



Questions to consider:

How does the neighborhood...

- capitalize on building design to create an interesting look & feel, or other qualities?
- accomodate multiple users with differing access needs (walking, bicycling, wheelchairs, public transit) to multiple destinations that serve residents?
- foster a sense of community and neighborly interaction?
- relate to conservation of the natural environment, air quality, water quality?
- add to Fort Collins as distinctive place where people choose to stay?

From the FRONT PORCH TO THE STARS

How Neighborhood Planning Has Evolved

A SELF-GUIDED TOUR



City of Fort Collins

fcgov.com/planvan



1 Mountain & Howes

Grids & Grandeur 1873-1910

The classic town grid pattern dates from 400 BC. Streets form easy-to-walk blocks and alleys provide for trash carts and vehicles, so

houses can put their best face forward with decorative appeal for: windows, porches, fences, and doorways. Generous sidewalks, and tree-lined parkways add to the graceful transition from public street to private house. This simple yet intricate pattern is based on the timeless necessity of walking. The general pattern has ten, 400-foot blocks to the mile, with 100-foot streets wide enough to turn a team of horses around.



2 600 Block Whedbee Street

Streetcar Savvy 1910-1930

As the original town plan fills in, streetcars extend into the new additions -- an asphalt-patched center median still marks tracks.



3 Circle Drive

Times Change 1940s

After WW2, people change their thinking about almost everything. The first breaks in the street grid begin to set neighborhoods apart. Corner bulges foretell cul-de-sacs. Garages become part of houses; but some alleys are still included (not to reappear for 50 years). Ranch style houses reflect ideas about creative, modern, functional spaces. Mass use of cars starts to shift attention away from appealing block faces for walking.

Suburbia - Our Way



4 Lory Street

insulated from increasing car traffic. (Collector and arterial streets grow accordingly.) Ranch and split-level houses reflect blossoming ideas about modern suburban living. Garages and driveways widen.

University Acres 1950s, 60s

The first simple curving street layouts reflect ideas about picturesque, suburban neighborhoods with quiet streets



5 Pikes Peak Avenue

has grown into a short cul-de-sac at the southeast corner of the project.

Prospect Estates 1960s

Like Circle Drive in concept, but with a special entryway median to highlight this area as a separate, special place. A corner bulge



6 Chippewa Court

prevent any through-traffic. Identity is shifting from living ON a town street to living IN a project. Suburban growth is transforming the community, and comprises the majority of our city's area.

Indian Hills 1960s, 70s

Curves and loops lead to first true cul-de-sacs. These eliminate redundant connections, form greenbelts, set projects apart, and

7 **Planned Development:**
Parklake and Lochwood Drives - 1980s
Escalating traffic increasingly drives street layouts as neighborhoods tame traffic with cul-de-sacs, which then concentrates traffic on main roads.



8 Caribou Drive
9 Jamison Drive /Court

Crosstown Traffic: Sunstone, Harmony Crossing, Stetson Creek - 1990s

Car-oriented trends continue with loops and cul-de-sacs to tame neighborhood traffic. Yet this pattern

maximizes total overall traffic and discourages walking with excessive distances, few choices of routes, and low visual interest. Driveways and garages dominate some streetfronts. Houses increasingly focus inward. The role of large corporate builders increases.

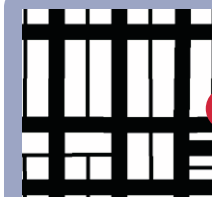


10 Autumn Harvest Way
11 Observatory Drive

Written in the Stars: Harvest Park and Observatory Village - 2000s

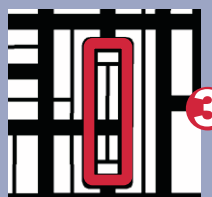
In response to concerns about faceless design based around car traffic, ideas about

benefits of the classical town pattern re-emerge in new suburban developments (e.g. visual appeal with short, interesting blocks of building faces to encourage walking). A balance with car traffic is sought. Alleys re-emerge, but under private, shared ownership.



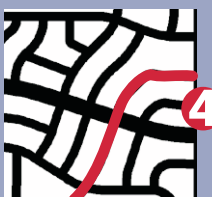
1 grid

1873-1910



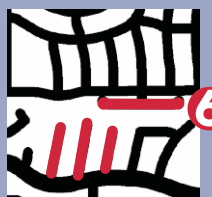
3 circle

1940s



4 curves

1950s, 60s



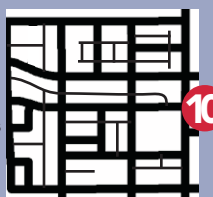
6 cul-de-sacs

1960s, 70s



8 loops & cul-de-sacs

1990s



10 adapted grid

2000s

Evolution of Street Layouts