike Lane w/ 2' Buffer	Stops	13 Properties: Low	0 Properties

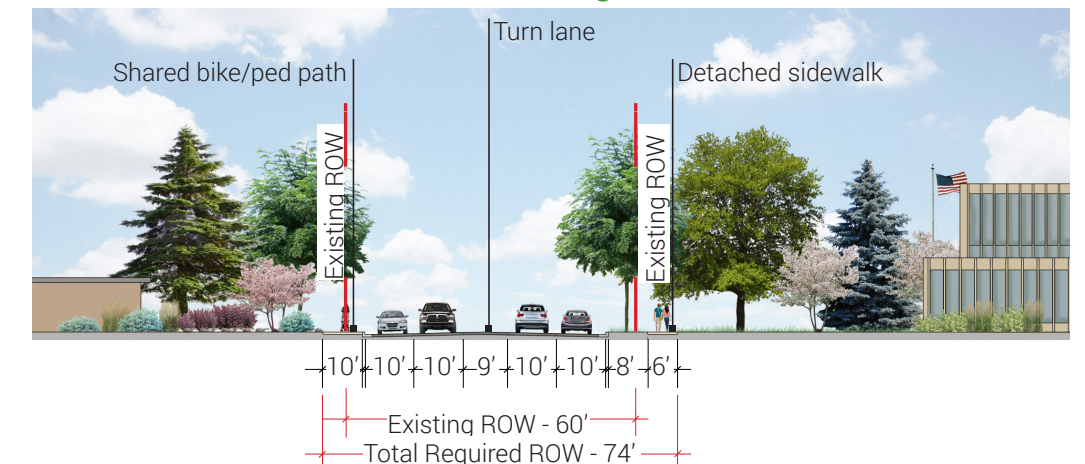
Section B-B' - Whitcomb Street to Center Avenue



Whitcomb Street to Center Avenue					
Motor Vehicle	Ped	Bike	Transit	Impacted Properties (North)	Impacted Properties (South)
4 Travel Lanes (Planted median)	10' Shared Path	10' Shared Path	Stops	2 Properties: High	2 Properties: High

ROW Dedication/Acquisition Range		
Low = 0-5'	Medium = 5-10'	High = 10' and above

Section C-C' - Center Avenue to College Avenue

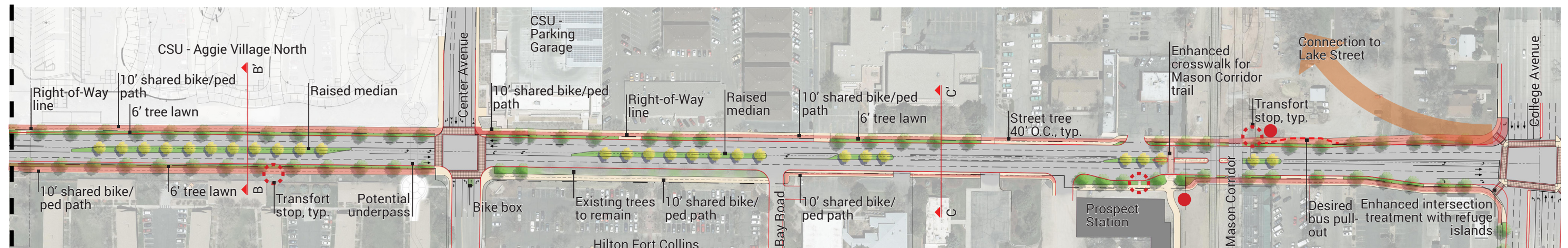
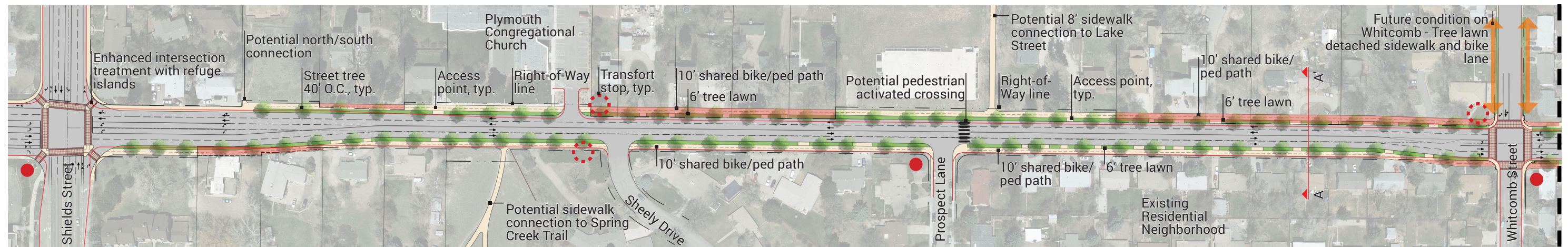


Center Avenue to College Avenue					
Motor Vehicle	Ped	Bike	Transit	Impacted Properties (North)	Impacted Properties (South)
4 Travel Lanes	Detached/Attached Sidewalk	10' Shared Path to Mason Trail Detached/Attached	Stops	11 Properties: Medium	4 Properties: High

Prospect Road – Alternative C - “Complete Street”

Alternative C maintains existing travel lanes and adds a detached shared bike/pedestrian path while minimizing right - of - way (ROW) acquisition on the south side of Prospect Road.

- 4 travel lanes
- Planted median east of Whitcomb Street
- 10' shared bike/pedestrian path
- 6' tree lawn
- Planted median east of Whitcomb Street



Legend

Potential Right-of-Way (ROW) dedication/acquisition

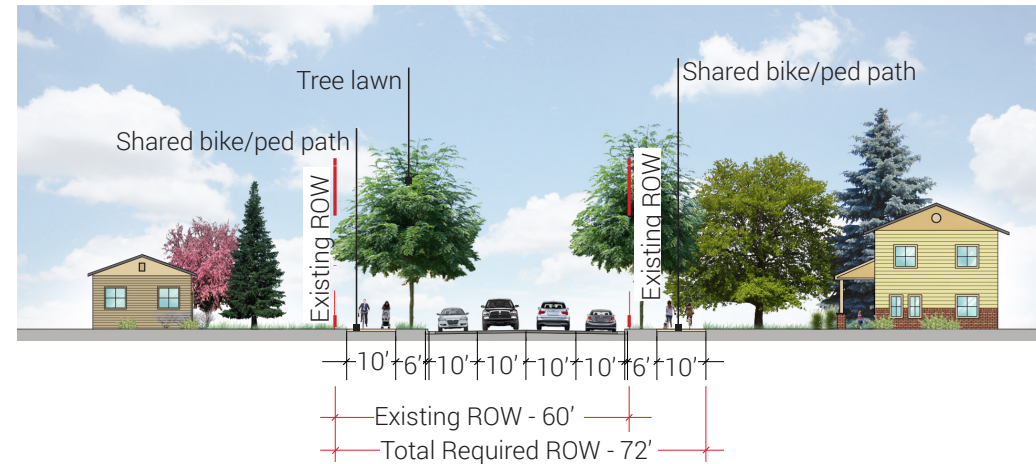
Pedestrian Wayfinding

Transfort Stop



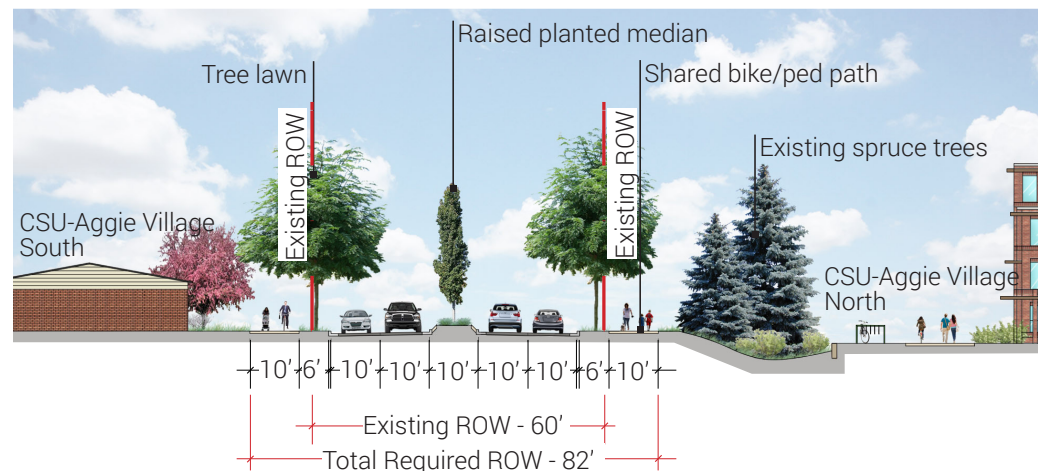
Prospect Road – Alternative C - “Complete Street”

Section A-A' - Shields Street to Whitcomb Street



Shields Street to Whitcomb Street					
Motor Vehicle	Ped	Bike	Transit	Impacted Properties (North)	Impacted Properties (South)
4 Travel Lanes 1 Center turn lane Raised median	10' Shared path (North Side) 8' Sidewalk (South Side)	10' Shared Path (North side) 8' Sidewalk (South side)	Stops	17 Properties - 14-High 3 - Low	20 Properties: 16-Low 4-Medium

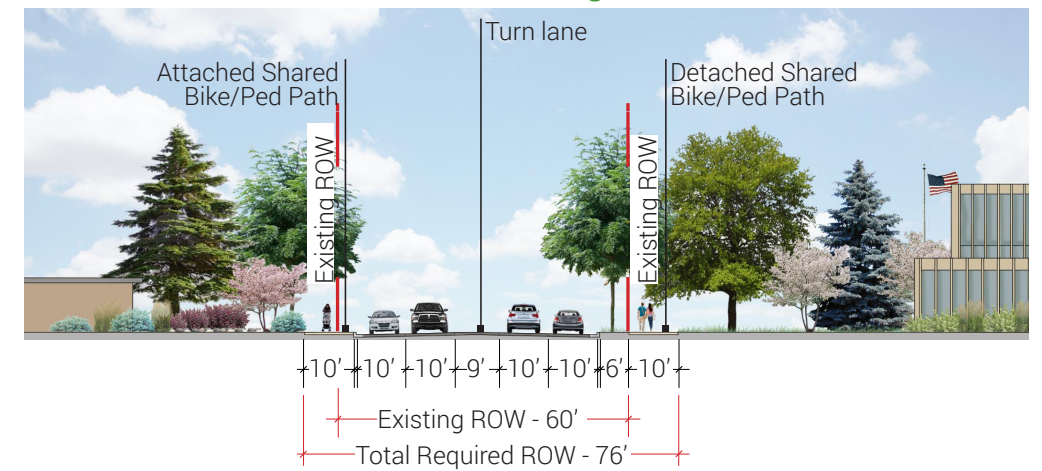
Section B-B' - Whitcomb Street to Center Avenue



Whitcomb Street to Center Avenue					
Motor Vehicle	Ped	Bike	Transit	Impacted Properties (North)	Impacted Properties (South)
4 Travel Lanes Raised Median	10' Shared Path	10' Shared Path	Stops	2 Properties: High	2 Properties: High

ROW Dedication/Acquisition Range		
Low = 0-5'	Medium = 5-10'	High = 10' and above

Section C-C' - Center Avenue to College Avenue



Center Avenue to College Avenue					
Motor Vehicle	Ped	Bike	Transit	Impacted Properties (North)	Impacted Properties (South)
4 Travel Lanes 1 Center turn lane Raised median	10' Shared Path	10' Shared Path	Stops Pullouts	15 Properties-High	6 Properties-Medium

Prospect Road – Multi-Modal Performance Measures

PROSPECT ROAD

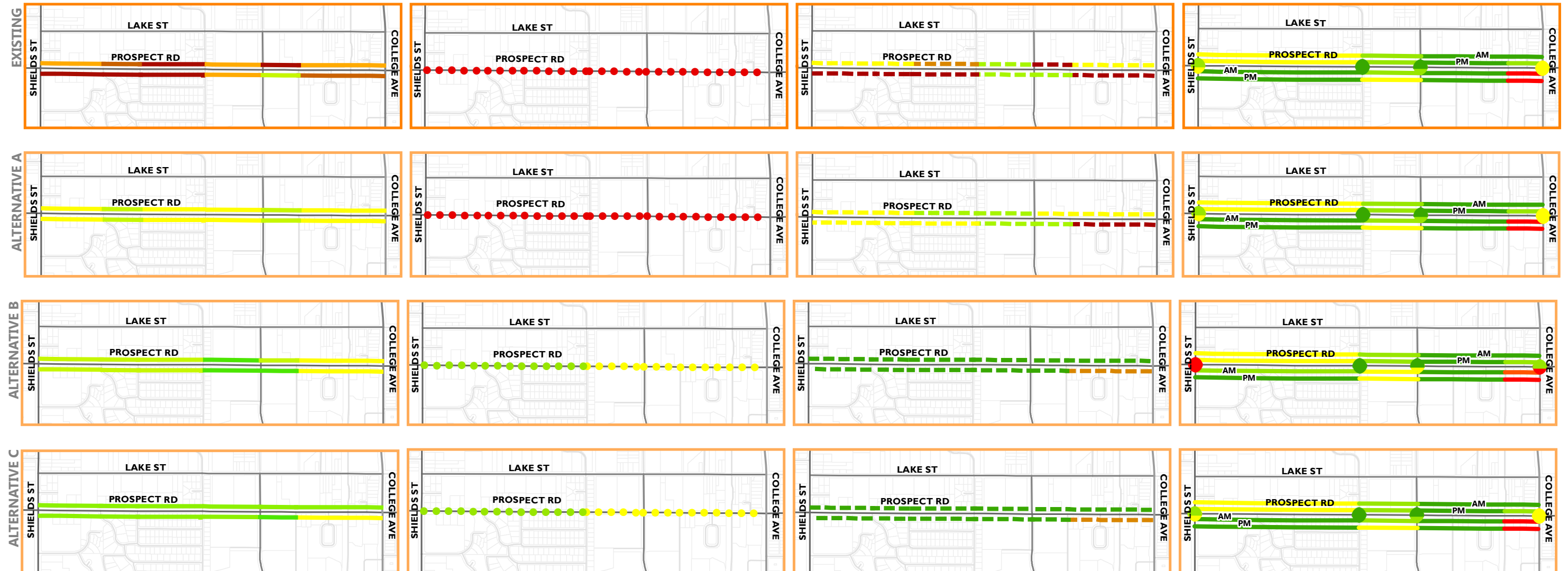
Multimodal Level of Service (MMLOS) for Prospect Road was evaluated using state-of-the-practice techniques for each mode of transportation. The pedestrian score is based on built environment factors that affect walkability. The bicyclist score, Level of Traffic Stress (LTS), is based on roadway factors that affect bicyclist comfort. The transit score is based on factors that affect transit vehicle reliability and built environment factors that affect a transit passenger's experience. Performance for automobiles is based on roadway segment level of service (LOS), which accounts for vehicle travel speed, and intersection level of service (LOS), which accounts for vehicle delay at intersections. Alternative A shows modest improvements for pedestrians and transit users. Alternatives B and C most improve the pedestrian score of Prospect Road by constructing wide, continuous walkways along Prospect Road. Alternatives B and C also improve bicyclist comfort (Level of Traffic Stress) and the transit score as compared to the existing configuration and Alternative A. Alternative B, which has two travel lanes west of Whitcomb Street, slightly reduces automobile LOS compared to the existing configuration and Alternative C which maintain four travel lanes west of Whitcomb Street.

PEDESTRIAN

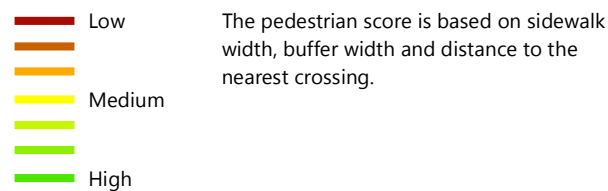
BICYCLE

TRANSIT

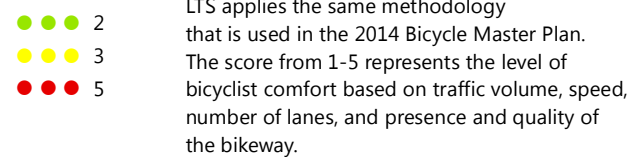
AUTO



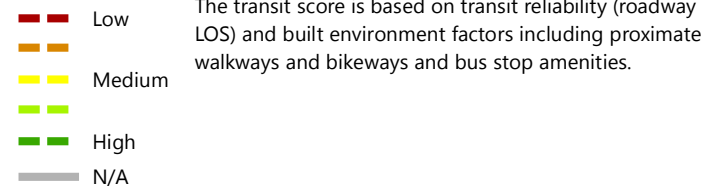
Pedestrian Score



Bicycle Level of Traffic Stress (LTS)



Transit Score



Roadway LOS



Roadway and intersection LOS are based on 2035 traffic volumes and HCM 2000 methodologies.

Prospect Road - Conceptual Design

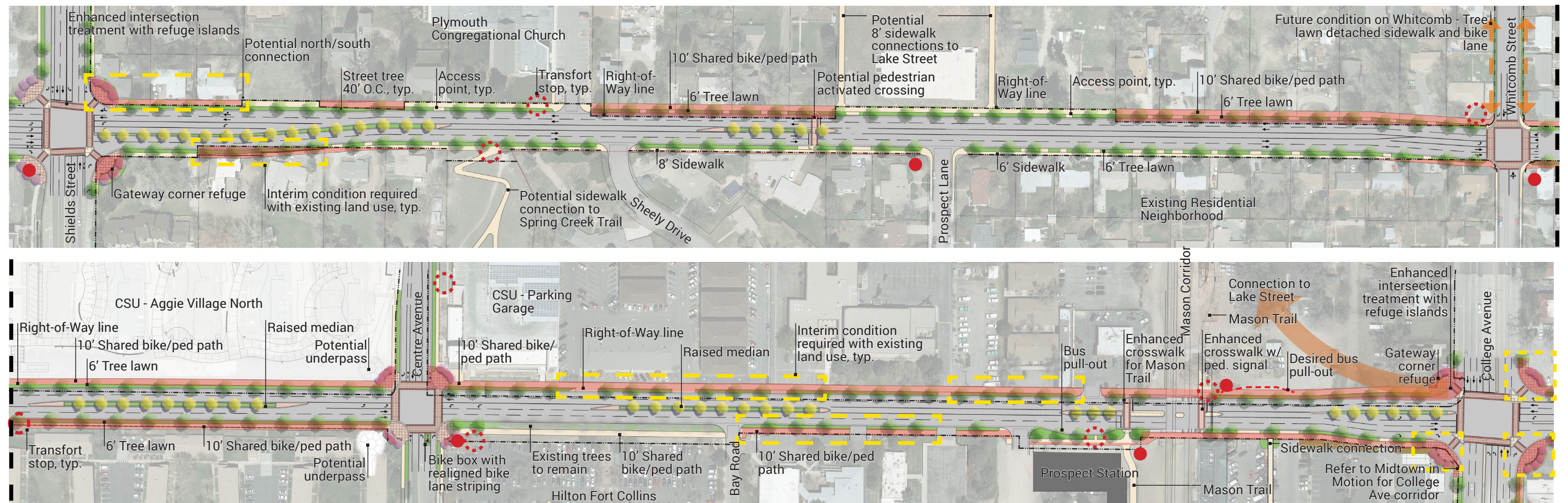
A conceptual design was then developed based on attributes of Alternative B and Alternative C. This was then refined in response to stakeholder input. The conceptual design maintains 4 travel lanes throughout the corridor, while adding a center turn lane with planted medians west of Whitcomb Street. A typical 10' shared used bike/pedestrian path is provided on both the north and south sides of the roadway.

The need for right-of-way (ROW) acquisition was minimized on the south side of the road, due to proximity of residences to the ROW as well as aligning future ROW acquisitions with established ROW lines on the north side of the road.

Prospect Road - Conceptual Design Elements:

- Four travel lanes
- Center turn lane/median
- Tree lawn
- Detached sidewalk/shared bike and pedestrian path
- Mid-block bike/pedestrian crossing
- Transit stops/pullouts

Note: Specific and detailed intersection improvement decisions will be refined through various design and other project processes. This includes City capital projects, identified requirements due to area developments, and stadium mitigation measures. For example, the intersection of Prospect Road and Centre Avenue is currently being considered for northbound and southbound double left-turns.



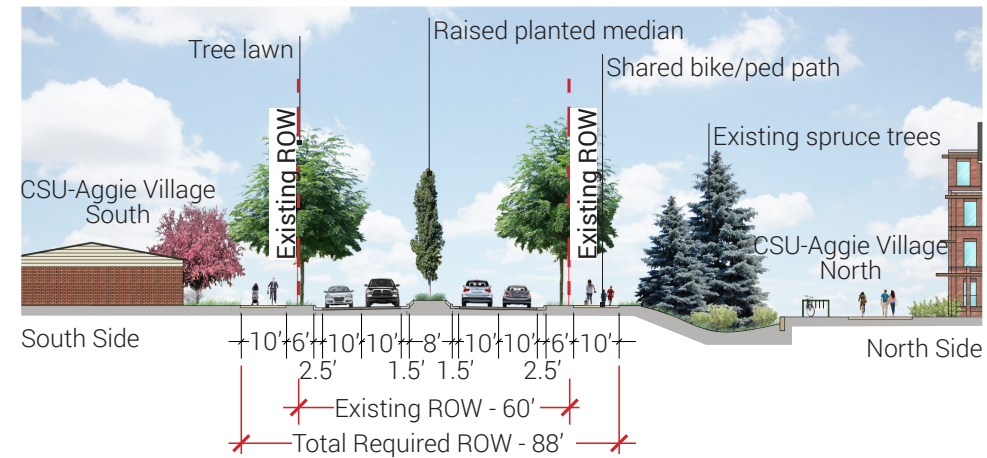
Legend

- Potential Right-of-Way (ROW) dedication/acquisition
- Pedestrian Wayfinding
- Transit Stop
- Interim condition required with existing land use



Prospect Road - Typical Street Sections

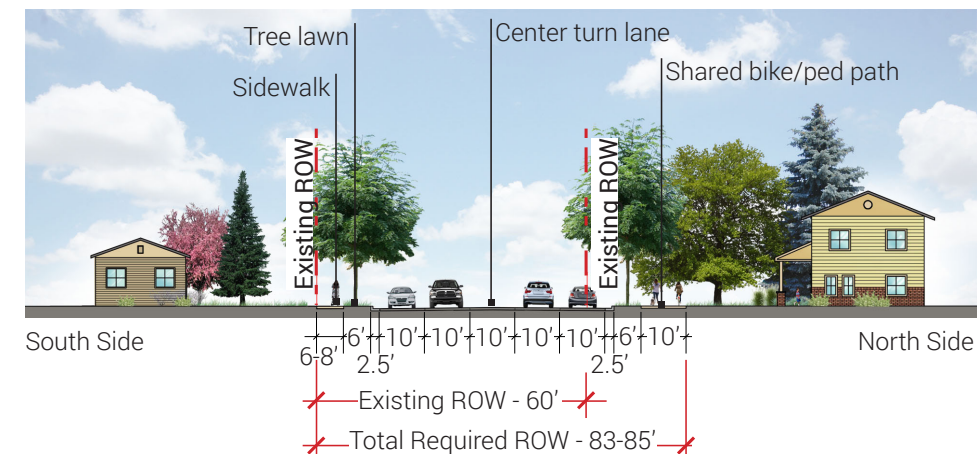
Typical Cross-Section - Whitcomb Street to Center Avenue



*Note - Total required ROW dimension includes 30" curb/gutter along street and 18" curb/gutter around median(s) per LCUASS standards

Whitcomb Street to Center Avenue					
Motor Vehicle	Ped	Bike	Transit	Impacted Properties (North)	Impacted Properties (South)
4 Travel Lanes Raised median	10' Shared Path 6' Tree Lawn	10' Shared Path	Stops	2 Properties: 2-High	2 Properties: 2-High

Typical Cross-Section - Shields Street to Whitcomb Street

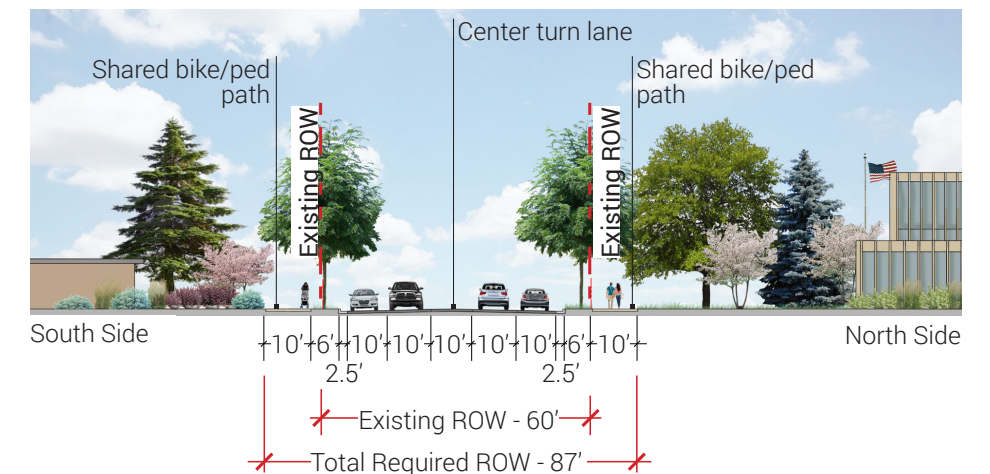


*Note - Total required ROW dimension includes 30" curb/gutter along street per LCUASS standards

Shields Street to Whitcomb Street					
Motor Vehicle	Ped	Bike	Transit	Impacted Properties (North)	Impacted Properties (South)
4 Travel Lanes 1 center turn lane Raised Median	10' Shared Path (North) 6'-8' Sidewalk (South) 6' Tree Lawn	10' Shared Path (North) 6-8' Sidewalk (South)	Stops	15 Properties: 15-High	13 Properties: 7-Low 6- Medium

ROW Dedication/Acquisition Range		
Low = 0-5'	Medium = 5-10'	High = 10' and above

Typical Cross-Section - Center Avenue to College Avenue



*Note - Total required ROW dimension includes 30" curb/gutter along street per LCUASS standards

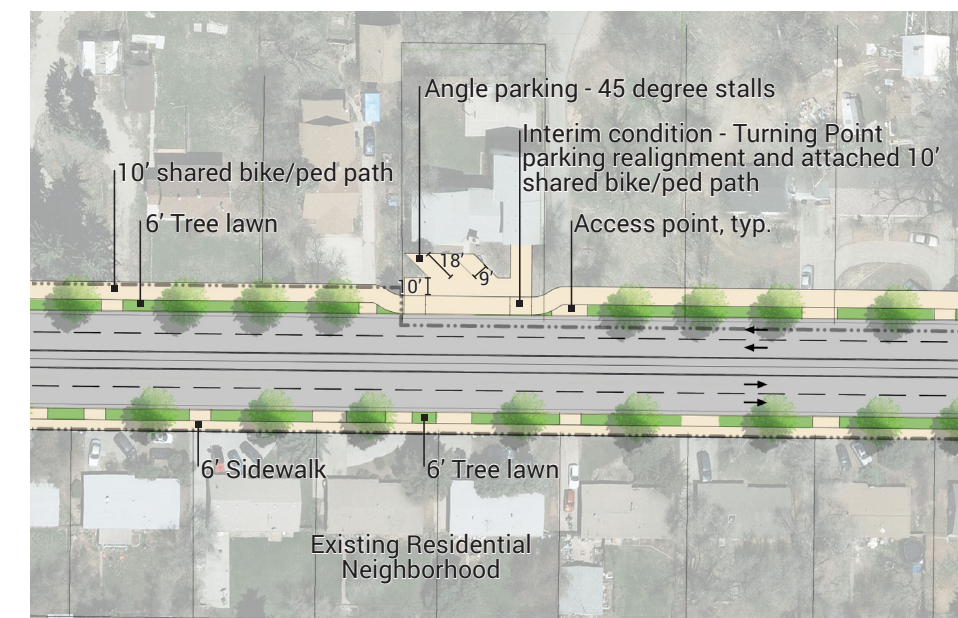
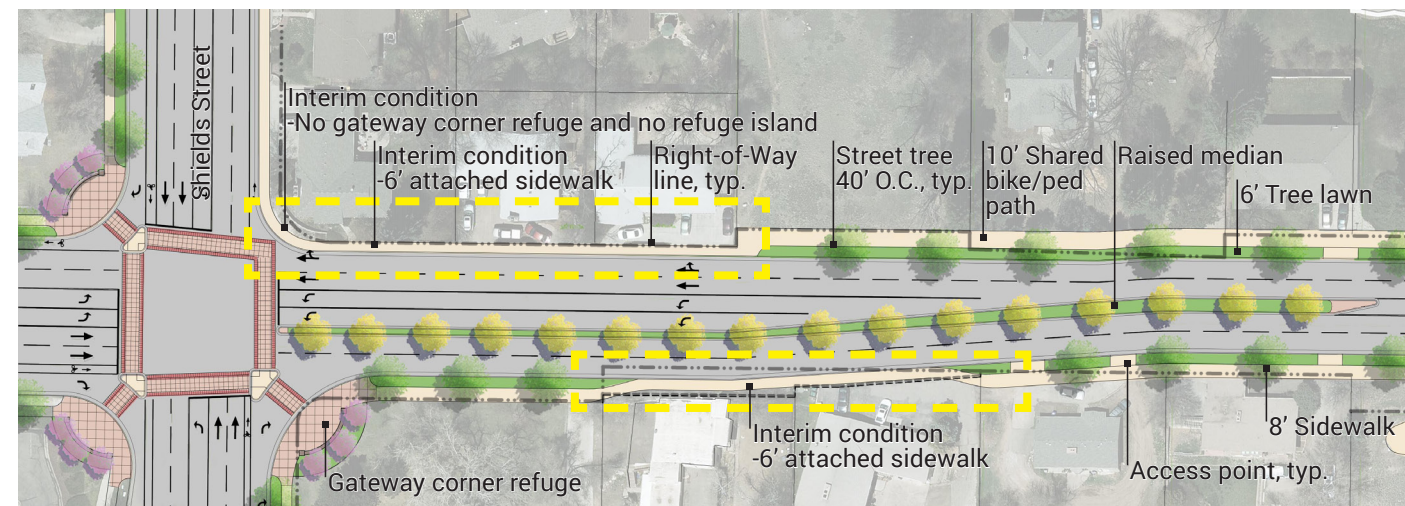
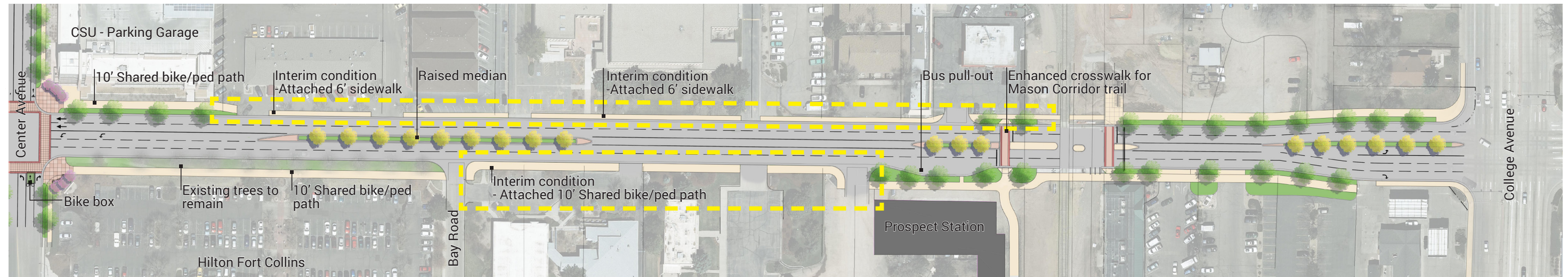
Center Avenue to College Avenue					
Motor Vehicle	Ped	Bike	Transit	Impacted Properties (North)	Impacted Properties (South)
4 Travel Lanes 1 center turn lane Raised Median	10' Shared Path 6' Tree Lawn	10' Shared Path	Stops Pullouts	15 Properties: 15-High	6 Properties: 6- Medium

Prospect Road - View looking west

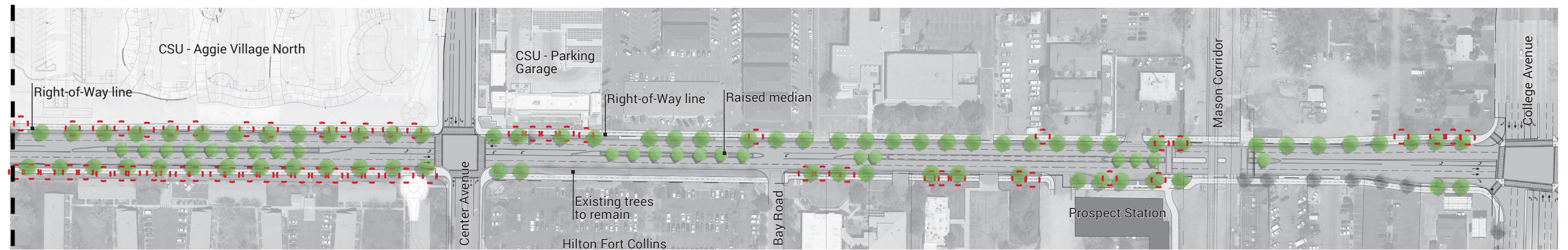


Prospect Road Conceptual Design - Interim Condition

This diagram includes potential interim designs that may be used if existing land uses are still in place at the time of Final Design and Construction.



Prospect Road - Removed/Proposed Trees



Legend

 Tree to be removed Proposed Tree

Prospect Corridor - Conceptual Design - Tree Removal/Proposed

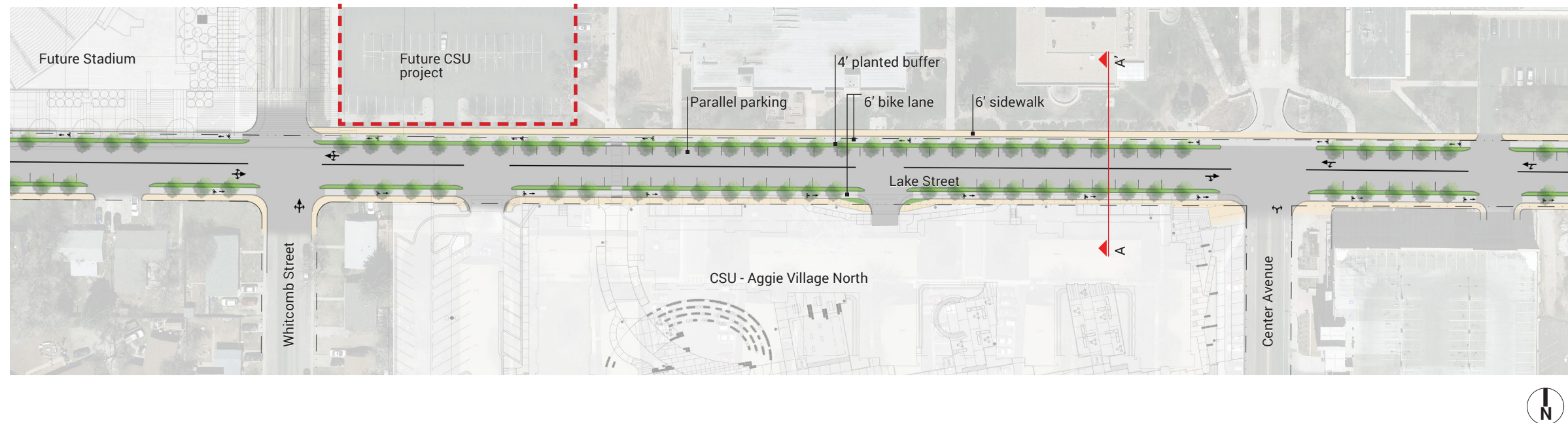
Trees to be Removed	Proposed Trees	Additional Trees
115	180	65



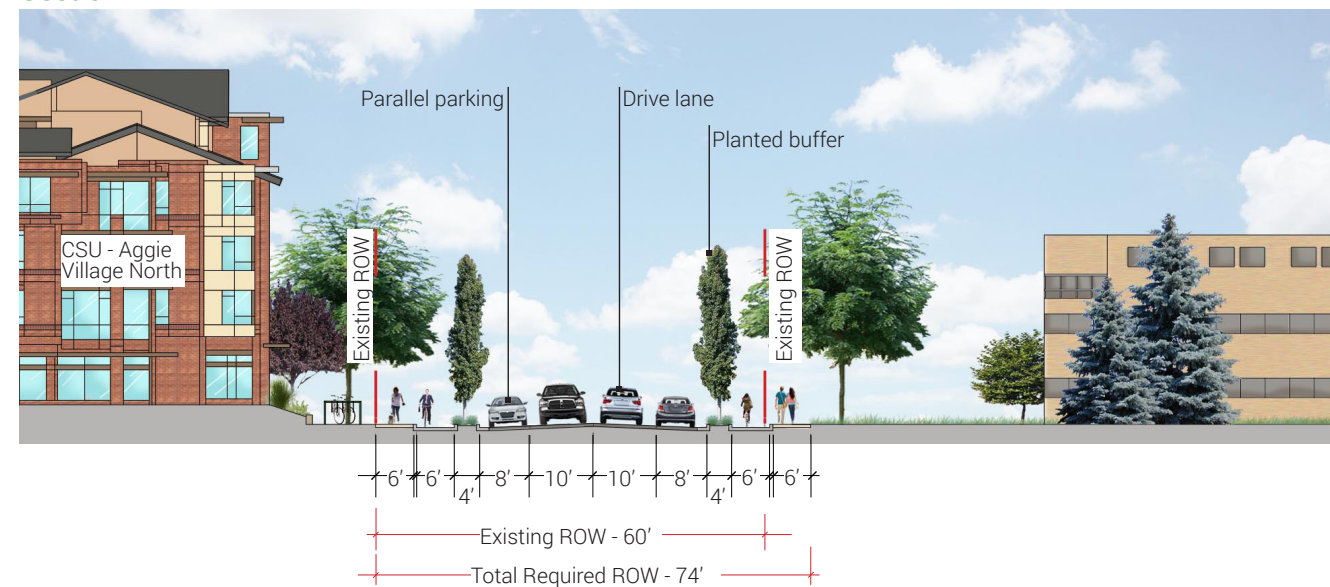
Lake Street — Alternative A

Alternative A provides a protected bike lane on the north and south side of Lake Street with a planted median providing separation from vehicle parking. The following design elements are included:

- 2 travel lanes
- On-street parking
- 6' one-way protected bike lanes
- Tree lawn (select locations)
- 6' attached sidewalk



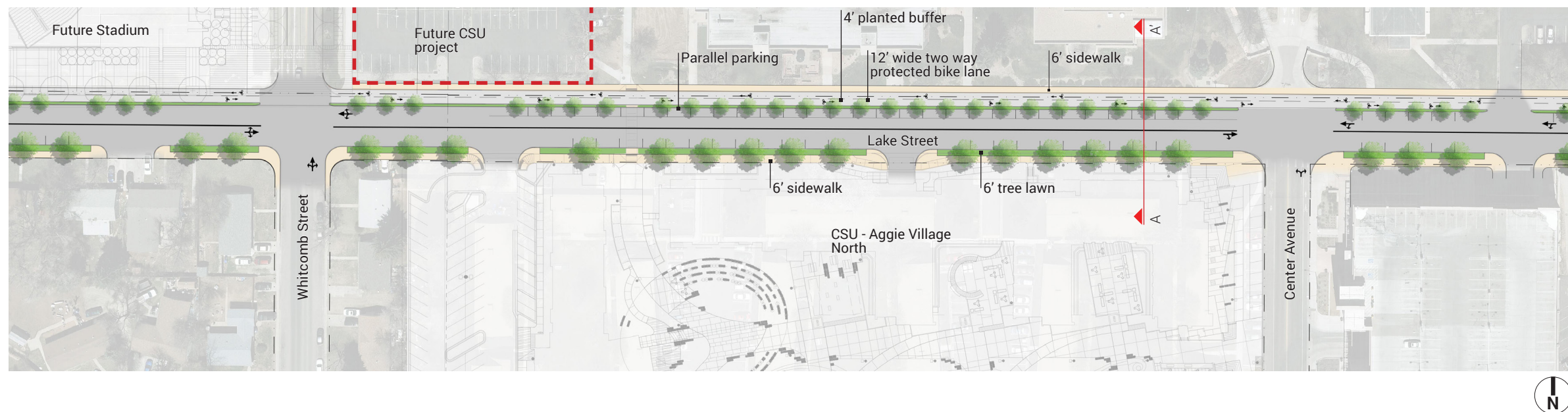
Section A-A'



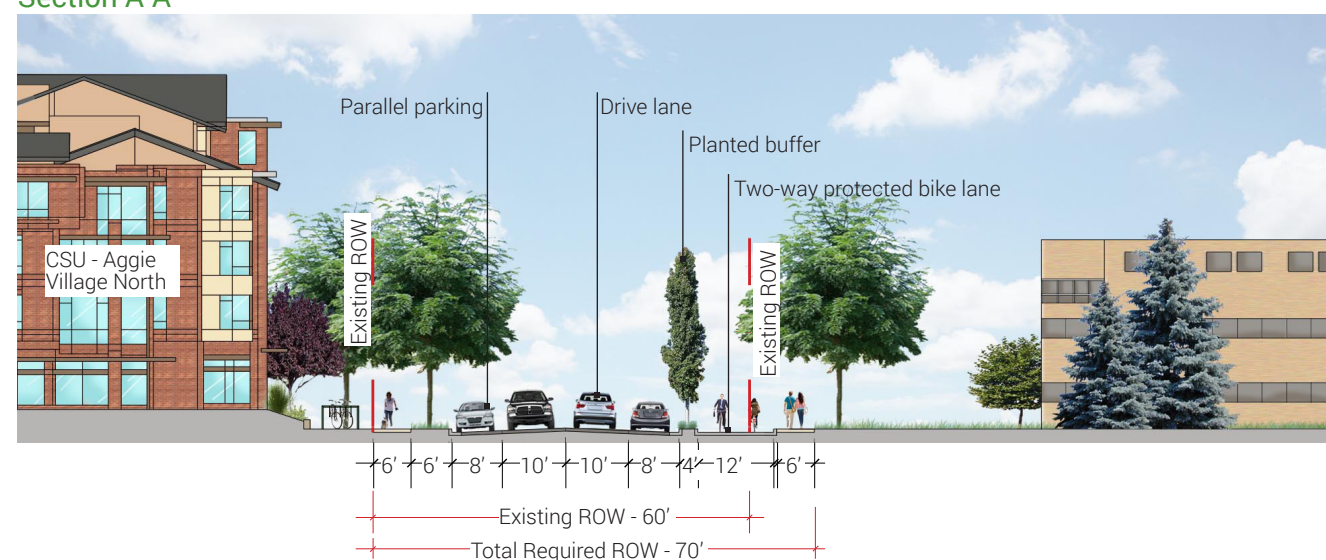
Lake Street — Alternative B

Alternative B provides a two-way protected bike lane on the north side of Lake Street with a planted median providing separation from vehicle parking. This takes advantage of the lower number of access points here, where Colorado State University main campus land-use is dominant. The following design elements are included:

- 2 travel lanes
- On-street parking
- 6' two-way protected bike lanes (6' per lane)
- Tree lawn (select locations)
- 6' attached sidewalk



Section A-A'

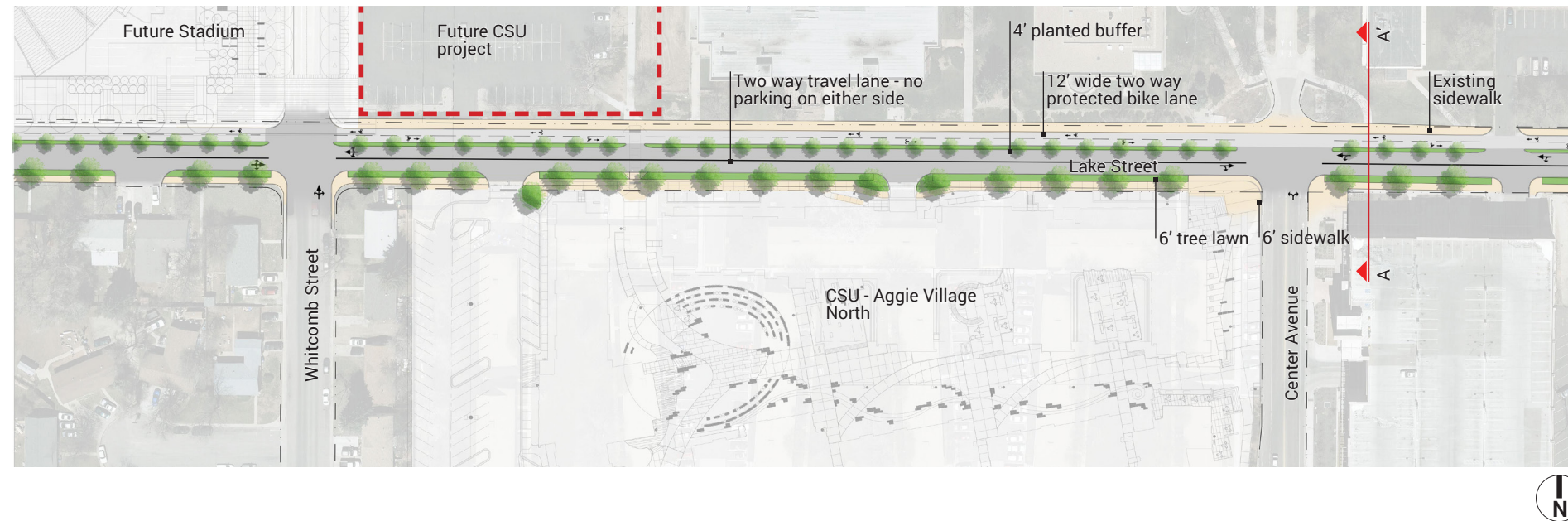


Lake Street — Alternative C

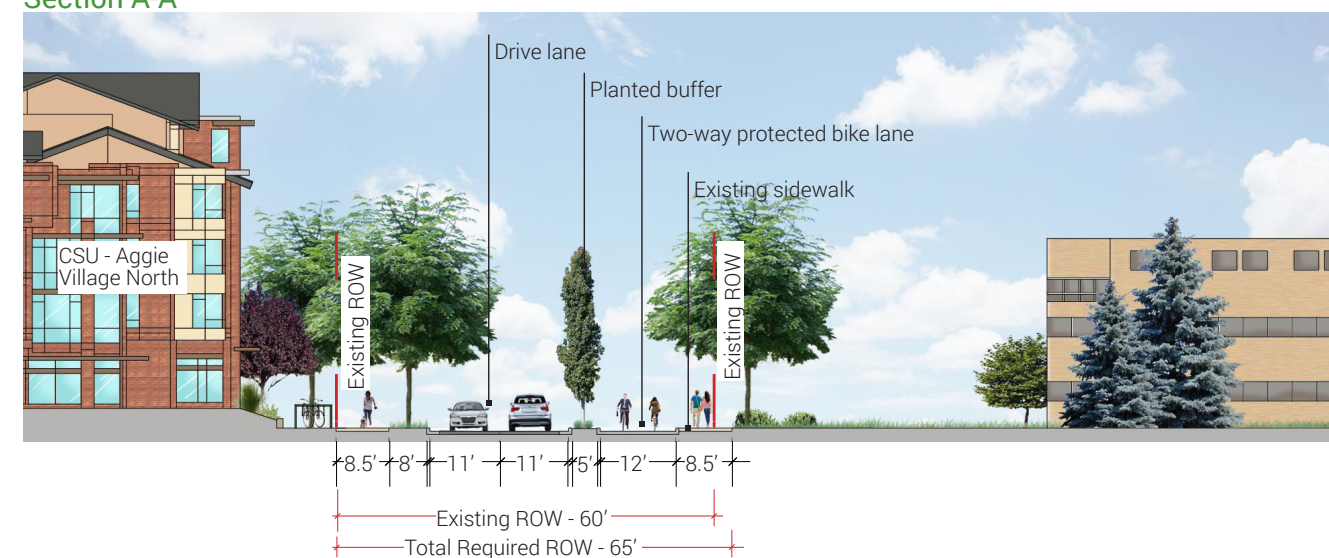
Alternative C maintains existing curb lines and roadway width and removes on street parking while incorporating a protected bike lane on the north and south side of Lake Street with a planted median providing separation from travel lanes.

The following design elements are included:

- 2 travel lanes
- 6' one-way protected bike lanes
- Tree lawn (select locations)
- 6' attached sidewalk



Section A-A'



Lake Street – Multi-Modal Performance Measures

LAKE STREET

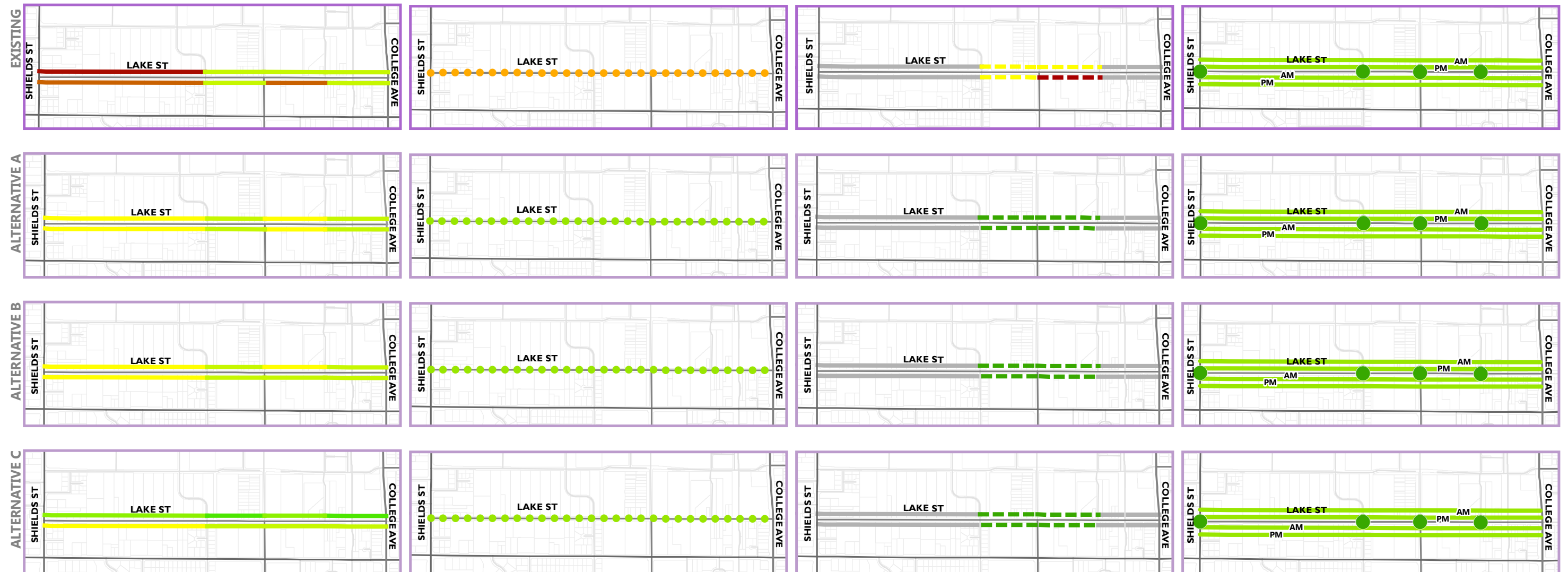
Multimodal Level of Service (MMLOS) for Lake Street was evaluated using state-of-the-practice techniques for each mode of transportation. The pedestrian score is based on built environment factors that affect walkability. The bicyclist score, Level of Traffic Stress (LTS), is based on roadway factors that affect bicyclist comfort. The transit score is based on factors that affect transit vehicle reliability and built environment factors that affect a transit passenger's experience. Performance for automobiles is based on roadway segment level of service (LOS), which accounts for vehicle travel speed, and intersection level of service (LOS), which accounts for vehicle delay at intersections. Alternative C most improves the pedestrian score of Lake Street by removing on-street parking. Each alternative similarly improves bicyclist comfort (Level of Traffic Stress) and the transit score as compared to the existing configuration. No alternatives significantly change automobile LOS as compared to the existing configuration.

PEDESTRIAN

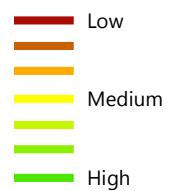
BICYCLE

TRANSIT

AUTO



Pedestrian Score



The pedestrian score is based on sidewalk width, buffer width and distance to the nearest crossing.

Bicycle Level of Traffic Stress (LTS)



LTS applies the same methodology that is used in the 2014 Bicycle Master Plan. The score from 1-5 represents the level of bicyclist comfort based on traffic volume, speed, number of lanes, and presence and quality of the bikeway.

Transit Score

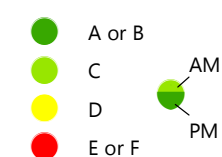


The transit score is based on transit reliability (roadway LOS) and built environment factors including proximate walkways and bikeways and bus stop amenities.

Roadway LOS



Intersection LOS



Roadway and intersection LOS are based on 2035 traffic volumes and HCM 2000 methodologies.

Lake Street Conceptual Design

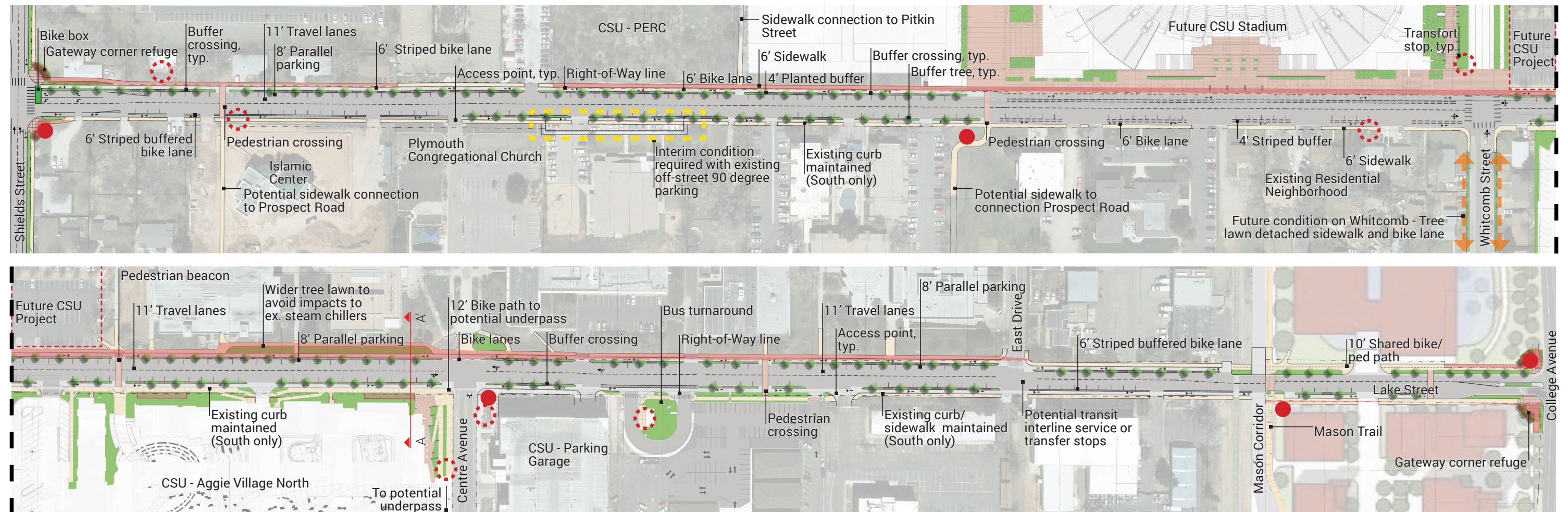
The conceptual design for Lake Street was developed through stakeholder input on the three alternatives. Based on input from Colorado State University and the City, on street parking was desired to be maintained. Concerns were also expressed regarding a two-way protected bike lane on the north side, where minimizing turning conflicts could prove to be a challenge.

The conceptual design is generally based on Alternative A.

Lake Street - Conceptual Design Elements:

- Two travel lanes
- On-street parking
- Protected bike lanes with planted buffer
- Attached/detached sidewalk
- Tree lawn (select locations)
- Mid-block bike/pedestrian crossings
- Transit stops

Note: Specific and detailed intersection improvement decisions will be refined through various design and other project processes. This includes City capital projects, identified requirements due to area developments, and stadium mitigation measures.

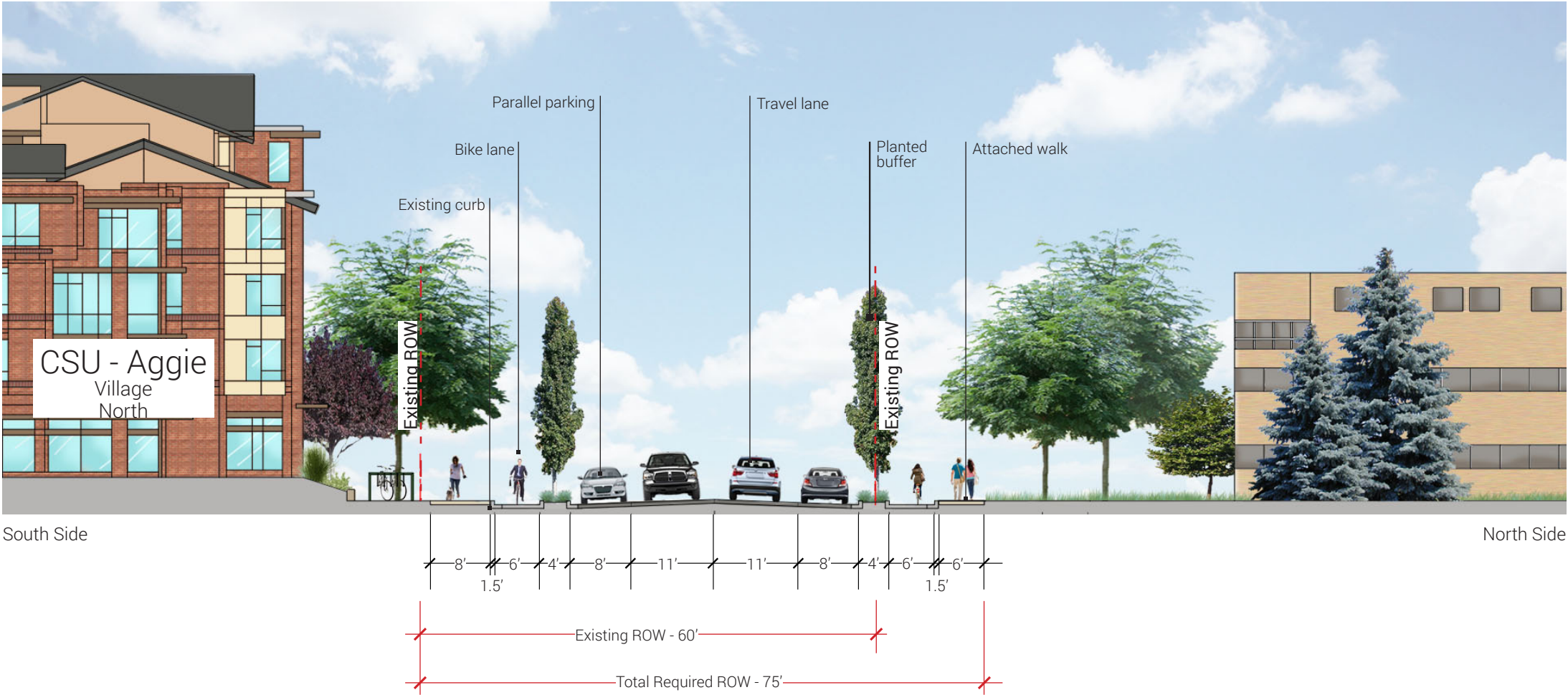


Legend

- Potential Right-of-Way (ROW) dedication/acquisition
- Pedestrian Wayfinding
- Transfort Stop
- Interim condition required with existing land use

Lake Street Conceptual Design

Typical Cross-Section



Note - Total required ROW dimension includes 18" curb/gutter around planted buffer per LCUASS standards. The south side maintains the existing curb/gutter.

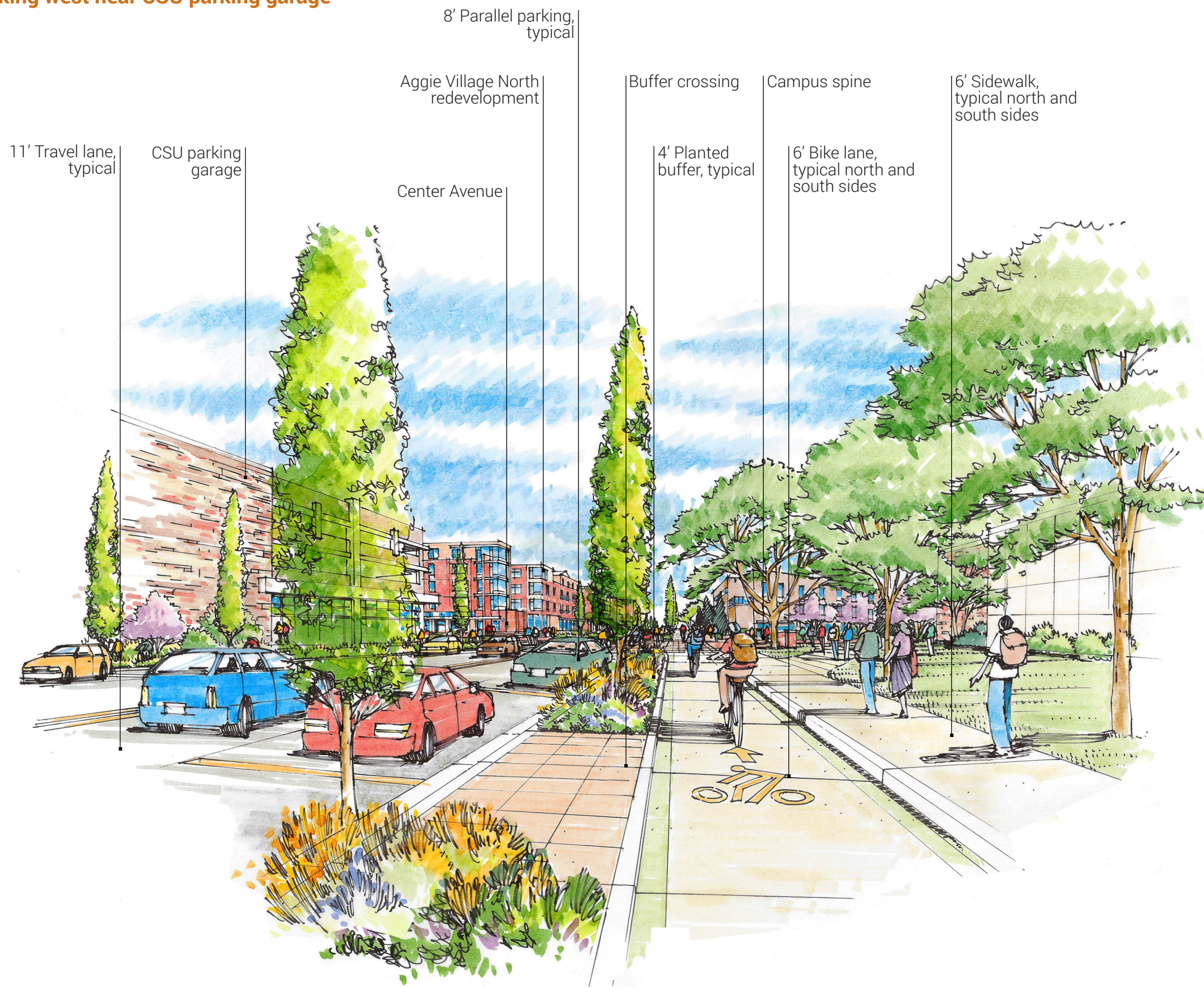
ROW Dedication/Acquisition Range		
Low = 0-5'	Medium = 5-10'	High = 10' and above

Shields Street to Whitcomb Street					
Motor Vehicle	Ped	Bike	Transit	Impacted Properties (North)	Impacted Properties (South)
2 Travel Lanes (11') Parallel Parking (8')	6' Sidewalk	6' Buffered/Protected Lane	Stops (TBD)	5 Properties - Medium	None

Whitcomb Street to Center Avenue					
Motor Vehicle	Ped	Bike	Transit	Impacted Properties (North)	Impacted Properties (South)
2 Travel Lanes (11') Parallel Parking (8')	6' Sidewalk	6' Protected Lane	Stops (TBD)	9 Properties: 7 Properties - High 2 Properties - Medium	None

Center Avenue to College Avenue					
Motor Vehicle	Ped	Bike	Transit	Impacted Properties (North)	Impacted Properties (South)
2 Travel Lanes Parallel Parking	6' Sidewalk 10' Shared Use Path	6' Buffered/Protected Lane	Stops (TBD)	7 Properties - Medium	4 Properties - Low

Lake Street - View looking west near CSU parking garage



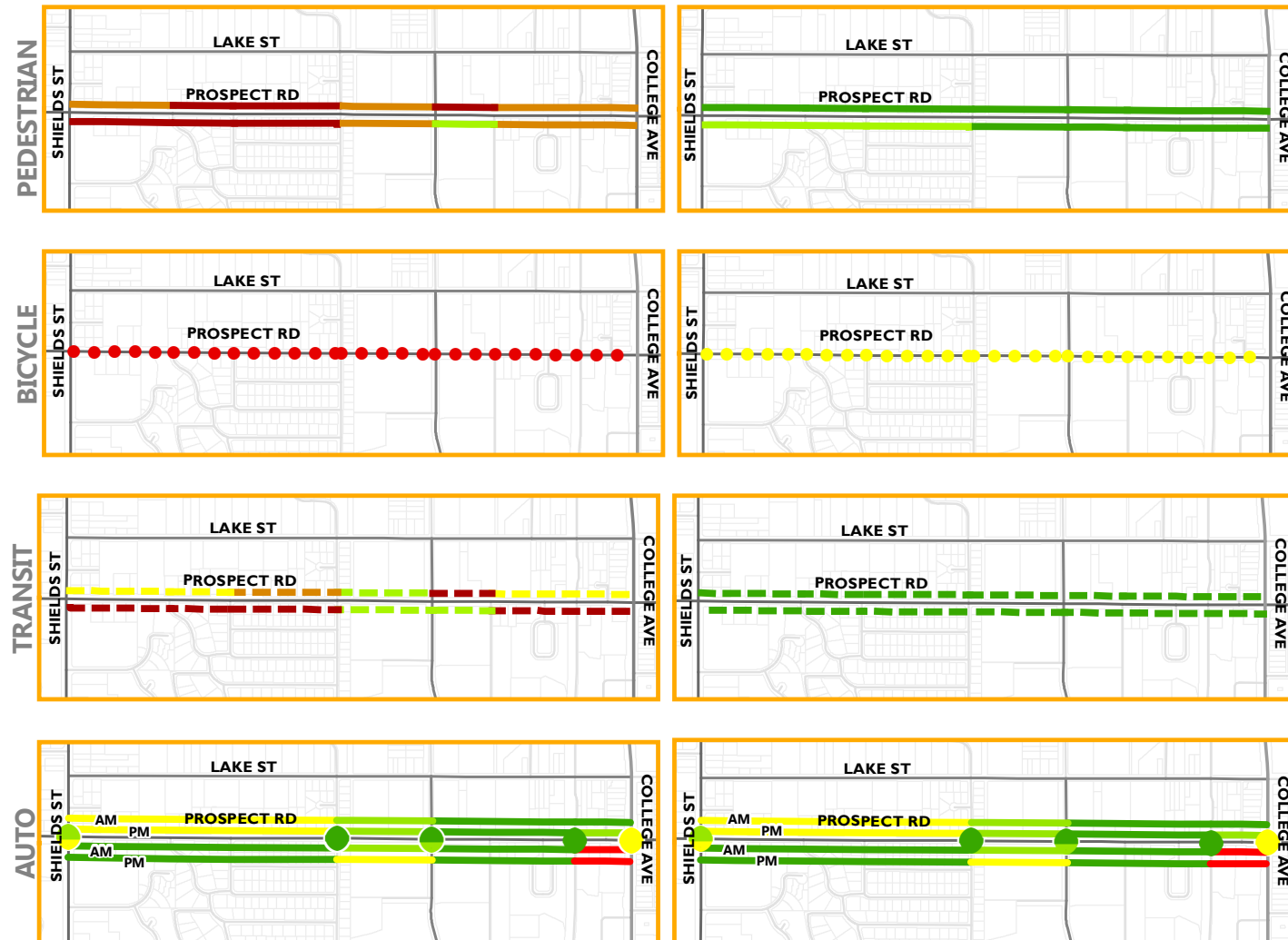
Prospect Road and Lake Street Conceptual Designs — Multi-Modal Performance Measures

PROSPECT ROAD

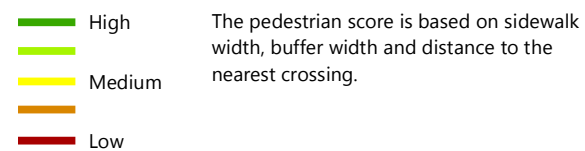
Multimodal Level of Service (MMLOS) for Prospect Road and Lake Street was evaluated using state-of-the-practice techniques for each mode of transportation. The pedestrian score is based on built environment factors that affect walkability. The bicyclist score, Level of Traffic Stress (LTS), is based on roadway factors that affect bicyclist comfort. The transit score is based on factors that affect transit vehicle reliability and built environment factors that affect a transit passenger's experience. Performance for automobiles is based on roadway segment level of service (LOS), which accounts for vehicle travel speed, and intersection level of service (LOS), which accounts for vehicle delay at intersections. The conceptual designs for Prospect Road and Lake Street improve each roadway's pedestrian score, bicyclist score (Level of Traffic Stress) and transit score by constructing continuous walkways and bikeways among other improvements. The conceptual designs for Prospect Road and Lake Street do not significantly change automobile LOS as compared to the existing configurations.

EXISTING

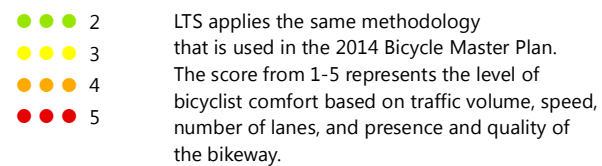
CONCEPTUAL DESIGN



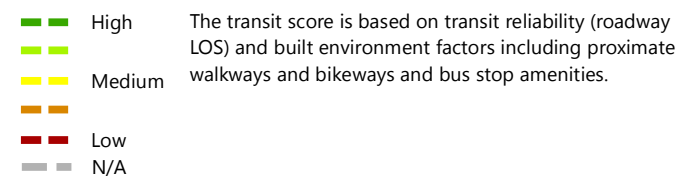
Pedestrian Score



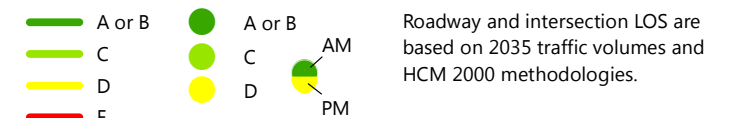
Bicycle Level of Traffic Stress (LTS)



Transit Score



Roadway LOS Intersection LOS



Notes:

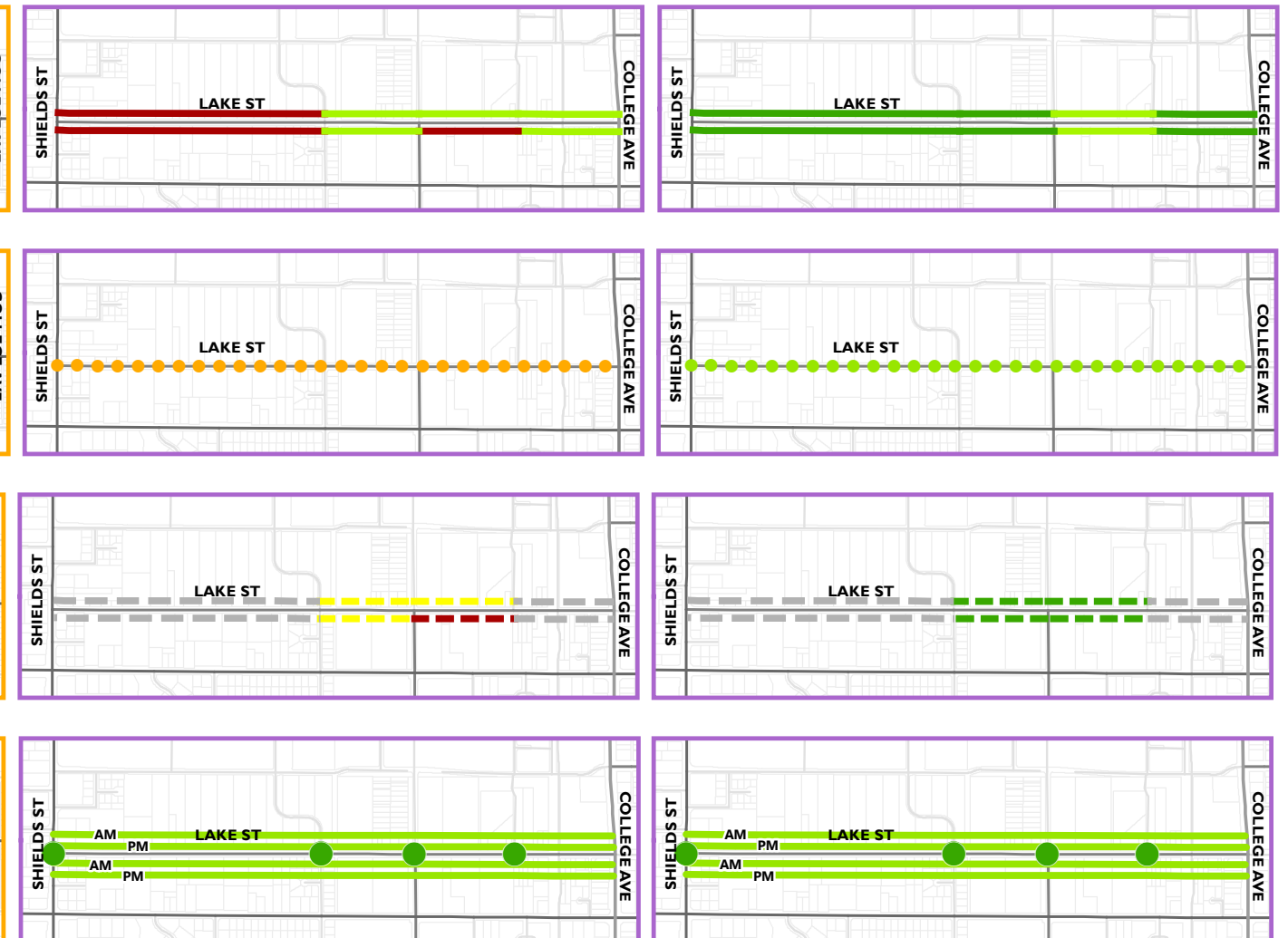
- Automobile LOS is based on 2035 traffic volumes and HCM 2000 methodology.
- The conceptual design for Prospect Road adds channelized right-turns at the Prospect Road/Shields Street intersection and the Prospect Road/College Avenue intersection. These channelized right-turns may slightly reduce automobile delay.(not shown on diagram)
- The conceptual design for Prospect Road adds a center turn lane between Sheely Drive and Whitcomb Street. This center turn lane will improve operations and safety for side street traffic turning to/from Sheely Drive and Prospect Lane.(not shown on diagram)
- Roadway segment LOS on Lake Street is worse than some segments of Prospect Road due to the posted speed limit of these roadways. Lake Street's posted speed limit is 25 MPH and Prospect Road's posted speed limit is 35 MPH.



LAKE STREET

EXISTING

CONCEPTUAL DESIGN



Prospect Road and Lake Street Multimodal Performance Measures West Central Area Plan

