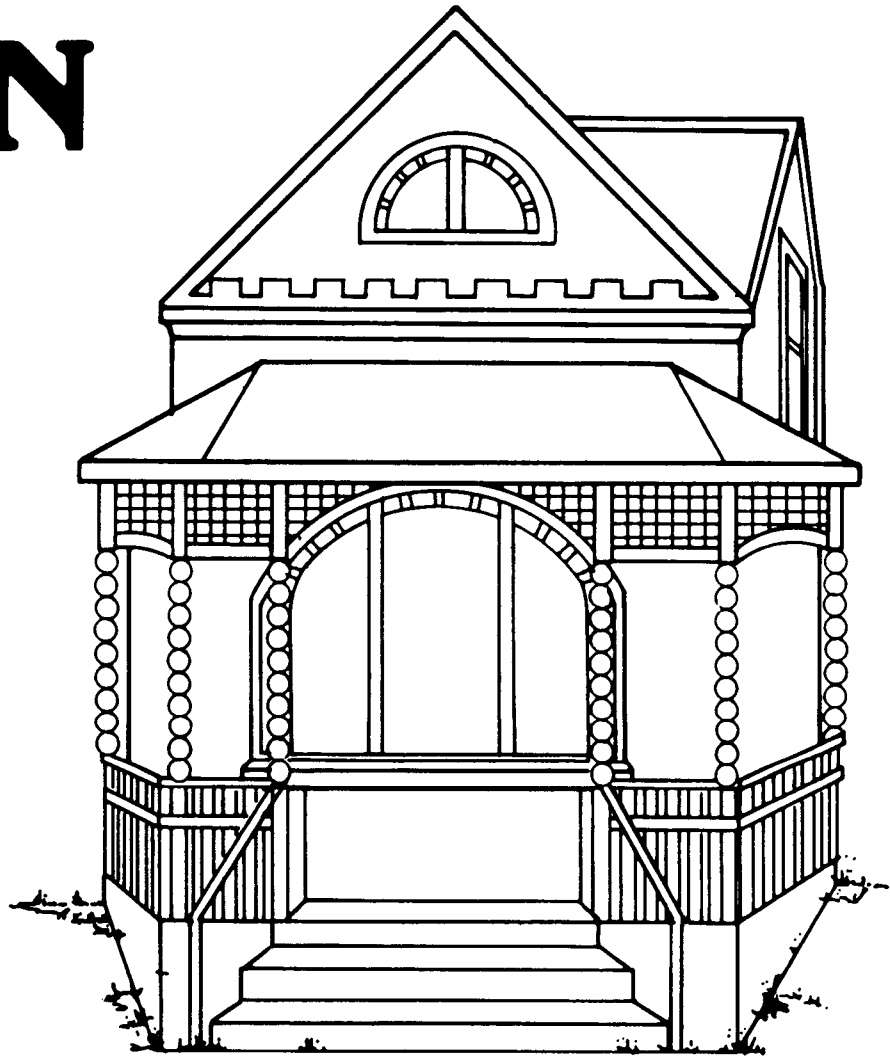


# EAST SIDE NEIGHBORHOOD PLAN



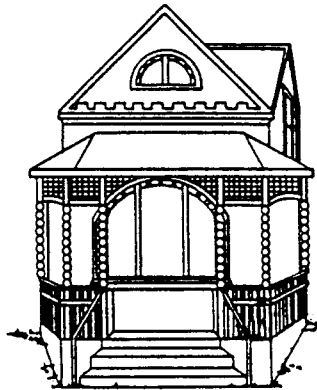
AN ELEMENT OF  
THE COMPREHENSIVE  
PLAN OF THE CITY  
OF FORT COLLINS

**FORT COLLINS, COLORADO**



# **EAST SIDE NEIGHBORHOOD PLAN**

AN ELEMENT OF THE CITY OF FORT COLLINS  
COMPREHENSIVE PLAN



**MARCH 1, 1986**

**PREPARED BY THE EAST SIDE NEIGHBORHOOD STEERING COMMITTEE**

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## ACKNOWLEDGEMENTS

The East Side Neighborhood Plan is the result of the combined efforts of the East Side Neighborhood Plan Steering Committee, Staff of the City of Fort Collins, numerous other volunteer committee members, extensive citizen input and Cityscape Urban Design, who provided professional planning consultation. It represents a lengthy process of identifying issues, and gathering ideas, suggestions, opinions and criticism from the Neighborhood. The Plan is a sincere effort to combine this input into a cohesive document that can be used by all interests within the study area boundaries to promote and maintain the well being of the Neighborhood. The interests of those contributing to the Plan are diverse, but all share a genuine commitment to their Neighborhood and the total community.

The funding for this Plan, provided through the Community Development Block Grant Program, and the support of the City Council, Planning and Zoning Board, Downtown Development Authority, and City Staff are greatly appreciated. The participation of those and other interests from outside the Study Area has helped to insure that this Plan will benefit the Neighborhood and all of Fort Collins.

## PREFACE

There are three chapters comprising the East Side Neighborhood Plan. Chapter 1, the PURPOSE OF THE PLAN, provides an explanation of the background, rationale, and importance of providing a plan for the Neighborhood. Chapter 2, the POLICY PLAN, is the most important element of this document. This chapter describes the East Side Neighborhood Planning Policies, and has been officially adopted as an element of the Comprehensive Plan of the City of Fort Collins. Chapter 3, the IMPLEMENTATION GUIDE and related Appendices, describe the potential actions recommended to realize the adopted policies. Although the items included in Chapter 3 consist of a series of events and alternative methods may be utilized, a commitment to the implementation of this East Side Neighborhood Plan is a fundamental part of its adoption by both the City of Fort Collins and the Neighborhood. At the Neighborhood's request, the recommended actions contained within Chapter 3 have not been officially adopted as part of this Plan but rather should serve as a "guide" for further implementation.

The POLICY PLAN, IMPLEMENTATION GUIDE and its Appendices contains descriptions and illustrations of the proposed boundaries of new zoning districts, future parks, layout and design of streets as well as other possible improvements, programs, facilities and boundaries. The Plan is merely advisory. The actual adoption of any such boundaries, programs or improvements could occur, only through subsequent City review and enactment of appropriate legislation and/or budget appropriations.

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# SUMMARY

## EAST SIDE NEIGHBORHOOD PLAN SUMMARY

### 0.1 INTRODUCTION

The East Side Neighborhood (ESN), which includes one of Fort Collins first urban residential area, is an important part of the community's heritage and continued vitality (Figure 1 indicates ESN Study Area boundaries). This Plan has been formulated as a tool to help in preserving and enhancing the quality of life in the East Side Neighborhood. The intent of this Plan is not to force any changes to existing residential or conforming non-residential uses, but to promote stability in the ESN.

The Plan, created through a lengthy process of Neighborhood meetings and extensive efforts of volunteer committees, includes policies and implementation actions in identified areas of concern to the Neighborhood. The Neighborhood Plan, which is intended to address concerns of the wide variety of interests represented in the ESN, is consistent with all the previously adopted elements of the Comprehensive Plan of the City of Fort Collins. Adoption of the POLICY PLAN as an element of the Comprehensive Plan represents another step toward a complete City planning program, and provides specific guidance in future public and Neighborhood actions.

The major elements included in the East Side Neighborhood Plan can be summarized as follows:

### 0.2 POLICY PLAN SUMMARY

#### 0.2.1 Land Use

The Neighborhood can be divided into three general land use areas; the commercial "Fringe Areas" along College Ave., Riverside Ave., Lemay Ave., and Mountain Ave.; the predominantly residential "Preservation Area" that comprises the majority of the Study Area; and, the mixed use "Buffer Areas" between Preservation and Fringe Areas. Policies are included for the three land use areas regarding:

- Review Criteria. The City with the assistance of the East Side Planning Advisory Committee shall work to create criteria for the review of development proposals affecting the ESN;
- Historic District. Future land use conversions and architectural treatment of buildings in the Historic District should be an especially important consideration in the review of development and redevelopment proposals. The City's Cultural Resources Board or the Landmark Preservation Commission should comment on development proposals affecting the historical character of the Neighborhood;
- Signage. Design of signs in the ESN should be in character with the surrounding neighborhood;

- Zoning. Changes to the existing B-L, Limited Business Zoning District to specifically include residential uses, and the creation of new N-P Neighborhood Preservation, and N-B Neighborhood Buffer Zoning Districts are recommended (See Figure 4).

The N-P, Neighborhood Preservation District generally would allow single family and low density multiple-family (up to four unit) dwellings, require at least administrative review by both the City and Neighborhood of most use conversions, and provide lot size and minimum yard requirements more in character with older residential areas.

The N-B, Neighborhood Buffer District is intended for mixed use areas between existing residential neighborhoods and commercial areas. The zone would allow, with City and Neighborhood review, use conversions to multiple-family (up to 12 dwelling units per acre) and less intensive nonresidential activities. Compatibility with adjacent Preservation Areas is stressed in this zoning district;

- Use Conversions. Criteria for evaluating appropriate changes in use to be considered in the three land use areas are included. Commercial uses are anticipated to continue in the Fringe Areas; Single family and lower density multi-family uses are to be continued in the Preservation Areas (where conversions of most existing uses are discouraged); and, housing for groups having special needs, higher density housing, and office uses are acceptable in the Buffer Areas. Saving and renovating valuable existing structures and visual compatibility with the character of the Neighborhood is emphasized, especially in the Buffer and Preservation Areas;
- Traffic. Uses generating or needing exposure to high volumes of traffic should be located on the perimeter of the Neighborhood. A Neighborhood Traffic Management Plan to minimize additional negative traffic impacts on the ESN should be established; and
- Housing. The preservation and enhancement of the mix of housing types found in the East Side Neighborhood is a key element of this Plan. Policies include: Stabilizing the Preservation Areas, especially the residential area north of East Mulberry Street; providing opportunities for a wide variety of housing in the Buffer Areas; and, encouraging inclusion of residential uses in the Fringe Areas.

## 0.2.2 Transportation

The viability of the ESN as a residential area is directly affected by the impacts of traffic passing around or through the Neighborhood. To reduce future negative traffic impacts, policies are included regarding:

- City Wide Capital Improvements. Improvements to the greater street system serving Fort Collins should be pursued that would provide through traffic with alternatives to Neighborhood streets. The Plan includes policies for higher use of Lemay Ave. and Riverside Ave. for north- and south-bound traffic; creation of a functional downtown truck bypass; improvements to Lincoln Ave. and Timberline Road; and completion of the Prospect Road - I-25 interchange;
- Important Neighborhood Streets. Policies include future traffic control treatments of streets within the ESN as follows:
  - \* The Mulberry - College Ave. intersection capacity should be increased;
  - \* The future of the Mulberry corridor has not been decided as part of this Plan. Rather, the City and the community needs to develop and maintain a long range transportation plan for the next 20 years. The transportation planning effort should pay special attention to the policies within this Plan as well as impact on the Neighborhood;
  - \* Magnolia St., east of Mathews St., should remain a two-way local residential street;
  - \* Remington St. should be utilized as a north-south alternative to College Ave., but additional traffic should not be encouraged to use parallel local streets such as Mathews St. and Peterson St.;
  - \* Excessive additional traffic loads on East Elizabeth St. should be avoided through improvements to Lemay Ave. and Riverside Dr.; installation of entryway "curb bulges" along East Elizabeth St.; extension of Laurel Street to Pennock Dr.; and if warranted, signalization of the Pitkin-Lemay intersection;
  - \* Whedbee St. should not connect directly through to Willow St. and Cherry St.;
  - \* Additional traffic controls and special intersection treatments are recommended for Peterson St. to reduce traffic levels and speeds;
  - \* Laurel St. should not be used to provide primary access to the developing commercial areas along Lemay Ave. and Riverside Avenue, Laurel St. should be extended to east, run on the west side of the Riverside Shopping Center and then connect with the existing Pennock Drive. The design of the street should

discourage non-neighborhood traffic including narrowing the width of the street east of Whedbee St. while allowing bike, pedestrian, and neighborhood vehicular and transit access only. Laurel Street shall not connect to Riverside Drive.

- Transportation Planning. The City needs to develop an understanding of what the transportation planning needs are and to define a wide variety of options indicating where the community should be in regard to transportation planning in the next 20 years; and
- Other Traffic Concerns. Special intersection treatments, a Neighborhood Parking Program, limitations on truck traffic, improved pedestrian circulation and school access, and enhanced alternative transportation modes are among the improvements that should be made toward better management of traffic in the Neighborhood.

### 0.2.3 Private Maintenance

Maintenance of private properties, including general repair, routine maintenance, and major reconstruction needs are concerns in the City's older neighborhoods. Policies include:

- The Housing Code should be reviewed and made more enforceable. The Code should be applicable to owner occupants as well as renters;
- Tax deferrals, revolving loan programs, a volunteer assistance program, and/or other funding mechanisms should be created to relieve the financial burden of major maintenance items to elderly and low or moderate income property owners; and
- An annual street tree replacement and enhancement program should be continued.

### 0.2.4 Historic Conservation

Policies directed toward conservation of the Neighborhoods historic character include:

- The City should establish preservation criteria for the review of "contributing" structures and identify alternatives to prevent unnecessary demolition;
- Improvements to older structures should be made, to the extent possible, according to applicable design guidelines;
- Additional local incentives should be provided for renovation of older structures;

- The City and Neighborhood should explore "local designation" of the Laurel Street Historic District and/or the East Side Neighborhood; and
- Conduct a survey and develop criteria to assess all primary structures in the Neighborhood for their "contributing," "non-contributing," or "intrusive" value.

#### 0.2.5 Open Space

The major open space need of the ESN is the acquisition and improvement of a neighborhood park adjacent to the new Laurel School (as previously indicated in the adopted City of Fort Collins Open Space Plan). Policies include:

- Identification of an eight to twenty acre park site;
- Determining appropriate financing mechanisms;
- Design and construction of the park improvements; and
- Possible conversion of the existing Mountain Bell facility on Laurel Street to a "Senior" or "Neighborhood" Center.

#### 0.2.6 Public Facilities/Infrastructure

Policies call for the creation and funding of annual programs for improvements to the streets, walks, utilities, and storm drainage system serving the ESN.

#### 0.2.7 City Wide Concerns

Issues raised in the process of formulating this Plan included several that would be more appropriately addressed on a community-wide level. Included in that category are special alternative elderly housing approaches (ECHO housing), transportation planning, low income housing, alternative transportation modes, bike routes, school access for pedestrians, home occupations, nonconforming uses, noise control, and animal control.

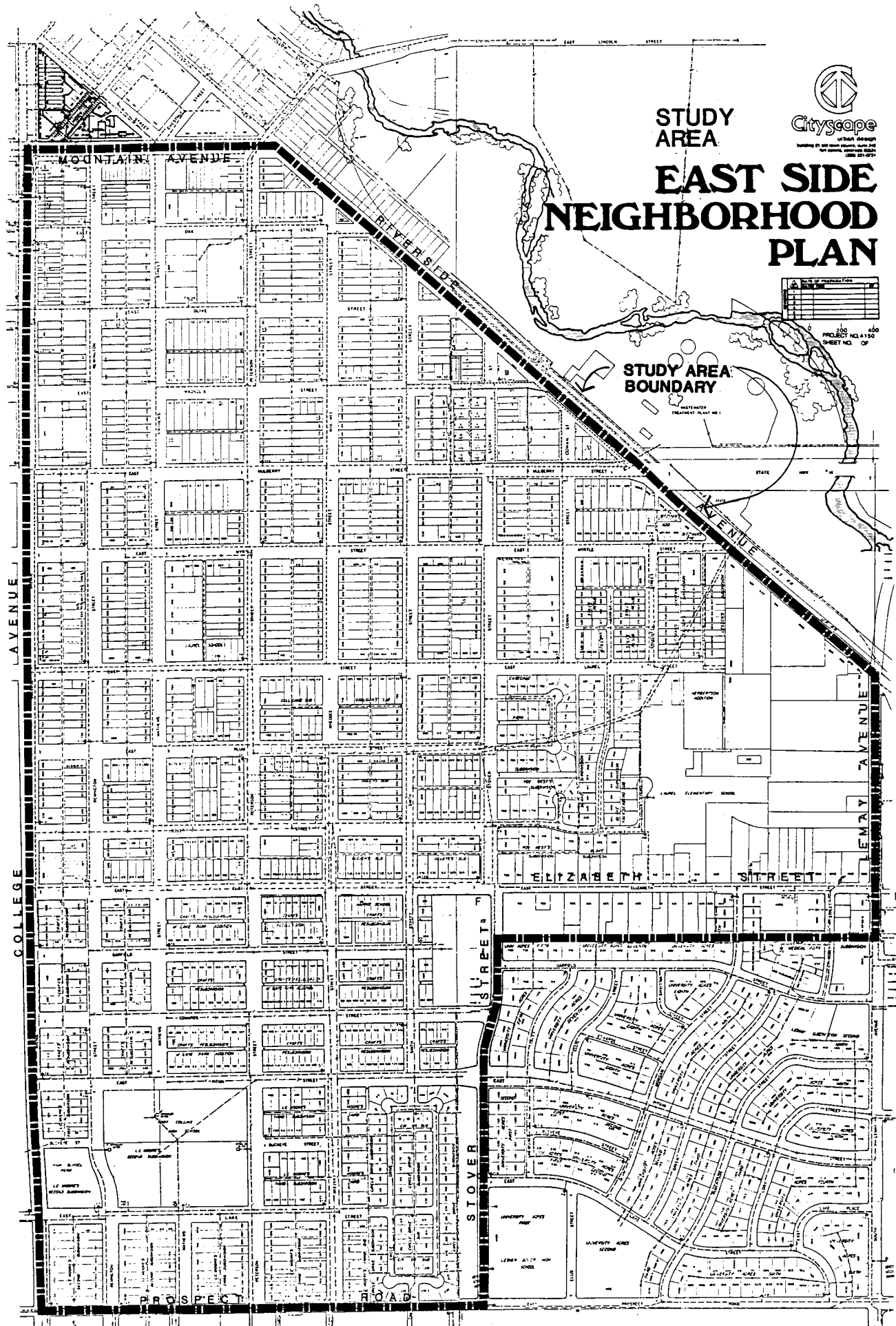
#### 0.2.8 Commitment to Implementation

While it must be realized that specific methods may have to be adjusted, a commitment to implementation is a fundamental part of the adoption of this Plan.

### 0.3 IMPLEMENTATION GUIDE SUMMARY

The suggested IMPLEMENTATION GUIDE takes the form of agendas of specific actions to be taken by both the City and the Neighborhood toward realizing the goals of the East Side Neighborhood Plan. The public agenda calls for amendment of ordinances, rezoning actions, infrastructure improvements and other actions appropriate for City government. The private agenda deals with the formal long-term role of the Neighborhood through an East Side Neighborhood Planning Advisory Committee. Administration, management, and enforcement of the Plan are also included in the Guide.

The suggestions in the IMPLEMENTATION GUIDE have not been adopted but rather serves as a "guide" for the City and Neighborhood for further implementation studies. There may be other possibilities for implementation that need further investigation before specific action is taken.



STUDY  
AREA



# EAST SIDE NEIGHBORHOOD PLAN

PROJECT NO.	150
SHEET NO.	01

STUDY AREA  
BOUNDARY

FIGURE 12-A



# PURPOSE

## CHAPTER 1

### PURPOSE OF THE PLAN

The primary purpose of the East Side Neighborhood Plan is to create a tool to help preserve and enhance the existing quality of life in the Neighborhood. The intent of this Plan is not to force any changes to existing residential or conforming nonresidential uses. The Plan is intended to help create stability for all the varying points of view of the existing neighborhood - home owners, renters, landlords, students, and businesses - and should not be interpreted otherwise.

Toward that purpose, the East Side Neighborhood (ESN) Plan includes policies addressing the major concerns identified by the Neighborhood. These diverse issues and concerns have been divided into the following six areas:

1. Land Use;
2. Transportation;
3. Maintenance of Private Property;
4. Historic Conservation;
5. Open Space; and
6. Public Facilities/Infrastructure.

It is anticipated that the Plan will affect and be used by a variety of entities including:

- The ESN and the City in reviewing public and private development or redevelopment proposals within or adjacent to the Neighborhood;
- Existing businesses in assessing their future role in the Neighborhood in terms of expansion, relocation, or marketing;
- Existing and prospective home buyers or renters in evaluating the character and stability of the Neighborhood;
- Parties concerned with existing nonconforming uses in the area;
- Individuals interested in home occupations or "cottage industries";
- Developers interested in projects in or near the area;
- The ESN and the City in evaluating future transportation systems, parks and recreation facilities or other new capital projects, including the maintenance and/or replacement of elements of the infrastructure;

- Individual property owners/residents interested in residential improvement projects or remedial landscaping;
- The City, Downtown Development Authority (DDA), other public agencies, and the ESN in making decisions regarding the physical and economic redevelopment of the downtown area;
- CSU in reviewing their policies on student housing and transportation; and
- Various parties interested in historic preservation and Fort Collins local history.

### Background

The East Side Neighborhood represents a portion of the City of Fort Collins' older neighborhoods. Much of the study area formed the first urban residential area in the community, and was included in the plat of the "Original Townsite" completed in 1873. The study area is located generally north of Prospect Road between College Ave. and Lemay Ave. (see Figure 1 for specific study area boundaries). The area contains roughly 600 acres with a population of about 5,000 persons living in approximately 2,500 dwelling units. Residents of the study area are approximately one half home owners and one half renters; median income and household size are slightly below the City's average; median age is slightly higher than average; the number of automobiles per person is much less than the City's average; and, despite the large renter/student population, the area has a much higher percentage of long-term residents than most other neighborhoods.

The Neighborhood represents a limited resource in the community. The environment and quality of life found in this area cannot be replaced if damaged or lost, nor can it be duplicated in new suburban development. The diverse population, mature trees, convenient downtown shopping and services, high quality schools, and older homes are among the elements that make the East Side Neighborhood a pleasant place to live, work, and play. Neighborhood residents have, during the past several years, demonstrated a willingness to work to retain that desirable quality of life. For example, the Neighborhood has made substantial contributions toward improved regulations regarding land use conversions in the R-M, Medium Density Residential, and R-H, High Density Residential Zoning Districts, and the creation of the small park at Centennial Adult High School. Many property owners have spent, and are continuing to spend, considerable time, money, and effort to refurbish the fine older homes and structures in the Neighborhood.

The study area also represents a significant part of our local heritage. Approximately one third of the area is made up of the Laurel School Historic District. Additionally, the area is in the center of many of the forces that have shaped Fort Collins:

- Colorado State University;
- The Central Business District;
- Old Town Square;
- The Poudre River; and
- Poudre Valley Hospital.

The areas listed above will continue to be of major importance to the future of Fort Collins. The well-being of these areas is in many ways, affected by the existing and future health of the East Side Neighborhood. A stable, rather than declining neighborhood in this area is important to the community as a whole as well as to the persons living and working in the study area.

The East Side Neighborhood provides housing for a variety of income groups. These residents in turn support the mix of urban uses in the area, which results in a number of benefits to the community, including:

- Fewer and shorter commuter automobile trips;
- Preservation of old and historic structures;
- Efficient utilization of public facilities and utilities;
- Greater support for the Central Business District and Mid-Town Merchants; and
- Less demand for parking at nearby cultural and educational facilities.

If the East Side Neighborhood is allowed to decline or is unduly disrupted by unwise land use conversions, substantial changes in traffic patterns within the study area, or other external factors, all of the above concerns will suffer along with the Neighborhood. It is clear that a plan to preserve and enhance this Neighborhood is in the best interests of its residents, property owners, and businesses and, indeed, all of Fort Collins.

# **POLICY PLAN**

CHAPTER 2  
POLICY PLAN

General Introduction

The East Side Neighborhood Plan makes every effort to reflect the varied interests specific to the study area. The Plan also recognizes that the Neighborhood is a part of the total community. The policies included in this Plan - formulated by neighborhood residents, property owners and business interests - are consistent with other elements of the Comprehensive Plan of the City of Fort Collins as follows:

- Open Space Plan, March, 1974. The portion of the Open Space Plan that is of most concern to the ESN is the designation of a 10 acre neighborhood park in the eastern portion of the East Side Neighborhood. The Neighborhood Plan is consistent with this policy as well as plans for bikeways and historic preservation proposals included in the Open Space Plan;
- Goals and Objectives, August, 1977. The Neighborhood Plan is consistent with the applicable goals and objectives in all sections of this document, including:
  - \* Community Self-Perception and Design;
  - \* Transportation;
  - \* Housing;
  - \* Economic Development;
  - \* Land Use;
  - \* Environmental Protection; and
  - \* Public Facilities and Services.
- Land Use Policies Plan, August, 1979. The Plan is compatible with the adopted policies that address:
  - \* Maintaining the quality of life in the community;
  - \* Promotion of efficient utilization of land, alternative transportation modes, and location of residential areas;
  - \* Creation of land use, site planning, and urban design criteria;
  - \* Utilization of the Capital Improvements Program to direct growth;

- \* Availability of existing services as a criteria in locating higher intensity uses;
  - \* Preparation of plans addressing the development and redevelopment of the downtown area;
  - \* Promotion of locating proper uses in the downtown area;
  - \* Assessment of use conversions in the core area;
  - \* Promotion of improved traffic circulation in the north and northeast areas of the City;
  - \* Promotion of development in the northeast quadrant of the City;
  - \* Minimizing use of private automobiles;
  - \* Requiring "neighborhood scale" service centers in residential neighborhoods;
  - \* Promotion of a mix of residential densities and provision of housing for groups having special needs, including people with low and moderate incomes;
  - \* Locational criteria for both low density and higher density residential areas; and
  - \* Provision of neighborhood parks, playgrounds, and urban pocket parks.
- Master Street Plan, May 1984. The Neighborhood Plan calls for the implementation of a number of city-wide capital street improvements. These improvements are consistent with both the current Master Street Plan and the revisions being considered;
  - Core Area Plan, (not yet adopted). The draft plan produced by the DDA and City Planning Division reflects strong concern for the older areas in and near downtown. The policies included in the East Side Neighborhood Plan have no apparent conflicts with the draft Core Area Plan. Both plans recognize the important relationships between housing, employment, and core area commercial uses. Policies in the Core Area Plan include:
    - \* Development in core area residential neighborhoods which strengthens their stability, integrity and character;
    - \* The development of a neighborhood plan for each residential area within or surrounding the core area;
    - \* Compatibility of new development/redevelopment with existing neighborhoods;

- \* Higher density residential uses being appropriate only in the areas between the central business district and existing residential neighborhoods, in the immediate vicinity of CSU, and in large areas of vacant land;
- \* Amendment of the Zoning Code to establish regulations based on the existing pattern in residential blocks in or adjacent to the core area; and
- \* Avoiding design or development of traffic patterns which impinge on residential areas by unduly increasing the level of use or demand for parking.

### East Side Neighborhood Policy Formulation

In order to arrive at the specific neighborhood policies included in this Plan, three committees were formed to look at issues and aid in the formulation of policies in the six identified areas of concern. Each of the committees consisted of property owners, members of the East Side Neighborhood Plan Steering Committee, City Staff, and other concerned citizens. Each of the committees were involved with one of the following topics:

1. Historic Conservation / Private Maintenance.
2. Land Use / Public Facilities / Open Space.
3. Transportation.

### Neighborhood Representation

On-going Neighborhood participation in issues affecting the area is an important step toward the goal of preserving and enhancing the area's desirable characteristics. The creation of an East Side Planning Advisory Committee is the primary mechanism for providing Neighborhood representation in the implementation of this Plan. Suggested criteria for the creation and administration of this Committee is included in the Implementation Guide.

The City and the Neighborhood should make a concerted effort to involve all citizens of the study area in the review of municipal services, public and private development proposals, and general and specific planning issues as they relate to the future of the Neighborhood and implementation of the Plan.



## Recommended Policies

The policies included in the six identified areas of concern to the Neighborhood are detailed in the following sections.

### 2.1 Land Use

#### 2.1.1 Existing Land Use Patterns

An important characteristic of the East Side Neighborhood is its diversity. As indicated by the existing land use pattern, (Figure 2), the Neighborhood contains a mix of housing types that serve a variety of people of different ages, occupations, and income groups. Nonresidential uses are generally found along the arterial streets at the north, east, and west perimeters of the study area and to some extent on East Mulberry St., with limited commercial encroachment internal to residential areas. Home occupations, library, museum, churches and a number of public schools add to the rich variety of land uses in the area.

The Neighborhood's existing zoning pattern was put in place in 1965, when anticipated growth of CSU was a major concern. The R-H, High Density Residential and R-M, Medium Density Residential Zoning Districts were created specifically to accommodate extensive conversions of older single family areas to a mix of land uses including multiple family (student) housing, restaurants, offices and personal service shops. The resulting (existing) zoning pattern (Figure 3), while accommodating the existing mix of land uses, is not oriented toward maintaining all the desirable characteristics of that mix. The majority of the existing low density housing areas in the neighborhood are included in high and medium density residential zones. Most of the perimeter areas are in commercial and industrial zones with few or no restrictions concerning allowed land uses, and no requirements for neighborhood compatibility. The existing zoning districts in the study area represent the potential for substantial land use conflicts within the East Side Neighborhood, and should, in many cases, be reconsidered.

#### 2.1.2 Land Use Policies

The East Side Neighborhood can be geographically divided into three general land use areas:

"Fringe" - This area includes the predominant nonresidential areas fronting on South College Avenue, Lemay Avenue, and Riverside Avenue, and the portions of the Downtown Business District included within the study area. The Fringe area will continue to provide a wide range of business uses serving the total community as well as the ESN. The policies in this Plan regarding the Fringe areas are intended to enhance commercial compatibility with the Neighborhood.

"Preservation" - This area includes the predominantly lower density residential areas that make up the major portion of the Neighborhood area. It is critical to the continued viability of the East Side Neighborhood that the existing land use mix of these Preservation areas be maintained, that housing opportunities for all income groups be allowed, and valuable existing structures be preserved and renovated. Any new construction or renovation should respect the character and architectural style of its immediate surroundings.

"Buffer" - The Buffer areas are intended to provide a "cushion" between the Fringe and Preservation areas. The predominant land uses to be encouraged in the Buffer areas are home occupations, office or other low intensity (non-retail) nonresidential uses, multi-family housing including higher density residential uses, and other residential land uses providing special housing needs such as boarding or group homes, and low/moderate income housing projects. Although a wider range of land uses is appropriate in the buffer area, all existing structures contributing to the character of the Neighborhood should be preserved if possible. The exterior treatment of renovated structures or any new construction should be compatible with the existing character of the Neighborhood.

The locations of the three land use types are illustrated in Figure 4. The Plan includes policies regarding existing and future land uses in the ESN for each of the three land use types. It is recognized that, as with any existing neighborhood, unique and specific circumstances affecting certain properties will require special consideration. However, the policies are applicable to the vast majority of properties in the Neighborhood.

The City of Fort Collins' PUD Ordinance, known as the Land Development Guidance System, provides a property owner affected by unique circumstances with a mechanism for proposing alternative land uses otherwise not allowed under the strict adherence to the policies of this Plan. Any such PUD proposed should be evaluated as to its overall compatibility with, and contribution to the East Side Neighborhood Plan.

Policies common to all three land use areas are:

1. Review Criteria. The City and the East Side Planning Advisory Committee shall work to create criteria for the review of future proposals to protect the interests of the Neighborhood without discouraging appropriate or desirable uses. The area should be monitored for any significant demographic changes. Such changes should be promptly assessed and appropriate steps be taken to revise policies and implementation measures in the interest of Neighborhood stabilization.

2. Historic District. Future land use conversions and the architectural treatment of buildings in the Historic District can impact the existing character of that area. Any change which would impact the historical character should be an important consideration in the review of development proposals. The opportunity to provide comments by members of the Cultural Resources Board or the Landmark Preservation Commission should be included as needed in the review of any substantial proposals affecting buildings in this area.
3. Signage. Design, size, materials, and lighting of any signs in the ESN should be in character with the surrounding neighborhood environment.

Policies specific to each of the three land use areas are as follows:

1. Fringe Areas

- 1.1. Zoning. Except for areas that are critical to the downtown core, the existing C, Commercial, I-G, General Industrial, and B-G, General Business Zoning Districts should be changed to districts more compatible with and sensitive to the East Side Neighborhood. The B-L, Limited Business zone, should be amended to permit residential uses in most areas. Retention of the existing B-G, General Business District, or other future districts appropriate for downtown commercial development, is recommended in the downtown commercial area. The blocks fronting on South College Avenue between Prospect Road and Pitkin Street should remain in the R-H, High Density Residential District, unless traffic circulation problems associated with more intense uses can be resolved. Conditions on use conversions involving physical changes to existing uses should be added to the B-L and R-H zones in the ESN. These conditions should require that site and landscape plans and preliminary building elevations be reviewed by the East Side Planning Advisory Committee and approved by the City Planning Director.
- 1.2. Use Conversions. Proposed use conversions in the B-L or R-H Zoning Districts that would result in significantly increased traffic generation or other substantial impacts to the Neighborhood or general community (uses that are presently required to be part of a Planned Unit Development in the B-L Zone), should require approval by the Planning and Zoning Board. The required review process should include review and recommendation by the ESN Planning Advisory Committee. The development review process should also include an overall look at planning criteria including traffic access, utility service and the future development potential for the block in which the proposal is located. The development review process should provide a traffic impact assessment including impacts on the adjacent neighborhood.

- 1.3. Traffic. Additional non-residential uses in the ESN generating or needing exposure to high volumes of traffic should be located only on South College Avenue, East Mountain Avenue, Riverside Avenue, or South Lemay Avenue. All such uses should be designed to discourage non-neighborhood or through traffic from using local neighborhood streets.
- 1.4. Housing. Encourage proposals affecting the Fringe Areas to include residential uses in development or redevelopment plans.

## 2. Preservation Areas

- 2.1. Zoning. The portions of the ESN currently within the R-L, Low Density Residential Zoning District should generally not be considered for rezoning. The remaining portions of the Neighborhood Preservation Areas should be rezoned to better reflect the existing mix of predominantly single family and low density multiple family uses. A new "Neighborhood Preservation" Zoning District (described in Appendix A) is recommended. Site and landscape plans and preliminary building elevations for proposed use conversions - except conversions to single family uses - should be reviewed by the East Side Planning Advisory Committee and approved by the City of Fort Collins Planning Director. Requests determined to require more extensive public review may be referred to the Planning and Zoning Board by the Planning Director and appealed to City Council if necessary.

In the event that unforeseen difficulties should preclude the creation of a new "Neighborhood Preservation" district, a conditional version of the RLM, Low Density Multiple Family District, based on the policies included in this section of the Plan, is recommended.

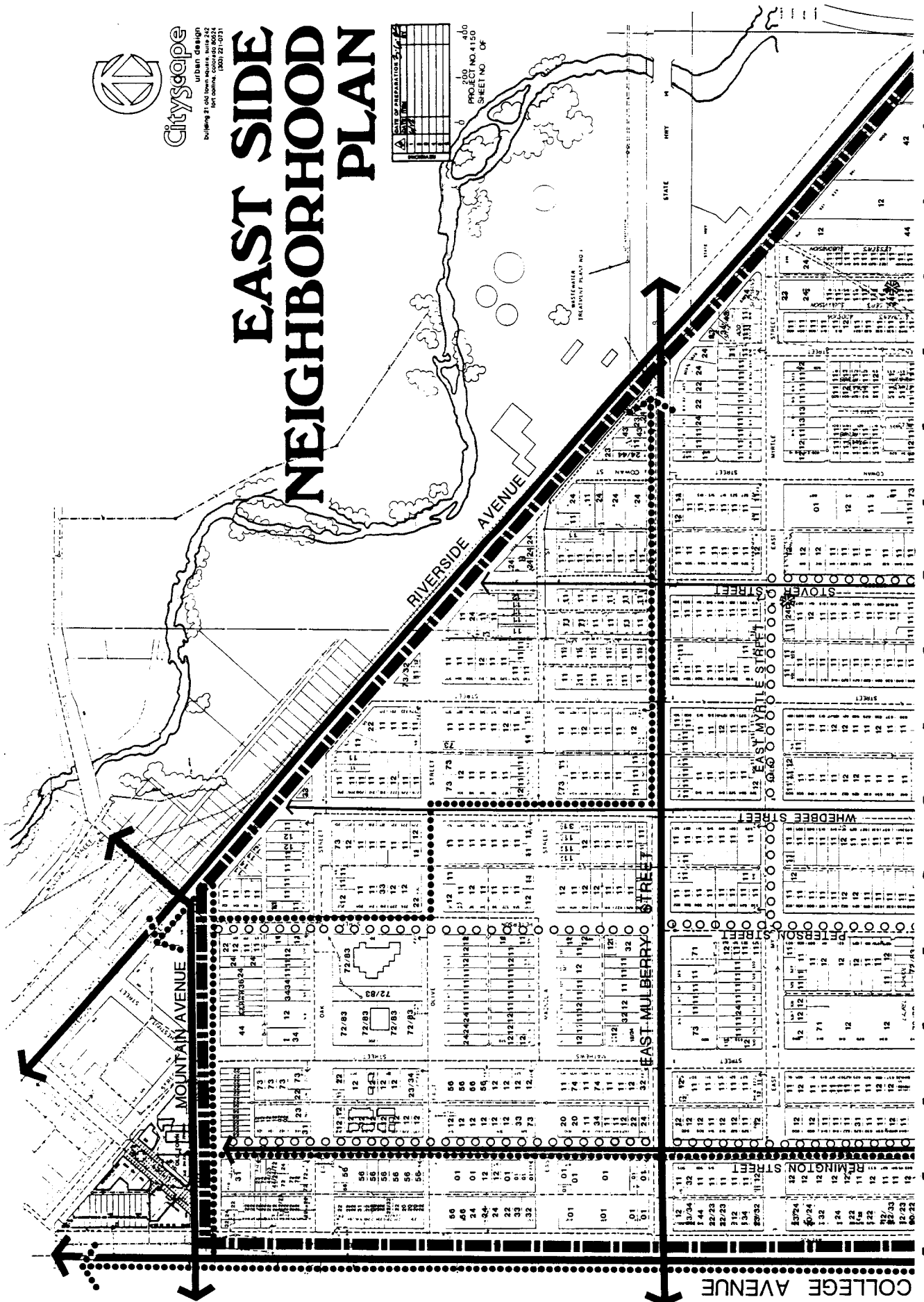
- 2.2. Use Conversions. Changes of use are to be generally discouraged, except as follows:
  - Conversions which can be demonstrated to further specific goals of the East Side Neighborhood Plan;
  - Churches, schools, and public/quasi-public recreational uses;
  - Accessory uses, such as home occupations;
  - Appropriately treated accessory dwelling units;
  - Two-family, four-family, and group homes, subject to site plan review;

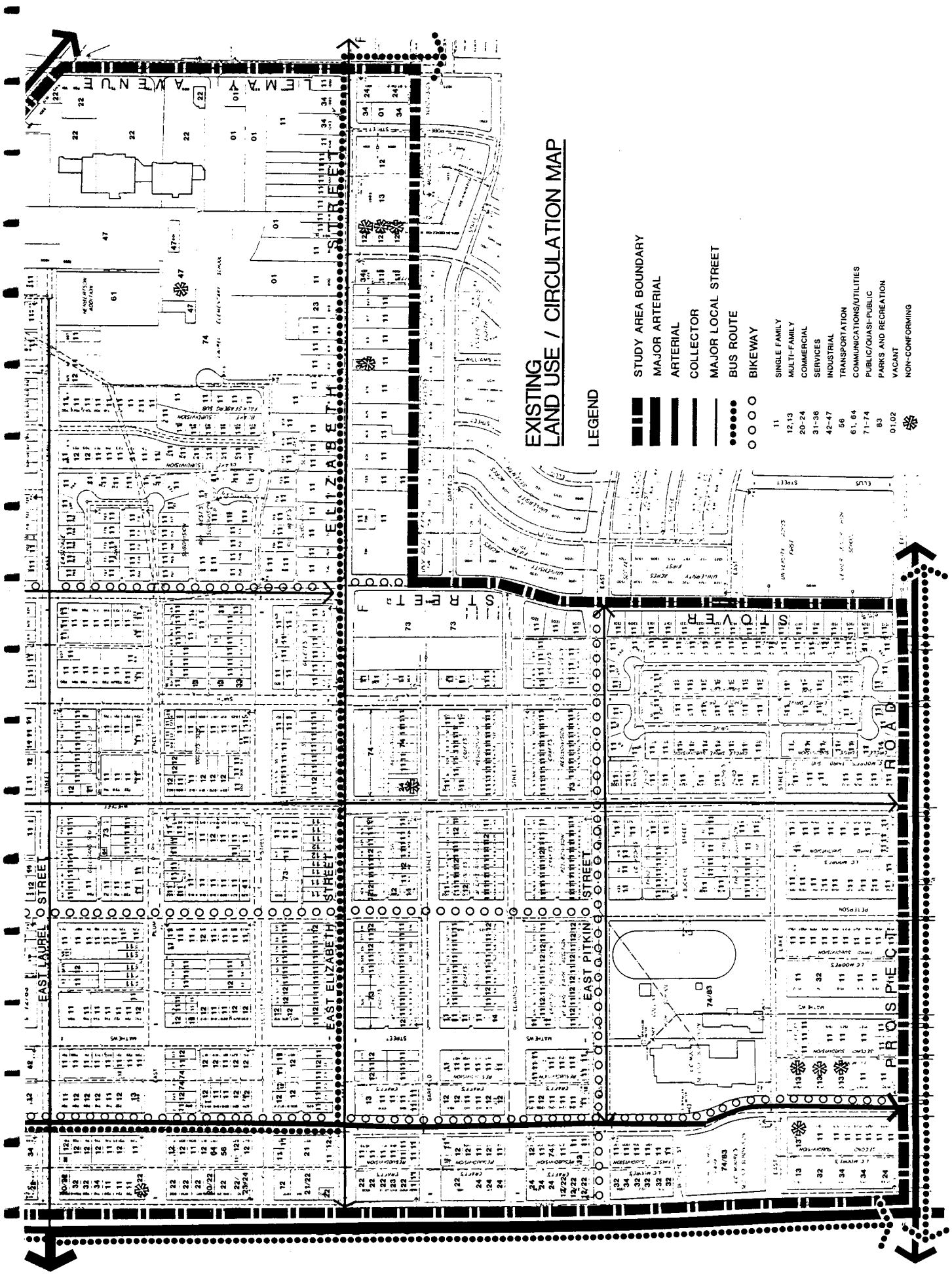


**Cityscape**  
 URBAN DESIGN  
 Building 21 Old Town Square, Suite 202  
 Fort Collins, CO 80501  
 970.221.0731

# EAST SIDE NEIGHBORHOOD PLAN

DATE OF PREPARATION	7/21/11
PROJECT NO.	4150
SHEET NO. OF	4/6





# EXISTING LAND USE / CIRCULATION MAP

## LEGEND

- STUDY AREA BOUNDARY
- MAJOR ARTERIAL
- ARTERIAL
- COLLECTOR
- MAJOR LOCAL STREET
- BUS ROUTE
- BIKEWAY
- SINGLE FAMILY
- MULTI-FAMILY
- COMMERCIAL SERVICES
- INDUSTRIAL
- TRANSPORTATION
- COMMUNICATIONS/UTILITIES
- PUBLIC/QUASH-PUBLIC
- PARKS AND RECREATION
- VACANT
- NON-CONFORMING

FIGURE 2



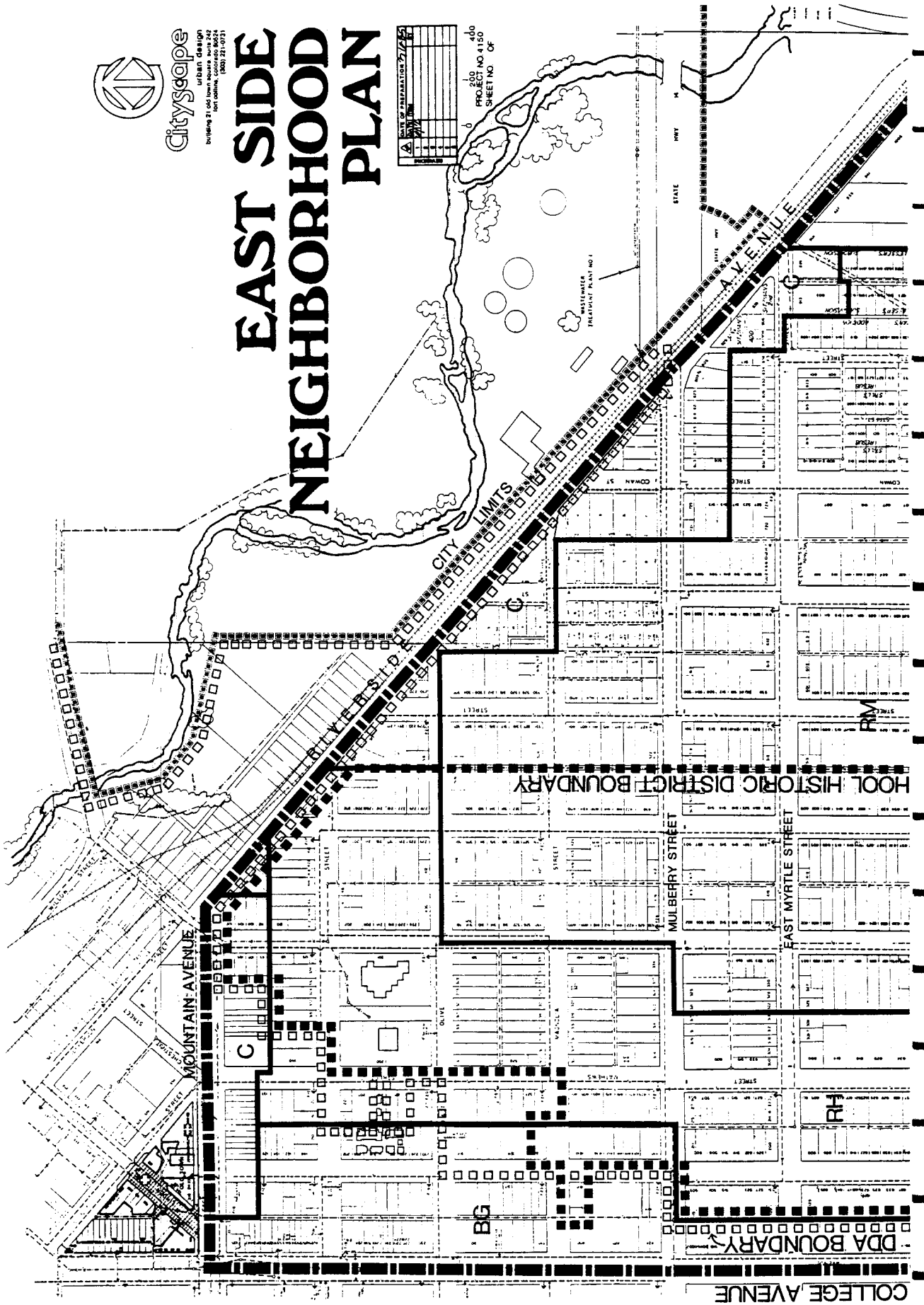
Cityscape

URBAN DESIGN  
BUILDING 21 000 Town Square Suite 242  
Fort Collins, Colorado 80524  
(970) 221-0751

# EAST SIDE NEIGHBORHOOD PLAN

DATE OF PREPARATION	BY	SCALE
2/2/25	MM	

PROJECT NO. 4150  
SHEET NO. OF



COLLEGE AVENUE

DDA BOUNDARY

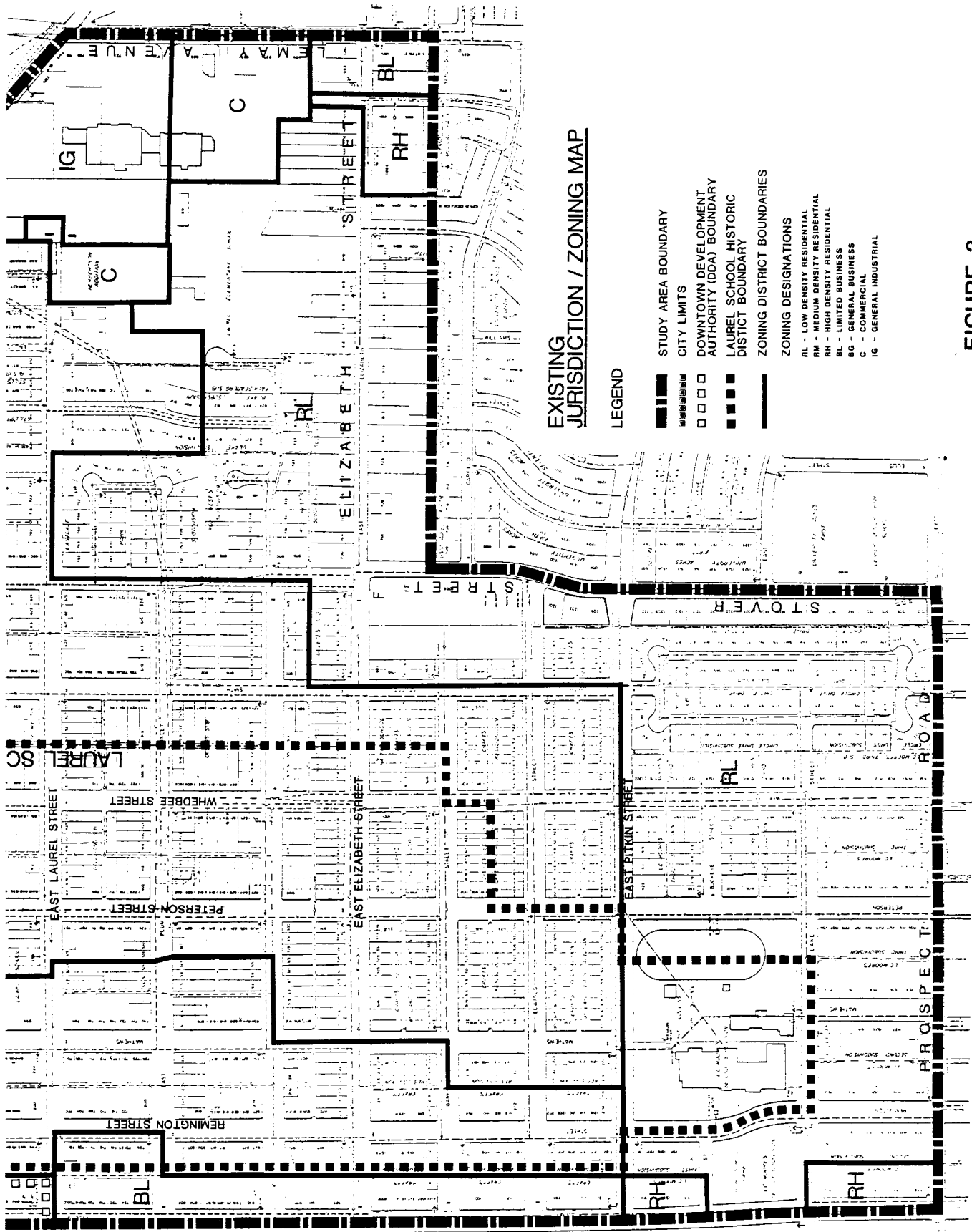
EAST MYRTLE STREET

MULBERRY STREET

HOOB HISTORIC DISTRICT BOUNDARY

CITY LIMITS

MOUNTAIN AVENUE



**FIGURE 3**



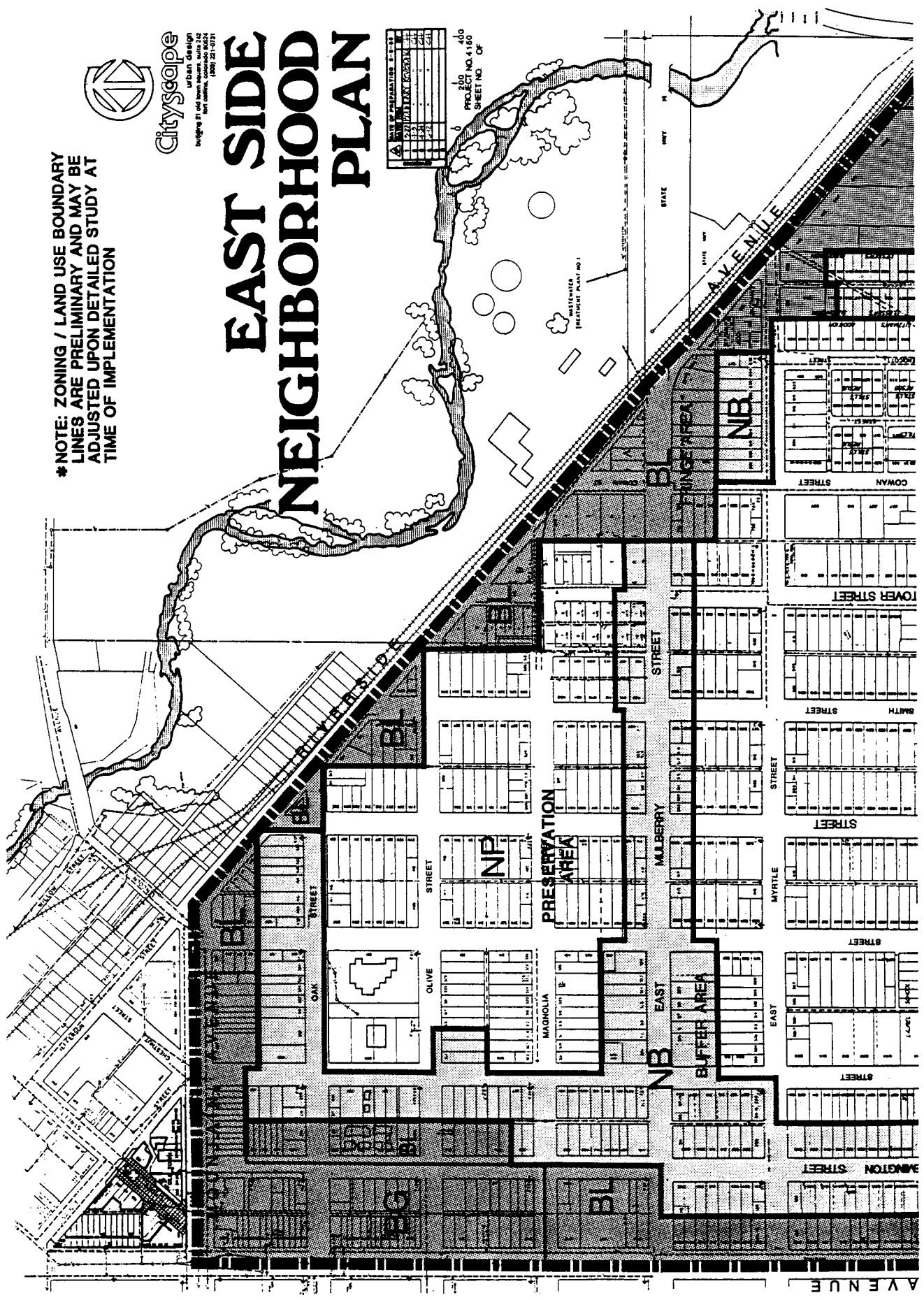
\*NOTE: ZONING / LAND USE BOUNDARY LINES ARE PRELIMINARY AND MAY BE ADJUSTED UPON DETAILED STUDY AT TIME OF IMPLEMENTATION

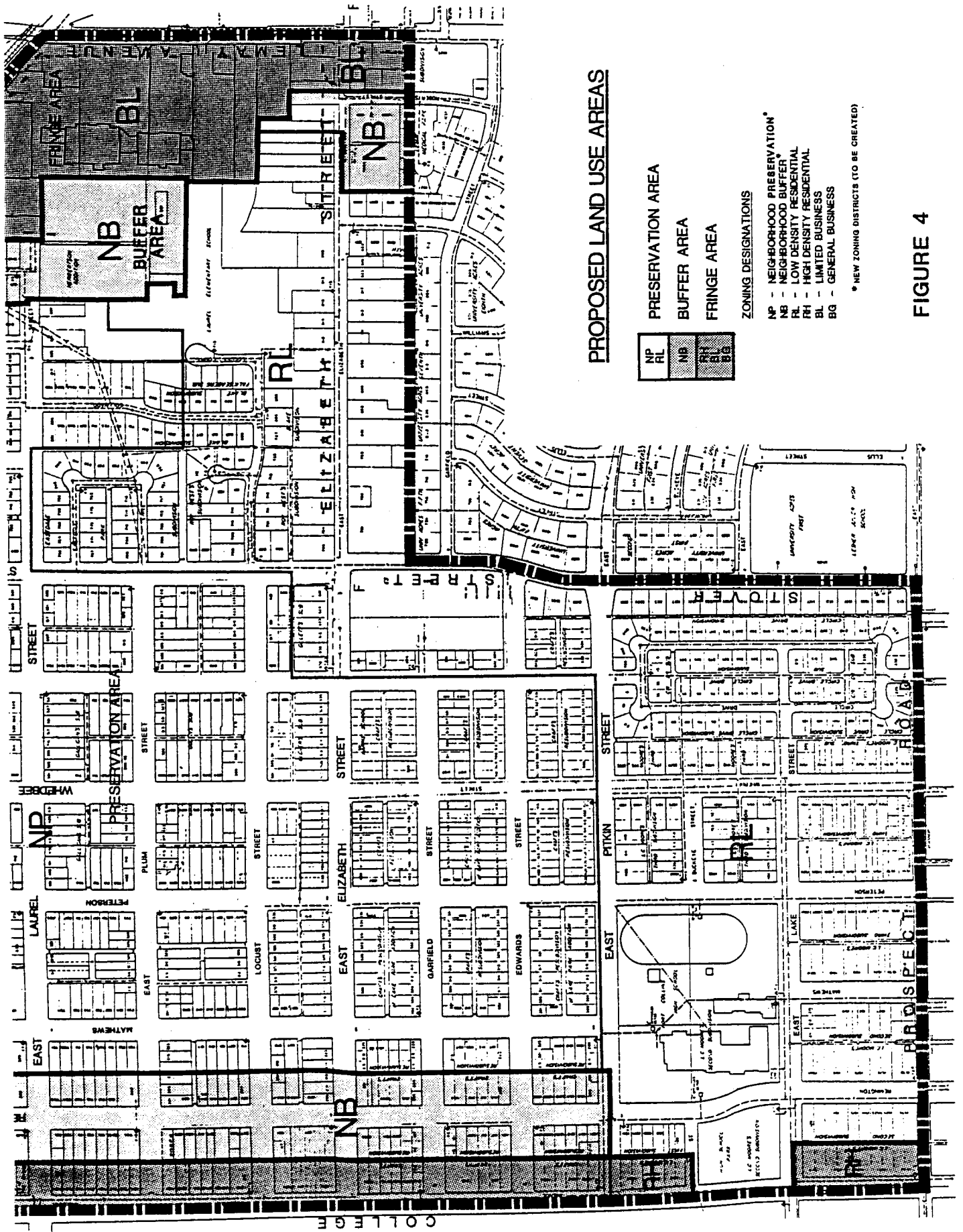


# EAST SIDE NEIGHBORHOOD PLAN

DATE OF PREPARATION		PROJECT NO.		SHEET NO. OF	
DATE	BY	NO.	OF	NO.	OF
12/15/10	J. COOPER	4130	1	1	1

PROJECT NO. 4130  
SHEET NO. 01





**PROPOSED LAND USE AREAS**

NP	RL
NB	RI
BL	BG

PRESERVATION AREA  
 BUFFER AREA  
 FRINGE AREA

**ZONING DESIGNATIONS**

- NP - NEIGHBORHOOD PRESERVATION\*
- NB - NEIGHBORHOOD BUFFER\*
- RL - LOW DENSITY RESIDENTIAL
- RI - HIGH DENSITY RESIDENTIAL
- BL - LIMITED BUSINESS
- BG - GENERAL BUSINESS

\* NEW ZONING DISTRICTS (TO BE CREATED)

**FIGURE 4**

- Other uses by right, such as conversions to low density multiple family (four unit buildings maximum) included in the N-P zoning district; and
- Single family homes.

A change of use may be deemed appropriate if it conforms to the surrounding neighborhood character, including, but not limited to: Scale, mass, building separation, building placement; building height; finish materials and architectural style; and can be shown to create no significant additional traffic, noise, or other land use conflicts, which would be adverse to the existing Neighborhood.

2.3. Traffic. Establish a Neighborhood Traffic Management Plan to minimize additional traffic impacts on the ESN, utilizing the policies included in the Transportation section of this document. Analyze specific areas such as East Magnolia and East Elizabeth Streets, where increased traffic would be in conflict with critical land use policies affecting the stability of the Preservation Area within the Neighborhood. Neighborhood participation in the creation and monitoring of Neighborhood Traffic Management Plans should be maximized to the extent practical.

2.4. Housing. The preservation and enhancement of the existing housing stock in these areas is a key element of this Plan. All other policies affecting the East Side Neighborhood should be evaluated as to their impacts on the stability of the existing residential areas designated for Neighborhood Preservation.

The continued attraction of home buyers and renters to the ESN is most desirable, and should be a priority of both the City and the Neighborhood. An area of particular concern is the Preservation Area north of Mulberry Street. This small area provides a diverse mix of housing types within easy walking distance to the downtown commercial and employment areas. Extensive use conversions and/or intrusive changes in traffic patterns could seriously undermine this important low density area.

### 3. Buffer Areas

3.1. Zoning. Most of the designated Buffer Areas are now within the R-H, High Density Residential Zoning District which allows a wide variety of residential densities and non-retail commercial uses. While the R-H zone is similar in concept to the desired Buffer Area, intense traffic generating uses including restaurants, hospitals and clinics, and very high density residential uses are allowed beyond what is considered compatible with the Neighborhood. The Buffer Areas should be rezoned to a new "Neighborhood Buffer" zone. Conditions on use conversions, involving changes of existing uses - except to single family - should be included in the N-B, Neighborhood Buffer Zone in

the ESN. These conditions should require that site and landscape plans and preliminary building elevations be reviewed by the East Side Planning Advisory Committee and approved by the City of Fort Collins Planning Director. Requests determined to require more extensive public review may be referred to the Planning and Zoning Board and appealed to City Council if necessary.

If the Neighborhood Buffer zone cannot be implemented, a conditional version of the existing R-H, High Density Residential Zoning District, based on the policies included in this section, should be developed.

- 3.2. Use Conversions. Land use conversions and added accessory uses, such as home occupations, are anticipated in the Buffer Areas. The close proximity to the more intense Fringe Areas tends to make many sites less desirable for most single family residential uses. The visual quality of most of the existing structures in these areas and the desirable environment of the East Side Neighborhood combine to make the "Buffer Areas" attractive for home occupations, office uses, or special housing uses types. Although a wider range of land uses is appropriate in these areas, preservation of existing structures to the extent possible, and compatible exterior treatment and architectural style of renovated structures or any new construction is of great importance. Setbacks should be allowed to be consistent with the character of the surrounding neighborhood. Any change of use determined to be appropriate in the Buffer Areas should be allowed if the proposal conforms to the intent of this Plan; is compatible with the surrounding neighborhood environment; and, can be shown to create no significant traffic, noise, or other land use conflicts with adjacent Preservation Areas. Under those criteria, appropriate changes in use would include:

- \* Low intensity professional offices and personal service shops;
- \* One and two family dwellings;
- \* Multiple family dwellings up to a maximum density of 12 units/acre. Higher density residential uses may be permitted as proposed and approved as a Planned Unit Development;
- \* Boarding, rooming, and "bed and breakfast" establishments;
- \* Parks or similar public or nonprofit quasi-public recreational uses;
- \* Churches and schools;
- \* Public or private schools;
- \* Accessory units such as basement apartments or carriage house apartments;
- \* Child care centers; and,

\* Group and elderly retirement homes.

- 3.3. Traffic. The primary purpose of the Buffer Areas is to provide a level of protection to the Preservation Areas from the more intense activities of the Fringe. It is not intended to encourage additional traffic encroachment into the Neighborhood, unless allowing additional traffic in certain Buffer Areas can be shown to be a trade-off to protect adjacent Preservation Areas. For that reason, high traffic generators should not be allowed in these areas. Buffer Areas will frequently serve as major entries into the ESN and their role in the Neighborhood Traffic Management Plan is quite important.
- 3.4. Housing. These areas represent opportunities to provide housing for a number of groups with specialized needs. Those needs include home occupations, group homes, and higher density residential uses that are somewhat more intense than would be appropriate in Preservation Areas. These uses should be encouraged, under proper review criteria, in the Buffer Areas. The Neighborhood should also work with the City of Fort Collins to provide a relocation program for low or moderate income residents displaced by new construction or renovation projects.

## 2.2 Transportation

### 2.2.1 Existing Conditions

The East Side Neighborhood is located south and east of the Central Business District of Fort Collins and east of the main campus of Colorado State University. This means that traffic drawn by these two major destinations from the southeast Fort Collins population centers and I-25 must pass around or through the Neighborhood. The ESN also bears the impact of through-traffic on U.S. 287 and Colorado Highway 14, and traffic generated by south- and east-bound commuters from northwest Fort Collins. Downtown and CSU are not only traffic destinations, but are also physical barriers that tend to focus east- and west-bound traffic on Mulberry Street, thus bisecting the Neighborhood. The existing neighborhood transportation system is illustrated in Figure 5.

The East Side Neighborhood was one of the first residential neighborhood to develop in Fort Collins, and, largely because of its location, has always played an important role in providing residential support for the Downtown and CSU. Unfortunately, also because of its location, neighborhood stability has historically been compromised for the sake of improving regional traffic circulation. Relocating Colorado 14 from its historic route (Lincoln Street) to East Mulberry Street in 1950, greatly aided traffic movement east of Fort Collins. The result, however, has had a substantial negative impact on the previously developed East Side Neighborhood area.

## 2.2.2 Transportation Policies

The following policies have been formulated to preserve and enhance the East Side Neighborhood as a viable residential area, while allowing for the traffic needs of nonresidential neighborhood uses and of the entire community. That goal must be kept in mind when making all future traffic related decisions affecting the study area. There are a number of actions that can be taken to reduce future negative traffic impacts on the ESN.

### 1. City Wide Capital Improvements (See Figure 6)

- 1.1. Lemay Avenue. Through the use of directional signage, encourage travellers on Highway 14 whose destination is the south Fort Collins commercial areas to utilize South Lemay Ave. as an alternative to driving west through the Neighborhood on Mulberry Street and then south on College Avenue.
- 1.2. Mason-Howes. Encourage the use of the Mason-Howes one-way pair as an alternative access route to and from downtown.
- 1.3. Downtown By-Pass. Create a functional Colorado Highway 14 truck by-pass of the downtown area utilizing Lemay Avenue and Vine Drive or Conifer Street, to connect East Mulberry Street to North College Avenue. The City should actively pursue the funding and installation of this improvement.
- 1.4. Fort Collins Parkway. Accelerate the process of constructing the proposed Parkway through north Fort Collins.
- 1.5. Riverside Avenue. Encourage downtown traffic to utilize Riverside Avenue instead of continuing into the ESN on west-bound Mulberry Street and/or using Neighborhood streets (see Figure 6). Implementation methods to be considered should include:
  - Directional signage should be provided at the Lemay Avenue and Riverside Avenue intersections with Mulberry Street. Signage should indicate Lemay Avenue as an access route to the "South College Avenue Commercial Area" and Riverside Avenue as the access to "Downtown";
  - An additional left-turn lane from westbound Mulberry Street onto south-bound Lemay Avenue;
  - Median treatment and other physical improvements at the intersection of Riverside Avenue and Mulberry Street to prioritize the movement from west-bound Mulberry Street onto north-bound Riverside Avenue;
  - Increase capacity on Riverside Avenue by adding street width and closing unnecessary intersections with side streets; and

- Realignment of Riverside Avenue to Willow Street from its present Jefferson Street alignment should also be pursued in order to relieve congestion adjacent to Old Town.
- 1.6 Lincoln Avenue. Improve Lincoln Avenue to arterial standards, including reconstruction of the Lincoln - Mountain intersection, to provide a viable east - west traffic alternative to Mulberry Street.
- 1.7 Prospect Road. Improving Prospect Road will provide an east-west alternative to Mulberry Street. Specific implementation methods to be considered include the completion of the north half of the diamond interchange at Prospect Road and I-25 and improve Prospect Road to arterial standards including improvements to the Prospect/College intersection to provide an east - west alternative to Mulberry Street.
- 1.8 Timberline Road. Improve Timberline Road to major arterial standards, and extend it across the Poudre River to connect with Lincoln Avenue.

2. Important Neighborhood Streets (See Figure 7)

- 2.1 Mulberry Street. Considerable discussion has been on-going between the City and the Neighborhood on the future of the Mulberry Street corridor. This issue has not been decided as part of the Eastside Neighborhood Plan. Various scenarios have been proposed including the widening of Mulberry Street between Mathews Street and Canyon Avenue; a one-way couplet utilizing Magnolia Street and Mulberry Street between Riverside Drive and Canyon Avenue; a one-way couplet utilizing Magnolia Street and Mulberry Street between Mathews Street and Canyon Avenue; and, do nothing and hope that the problem goes away or corrects itself. While a decision on Mulberry Street will affect the Eastside Neighborhood, the issue has implications for other groups in the community, including the Mulberry Street corridor property owners west of College Avenue and downtown businesses.

The Neighborhood and the City recognizes the urgent need for more work done on developing an understanding of what the transportation planning needs are and to define a wider variety of options of where the community should be in regard to transportation planning in the next 20 years. Transportation planning is an important issue which needs both City, Neighborhood and community effort and support. The issue of the Mulberry Street corridor can only be resolved to everyone's satisfaction through this larger transportation planning effort. Any viable alternative, however, needs to be discussed in terms of its impact on the community as well as the Eastside Neighborhood. In terms of the Neighborhood, the following considerations should be given special attention in addition to the transportation policies contained within this Plan:

- Providing a fair and equitable distribution of the costs of any future improvements, rather than unfairly burdening existing property owners;

- Mitigating the negative impacts on local pedestrian and vehicular circulation;
  - Giving special consideration to the needs of the elderly and handicapped in terms of pedestrian circulation and safe street crossings;
  - Providing clear and understandable street signage and pavement markings;
  - Encouraging alternative modes of transportation;
  - Analyze simple and less disruptive circulation options first before considering the more complicated and disruptive ones;
  - Mitigate the negative impacts (noise, odor, light, sound, views, safety) of the more disruptive alternative transportation options through landscaping, fencing, greenbelts, etc.;
  - Involve the residents, renters and business persons of the Neighborhood in transportation planning.
- 2.2. Magnolia Street. The City and the Neighborhood recognizes that the demand of traffic on Mulberry Street will continue to be high and create potential future capacity problems. Several transportation network options were considered (see Appendix C). A one-way system utilizing Magnolia Street east of Mathews Street is not in the best interests of the community when considering the negative impact on the Neighborhood. Furthermore, increasing traffic on Magnolia Street east of Mathews Street would seriously disrupt the residential area north of Mulberry Street as a viable lower density residential area as envisioned in the Plan. Therefore, Magnolia Street, east of Mathews Street, should remain as a two-way local residential street.
- 2.3. Remington Street. It is not the intent of this Plan to encourage through-traffic to utilize any internal neighborhood streets. However it is realized that, as College Avenue becomes more congested in this area, traffic will seek an alternative. Remington Street should be emphasized as that alternative, rather than allowing additional traffic to diffuse onto parallel local streets such as Mathews and Peterson Streets.
- 2.4. Elizabeth Street. Elizabeth Street should be de-emphasized as a major access to Colorado State University. Existing traffic levels on the street are beyond the recommended "rule of thumb" maximum of 2500 average daily trips for local neighborhood streets.

An unusual circumstance affecting the East Elizabeth St. area is that the design of certain streets in the Neighborhood do not match their functions. For instance, Elizabeth Street from Stover Street to Lemay Avenue is designed as a local street, yet is carrying traffic volumes of a collector street function. Pitkin Street, from Stover Street to Lemay Avenue, is designed and constructed as a collector, but is



functioning as a local street. While it is not the intent of this Plan to place an unfair burden upon Pitkin Street, diffusing a portion of the increasing traffic load on East Elizabeth Street to other streets designed to carry more than just local traffic should be further studied. Other potential ways to relieve the growing traffic levels on East Elizabeth Street include:

- The developing nonresidential areas along Lemay and Riverside Avenues should be designed with adequate access to those arterials so that traffic is not forced back into the neighborhood via East Elizabeth Street;
- Directional signage should be installed at the Elizabeth/Lemay intersection promoting use of Lemay Avenue or Riverside Avenue as preferred routes to downtown or south Fort Collins, respectively;
- Visual improvements, and increased capacity on Riverside Avenue should be pursued to make that street more attractive as an alternative to Elizabeth Street;
- Entryway "curb bulges" and other neighborhood traffic controls should be installed on East Elizabeth Street, as indicated on Figure 7;
- Laurel Street should be extended to provide limited Neighborhood access only to the rear of the Riverside Shopping Center and connect to Pennock Street; and,
- The Pitkin/Lemay intersection should be evaluated to see if signal warrants are met. If warranted, a signal should be installed at that location.

2.5. Whedbee Street. Whedbee Street should not become a continuous through street connecting to Willow Street and Cherry Street. The long-term function of Whedbee Street should be to give Neighborhood residents access to the surrounding arterial streets and not to facilitate through-traffic generated outside the Neighborhood. Conceptual design alternatives for the north end of Whedbee Street are illustrated in Figure 8. The signals on Whedbee Street at Laurel Street if unwarranted, should be replaced with four-way stop signs.

2.6. Peterson Street. Additional traffic controls and special intersection treatments should be installed to provide a safer environment along Peterson Street. Presently, Peterson Street carries more traffic and at higher speeds than is reasonable for a local neighborhood street.

2.7. Laurel Street. No changes should be made to Laurel Street that will adversely affect its character as a local Neighborhood access street. Laurel Street should not be used to provide primary access to the developing commercial areas along Lemay Avenue and Riverside Avenue. It should however, provide Neighborhood access (bike/pedestrian/vehicular/transit) to the future East Side Neighborhood Park and potential housing and other desirable "Buffer" uses projected to occur

near the east end of Laurel Street. The specific recommended solution for Laurel Street is that it be narrowed east of Whedbee Street, and end as a straight continuation of "Laurel Street" at the west edge of the Riverside Shopping Center and then connect with Pennock Drive to the south (see Figures 7 and 11). Laurel Street should not connect with Riverside Avenue and should not provide direct access to the Riverside Shopping Center (access to shopping center will be via Pennock Drive, Riverside Avenue, and Lemay Avenue).

### 3. Special Intersection Treatment.

Although the existing grid street pattern contributes to the character of the Neighborhood, it does not set a hierarchy of streets. There are many locations where modifications to existing intersections would help the management of Neighborhood traffic, and enhance pedestrian and bicycle use. The City should investigate design options and funding mechanisms for the four general types of suggested modifications. Some of the intersections that can be considered as possible candidates for these various modifications are indicated in Figure 7. Special provisions for emergency access, and other design alternatives may be considered upon detailed study of individual intersections. Special intersection treatments include:

- 3.1. Creating cul-de-sacs where it is not necessary for a local street to go through to a major street.
- 3.2. Creating traffic diverters to eliminate through-traffic by forcing turning movements.
- 3.3. Narrowing streets by creating curb extensions at entryway intersections.
- 3.4. Treating lesser side streets on many blocks between College Avenue and Remington Street primarily as parking lots.

### 4. Parking.

The East Side Neighborhood is affected by unusually large demands for on-street parking on local streets. Several neighborhood streets are serving as "overflow" parking areas for patrons and employees of the Central Business District and Colorado State University. The following policies will aid in reducing the impacts of outside generated parking encroaching into the ESN:

- Downtown Related Parking. The City, DDA, Parking Commission, and other parties interested in downtown redevelopment should continue to strive to provide adequate parking to serve the Central Business District. New parking lots or parking garages to serve Downtown or Fringe Area parking needs should be located outside of designated Neighborhood Preservation or Buffer areas. Handicapped parking spaces provided should reflect the actual demand for such parking; and,

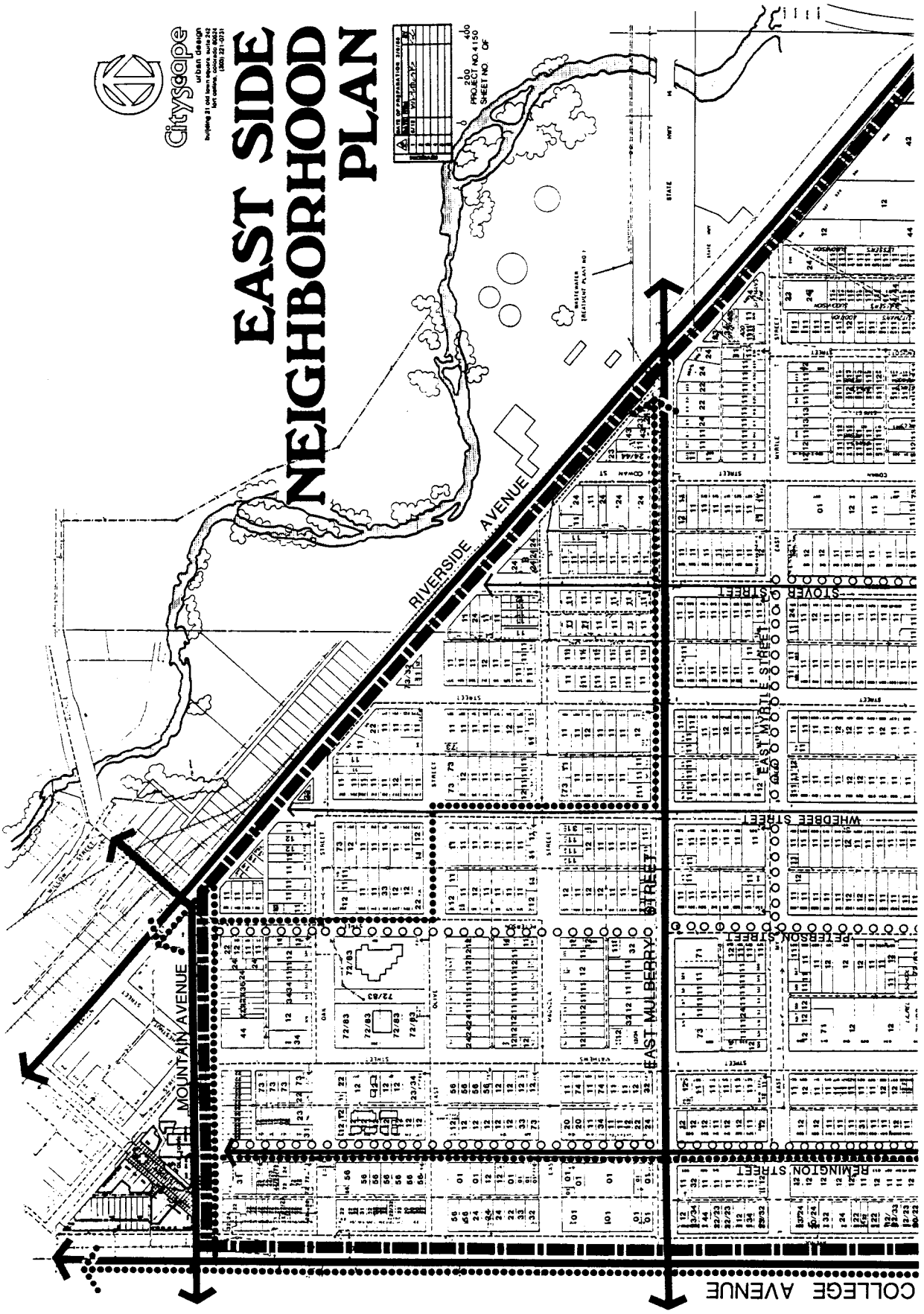


**Cityscape**  
 1410 East 14th Avenue  
 Suite 200  
 Aurora, CO 80010  
 Phone: 303.733.1410

# EAST SIDE NEIGHBORHOOD PLAN

NO.	DATE	DESCRIPTION
1	11/11/03	PRELIMINARY PLAN
2	11/11/03	REVISIONS
3	11/11/03	REVISIONS
4	11/11/03	REVISIONS
5	11/11/03	REVISIONS
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7	11/11/03	REVISIONS
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PROJECT NO. 4150  
 SHEET NO. 03



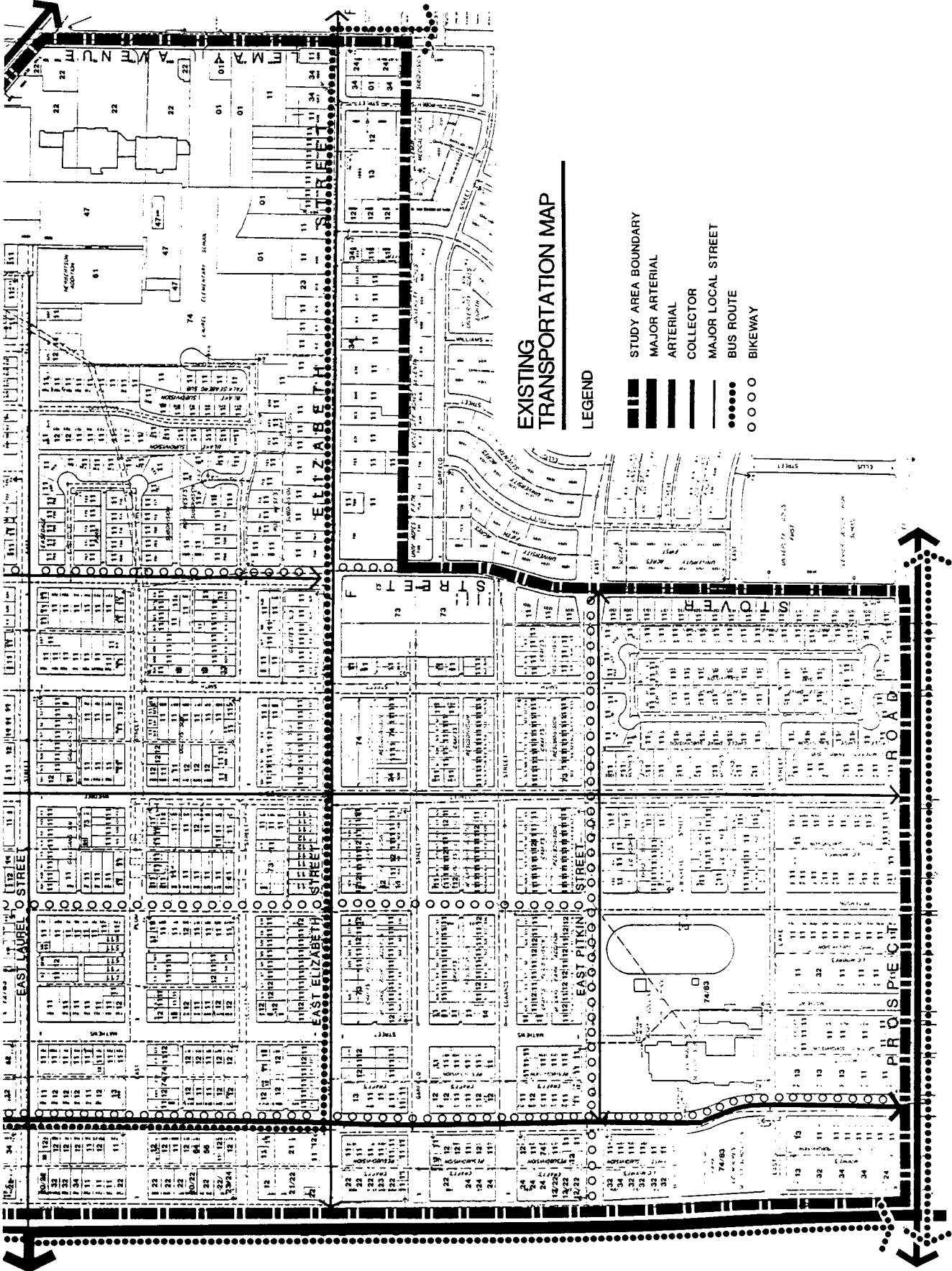
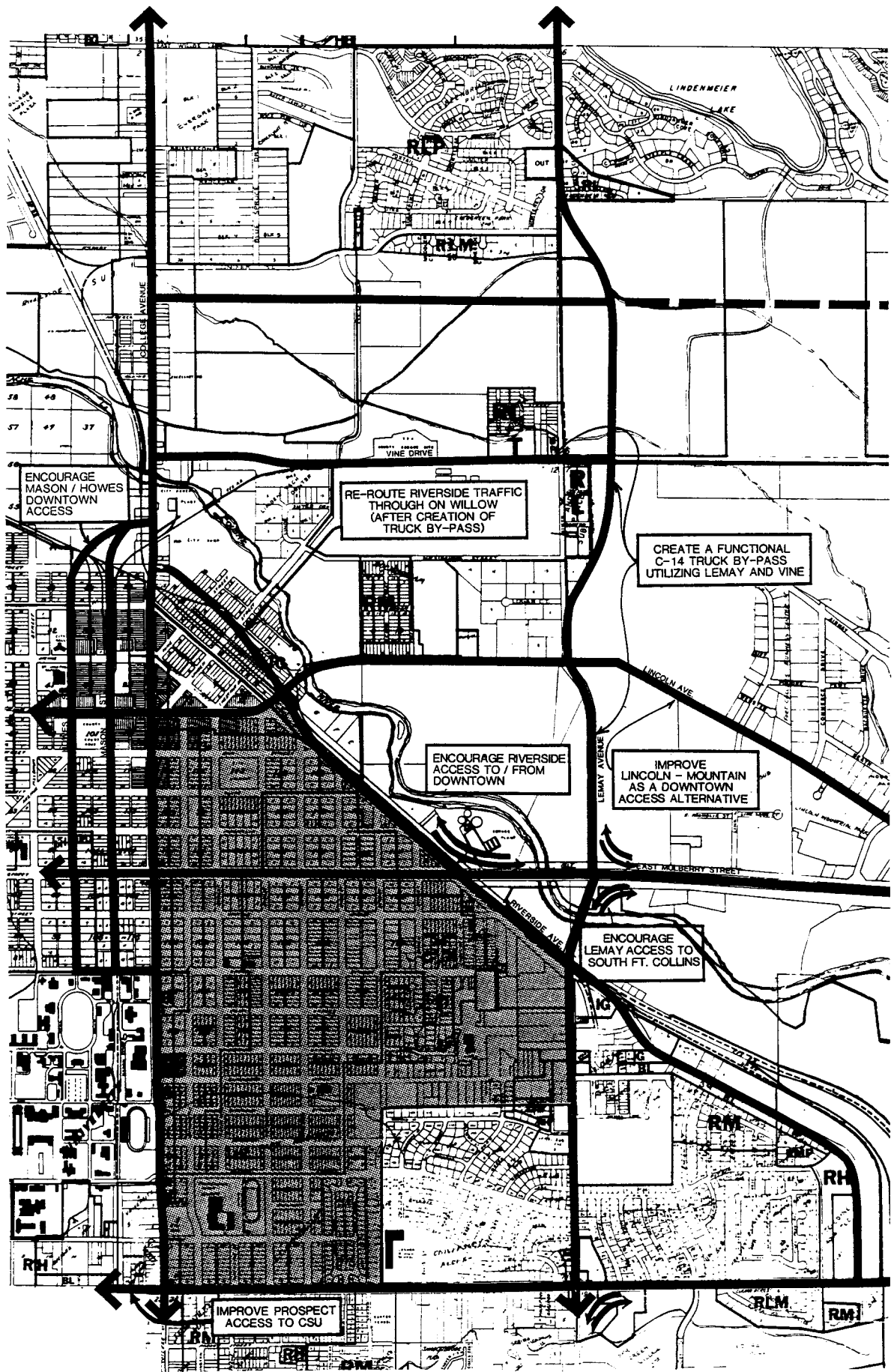
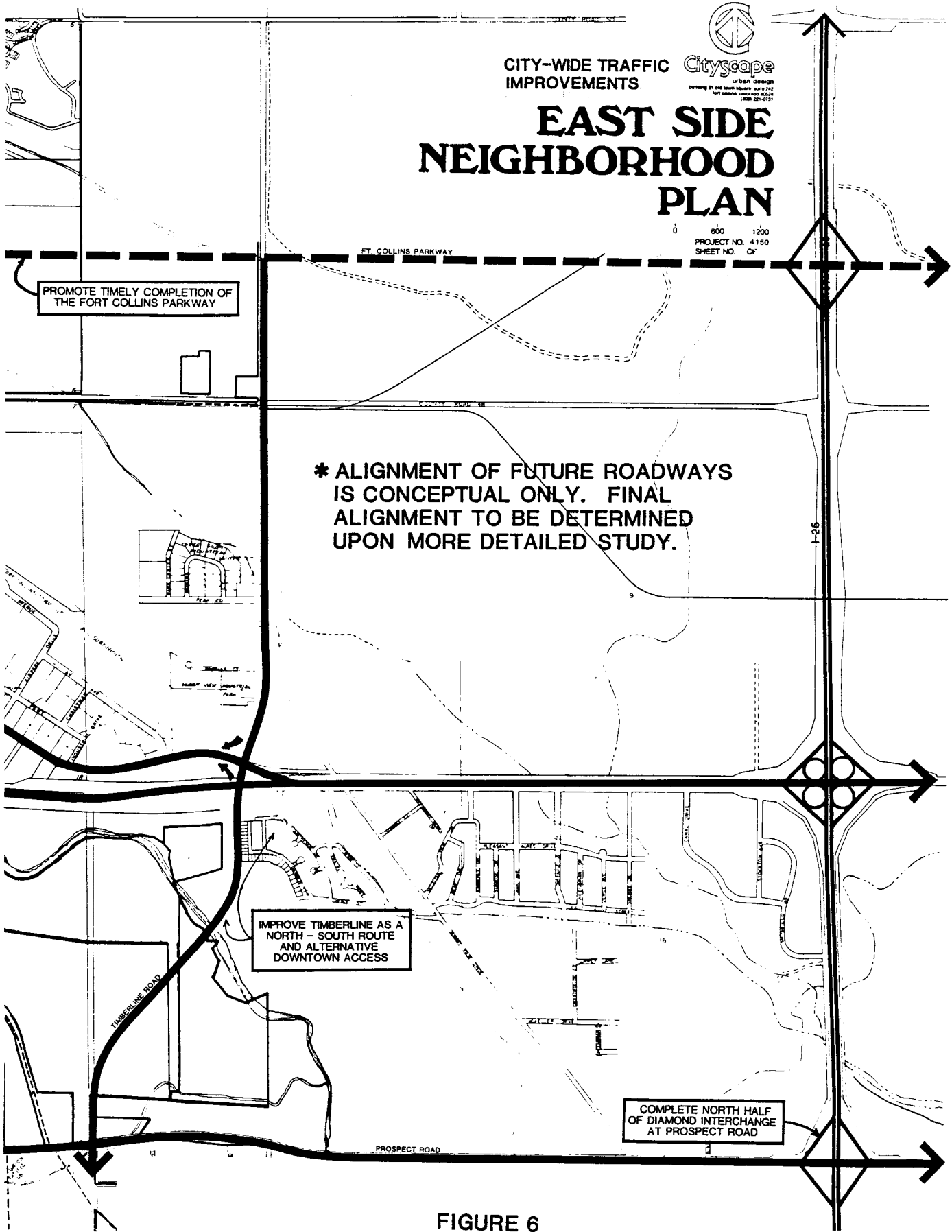


FIGURE 5





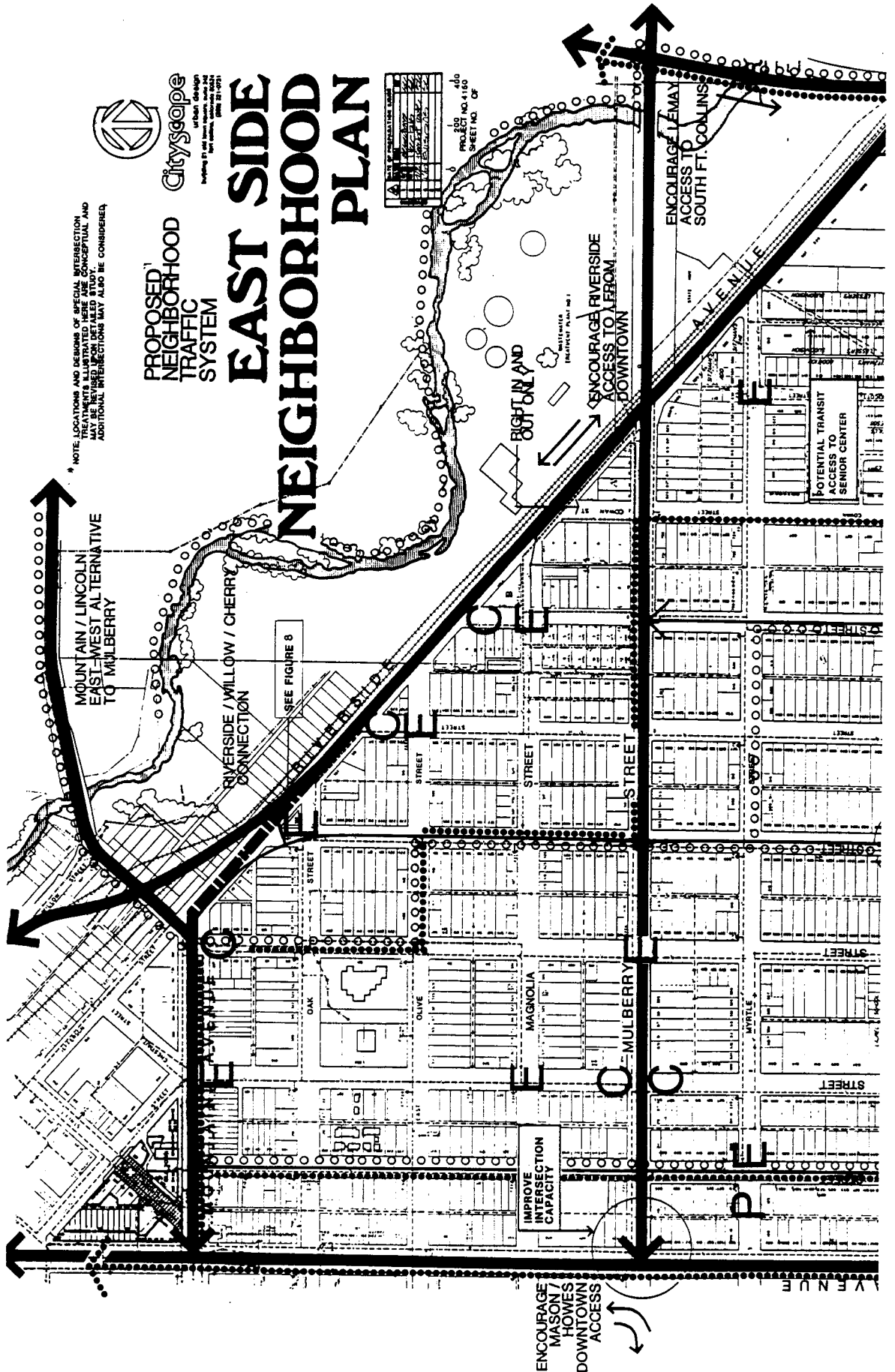


**PROPOSED  
NEIGHBORHOOD  
TRAFFIC  
SYSTEM**

# EAST SIDE NEIGHBORHOOD PLAN

\* NOTE: LOCATIONS AND DESIGNS OF SPECIAL INTERSECTION TREATMENTS ILLUSTRATED HERE ARE CONCEPTUAL, AND MAY BE REVISED UPON DETAILED STUDY. ADDITIONAL INTERSECTIONS MAY ALSO BE CONSIDERED.

PROJECT NO. 4100
SHEET NO. 07



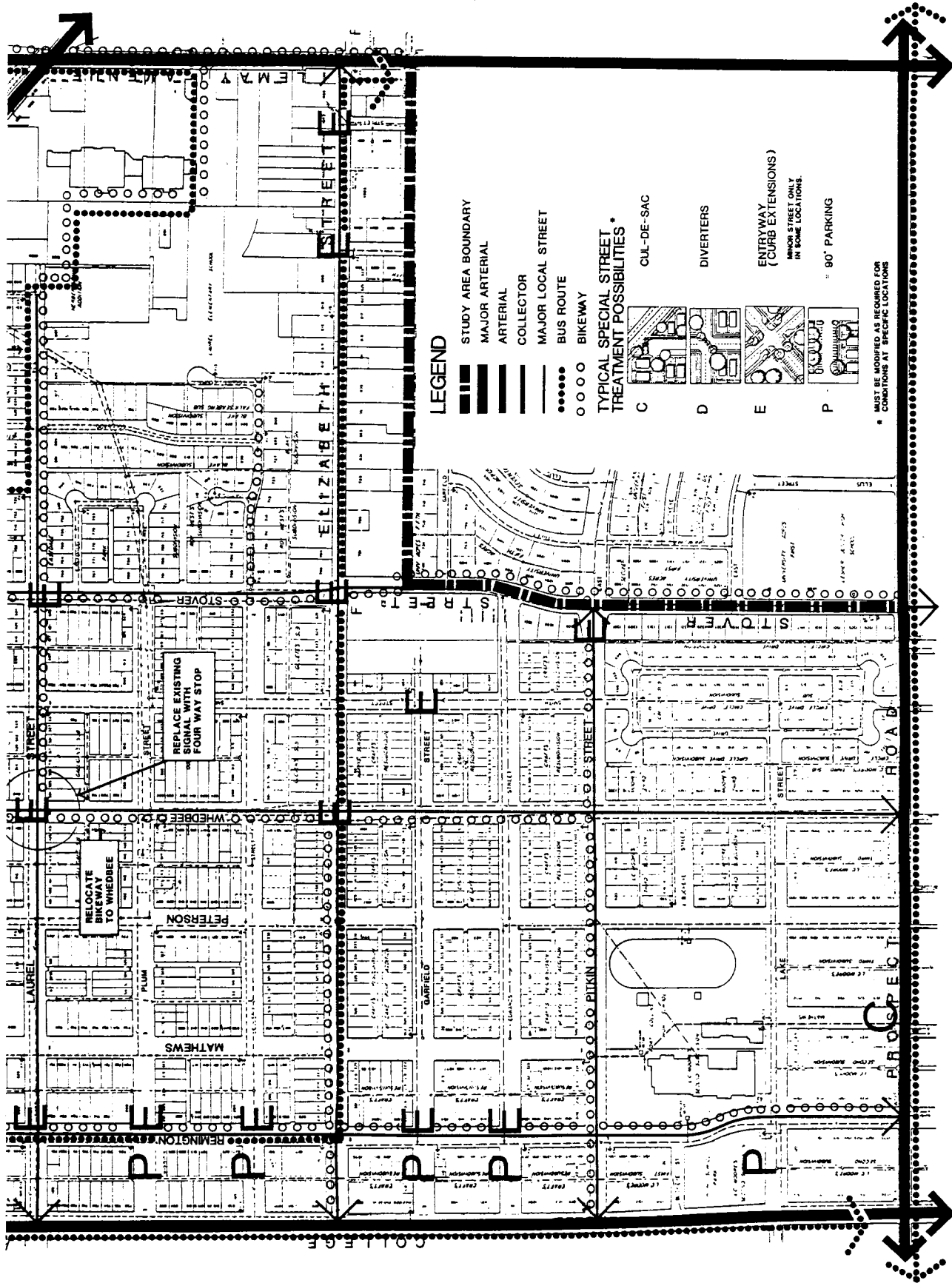


FIGURE 7



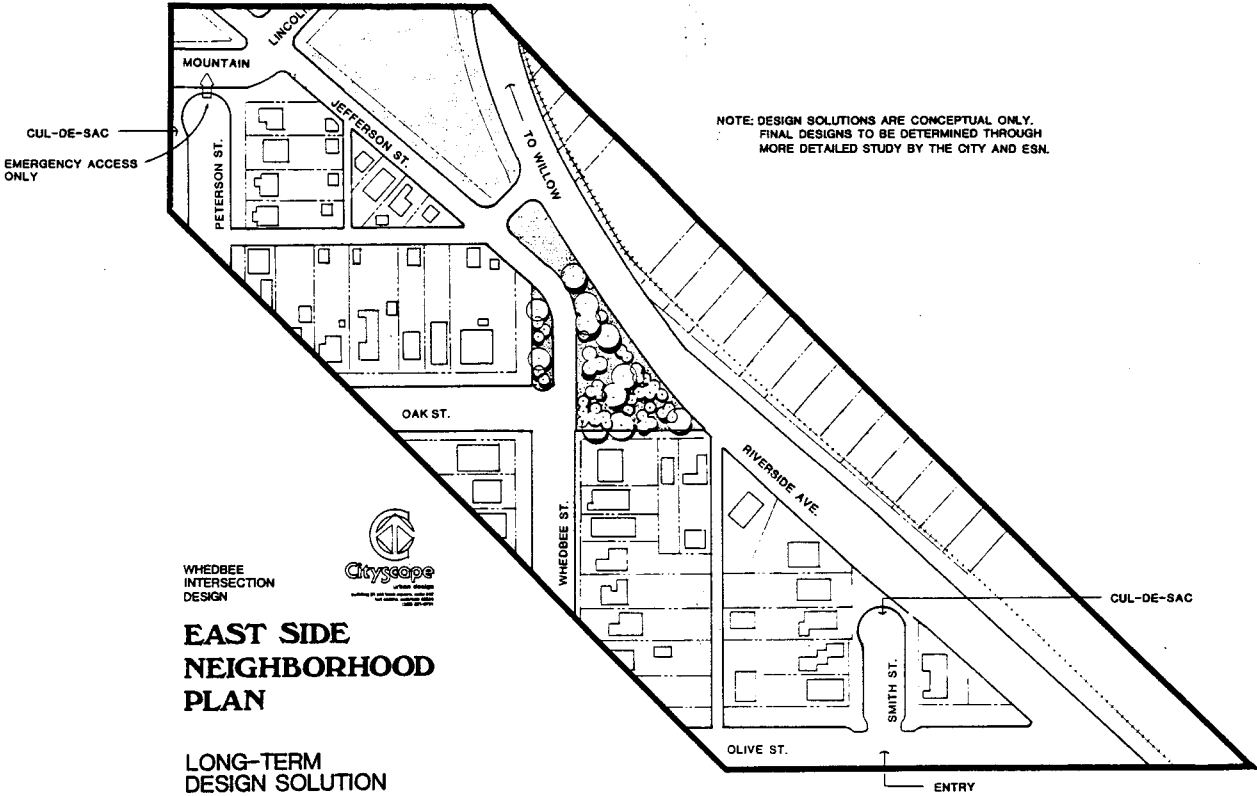
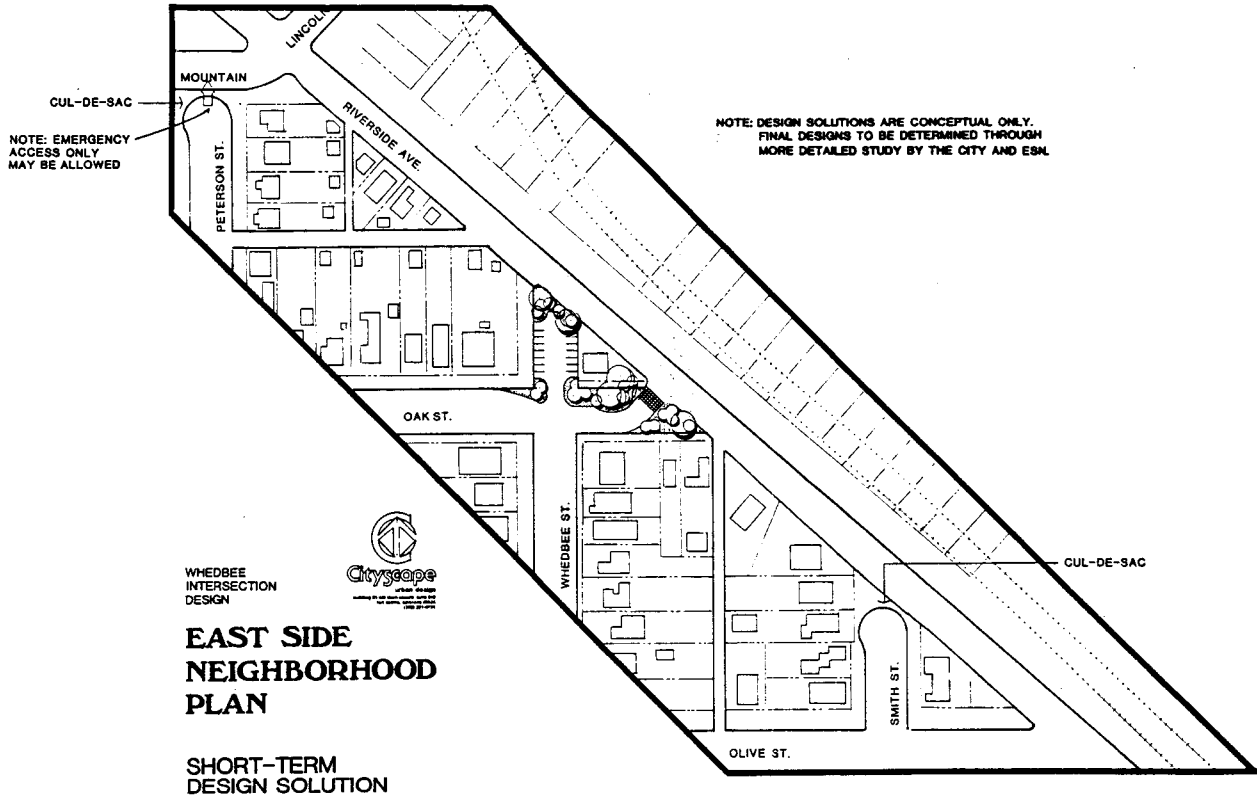
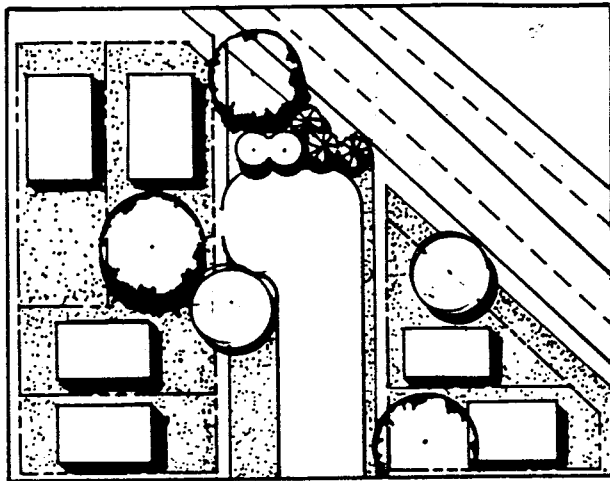


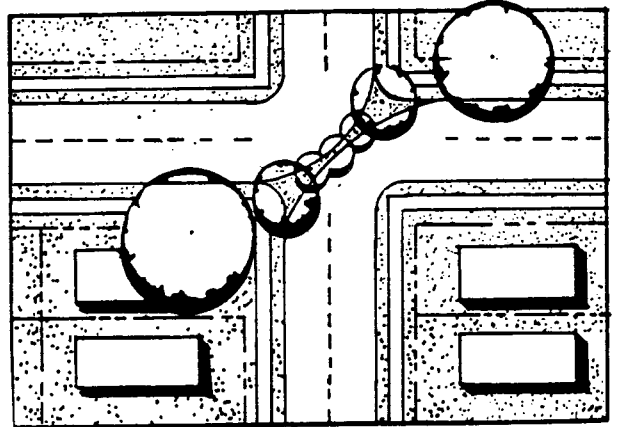
FIGURE 8

# EAST SIDE NEIGHBORHOOD PLAN

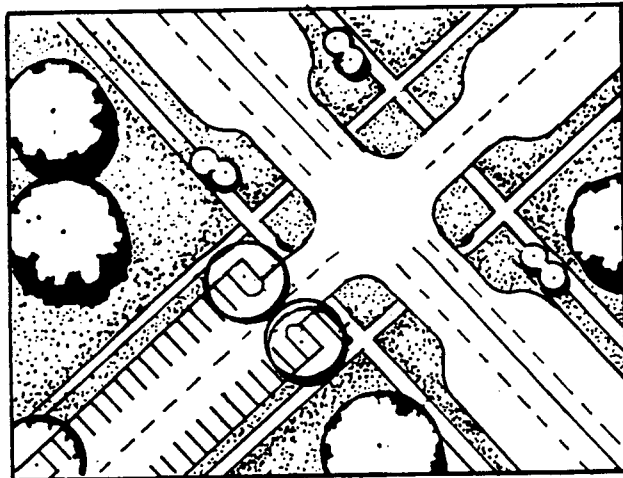


**CUL-DE-SAC**

\*MAY BE MODIFIED AS REQUIRED  
BY SITE SPECIFIC CONDITIONS

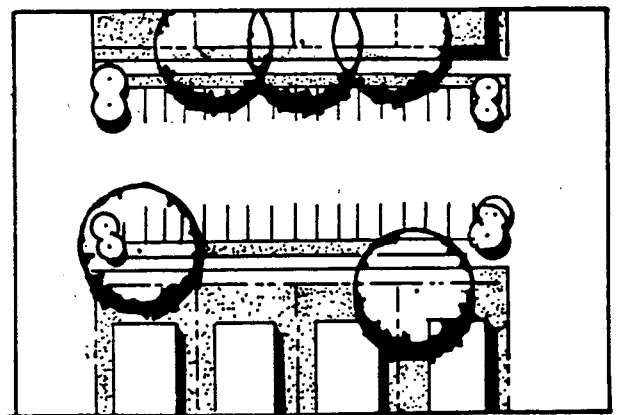


**DIVERTERS**



**ENTRYWAY  
(CURB EXTENSIONS)**

NOTE: IN SOME CASES, CURB  
EXTENSIONS MAY BE CONSTRUCTED  
IN MINOR STREETS, BUT NOT IN THE  
INTERSECTING MAJOR STREET



**90° PARKING**

## SPECIAL STREET TREATMENT PROPOSALS

- University Related Parking. The City and the ESN should work with CSU to implement a neighborhood parking permit program. This program should be directed to prohibiting long-term (over two hours) daytime parking for nonresidents on all neighborhood streets west of and including Peterson Street (and possibly other areas affected by nonresident parking encroachment). CSU students should be encouraged to use the existing and underutilized on-campus parking opportunities. The University should be encouraged to provide a better distribution of on-campus parking.

There are also some parking problems related to demands created from within the Neighborhood. Potential future actions include:

- Evaluate the need for additional neighborhood parking districts where inadequate off-street and/or on-street parking has been provided; and
- Require adequate off-street parking to meet the demands of all use conversions and home occupations.

#### 5. Truck Traffic.

Except for East Mulberry Street, and the arterial streets surrounding the study area, truck traffic should be prohibited (an exception would include those trucks which provide direct service to uses within the neighborhood), from using all streets within the Preservation and Buffer areas of the East Side Neighborhood. Appropriate signage should be utilized where necessary.

#### 6. Pedestrian Circulation.

Because most destinations are in close proximity, and because of the pleasant environment, walking as a means of transportation is utilized in Fort Collins older neighborhoods much more than in newer suburban developments. However, the existing walkway system is generally in poorer condition than in the newer parts of town (refer to Figure 6 for partial information). There are a number of improvements that should be made to the pedestrian circulation system in the ESN, including:

- 6.1. Sidewalk Maintenance. Sidewalks in the Neighborhood should be repaired and/or replaced according to the policies contained in the Public Facilities section of this Plan.
- 6.2. Street Crossings. Signalized pedestrian crossings of College Avenue are now set to the minimum time allowed in order to facilitate vehicular traffic flow. Signals should be programmed to allow greater time for pedestrians to cross College Avenue, especially at non-peak traffic hours, while still considering the needed carrying capacity of the affected street.

6.3. Handicapped Access. Sidewalk and other pedestrian improvement programs should include handicapped access ramps at intersections when practical.

7. School Access.

Safety of pedestrian access to the five schools in or adjacent to the ESN is important. The area around Harris Elementary School has been found to be of particular concern to the Neighborhood because of problems of uncontrolled crossings and poor visibility of both pedestrians and traffic controls. Policy recommendations to help alleviate these school access concerns are:

7.1. Crossing Design. The City and School District should re-evaluate the present traffic controls affecting access to Harris School, particularly the intersection at Whedbee and Elizabeth Streets. Retention of the existing signal, or a four-way stop with painted crosswalks should be evaluated as to the relative safety of either traffic control at that location. Regardless of the mechanical controls, a crossing guard should be employed at the Whedbee/Elizabeth intersection during peak hours on school days.

7.2. Pedestrian Visibility. Actions should be taken to extend the protected pedestrian environment along all streets in the Neighborhood. At crossings which have been identified as problem areas (such as the Whedbee/Elizabeth and Smith/Garfield intersections), consideration should be given to utilizing "curb bulges"; additional parking restrictions; and removal of trees and shrubs which create significant sight obstructions.

7.3. Bus Parking. Parking arrangements for loading and unloading school children should be adjusted so that buses do not contribute to the pedestrian visibility problems.

8. Alternative Transportation Modes

8.1. Transfort. Efforts to encourage increased ridership on Transfort should include:

- Provide weather protected waiting areas at highly used bus stops;
- Evaluate granting buses priority during peak hours on major streets;
- Coordinate bus routes with the proposed senior center, and special intersection treatments listed above. If applicable, bus traffic may be exempted from flow restrictions where proposed street design improvements are intended to divert vehicular traffic; and
- Identify opportunities for "park and ride" facilities to reduce cross-town traffic, especially for special community events.

- 8.2. Handicapped Access. Provide access to Transfort and any other forms of public transportation to the handicapped.
- 8.3. Car Pooling. Provide incentives such as priority parking spaces or reduced permit fees for individuals or businesses who participate in car pooling programs.
- 8.4. Bicycling. Provide more continuity to the Neighborhood bikeway system. Especially important connections needed (See Figure 7) are:
- From the Neighborhood to Lemay Ave.;
  - Safer crossings at East Mulberry St.;
  - From Peterson St. and Mountain Ave. onto the Poudre River Trail;
  - Better access to Colorado State University (the north portion of campus in particular);
  - A safe route to the South College Ave. commercial areas;
  - Bicycling should be prohibited on arterial streets unless adequate bike lanes or paths are provided. Certain lanes and paths must be provided before this policy can be enforced; and
  - The City should continually update its publications designed to inform bicyclists of their rights and responsibilities in Fort Collins.
- 8.5. Pedestrian System. As indicated in other portions of this Plan, the pedestrian system in the ESN should be improved in a number of ways, including:
- Better maintenance of existing neighborhood walks and improved safety at intersection cross walks;
  - Installation of walks where none exist along heavily traveled streets; and
  - Safe connections to the Poudre River Trail and to the developing commercial service area along Lemay Avenue.

## 2.3 Private Maintenance

### 2.3.1 Maintenance Concerns

An important consideration in the preservation and enhancement of the East Side Neighborhood is the on-going maintenance of private properties in the

area. Appearance, property values, speculation by absentee landlords, as well as health and safety concerns are affected by the maintenance of the buildings and grounds in the Neighborhood.

Maintenance problems in the ESN can be generally broken into two categories:

- General Repair. This includes routine maintenance items such as painting, minor repair, and yard care; and
- Major Reconstruction. These are items beyond normal maintenance needs, and include items such as repointing brick work or correcting major structural problems.

Both these types of maintenance problems are more prevalent in older neighborhoods than in newer parts of town. It is the intent of this Plan that the maintenance needs of older neighborhoods not become disincentives to people who might otherwise choose to live in the East Side Neighborhood.

### 2.3.2 Maintenance Policies

Maintenance of private property was considered both in terms of dealing with problem areas, and in providing guidance for property owners or residents who wish to make improvements to Neighborhood properties. The following policies have been formulated to address the above described maintenance needs:

1. The existing Fort Collins Housing Code should be reviewed and better enforcement achieved.
2. A four phase program to promote better maintenance should be implemented:
  - 2.1. A property owner in violation should first be informed and given an opportunity for voluntary compliance.
  - 2.2. The City should actively enforce maintenance requirements when property owners refuse to make necessary repairs.
  - 2.3. A volunteer neighborhood assistance program should be instituted to provide free, or low cost, labor for the benefit of residents who are physically or economically unable to do the needed work themselves.
  - 2.4. A revolving loan program for major reconstruction projects should be established for use by neighborhood residents.
3. The City should prepare an easily understandable informational guidebook explaining property owners' responsibilities and City requirements for maintenance of private property.

4. Property owners doing major additions, remodeling, or new construction should be encouraged to take care that the resulting exterior treatment (scale, mass, building height, and materials) and architectural style is compatible with the surrounding neighborhood. Building setbacks, including placement of garages as close as five feet to alleys, should be consistent with the character of the surrounding neighborhood. Solar access potential to surrounding lots should be preserved to the extent practical.
5. The City should investigate initiation of a program for deferring increased property taxes that would otherwise be incurred by elderly or other lower income property owners as a result of renovating their homes.
6. The City and ESN should review portions of the Uniform Building Code to evaluate any needs for special considerations applicable to older neighborhoods.
7. The City and Neighborhood should continue to implement an annual street tree replacement and enhancement program. The City and ESN Planning Advisory Committee should identify priority areas and working with the affected properties, recommend specific blocks each year for the installation of additional street trees or the replacement of dead or diseased trees. Measures should be taken to avoid imposing a financial hardship upon affected property owners or tenants.

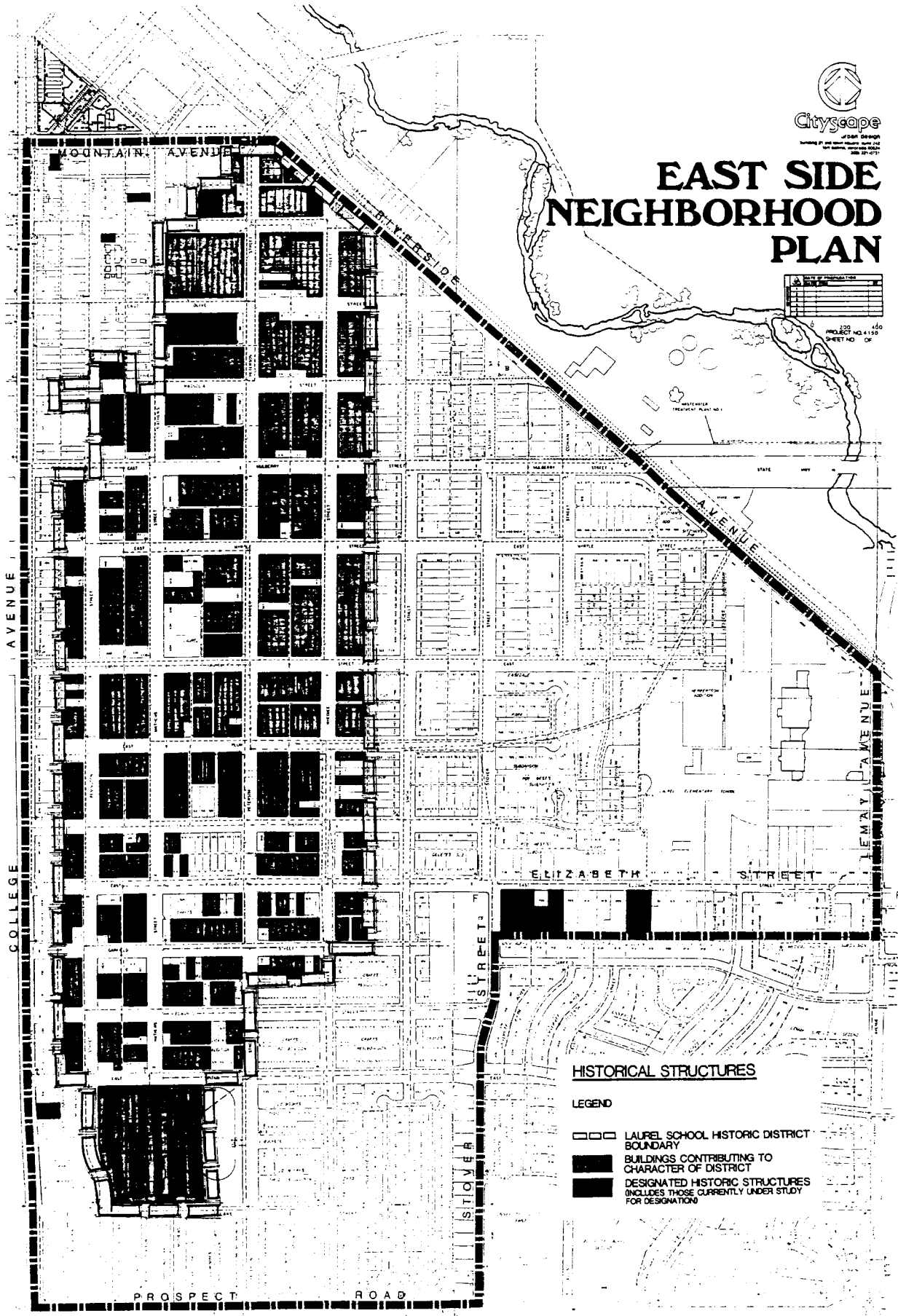
## 2.4 Historic Conservation

### 2.4.1 Existing Conditions

The East Side Neighborhood is one of Fort Collins' earliest residential neighborhood and includes the Laurel School Historic District (see Figure 10). The Historic District Area was constructed between 1880 and 1930 and reflects the changing architectural and economic trends of that period. The remainder of the residential areas in the Neighborhood, while not yet officially considered historic, expresses the architectural styles and economic conditions present at their various times of development. There is an extremely large percentage of structures that are contributing to the historic quality of the Neighborhood offset by only a few markedly intrusive buildings. However, some important structures have been lost to demolition in past years. Additional protection for the area is needed as the fringe commercial and mixed use buffer areas and downtown continue to redevelop.




# EAST SIDE NEIGHBORHOOD PLAN

PROJECT NO. 410	OF
SHEET NO.	OF



**HISTORICAL STRUCTURES**

**LEGEND**

-  LAUREL SCHOOL HISTORIC DISTRICT BOUNDARY
-  BUILDINGS CONTRIBUTING TO CHARACTER OF DISTRICT
-  DESIGNATED HISTORIC STRUCTURES (INCLUDES THOSE CURRENTLY UNDER STUDY FOR DESIGNATION)

**FIGURE 10**  
 35-A



## 2.4.2 Conservation Policies

The following policies are directed toward conserving and improving the overall historic character of the Neighborhood, especially within the Laurel School District. Additionally, many of these policies could have applications in other parts of the Neighborhood and community:

1. The City should establish preservation criteria applicable to any "contributing" structures, sites, objects, and districts, with the goal of making practical attempts to save or relocate such structures that otherwise might be demolished. Such criteria should be applied anywhere in the community where similar conditions exist.
2. The City, Neighborhood, and individual property owners should utilize guidelines such as those found in the Laurel Street Neighborhood Design Guidelines Project, and the Colorado Design Guidelines Project, Workbook #1 to the extent practical in the restoration or renovation of existing structures or new construction in the designated Preservation or Buffer areas of the East Side Neighborhood.
3. The City and the ESN should work with the State Historical Society to evaluate expansion of the designated historic area of the neighborhood. The City and the Neighborhood should explore opportunities and constraints of "local designation" of the Historic District and Neighborhood.
4. The City and the Neighborhood should establish incentives for residents to seek "local designation" of important structures in the Neighborhood.
5. The City should explore local incentives for residents of older structures who renovate their homes. Incentives might include:
  - A residential tax freeze, which would defer increased property taxes for five years when improvements are made to buildings more than thirty years old containing three units or less; and
  - Acquisition of preservation easements by either the City or the State Historical Society.
6. The ESN should provide information regarding the historic importance of the East Side Neighborhood through the various "welcome" services, Board of Realtors, and neighborhood organizations.
7. The City should continue to provide information to the public on existing funding programs for historic preservation activities.
8. The City and the Neighborhood should conduct a survey of existing structures, sites, objects, and districts, to be categorized as "contributing", "non-contributing", or "intrusive" to the unique character of the Study Area (See Appendix D). Criteria should be developed to define "contributing", "non-contributing" and "intrusive".

## 2.5 Open Space

### 2.5.1 Existing Conditions

The public open spaces, cultural and educational facilities currently located within the East Side Neighborhood (see Figure 12) are:

- High School Park (adjacent to Fort Collins High School);
- Lincoln Park ("Library Park");
- The Fort Collins Public Library;
- The Fort Collins Museum;
- The Downtown Community Center;
- (New) Laurel School;
- Harris Elementary School;
- Fort Collins High School; and
- Centennial Adult High School (Old Laurel School), and the associated Laurel School mini-park.

None of the existing open space facilities in the Neighborhood meet the City's definition of a "Neighborhood Park" (at least six to thirty acres in size). The largest open space is High School park (2.5 acres), but because of its location at the edge of the neighborhood serves a very limited population. The Open Space Plan adopted by the City of Fort Collins in 1974 proposed acquisition of a ten acre neighborhood park site adjacent to the new Laurel School (referred to in this document as the East Side Neighborhood Park). Although the Open Space Plan called for acquisition of that park site by 1975, it has not yet been purchased or designed.

### 2.5.2 Open Space Policies

Although there are a variety of facilities serving the Neighborhood, there are no neighborhood or community parks within close proximity to most residents of the Neighborhood. Acquisition and development of the East Side Neighborhood Park is therefore a major priority of the East Side Neighborhood.

1. The East Side Neighborhood Park (see Figure 11) should be made an immediate priority of the City's parks acquisition and development program.

1.1. The City and Neighborhood should work together to define a park site of eight to twenty acres adjacent to Laurel School.

\* NOTE: PARK CONFIGURATION, BOUNDARIES AND CIRCULATION SYSTEM ILLUSTRATED HERE ARE CONCEPTUAL AND MAY BE REVISED UPON DETAILED STUDY.



# EAST SIDE NEIGHBORHOOD PARK

DATE OF PREPARATION	
NO.	DESCRIPTION
1	PRELIMINARY PLAN
2	REVISED PLAN
3	REVISED PLAN
4	REVISED PLAN
5	REVISED PLAN
6	REVISED PLAN
7	REVISED PLAN
8	REVISED PLAN
9	REVISED PLAN
10	REVISED PLAN

0 100 200  
PROJECT NO. 4150

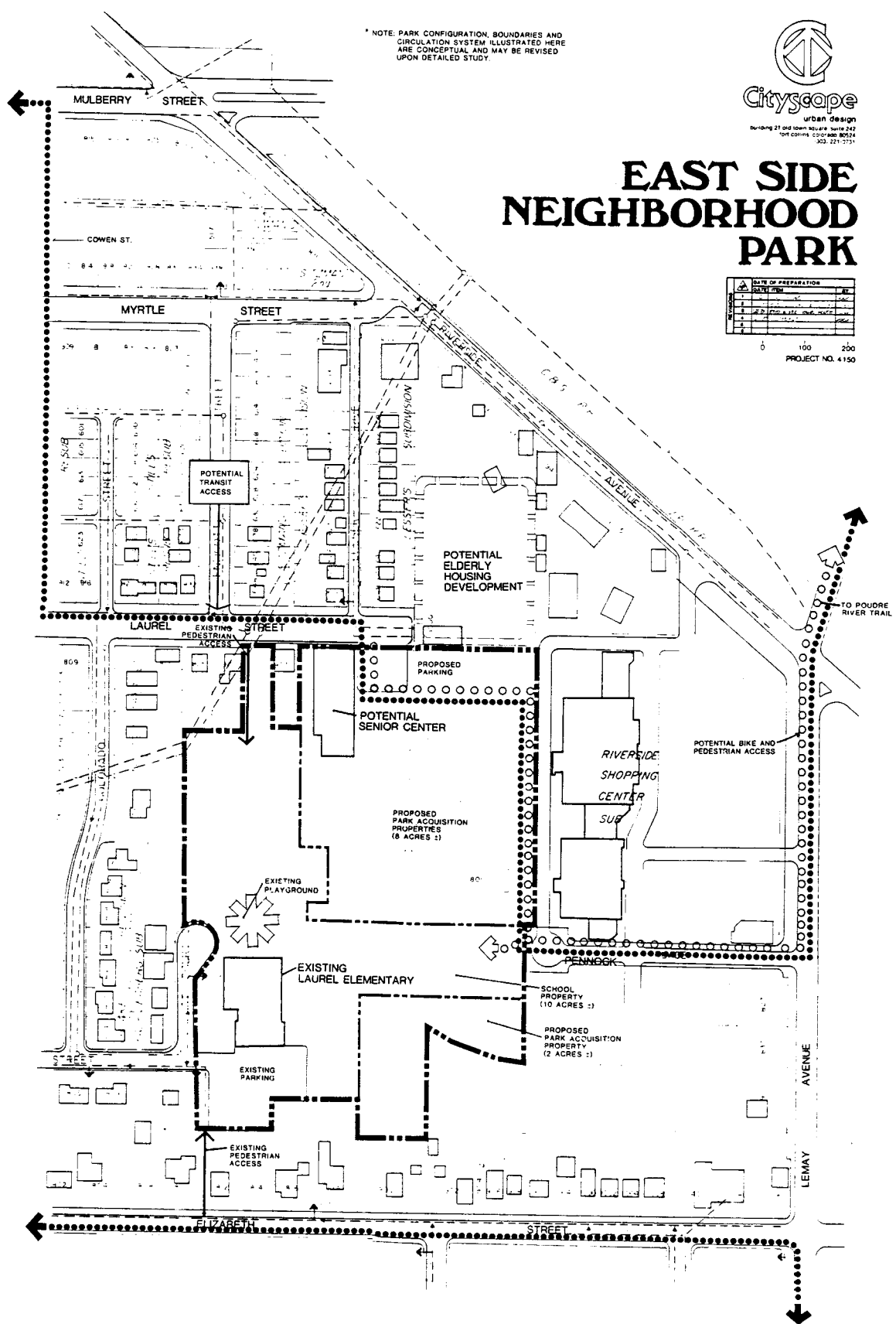


FIGURE 11

- 1.2. While there have been few parkland fees generated by new residential construction in the Neighborhood, it must be remembered that the area has contributed to the City's general fund for over one hundred years. It seems appropriate to explore the use of other funding sources such as Community Development Block Grants, bond issues, private donations, Lottery Funds, special authorities or districts, and potential land trades, to determine a viable means to acquire and improve the necessary park site.
- 1.3. The viability of purchasing the existing Mountain Bell facility on the proposed park site and converting it to a "Senior" or "Neighborhood" Center should be thoroughly studied.
- 1.4. The ESN Planning Advisory Committee should be involved in the design of the park.
2. The City of Fort Collins and the Poudre R-1 School District should work together to make school district facilities, such as the running track at Fort Collins High School, more accessible to the public.
3. Additional sites for pocket parks or tot lots should be evaluated for future development.

## 2.6 Public Facilities/Infrastructure

### 2.6.1 Existing Conditions

Much of the infrastructure - streets, sidewalks, utilities, and storm drainage system - in the ESN has been in place since before the turn of the century. As the area beyond the "Original Townsite" was developed, certain improvements were made according to the changing engineering standards in effect at the time of construction, while others such as telephone service were retro-fitted into the existing Neighborhood. Construction methods, age of improvements, and maintenance needs vary widely across the Neighborhood. Repair, replacement, and maintenance of these facilities in the ESN is sometimes impaired by the fact that most of the City's current engineering standards, and most recent engineering studies, have been directed toward new, suburban development, and are not always compatible with, or sensitive to the unique conditions in older neighborhoods.

### 2.6.2 Public Facilities/Infrastructure Policies

The following policies have been formulated with the goal of maintaining a Neighborhood with functioning infrastructure, while preserving the characteristics that make the area different from newer suburban areas. Many of these policies call for annual, or on-going maintenance and improvement programs. In all cases, measures should be taken to avoid programs that impose a financial hardship upon the affected property owner

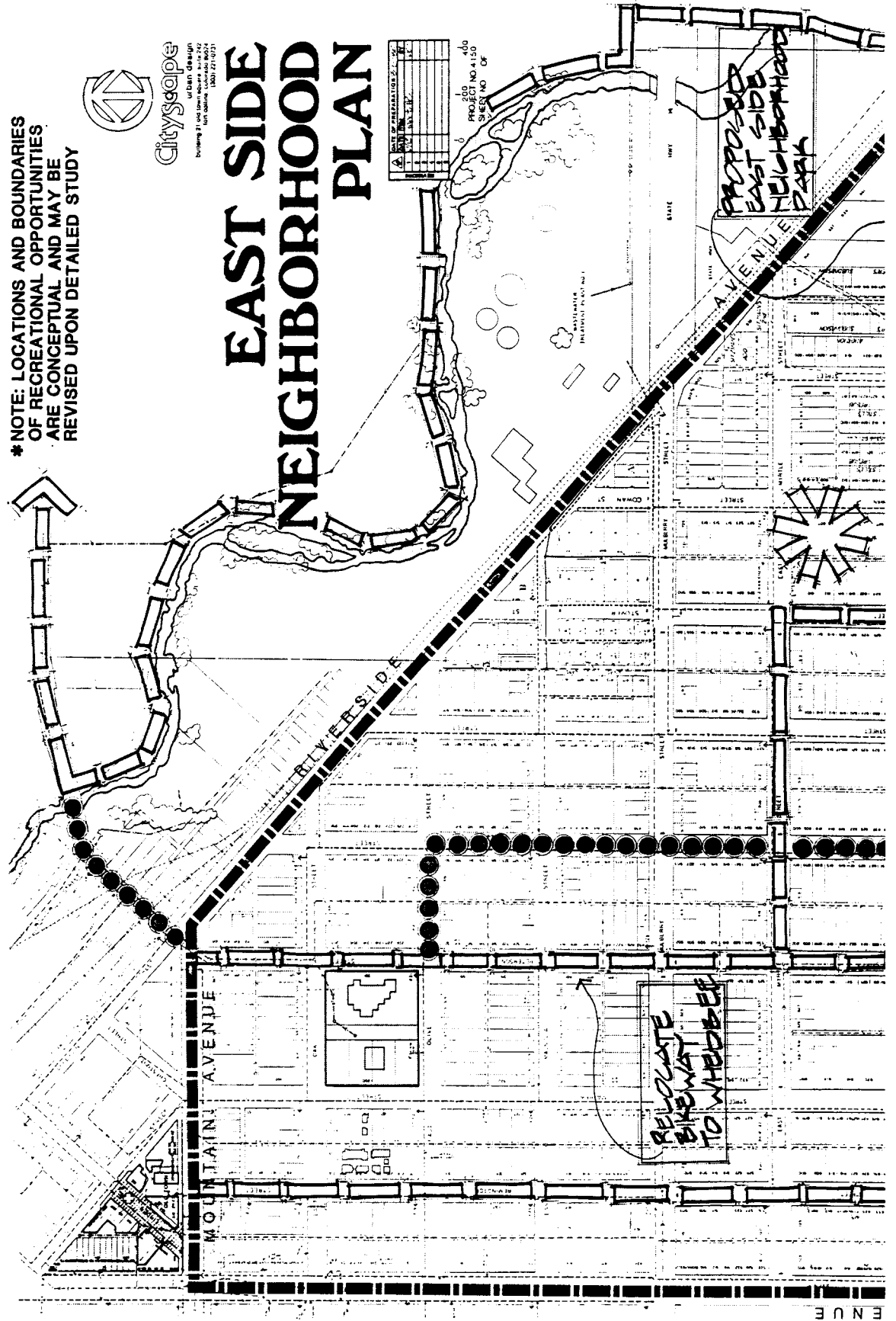
# NOTE: LOCATIONS AND BOUNDARIES OF RECREATIONAL OPPORTUNITIES ARE CONCEPTUAL AND MAY BE REVISED UPON DETAILED STUDY



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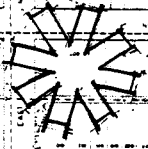
# EAST SIDE NEIGHBORHOOD PLAN

NO.	DESCRIPTION	DATE
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3	REVISED PLAN	12/10/07
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6	REVISED PLAN	03/10/08
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99	REVISED PLAN	12/10/15
100	REVISED PLAN	01/10/16



RELOCATE BIKEWAY TO WHEELER

PROPOSED EAST SIDE NEIGHBORHOOD PARK



ENUE

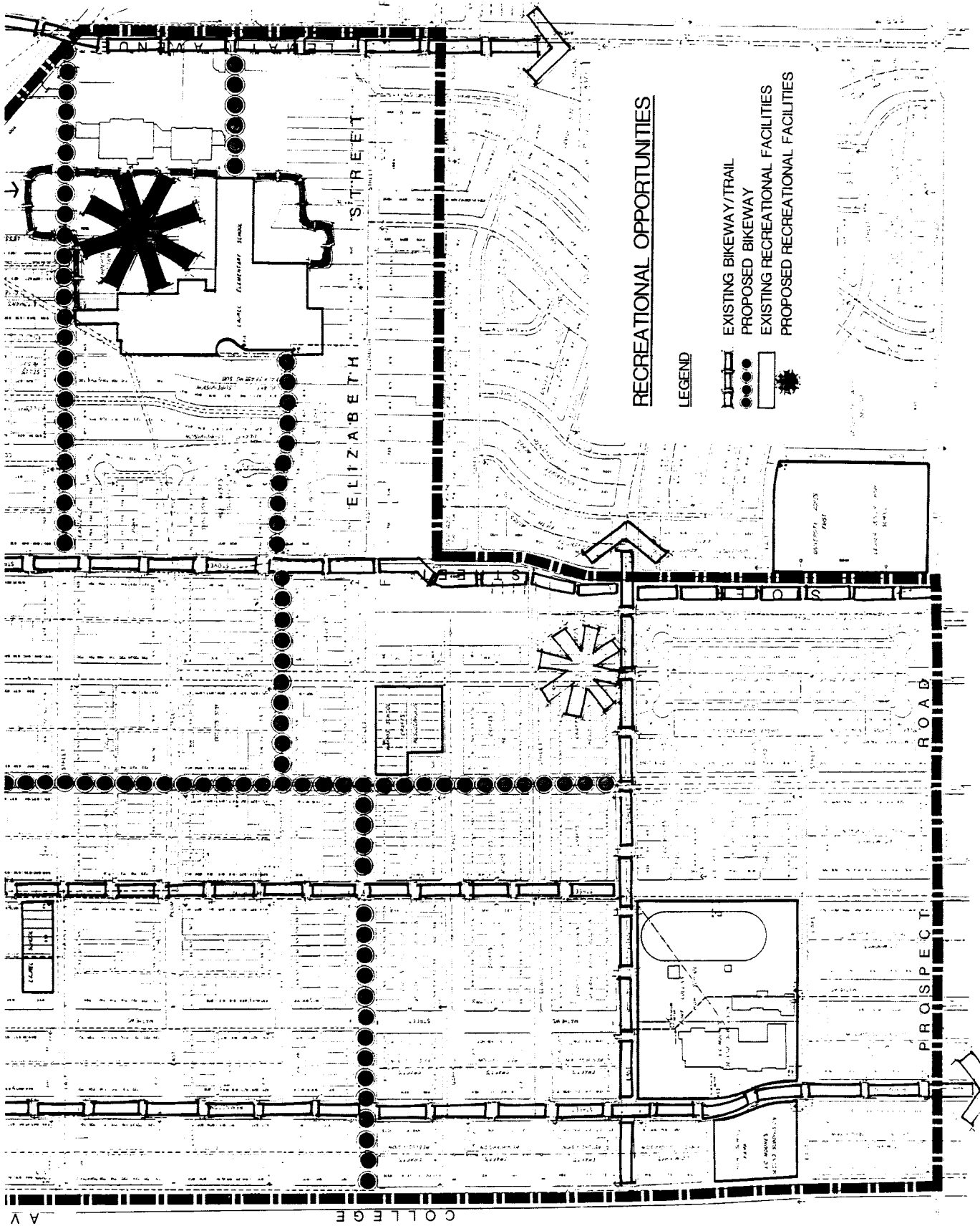


FIGURE 12

or tenant. The City and the East Side Neighborhood should work to establish revolving loan programs, Community Development Block Grants or other funding sources for low income and/or elderly residents affected by public improvement programs.

## 1. Streets

- 1.1. The City should review the existing City engineering standards and identify elements that should be treated differently in Fort Collins' older neighborhoods. Public input into this review is extremely important.
- 1.2. All future street improvement projects to be constructed in or adjacent to the Neighborhood should be designed so that the treatment of curb, gutter, walks, and landscaping is in keeping with the desirable characteristics of the Neighborhood.
- 1.3. The City and Neighborhood should initiate an annual street tree replacement and planting program. Priority areas should be identified with the input of the Neighborhood and affected property owners.
- 1.4. The design of Neighborhood entryways or other special intersection treatments should be coordinated with the ESN, and should utilize the recommendations included in the Transportation section of this Plan.
- 1.5. The City and ESN should work together on a program to improve both private and public maintenance of alleys in the Neighborhood.

## 2. Sidewalks

- 2.1. To the extent practical, repair and preserve the existing flagstone walks (see Figure 6), especially on blocks where flagstone is the prevailing material.
- 2.2. Provide walks in good condition on at least one side of all local streets, and on both sides of streets with heavier pedestrian traffic (see Figure 13 for locations where walks are not presently provided). An annual program of Neighborhood sidewalk improvements based upon City/ESN priorities should be initiated.
- 2.3. Annual sidewalk improvement programs for construction, repair, or replacement of walks on designated blocks in the Neighborhood should include the provision of handicapped access ramps at intersections when practical.

### 3. Utilities

3.1. Water and Sewer. The City, utilizing input from the Neighborhood, should formalize an annual program of "Systems Improvements" to the existing utility lines serving the area. Items that should be included in that program include:

- Conduct a formal survey of the area to verify that adequate fire flows (minimum water pressure for adequate operation of firefighting equipment) exist in all parts of the Neighborhood;
- Commit to an annual budget dedicated to neighborhood utility service needs. Funding sources should include the City's existing Systems Improvement Budget, CDGB, and other available funds; and
- The ESN should attempt to monitor areas experiencing difficulties with water pressure or failing service lines, and work with the City Utility Department on systematic repair or replacement.

3.2. Storm Drainage. The City's Storm Drainage Utility should conduct a Basin Study including the ESN to establish:

- Identification of existing problem areas within the Neighborhood and appropriate remedial actions with associated costs. Monthly drainage utility fees should be kept to the minimum needed for remedial actions on the existing system. The existing Neighborhood should not pay for capital improvements that will primarily benefit new development; and
- Improvements and appropriate drainage fees to be required of future development or redevelopment projects in the Neighborhood.

### 2.7 City Wide Policy Concerns

In addition to areas of concern specific to the Neighborhood, several issues that affect the community as a whole were discussed by the committees involved in drafting the East Side Neighborhood Plan. On some of these issues, the Neighborhood policy position is clear, and is stated in the Policy Plan Chapter of this document. In other instances, it is more appropriate for City Council to address issues from a total community point of view and establish community wide guidelines. Examples of these total community issues are:

- Transportation Planning. The City and the Neighborhood recognizes the current need for more work on developing an understanding of what the transportation planning needs are and to define a wide variety of options of where the community should be in regard to transportation planning in the next 20 years. Transportation planning for the future of the community needs community effort and support and should be given



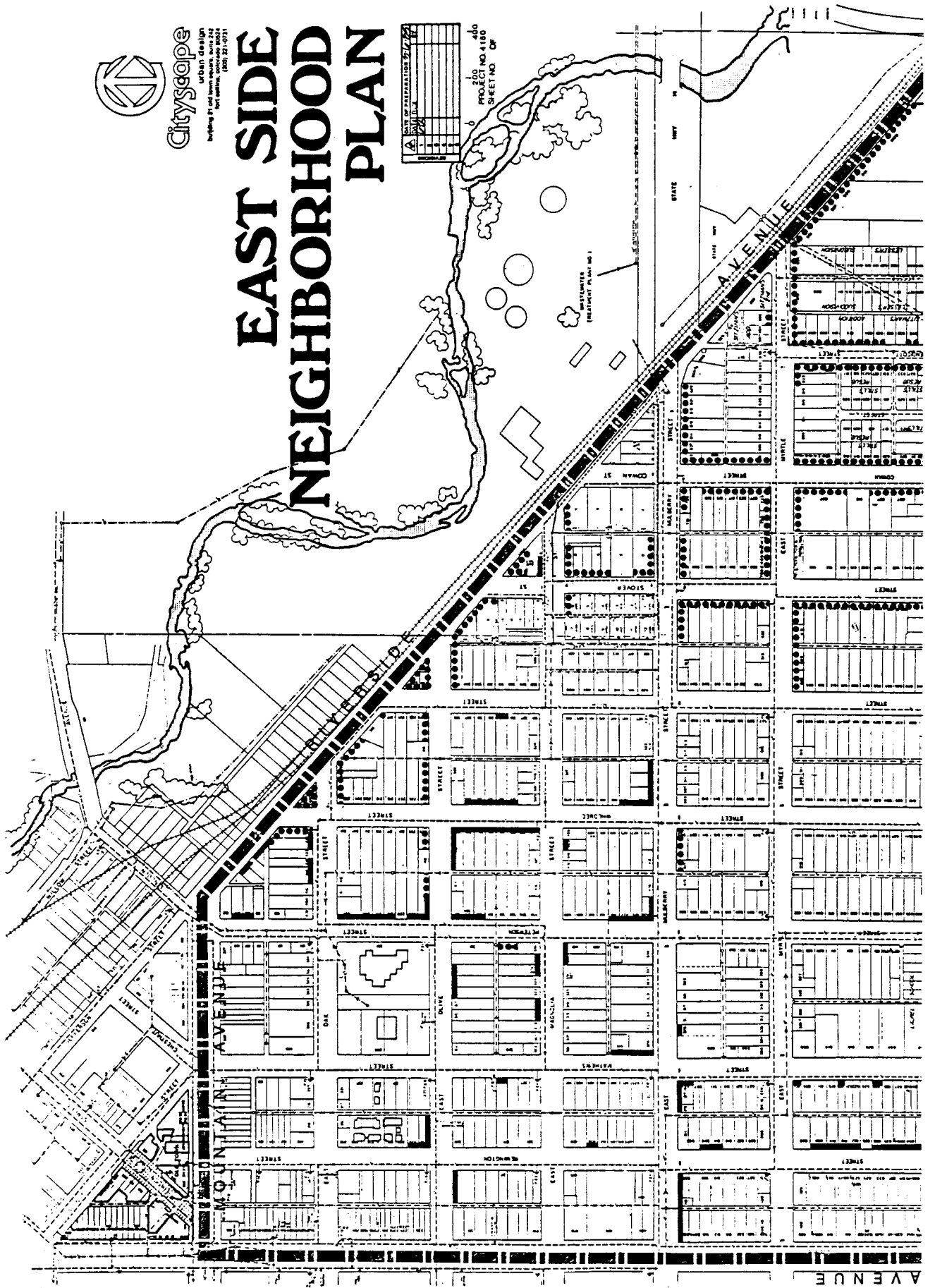


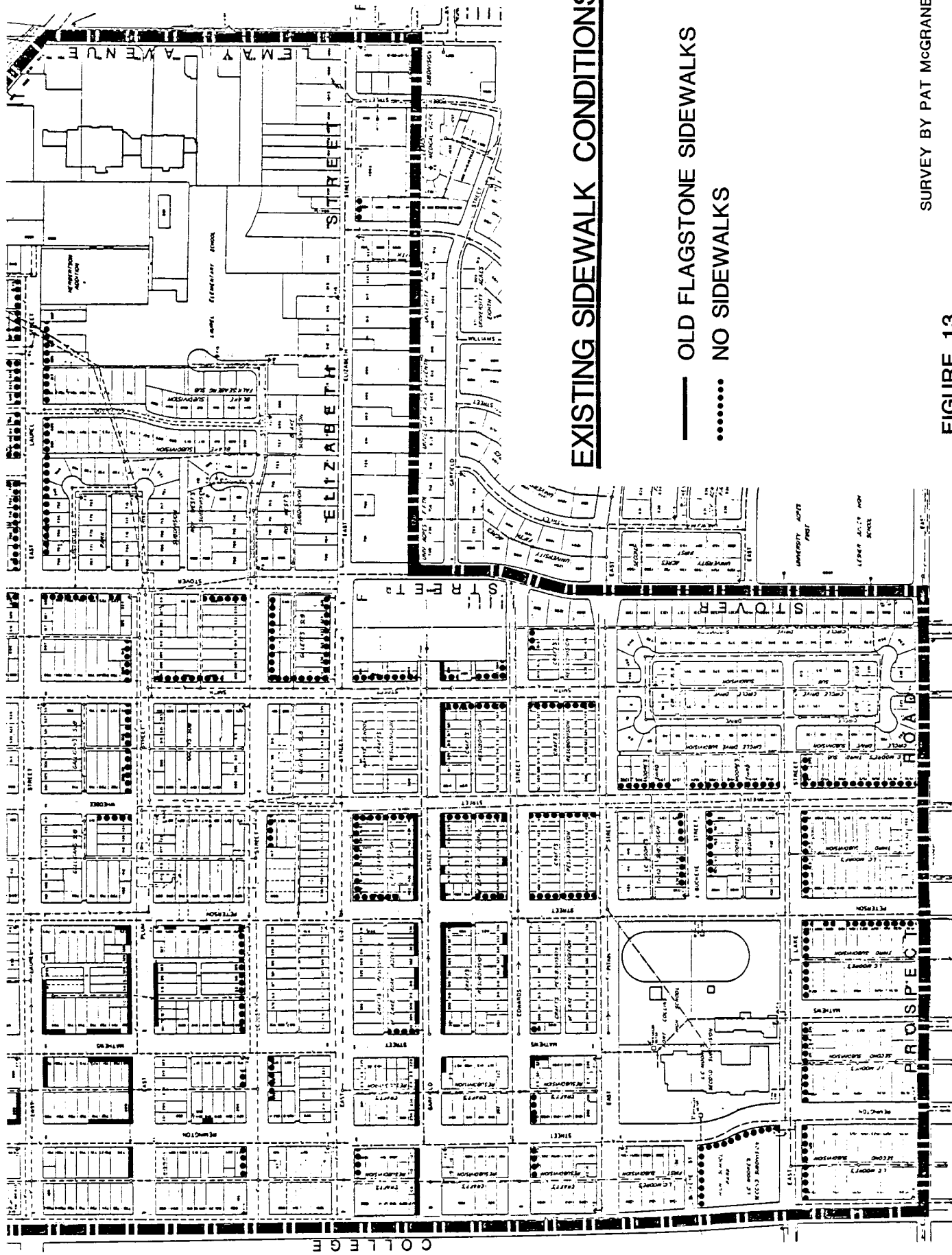
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# EAST SIDE NEIGHBORHOOD PLAN

DATE OF PREPARATION	5/7/72
SCALE	AS SHOWN
PROJECT NO.	460
SHEET NO.	OF

PROJECT NO. 460  
 SHEET NO. OF





**EXISTING SIDEWALK CONDITIONS**

- OLD FLAGSTONE SIDEWALKS
- ..... NO SIDEWALKS

SURVEY BY PAT McGRANE

FIGURE 13

high priority by the City. The East Side Neighborhood has exerted a significant amount of effort of time and energy to try to develop direction for their Neighborhood. This information must be incorporated into overall transportation planning concerns and decisions. In terms of developing a transportation planning effort, the following should be given special consideration:

- \* Designation of a transportation planning function within the City, including full time staff persons to work on this issue;
  - \* Creation of a citizen steering committee to help the City establish community transportation objectives and facilitate citizen participation in the planning process; and
  - \* Explore community education opportunities on transportation planning issues.
- ECHO Housing. Providing temporary housing for elderly family members in a separate structure placed on a single family lot is known as ECHO (Elderly Cottage Housing Opportunity) housing. Issues of neighborhood compatibility, "temporary" construction techniques and enforcement, and economic feasibility need to be addressed by the City as a whole prior to any specific action on this item;
  - Income Housing. While the ESN has shown considerable interest in subjects related to lower income housing needs, those needs are clearly not restricted to the study area. Displacement, elimination or upgrading of existing lower cost units, and public/private roles in the provision of low and moderate income housing are issues that are best addressed from a total community perspective;
  - Alternative Transportation Modes. Many major components of the Fort Collins transportation system directly affect the East Side Neighborhood, and several specific policies are contained in the Transportation section of this document. Programs emphasizing alternatives to the individual automobile, for example, Transit, bikeways, car pooling, "park and ride" opportunities, or regional transit systems, cannot be adequately addressed at a neighborhood level. This Neighborhood is particularly interested in, and affected by, alternative transportation modes, and would encourage the City Council to continually assess their viability;
  - Bike Routes. Designated bikeways throughout the City need both policy direction and physical improvements. Again, some specific Neighborhood issues have been addressed, but there is a need for city-wide improvements to be undertaken to make bicycling a viable alternative for many urban trips. Some suggestions include:
    - \* Designated bikeways should all be destination oriented. Many present bikeways begin and/or end short of major destinations, creating a disincentive for many potential bicyclists. Improvements should be made to provide complete, safe connections from population centers to major shopping, employment, and recreation centers;

- \* Bicycling should be prohibited on arterial streets unless separate, adequate lanes or paths are provided. A number of improvements and connections to frequent destinations must be made before this policy can be implemented;
  - \* Designated bikeways should cross arterials at grade separations or signalized intersections whenever practical;
  - \* Bike routes should be properly marked and adequately maintained; and
  - \* Better public information should be provided regarding both the rights and responsibilities of bicyclists in Fort Collins.
- School (Pedestrian) Access. The existing "Safe Crossing Routes to School" document utilized by the City and the School District has not been updated for many years, and does not reflect the changes that have occurred in school service districts and school population characteristics. Also, the City has indicated a need to reassess the relative safety and function of presently used street crossing devices such as mid-block signalized crossings, painted or signalized crossings at intersections, and cross-walks staffed by crossing guards. Although some site specific school access concerns are addressed in this Plan, the above community wide questions need to be answered before a proper Neighborhood policy can be established;
  - Home Occupations. Home occupations are more prevalent in Fort Collins' older neighborhoods than in other parts of the City, and are generally perceived in a positive manner when clearly accessory to a residential use. The concept of working at home and otherwise integrating living and working spaces is also representative of a national trend, and therefore, should not be addressed only at a Neighborhood level. Some specific items identified by this planning process that should be reviewed in the Fort Collins regulations regarding home occupations are:
    - \* The ability to utilize detached garages for home occupation activities;
    - \* Circumstances where two or three employees as opposed to the present limit of one would have little or no negative impact; and
    - \* Provision of adequate off street parking, designed to maintain the surrounding residential character.
  - Nonconforming Uses. Equitable methods of lessening the impacts of, or eliminating all intrusive nonresidential nonconforming uses in residential neighborhoods should be actively pursued, unless specifically exempted by the Planning and Zoning Board or City Council. Depending on specific circumstances, these methods should include:
    - \* Enforce existing regulations regarding noise, parking, odor, landscaping, and signage;

- \* Require business hours that minimize conflicts with the residential surrounding neighborhood;
  - \* Encourage conversion of existing nonconforming uses to more acceptable uses - even if not to completely conforming "uses by right" - through the opportunities allowed under the PUD ordinance;
  - \* Explore other potential incentives for owners of intrusive nonconforming uses to become more compatible with the surrounding neighborhood; and
  - \* Consider sites currently occupied by nonconforming uses when selecting locations for additional public facilities.
- Noise. There is a need to establish better enforcement methods for existing noise regulations. Unnecessary late night traffic noise and uncontrolled pets are frequent complaints that need to be addressed; and
  - Animal Control. The existing leash laws need to be better enforced, and the City should consider adopting an ordinance prohibiting defecation on private or public property.

These issues, and many other City policies will affect the East Side Neighborhood Plan. Therefore, it is important that both this Plan and general City policy be continually reviewed and updated accordingly.

## 2.8 Commitment to Implementation

The policies included in this Plan have meaning for the East Side Neighborhood and the greater community only if they are implemented. A key part of the process of creating the Neighborhood Plan was the formulation of an IMPLEMENTATION GUIDE providing suggested actions to be taken by both the City and the ESN in carrying out the adopted policies. While it must be realized that specific methods may have to be adjusted, a commitment to implementation is a fundamental part of the adoption of this Plan.

# IMPLEMENTATION

## CHAPTER 3 IMPLEMENTATION GUIDE

The successful implementation of the East Side Neighborhood Plan will require the on-going concern and involvement of the Neighborhood and the City of Fort Collins. This Implementation Guide takes the form of agendas of recommended actions both entities should take toward preserving and enhancing the Neighborhood. The following recommended detailed actions have not been officially adopted but are a "guide" for implementation.

### 3.1 Agenda of Public Activities

The City of Fort Collins should take the following actions in the interest of the East Side Neighborhood and of the community as a whole:

1. Adopt the East Side Neighborhood Plan as an element of the Comprehensive Plan of the City of Fort Collins.
2. Utilize the recommendations of the Neighborhood, by recognizing the East Side Planning Advisory Committee as a primary advisory group representing the Neighborhood in planning related matters. The Advisory Committee's basic function would be to make recommendations to the Planning and Zoning Board, City Council, and other public agencies regarding public and private activities consistent with this Plan. It is recommended that this board be made up of seven members. One member should be an appointment representing the City Council or Planning and Zoning Board; the other six should be representatives elected by the Neighborhood (proposed representative districts are illustrated in Figure 14). Ideally those six members would represent a cross section of the ESN including:
  - A Neighborhood homeowner;
  - A student;
  - A Neighborhood renter;
  - An elderly Neighborhood resident;
  - A Neighborhood business owner; and
  - A Neighborhood landlord.



Advisory Committee members should serve staggered four year terms, and be eligible for re-election. The City Planning Director, should consult with the chairman or other authorized representatives of the Planning Advisory Committee in all applicable "administrative reviews" of use conversions or other planning proposals as called for in the proposed neighborhood zoning districts. Either the Planning Director or the Advisory Committee Chairman may refer an administrative item to the entire Planning Advisory Committee for recommendation.

Prior to establishing the City's annual budget, the appropriate City staff should participate in annual workshops called by the Neighborhood Planning Advisory Committee to assist in setting priorities for programs to be implemented in the following year.

### 3.1.1 Land Use

#### 1. Make the following changes to the Zoning Ordinance:

- Amend the B-L, Limited Business District to specifically allow residential uses by right (see Appendix C).
- Adopt a new N-P, Neighborhood Preservation District, and a N-B, Neighborhood Buffer District. (See Appendices A.1 and A.2 for recommended descriptions of the two proposed zoning districts.)

#### 2. Initiate rezoning of the East Side Neighborhood as recommended in Figure 4.

#### 3. Include the Landmark Preservation Commission and Cultural Resource Board as referral agencies in the review of proposals affecting buildings in existing or proposed Historic Districts.

### 3.1.2 Transportation

#### 1. Include the Planning Advisory Committee in the drafting of and administration of a Traffic Management Plan for the Neighborhood.

#### 2. Install directional signage at the Lemay - Mulberry and Riverside - Mulberry intersections to encourage use of Lemay Avenue as an alternative access to the South College Avenue commercial areas and Riverside Avenue for downtown access.

#### 3. Create a functional downtown bypass for Highway 287 truck traffic by 1990.

#### 4. Complete the diamond interchange at Prospect Road and I-25.

#### 5. Individually evaluate and construct on a phased basis the special intersection treatments recommended by the ESN.

6. Initiate a neighborhood parking permit program in the areas surrounding Colorado State University. This program should restrict daytime parking by non-residents to a maximum of two hours.
7. Update the City's bike routes and bikeway plan and include revisions recommended in this Plan.
8. Assign appropriate City Staff to work with the School District in updating the "Safe Crossing Routes to School" plan.
9. Adjust the pedestrian crossing signals on College Avenue and Mulberry Street to allow adequate time for walking across the entire street.
10. Replace the existing traffic signal at Whedbee/Laurel intersections with four-way stop signs.
11. Give the city-wide street improvements included in the Transportation Policies of this Plan high priorities when updating the Five Year Capital Improvements Plan.
12. Improve the capacity of the Mulberry - College intersection with redevelopment proposals, or at any other opportunities.
13. Promote car-pooling through the provision of priority parking spaces and reduced fees at public parking lots.
14. Treat important neighborhood streets as recommended in the policy sections of this plan.
15. Upon the next review of the Transfort service system, consider the recommendations included in this Plan, including access to the proposed senior center.
16. Include pedestrian system improvements with all street improvement programs affecting the East Side Neighborhood.

### **3.1.3 Private Maintenance**

1. Amend the Fort Collins Housing Code to apply to owner occupied properties as well as rentals. Additional revisions, based on experience gained since adoption of the existing code, should be reviewed and implemented.
2. Include in the Code Review Committee study of the 1985 Uniform Building Code considerations of conditions unique to older structures.
3. Consider tax deferment programs and/or other special considerations for elderly property owners and residents.

#### 3.1.4 Historic Conservation

1. The Historic Preservation Office of the Community Development Department, with assistance from the Landmark Preservation Commission, should be assigned to recommend additional criteria for issuing demolition permits, especially in the "Preservation" and "Buffer" areas.
2. The City should work with the County Assessors office to implement a Residential Tax Freeze. (Note: For example the Tax Freeze allowed under Colorado House Bill #1007, [CRS 39-5-105, 1973 as amended].)
3. Other incentives, currently under study, for seeking "local designation" of both residential and commercial structures should be adopted and clearly publicized. The City should explore "local designation" of the Historic District and Neighborhood.
4. Utilizing the results of a survey of structures in the neighborhood the City and other interested Historic Preservation groups should propose enlarging the Laurel School Historic District.

#### 3.1.5 Open Space

1. Pledge to acquire, by 1987, eight to twenty acres adjacent to the new Laurel School for the creation of the East Side Neighborhood Park. In addition to the funding sources available to the City to purchase the needed land, it is recommended that the City explore the potential for a land trade with Mountain Bell for a tract in the City's South Side Service Center property.
2. Thoroughly evaluate the feasibility of converting the existing Mountain Bell structure to a "Senior Center".
3. Design and construct the East Side Neighborhood Park by 1990.
4. Hold a work session with the Poudre R-1 School District and Neighborhood representatives to explore possibilities for greater public access to school district recreational facilities, especially those at Fort Collins High School.
5. Include the development of pocket parks at appropriate locations in the Neighborhood as part of capital improvement projects in the area.

#### 3.1.6 Public/Infrastructure

1. Produce an addendum to existing City engineering standards addressing the special needs of older neighborhoods.

2. Based upon input from the East Side Planning Advisory Committee, initiate annual neighborhood improvement programs to address priority needs in the areas of:
  - Neighborhood entryway or other special intersection treatments. Construction of one special intersection treatment per year is recommended;
  - Street Trees. Installation or replacement of 100 trees per year on mutually agreed upon priority blocks is recommended;
  - Sidewalks. Repair, replacement, and/or installation of needed walks including preservation of existing flagstone where appropriate, on one to three blocks per year is recommended;
  - Water and Sewer. Replacement/upgrading of mains and service lines, phased as indicated by checking neighborhood fireflows and other surveys of existing conditions should be undertaken; and
  - Storm Drainage. Remedial actions and new improvements should be implemented as indicated by a basin study including the East Side Neighborhood.

### 3.2 Agenda of Private Activities

The East Side Neighborhood should agree to the following actions toward implementation of this Plan:

1. Work with the City toward adoption of the East Side Neighborhood Plan.
2. At annual Neighborhood Planning Workshop meetings, elect two individuals from each of the three districts illustrated on Figure 14 to serve on the East Side Planning Advisory Committee. Representation on the board should reflect the wide range of Neighborhood interests - elderly, students, homeowners, tenants, business people, and landlords. A first step should be to determine regular time and location for East Side Neighborhood Planning Advisory Committee meetings. Selected representatives of the Advisory Committee should participate, with the City Planning Director, in the existing and proposed "administrative review" of use conversions or other planning proposals called for in the applicable zoning districts. Either the Planning Director or the Advisory Committee Chairman may refer an administrative item to the entire Planning Advisory Committee for recommendation.

All Advisory Committee meetings should be open to the public, and should include a time period dedicated to accepting Neighborhood opinions and input. The Advisory Committee should meet at least once every six months or more frequently (monthly) if required by current planning activities. In addition, the Advisory Committee should hold an annual workshop, including a general neighborhood meeting devoted to electing board members and setting priorities for programs to be

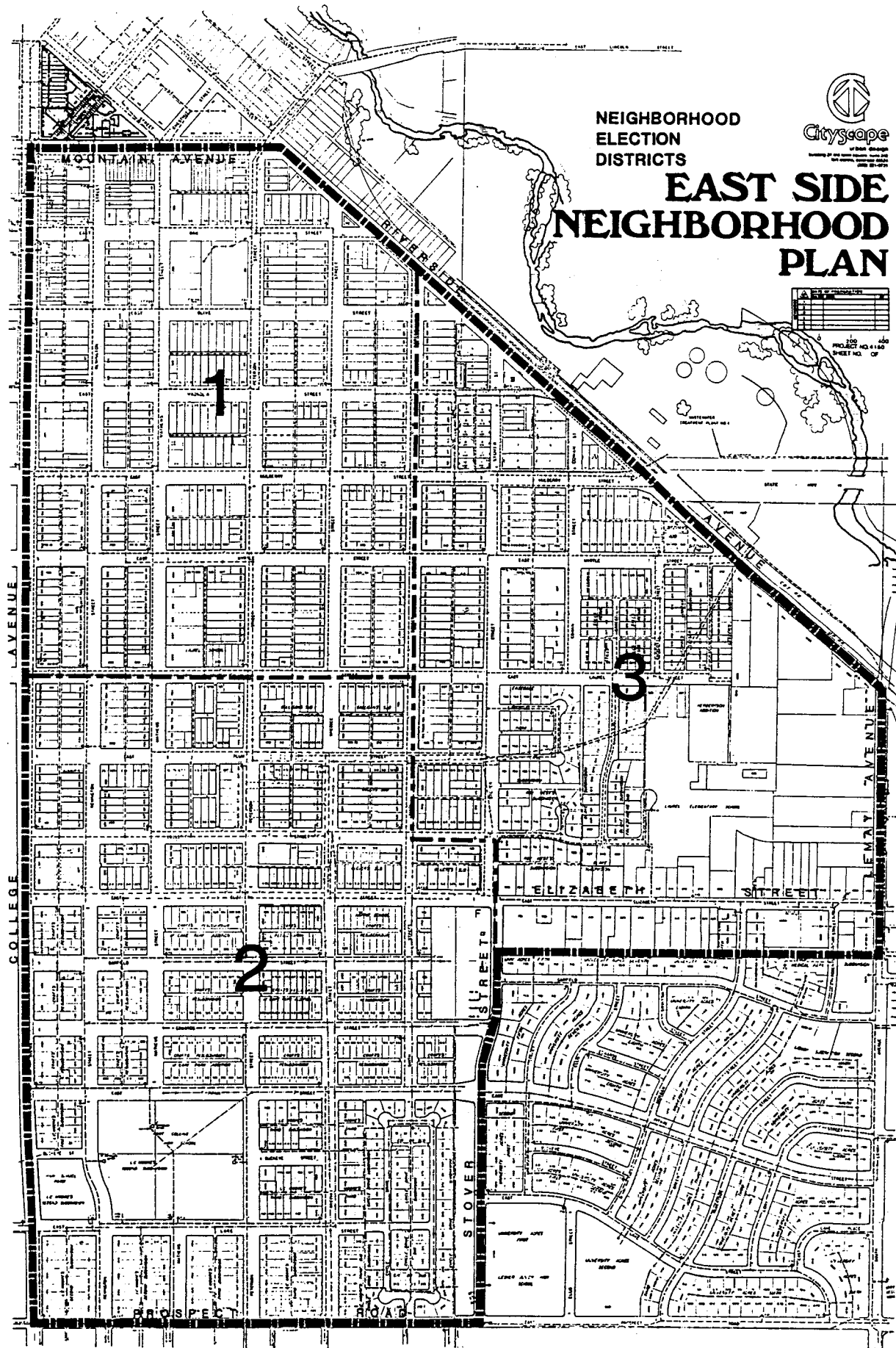


FIGURE 14

implemented in the following year. Recommendations resulting from the annual workshops should be voted upon at the next regular meeting of the Advisory Committee.

3. Establish an annual budget and methods of raising operating funds. Potential funding methods include:
  - Request donations of \$1 to \$5 from each property in the Study Area;
  - Request "matching funds" from the City of Fort Collins;
  - Request additional Community Development Block Grant (CDBG) monies for specific implementation items such as printed information, or start-up money for revolving loan programs; and
  - Conduct conventional fund raising activities (bake sales, drawings, etc.).

#### 3.2.1 Land Use

1. Appoint Planning Advisory Committee Chairman or other designated representative to provide administrative review functions as called for in the proposed zoning districts.
2. Review all land use related proposals as to their conformance to the East Side Neighborhood Plan. Recommended review criteria include, but are not limited to:
  - 2.1. Does the proposal help to preserve or enhance the housing stock in the ESN?
  - 2.2. Is the use appropriate to the Area (Fringe, Preservation, or Buffer) in which it is proposed?
  - 2.3. Does the proposal include uses that pose a serious social, physical, or economic threat to the stability of the Neighborhood?
  - 2.4. Can the traffic generated by the proposal be adequately accommodated by the existing transportation system?
  - 2.5. Are the architectural, landscape, and sign elements proposed compatible with the immediately adjacent "contributing" (as defined in the recommended survey) neighborhood structures?
  - 2.6. Is the proposal consistent with the Land Use, Transportation, Private Maintenance, Historic Conservation, Open Space, and Public Facilities/Infrastructure policies included in this Plan?

- 2.7. If elements of the proposal are not consistent with the policies of the East Side Neighborhood Plan, does the proposal make substantial positive contributions to the Neighborhood that off-set its shortcomings?
3. As data becomes available, monitor the neighborhood housing mix and demographic characteristics to determine if policies or implementation strategies should be revised in the interest of neighborhood stability. Possible sources of data would include, but not limited to, the U.S. Census, Fort Collins Housing Authority and the Fort Collins Quality of Life Survey.

### 3.2.2 Transportation

1. Work with the City to establish and maintain a Neighborhood Traffic Management Plan.
2. At the annual workshops of the East Side Neighborhood Planning Advisory Committee set priorities for:
  - Specific recommendations to City Council for capital street improvements;
  - Special intersection treatments; and
  - Updated concerns related to bike, pedestrian, and Transfort circulation systems.
3. Initiate a neighborhood campaign to encourage use of alternative transportation modes.

### 3.2.3 Private Maintenance

1. Work with the City in applying for Community Development Block Grant monies and other donations to establish both a neighborhood assistance program and a revolving loan fund to assist neighborhood residents with major maintenance or reconstruction needs that are beyond the applicants physical or economic ability to provide.
2. Assist the City Staff in the preparation and distribution within the ESN of information on maintenance requirements and responsibilities.
3. The Planning Advisory Committee should, upon receipt of a complaint, notify a property owner of violations of Housing Code requirements. If the property owner is unable to rectify the problem, the ESN and/or C.A.N. should try to provide volunteer assistance. If the owner refuses to comply, the matter should be turned over to the City for enforcement.

#### 3.2.4 Historic Conservation

1. The Neighborhood should maintain a committee interested in Historic Conservation and related issues.
2. The Historic Committee should conduct a survey of the neighborhood to determine the location of "contributing," "non-contributing," and "intrusive" structures. (See Appendix D for recommended survey criteria.)
3. Historic Committee representatives should contribute to, and review, revisions to the City's demolition permit criteria, utilizing the results of the Neighborhood Structures Survey.
4. The Historic Committee should provide interested individuals with copies of information regarding the historic importance of the ESN, programs with financial implications for owners of older or historic properties, and any available design guidelines for restoration, renovation, or new construction in the Neighborhood.

#### 3.2.5 Open Space

1. Provide the City of Fort Collins with any possible assistance in the acquisition, design, and construction of the East Side Neighborhood Park.
2. Participate with the City in discussions with the School District regarding increased public access to school facilities in the Neighborhood.

#### 3.2.6 Public Facilities/Infrastructure

1. Solicit neighborhood input and hold an annual workshop with representatives of City staff to set priorities for Neighborhood improvement projects involving special intersection treatments, street trees, sidewalks, water and sewer lines, and storm drainage.
2. Include appropriate levels of neighborhood participation in all annual improvement programs.



### 3.3 Plan Administration

#### 3.3.1 Management

The on-going success of the East Side Neighborhood Plan is a total Neighborhood responsibility. There is, however, a need for an identified individual to coordinate and schedule the necessary implementation activities of the ESN. The Chairman of the East Side Planning Advisory Committee should assume that role, with support from the other Advisory Committee members and the Core Area Neighborhood Board of Directors.

The election of members of the East Side Neighborhood Planning Advisory Committee is a critical responsibility of the Neighborhood. It is important to have total awareness and opportunity to participate by everyone who lives, works, or owns property in the Neighborhood.

#### 3.3.2 Enforcement

The enforcement of the various elements of this plan depends upon their respective implementation methods. Items adopted as a part of the Zoning Ordinance or other parts of the City Code are to be enforced according to the provisions of that Code; other elements, including many proposed transportation improvements will be under the jurisdiction of the Police Department; other agencies will have power to enforce other policies.

Because of the multiple enforcement agencies involved, it is recommended that it become a responsibility of the City of Fort Collins Planning and Legal staffs to direct people to the proper authorities, and remain involved until resolution of any specific enforcement question.

#### 3.3.3 Plan Revisions

The East Side Planning Advisory Committee should include consideration of minor plan revisions at each annual workshop. A comprehensive review of the Plan should be completed by the Planning Advisory Committee and City Planning office at least once every five years.

Because the Plan is to become an element of the Comprehensive Plan, all revisions must be taken to the City Council for approval.

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# APPENDICES

## APPENDIX A

### Recommended New Zoning Districts

The final wording and content of the recommended Zoning Districts is subject to additional public and Neighborhood review. The following descriptions represent the content desired by the ESN.

#### A.1 N-P, Neighborhood Preservation District

This district designation is for areas of existing residential neighborhoods that contain predominant single family and low density multiple-family uses.

##### A. Uses permitted.

Where applicable, these uses shall be subject to administrative review procedures as established in an adopted neighborhood plan for the affected area.

1. One-family dwellings.
2. Public and private schools for elementary and high school education.
3. Public and nonprofit quasi-public recreational uses as a principal use.
4. Essential public utility and public service installations and facilities for the protection and welfare of the surrounding area, provided that business offices and repair and storage facilities are not included.
5. Churches.
6. Group homes, subject to approval by special review.
7. Accessory buildings and uses.
8. Two-family dwellings and multiple-family dwellings up to and including four (4) family units.

9. Any land use located on a planned unit development plan as defined, processed and approved according to #118-83 of the Code of the City of Fort Collins; and, where applicable, subject to review criteria as established in an adopted neighborhood plan for the affected area of the city.

B. Minimum area of lot.

Minimum lot area shall be the equivalent of two times the total floor area of the building, but not less than the following: four thousand five hundred (4,500) square feet for a one-family or two-family dwelling and six thousand (6,000) square feet for all other uses.

C. Minimum width of lot.

Minimum lot width shall be forty (40) feet for a one-family or two-family dwelling, and seventy-five (75) feet for all other uses.

D. Minimum front yard.

Minimum front yard depth shall be fifteen (15) feet. Setbacks from garage doors to the backs of public walks shall not be less than twenty (20) feet.

E. Minimum rear yard.

Minimum rear yard depth shall be five (5) feet from existing alleys, fifteen (15) feet in all other conditions.

F. Minimum side yard.

Minimum side yard width shall be the equivalent of one (1) foot for each three (3) feet or fraction thereof of building height, provided that the side yard on the street side of any corner lot shall not be less than fifteen (15) feet and on all interior sides not less than five (5) feet, and for school or church uses no side yard shall be less than twenty-five (25) feet wide.

G. Planned unit developments.

Areas which are located on a planned unit development as defined, processed and approved according to #118-83 of the Code of the City of Fort Collins, and, where applicable, subject to review criteria as established in an adopted neighborhood plan for the affected area, may vary the requirements of this section.

H. Use conversions.

Any conversion of an existing primary use to any use other than a one-family dwelling shall require the approval of the Planning Director. Such approval may be given only after review of the proposed site, landscape, and preliminary architectural designs by the Planning Director and, where applicable, similar review by a neighborhood representative(s) or planning board as allowed in an adopted neighborhood plan for the affected area. Review criteria may include policies of an adopted neighborhood plan or administrative guidelines as developed by the city. Decisions of the Planning Director may be appealed to the Planning and Zoning Board and, if necessary, to the Fort Collins City Council.

A.2 N-B, Neighborhood Buffer District

This district designation is for mixed use areas between existing residential neighborhoods and existing commercial areas.

A. Uses permitted.

Allowed uses shall be subject to administrative review procedures as established in an adopted neighborhood plan for the affected area.

1. Any use permitted in the N-P, Neighborhood Preservation District.
2. Multiple-family dwellings up to a maximum density of 12 dwelling units per acre.
3. Public and private schools.
4. Colleges and universities.
5. Boarding, rooming, and overnight lodging establishments.

6. Parks or similar public or nonprofit quasi-public recreational uses.
7. Churches and uses providing meeting places and places for public assembly with incidental office space.
8. Fraternity and sorority houses.
9. Professional offices.
10. Personal service shops.
11. Medical and dental clinics.
12. Accessory buildings and uses.
13. Child care centers.
14. Group homes.
15. Tourist homes.
16. Undertaking establishments.
17. Any land use, including high density residential uses, located on a planned unit development plan as defined, processed and approved according to #118-83 of the Code of the City of Fort Collins; and, where applicable, subject to review criteria as established in an adopted neighborhood plan for the affected area of the city.

B. Minimum area of lot.

Minimum lot area shall be the equivalent of the total floor area of the building, but not less than the following: four thousand five hundred (4,500) square feet for a one-family or two-family dwelling and nine thousand (9,000) square feet for all other uses.

C. Minimum width of lot.

Minimum lot width shall be forty (40) feet for a one-family or two-family dwelling, and seventy-five (75) feet for all other uses.

D. Minimum front yard.

Minimum front yard depth shall be fifteen (15) feet. Setbacks from garage doors to the backs of public walks shall not be less than twenty (20) feet.

E. Minimum rear yard.

Minimum rear yard depth shall be five (5) feet off existing alleys, fifteen (15) feet in all other conditions.

F. Minimum side yard.

Minimum side yard width shall be the equivalent of one (1) foot for each three (3) feet or fraction thereof of building height, provided that the side yard on the street side of any corner lot shall not be less than fifteen (15) feet and on all interior sides not less than five (5) feet, and for school or church uses no side yard shall be less than twenty-five (25) feet wide.

G. Planned unit developments.

Areas which are located on a planned unit development as defined, processed and approved according to #118-83 of the Code of the City of Fort Collins, and, where applicable, subject to review criteria as established in an adopted neighborhood plan for the affected area, may vary the requirements of this section.

H. Use conversions.

Any conversion of an existing primary use to any residential use other than a one-family dwelling shall require the approval of the Planning Director. Such approval may be given only after review of the proposed site, landscape, and preliminary architectural designs by the Planning Director and, where applicable, similar review by a neighborhood representative(s) or planning board as allowed in an adopted neighborhood plan for the affected area. Review criteria may include policies of an adopted neighborhood plan or administrative guidelines as developed by the city. Decisions of the Planning Director may be appealed to the Planning and Zoning Board, and, if necessary to the Fort Collins City Council.

The conversion of any use to a multi-family use of more than four dwellings per building, or to one (1) or more of the non-residential uses permitted shall require the approval of the Planning and Zoning Board. The proposed conversion shall either be processed pursuant to # 118-83 of the Code of the City of Fort Collins, or submitted with a site plan, landscape plan, and preliminary building elevations. At the public hearing, the Planning and Zoning Board may consider administrative guidelines as developed by the City, and recommendations of a neighborhood planning board or policies and review criteria established as part of a neighborhood plan, if such a plan has been adopted by the City for the affected area.

I. Landscaping requirements.

No occupancy permit for property with a uses requiring approval of the Planning and Zoning Board shall be issued unless all landscaping on the property has been installed in accordance with an approved landscape plan for such property. In the event that such landscape installation has not been completed, an occupancy permit may be issued upon receipt by the Director of Finance of a cash deposit, landscape bond, letter of credit, or other satisfactory financial guarantee in an amount equal to the estimated cost of landscaping improvements to be installed. Such amount shall guarantee the installation of all landscaping which has not been installed. In the absence of an executed contract to install landscaping, landscape cost estimates shall be determined by an appraisal. The cash deposit, bond, letter of credit or other guarantee shall be released upon certification by the Building Inspector that the required landscape installation has been completed.



## APPENDIX B

### Revised Existing Zoning Districts

Changes recommended to the current wording of these districts are:

#### B.1 B-L, Limited Business District

This district designation is for areas for neighborhood convenience centers.

##### A. Uses permitted.

The following uses shall be permitted in the B-L, Limited Business District, provided that any use shall be separated from abutting residential zoning districts by a solid fence or wall at least six (6) feet in height, and further provided that any use shall comply with the landscape requirements set forth in Subsection F of this section. (Where applicable, these uses shall be subject to administrative review procedures as established in an adopted neighborhood plan for the affected area.)

1. Single-family, two-family and multi-family uses.
2. Banks, savings and loans and finance companies.
3. Standard and fast-food restaurants.
4. Indoor theaters.
5. Membership clubs.
6. Offices and clinics.
7. Personal Service shops.
8. Retail stores.

9. Laundry and dry-cleaning outlets whose business consists primarily of serving retail customers.
10. Limited indoor recreation uses, provided that all such activities are conducted entirely within an enclosed structure.
11. Small animal veterinary clinics.
12. Aquarium shops.
13. Public utility installations, excluding repair and storage facilities.
14. Accessory buildings and uses.
15. Churches, provided that such uses follow the lot area, front yard, rear yard, side yard and off-street parking minimum requirements set forth in #118-44 of the Code of the City of Fort Collins.
16. Shopping centers consisting of any of the above uses, subject to being shown on a planned unit development plan as defined, processed and approved according to #118-83 of the Code of the City of Fort Collins.
17. Child-care centers, provided that a site plan is submitted to and approved by the Director of Planning and Development.
18. Any land use located on a planned unit development plan as defined, processed and approved according to #118-83 of the Code of the City of Fort Collins.

B. Minimum area of lot.

Minimum lot area shall be two (2) times the total floor area of the building.

C. Minimum width of lot.

Minimum lot width shall be seventy-five (75) feet.

D. Minimum yards (Minimum distances of any building from any alley or zoning district.) Minimum yard depth shall be twenty (20) feet.

E. Landscape requirements.

1. Any use in this district shall require that a landscape plan complying with #118-83G(4)(b) of the Code of the City of Fort Collins shall be submitted and approved by the city administration (and, where applicable, subject to review criteria as established in an adopted neighborhood plan for the affected area.) The city administration shall take action to approve or disapprove any such plan within fourteen (14) days after the plan is submitted to the Building Inspection Department. Appeal from the action of the city administration may be taken by the property owner to the Planning and Zoning Board by filing a notice of appeal with the Building Inspection Department. The property owner may further appeal the decision of the Planning and Zoning Board to the City Council by filing notice of appeal with the City Clerk. Any notice of appeal shall be filed within seven (7) days from the date the property owner is advised of the final action of the city administration or the date of decision of the Planning and Zoning Board.
  
2. No occupancy permit for any property in this district shall be issued unless all landscaping on the property has been installed in accordance with an approved landscape plan for such property. In the event that such landscape installation has not been completed, an occupancy permit may be issued upon the receipt by the Director of Finance of a cash deposit, landscape bond, letter of credit or other satisfactory financial guaranty in an amount equal to the estimated cost of landscaping improvements to be installed. Such amount shall guarantee the installation of all landscaping which is shown on the approved landscape plan and which has not been installed. In the absence of an executed contract to install landscaping, landscape cost estimates shall be determined by an appraisal. The cash deposit, bond, letter of credit or other guaranty shall be released upon certification by the Building Inspector that the required landscape installation has been completed.

F. Planned unit developments.

Areas which are located on a planned unit development as defined, processed and approved according to #118-83 of the Code of the City of Fort Collins, and, where applicable, subject to review criteria as established in an adopted neighborhood plan for the affected area, may vary the requirements of this section.

**B.2 R-H, High Density Residential District**

This district designation is for areas containing high density residential uses.

A. Uses permitted.

The following uses shall be permitted in this district, provided that uses in Subsection A(5) through (20) comply with the landscape requirements set forth in Subsection H, and Use Conversion Requirement in Subsection I below. Where applicable, these uses shall be subject to administrative review procedures as established in an adopted neighborhood plan for the affected area.

1. One-family dwellings.
2. Two-family dwellings.
3. Public and private schools.
4. Colleges and universities.
5. Multiple-family dwellings.
6. Boarding and rooming houses.
7. Churches and uses providing meeting places and places for public assembly with incidental office space.
8. Fraternity and sorority houses.
9. Hospitals.
10. Standard restaurants.
11. Medical and dental clinics.

12. Membership clubs.
13. Nursing homes and sanitariums.
14. Offices and personal service shops.
15. Parking lots and parking garages as a principal use.
16. Public and nonprofit quasi-public recreational uses as a principal use.
17. Undertaking establishments.
18. Essential public utility and public service installations and facilities for the protection and welfare of the surrounding area, provided that business offices and repair and storage facilities are not included.
19. Child-care centers.
20. Tourist homes.
21. Group homes.
22. Accessory buildings and uses.
23. Any land use located on a planned unit development plan as defined, processed and approved according to #118-83 of the Code of the City of Fort Collins. Areas which are located on an approved planned unit development may vary the requirements of this section.

B. Minimum area of lot.

Minimum lot area shall be the equivalent of one-half (1/2) the total floor area of the building, but not less than the following: six thousand (6,000) square feet for a one-family or two-family dwelling, nine thousand (9,000) square feet for a multi-family dwelling or children's center and twelve thousand (12,000) square feet for the uses set forth in Subsection A(12) through (18) and (20) above.

C. Minimum width of lot.

Minimum lot width shall be sixty (60) feet for a one-family or two-family dwelling, seventy-five (75) feet for a multiple-family dwelling or child care center and one hundred (100) feet for all other principal uses.

D. Minimum front yard.

Minimum front yard width shall be fifteen (15) feet.

E. Minimum rear yard.

Minimum rear yard width shall be fifteen (15) feet.

F. Minimum side yard.

Minimum side yard width shall be the equivalent of one (1) foot for each three (3) feet or fraction thereof of building height, except that no side yard shall be less than five (5) feet in width and further except that one-family and two-family dwellings shall require no more than five (5) feet of side yard.

G. Planned unit developments.

Areas which are located on a planned unit development as defined, processed and approved according to #118-83 of the Code of the City of Fort Collins, and where applicable, subject to review criteria as established in an adopted neighborhood plan for the affected area, may vary the requirements of this section.

H. Landscape requirements.

Uses (5) through (20) inclusive listed in Subsection A above shall require that a landscape plan complying with #118-83G(4)(b) of the Code of the City of Fort Collins shall be submitted and approved by the city administration, and where applicable, subject to review criteria as established in an adopted neighborhood plan for the affected area. The city administration shall take action to approve or disapprove any such plan within fourteen (14) days after the plan is submitted to the Building Inspection Department. Appeal from the action of the city administration may be taken by the property owner

to the Planning and Zoning Board by filing a notice of appeal with the Building Inspection Department. The property owner may further appeal the decision of the Planning and Zoning Board to the City Council by filing notice of appeal with the City Clerk. Any notice of appeal shall be filed within seven (7) days from the date the property owner is advised of the final action of the city administration or the date of decision of the Planning and Zoning Board.

No occupancy permit for property with uses (5) through (20) inclusive listed in Subsection A above shall be issued unless all landscaping on the property has been installed in accordance with an approved landscape plan for such property. In the event that such landscape installation has not been completed, an occupancy permit may be issued upon the receipt by the Director of Finance of a cash deposit, landscape bond, letter of credit or other satisfactory financial guaranty in an amount equal to the estimated cost of landscaping improvements to be installed. Such amount shall guarantee the installation of all landscaping which is shown on the approved landscape plan and which has not been installed. In the absence of an executed contract to install landscaping, landscape cost estimates shall be determined by an appraisal. The cash deposit, bond, letter of credit or other guaranty shall be released upon certification by the Building Inspector that the required landscape installation has been completed.

#### I. Conversions to nonresidential uses.

The conversion from a residential use to one (1) or more if the uses permitted in #118-44A(9) through (17), inclusive, and (22) of the Code of the City of Fort Collins, shall require the approval of the Planning and Zoning Board. The proposed conversion shall either be processed pursuant to #118-83 of the Code of the City of Fort Collins or submitted with a site plan. At the public hearing, the Planning and Zoning Board may consider administrative guidelines for use conversions as developed by the city, and where applicable, review comments and recommendations from a neighborhood planning board. Following demolition of a residential

use, the subsequent construction of any nonresidential use on the same property shall be deemed a conversion requiring approval pursuant to this section.

J. Multiple-family dwellings.

The development of multiple-family dwellings shall require the approval of the Planning and Zoning Board. The Board shall hold a public hearing concerning the proposed development of multiple-family dwellings. The decision of the Board shall be based on the administrative guidelines for the development of multiple-family dwellings. At the public hearing, the Planning and Zoning Board may consider policies and review criteria established as part of a neighborhood plan, if such a plan has been adopted by the city for the affected area, and administrative guidelines as developed by the city. This provision shall apply to the initial construction of multiple-family dwellings and the conversion of other structures to multiple-family dwellings.



APPENDIX C

Transportation Documentation

Prepared for the East Side Neighborhood by Matthew J. Delich, P.E.

## TRANSPORTATION APPENDIX

This appendix is prepared to document some key transportation related elements studied in the formulation of the East Side Neighborhood Plan. The transportation elements discussed are:

- City-wide improvements
- Mulberry/Magnolia one way couplet
- Treatment of East Elizabeth
- Laurel Street connection to Riverside
- Parking near CSU
- Signalized streets which do not meet warrants
- School related traffic concerns.

### City-Wide Improvements

Given the existing street network in Fort Collins, many trips with destinations not in the East Side Neighborhood must travel through, or on the periphery of, the Neighborhood. Trips to major destination points such as Downtown, Colorado State University, and the South College Avenue Commercial Center (Foothills Fashion Mall, University Mall, etc.) have an impact on East Side Neighborhood streets. Also, through trips on Colorado State Highway 14 impact the Neighborhood.

Some short range solutions which can potentially decrease the traffic impacts on the East Side Neighborhood are:

- Provide signage on westbound State Highway 14 traffic indicating that Lemay Avenue can provide access to the South College Commercial Center via Prospect, Drake, or Horsetooth Roads. This could redirect a number of vehicles which now proceed west via State Highway 14/Mulberry and then south via College Avenue. Some of this traffic may filter through the Neighborhood.
- As soon as acceptable facilities are available, provide a functional bypass connecting North College Avenue (U.S. 287) and State Highway 14. This route should be via Lemay Avenue to either Vine Drive or Willox Lane. This bypass should take substantial traffic off local streets, especially trucks that have no destination in Fort Collins. This would reduce the volumes on Riverside Avenue and, to a lesser extent, on Mulberry Street and College Avenue.

- Construct northside ramps at the I-25/Prospect Interchange. These ramps should remove from East Side Neighborhood streets a substantial amount of traffic from north of Fort Collins (Cheyenne, Wellington, etc.) that is destined for either CSU or the South College Commercial Center. This improvement will have a similar effect to that provided by the improved signing at State Highway 14/Lemay Avenue. Along with this ramp construction, Prospect Road will have to be improved to arterial standards east of Timberline Road.

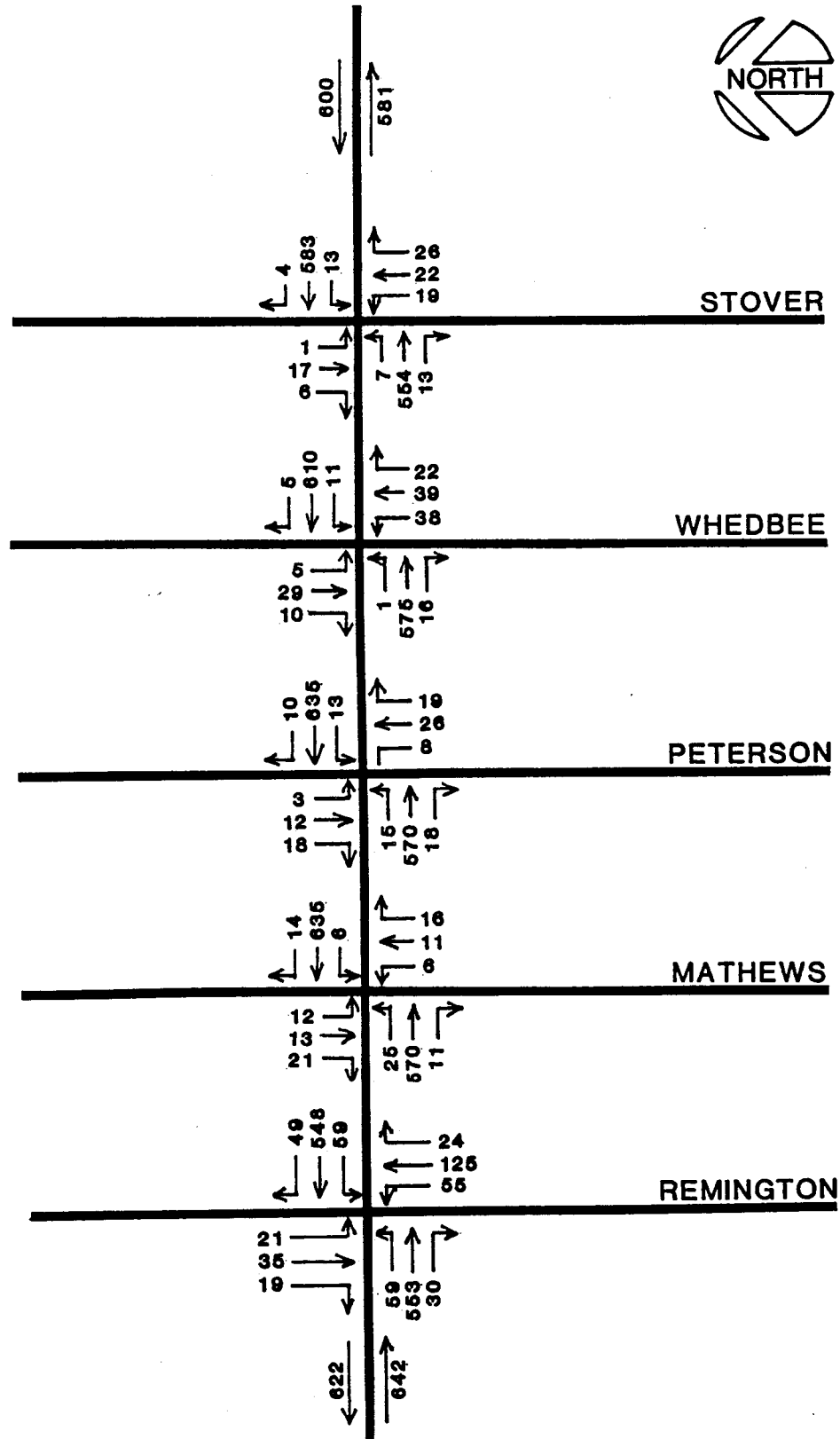
Some system wide street improvements which will have an impact on Neighborhood streets or streets that are on the periphery of the East Side Neighborhood are:

- The Timberline Road connection from Prospect Road to State Highway 14 will have an effect similar to that of the northside ramps at I-25/Prospect Road and emphasis of the Lemay Avenue corridor.
- Improvement of Lincoln Avenue from State Highway 14 to Mountain Avenue as an alternative route to Downtown would provide relief for the State Highway 14/Riverside Avenue corridor. The Lincoln Avenue improvement coupled with the Timberline Road improvements could create a functional bypass of the central area of Fort Collins (the College Avenue Corridor). It would also provide for an effective truck route to the Timberline Road area, some of which is zoned Industrial.
- The Fort Collins Parkway (Expressway) would provide a bypass for thru-traffic on State Highway 14 and serve the industrially zoned northeast area of Fort Collins. This would have the same effect as the functional bypass mentioned as a short range solutions. However, this bypass would be a more attractive one since it would be grade separated and be a higher speed, higher capacity facility.

While all of the above facilities are external to the East Side Neighborhood, their implementation will reduce traffic through and adjacent to the Neighborhood.

### Mulberry/Magnolia Couplet

The Mulberry/Magnolia Couplet as recommended in the Fort Collins Downtown Traffic and Circulation Study has been, and still is, a point of controversy between Fort Collins City Staff and the East Side Neighborhood. If an east/west one way couplet is needed in Fort Collins, there is little doubt, from strictly a functional point of view, that Mulberry Street and Magnolia Street are the best candidates for this use. This is primarily due to the diagonal streets of Riverside Avenue on the east and Canyon Avenue on the west that provide smooth transitions to two way operation.



EAST MULBERRY A.M. PEAK HOUR

FIGURE A

However, the absolute necessity for the one-way couplet has not been thoroughly demonstrated. A number of things point to this. One is the fact that Mulberry Street is currently a four lane street with a center left-turn lane. The one-way streets are proposed to have two through lanes in each direction with turn lanes at appropriate locations. There is no question that a one-way pair has more capacity than a two-way street with four through lanes. However, it has not been shown that capacity and operational problems exist at any location along two-way Mulberry Street, except at College Avenue, given the existing geometrics at this location. Capacity analyses were conducted at College/Mulberry and Mulberry/Remington intersections using year 2005 design hour conditions. Geometrics on College Avenue were held constant (existing). Mulberry Street geometrics were allowed to float until acceptable operation was achieved. (Acceptable operation was determined to be level of service D. This operation is generally in the acceptable category in most cities, since this operation is for the design hour and will only be exceeded approximately 30 hours per year.) The approach geometrics for Mulberry Street would be one left-turn lane, two through lanes, and one through/right-turn lane. These approaches are only necessary for the half block east of College Avenue and should be carried to Mason Street, where the right side through-lane can be dropped in both directions. It is likely that better design hour levels of service will be achieved with the one-way couplet. However, it is not likely to increase by more than one level of service category.

Operation was also evaluated at the Mulberry/Remington intersection under year 2005 design hour conditions. Level of service C was achieved at this intersection with existing geometrics. Therefore, operation on Mulberry Street east of Remington Street is expected to be level of service C or better since traffic volumes decrease in this direction.

Given the above comments and analyses, it is recommended that the East Side Neighborhood request the City of Fort Collins to re-evaluate the need for the Mulberry/Magnolia one-way couplet, given various city-wide improvements such as the new Fort Collins Parkway, the Timberline Road connection, etc., and new land use data developed by the Long Range Planner in the Planning Department. Perhaps this can be carried out as an element of the North I-25 Corridor Study soon to get underway.

#### East Elizabeth Street Treatment

East Elizabeth Street is designated as a local neighborhood street, yet is functioning as a minor collector. Current traffic counts on Elizabeth Street are about 3000 vehicles per day (the "rule of thumb" maximum for a local street is 2500 vehicles per day). It is estimated that with anticipated development along Lemay Avenue traffic on East Elizabeth Street will increase by about 600 vehicles per day if current street designs in the area are maintained.

Four alternatives for better managing traffic on East Elizabeth Street have been evaluated as a part of this study:

- Conversion of a portion of the street to one-way eastbound;
- Prohibit right turns from south bound Lemay Avenue onto Elizabeth Avenue;
- Introduce "curb bulges" as a Neighborhood entry way treatment to help slow the speed of traffic; and
- Evaluate alternative routes for east - west through traffic.

Implementation of a one-way conversion, or eliminating right turns onto Elizabeth Street would be difficult because:

- Most displaced traffic would go to Garfield Street unless it were similarly treated; which shifts to problem to Robertson Street; and so on.
- The standard "Institute of Traffic Engineers" guidelines for consideration of one-way streets are not adequately or clearly satisfied.

Proposed entry way treatments and some sidewalk improvements would make East Elizabeth Street a more pleasant local street on which to live; although it is unlikely that such improvements would substantially reduce traffic volumes.

Pitkin Street is constructed as a collector from Lemay Avenue to Stover Street (curb to curb width), but carries less traffic than Elizabeth Street. This may be at least partially due to the lack of a signal at the Lemay/Pitkin intersection, where left turns are increasingly difficult to execute. Installation of a signal at that location would not increase volumes on Pitkin Street to the levels presently experienced on East Elizabeth Street, but would reduce the East Elizabeth Street volumes to some extent.

#### Laurel Street Connection to Riverside

It has been proposed that Laurel Street be connected to Riverside Avenue, north of the proposed Albertson's Center near Lesser Drive. At the present time Laurel Street ends just west of the proposed Albertson's Center. If this connection is made, it is expected that Laurel Street traffic volumes will increase. This increase will be caused by traffic destined for the Albertson's Center or points east. This is especially true for the "to" trips (eastbound). The "from" trips (westbound) will be likely to use Elizabeth Street or Mulberry Street. Myrtle Street can provide the same connection as Laurel Street except that Myrtle Street is classified as a local street for its entire length. Laurel Street is classified as an arterial from Shields Street to College Avenue. However, this

classification assumes that the Mason/Howes one way couplet terminates at Laurel Street. Since this is no longer the case, it may be in the City's best interest to emphasize Mulberry Street as the best route (east/west) in this area.

Without the Laurel Street connection to Riverside Avenue, non-neighborhood traffic will probably use Mulberry Street and, to a lesser extent, Elizabeth Street. Neighborhood generated traffic will likely use Myrtle Street for the eastbound trip and Elizabeth Street for the westbound trip. Both Myrtle Street and Elizabeth Street are residential streets. Without the Laurel Street connection to Riverside Avenue, Myrtle Street traffic is likely to increase by about 350 vehicles per day and Elizabeth Street traffic is likely to increase by about 600 vehicles per day (unless the Pitkin/Lemay intersection is signalized, which would reduce that number to about 400). In order to emphasize Laurel as a neighborhood street, "curb bulges" should be considered on the east side of Whedbee Street on Laurel Street.

#### Parking Near Colorado State University

Streets east of College Avenue near CSU have a large number of all-day parkers who are students at CSU. According to City Staff, there is adequate on-campus parking on the west side of the main campus (near Moby Gym). However, this parking is perceived as being too far from the principal classroom buildings. All-day student parking occurs on all streets from College Avenue to Mathews Street between Laurel Street and Pitkin Street.

In cooperation with CSU, the City is contemplating instituting a parking permit program in this area which will allow all-day parking to residents of the area with a resident parking permit. Two hour free parking will be enforced by City personnel. This parking permit program should be supported by the East Side Neighborhood.

#### Signal Warrants

There are a number of signalized intersections, primarily along Whedbee Street, which do not meet signal warrants. It has been reported that vehicles can travel Whedbee Street at relatively high speeds (45 mph) and progression maintained north and south. City Staff has stated that this progression is purely coincidental. Since signal warrants are not met, a possible solution to this problem would be the use of stop signs for control at intersections other than Mulberry Street.

However, it should be realized that once the signals are removed, it is not likely that they will be replaced.

### School Concerns

Residents of the East Side Neighborhood have expressed concerns that school crossings near Harris Elementary School should be improved. The first step in reaching a solution to this problem is to define the problem. This is done by observing the situation to determine where the problems are. This cannot be done until September 1985 when school resumes.

Since the "School Safe Route Plan" is more than ten years old, the City Traffic Engineer and School District Officials should meet to re-evaluate the "Safe Route Plan." Revisions should be made where appropriate.

Other solutions that should be considered are:

- Elimination of the Whedbee Street signals, since they are not warranted. These could be replaced with stop sign controls. The Elizabeth/Whedbee intersection should be considered for staffing by a crossing guard whether signals are left in place, or replaced by stop signs.
- Provide "curb bulbs" at selected intersections which will provide a shorter crosswalk distance and time, and provide more pedestrian and vehicle visibility.
- Move the school bus loading area to another location where buses will not create sight line problems.

### Traffic Counts

The headlight survey conducted in May 1983 as part of the Fort Collins Downtown Traffic and Circulation Study indicated an unexplained decrease in vehicles with headlights on westbound Mulberry Street between Riverside Avenue and College Avenue. The total number of vehicles traveling west on Mulberry Street just west of Riverside Avenue with headlights on were 3264 for the three observation periods (7:00-10:00 AM, 11:30 AM-1:30 PM, and 3:00-6:00 PM). The number of vehicles arriving at College Avenue on Mulberry Street were 2057. Concern was expressed that the difference, 1207 vehicles, were filtering through the East Side Neighborhood on streets that are classified as local streets.

Therefore, traffic counts were conducted on April 10, 1985 from 7:15-8:45 AM to determine whether this concern was justified. Figure A shows the peak hour (7:30-8:30 AM) turning movements along Mulberry Street from Stover Street to Remington Street. Of the total westbound vehicles counted at Stover Street, approximately 70 percent were still on Mulberry Street west of Remington Street. Almost 20 percent exited from Mulberry Street at Remington Street. This compares to approximately 65 percent indicated in the headlight survey. The headlight survey counted vehicles after the Remington Street intersection.



The conclusion reached based upon this information is that both the headlight survey and the East Side Neighborhood traffic count indicate a comparable decrease in traffic on Mulberry Street between Riverside Avenue and College Avenue. More than half of the decrease occurs at the Remington Street intersection. Neighborhood streets classified as locals receive a minimal impact from westbound trips on Mulberry Street. In retrospect, perhaps the headlight survey should have counted at both Remington Street and College Avenue, since Remington Street offers good access to downtown parking and good access to CSU.

## APPENDIX D

### Historic Survey

The recommended procedure for conducting a survey of the relative contributing value of primary structures in the East Side Neighborhood is as follows:

1. Divide the study area into three to five survey areas.
2. Identify survey teams of two to three people per defined area.
3. Survey each lot in the neighborhood in the following manner:
  - 3.1. Classify every primary structure into one of the following categories:
    - Contributing [+]
      - \* Clearly reflects one or more historic architectural styles.
      - \* Contributes to the character of the immediate neighborhood area.
    - Contributing, but in need of maintenance [+M]
    - Non-contributing [o]
      - \* Perhaps not "historic", but compatible in design with the character of the immediate neighborhood area.
    - Non-contributing, but in need of maintenance [o,M]
    - Intrusive [-]
      - \* Clearly incompatible with the character of the immediate neighborhood area.
  - 3.2. Consider secondary structures - detached garages, out buildings, etc. - only if they are contributing.
    - Contributing secondary structure [\*]
    - Contributing secondary structure in need of maintenance [\*M]
  - 3.3. To analyze structures consider:
    - Building styles, shapes, size, mass, colors.
    - Building materials.

- Uniformity of setbacks from street and spacing between buildings.

4. Be sure the group studying revisions to the City's demolition requirements receive the survey results.

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