

Welcome!

West Central Area Plan

**OPEN HOUSE
4:00 - 7:00 P.M.**

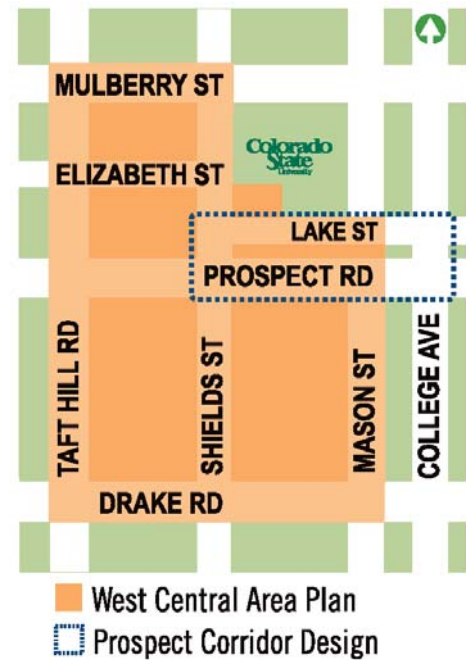
WHAT IS THE WEST CENTRAL AREA PLAN?

Adopted in 1999, the West Central Neighborhoods Plan provided a vision and policy guidance for the areas directly to the south and west of the Colorado State University Main Campus. The West Central Area Plan (WCAP) is an update to the 1999 plan.

The plan also includes new conceptual designs for Prospect Road and Lake Street (from Shields Street to College Avenue).

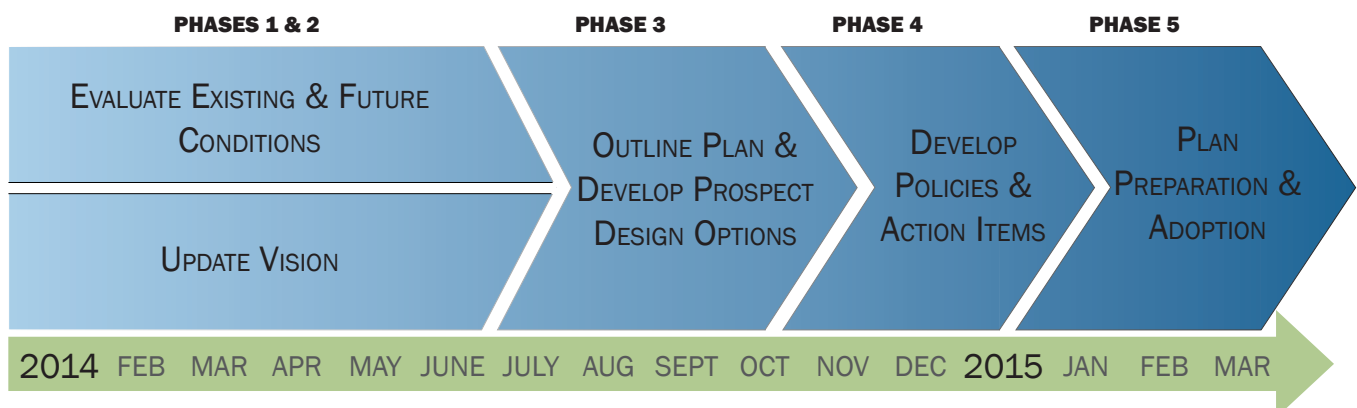
WHY DOES IT NEED TO BE UPDATED?

With 15 years of development and growth in the area, along with changes anticipated in the near future, it's time to revisit the plan. The updated West Central Area Plan reflects the vision and desired character of the area and addresses new opportunities and issues that have emerged.



PLANNING PROCESS

The plan has been updated over the course of the past year, with ongoing opportunities to get involved and provide comments.



Review the Draft Plan online!

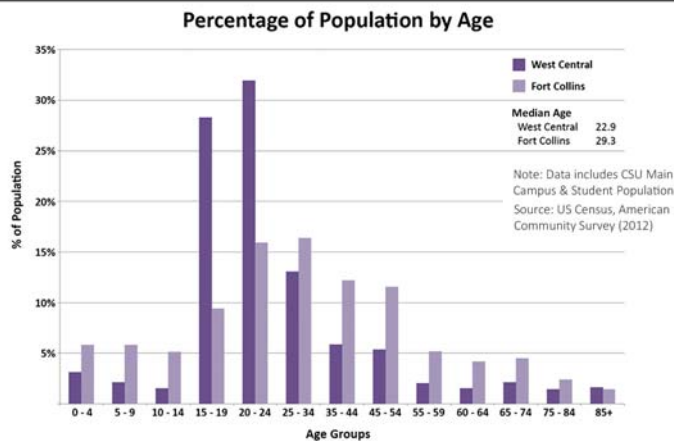
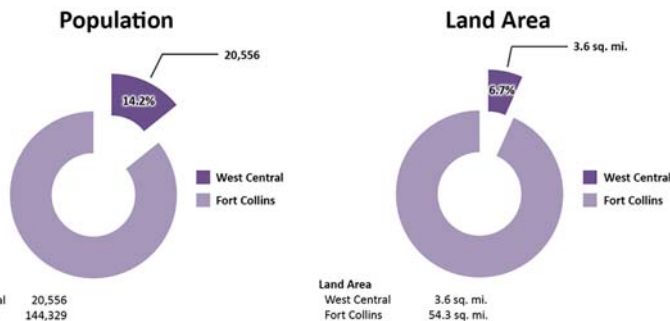
Visit fcgov.com/westcentral for more information, to download the Draft Plan, and to provide comments.

WEST CENTRAL AREA PLAN QUICK FACTS

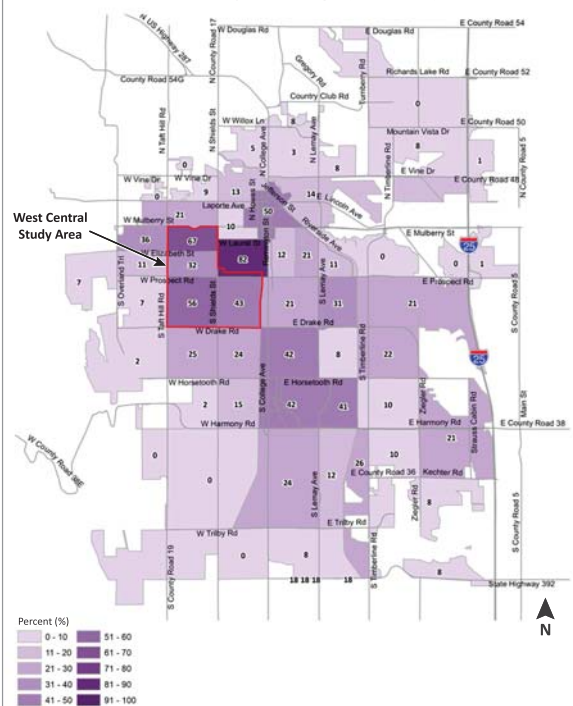
	West Central	Fort Collins
Population	20,556	144,329
Median Age (yrs.)	22.9	29.3
Gender		
Female	51.1%	50.0%
Male	48.9%	50.0%
Race		
White	80.6%	82.5%
Black or African American	2.6%	1.2%
Hispanic or Latino	8.4%	10.3%
Asian	4.7%	2.8%
Other Race	3.7%	3.2%
Commuting Patterns		
Car (Alone)	55.4%	72.0%
Carpool	7.3%	8.6%
Public Transportation	4.5%	1.4%
Walk	12.1%	3.6%
Other (including Bicycling)	14.6%	8.0%
Work from home	6.1%	6.4%

	West Central	Fort Collins
Housing Units	7,593	59,422
Avg. Yr. of Construction	1979	1983
Housing Unit Type (%)		
Single Family Detached	32.5%	57.4%
Single Family Attached	5.0%	8.3%
Two Family (Duplex)	0.6%	0.6%
Multifamily	61.6%	29.1%
Other	0.2%	2.4%
Housing Tenure (%)		
Owner-Occupied	21.8%	53.2%
Renter-Occupied	73.4%	42.2%
Vacancy	4.8%	4.6%
Income		
Median Household Income	\$28,286	\$53,359
Median Family Income	\$50,866	\$76,341

Note: Data includes CSU Main Campus & Student Population
Source: US Census, American Community Survey (2012)



Percent of Dwelling Units Located within Multifamily Buildings (3+ units)



Source: US Census, American Community Survey (2012)

WHAT WE HEARD FROM YOU

Below is a summary of key themes from the input received on the plan since February 2014.

Land Use & Neighborhood Character

- Preserve the character and improve the livability of existing single-family neighborhoods
- Ensure that new multi-family development is compatible with existing neighborhood character
- CSU should take a leadership role in mitigating the impacts of student housing in surrounding neighborhoods
- Protect historically significant buildings
- Additional infrastructure and services are needed in many areas

Transportation & Mobility

- Improve intersections and provide safer crossings along Shields, Prospect, and other arterial roads
- Ensure there is adequate parking for new development
- Need adequate bicycle and pedestrian connections through neighborhoods

Open Space Networks

- Ensure residents have access to parks open space as more development occurs
- Improve connections to the numerous parks, open space, recreation opportunities, and trails in the area

Prospect Corridor

- High-traffic corridor with uncomfortable conditions for people walking, bicycling, and driving, both along and across the roadway
- Consider providing other routes for pedestrian and bike traffic
- Consider the potential impacts of high density development along the corridor

Community Outreach to Date:

- 4 Listening Sessions
- 20 Walking & Bike Tours
- Online WikiMap
- 2 Visioning Workshops
- 3 Online Surveys
- 3 Stakeholder Committee Meetings
- Drake Road Farmers' Market
- CSU Lagoon Concert Series
- Gardens on Spring Creek Events
- Open House (Sept. 2014)
- Prospect Corridor Workshops
- Meetings with Neighborhood Groups and property owners (by request)
- Presentations to Advisory Boards & City Council

We Need Your Input!

Input from a broad range of stakeholders is essential to the success of the plan. You can stay up to date and share your thoughts by visiting the website or signing up for the email newsletter. Visit fcgov.com/westcentral for more information.

We aspire to achieve:

LU
1

Desirable, safe, and attainable neighborhoods that are a source of pride



Well-Maintained Properties,
Respectful and Quiet
Neighborhoods



Community Involvement



Attractive Street Appearance

LU
2

Conveniently located parks, trails, open space, services and employment



Neighborhood Market



Retail and Personal Services



Parks and Open Space

LU
3

New development that is compatible with existing development



Attractive, Well-Designed Multi-
Family Housing



Neighborhood Design Standards



Historically Significant Structures

LU
4

A range of incomes and a wide variety of housing options



Multi-Generational and Multi-
Family Housing



Single-Family Houses



Affordable Housing

LU
5

Well-integrated campus community



Good Neighbor Initiatives



Mixed-Use Development



Parking Solutions

LU
6

A collaborative design process that respects neighborhood concerns



Collaborative Dialogue with
Neighbors



Sensitivity to Historic Character



Emphasis on Quality and Design

LAND USE & NEIGHBORHOOD CHARACTER POLICIES

Code Enforcement & Education

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

Neighborhood Services

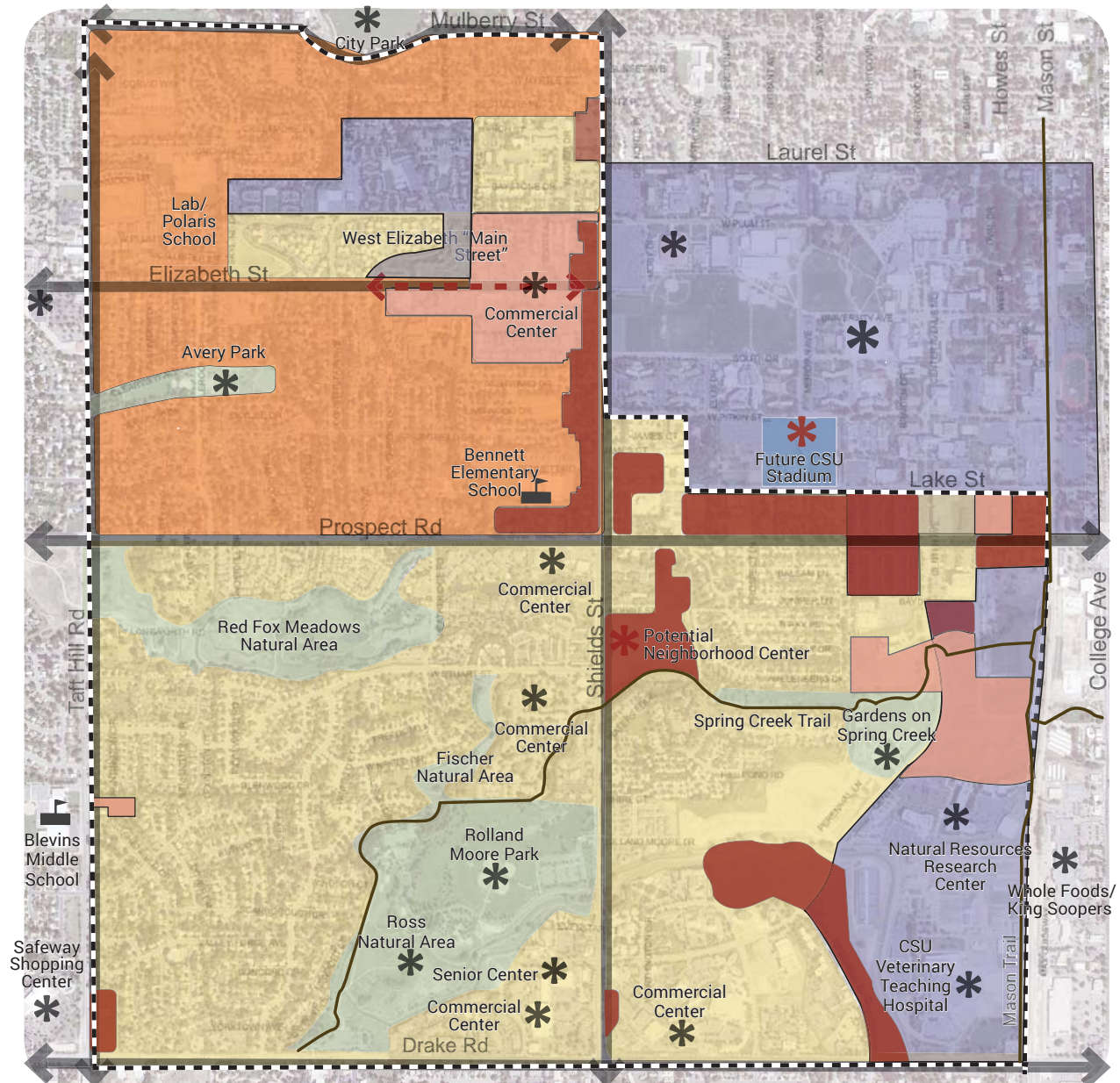
- 1.4** Ensure that the West Central area remains a safe place to live, work, travel, and play for all ages
- 1.5** Construct new public improvements and upgrade obsolete infrastructure to better serve neighborhood residents
- 1.6** Maintain and improve streets to support neighborhood aesthetics and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

Neighborhood Character

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

Areas of Stability, Enhancement & Development

The map below designates areas of Stability, Enhancement and Development representing a vision for where the greatest future change over time should occur, where enhancements are needed, and where existing stable areas should be protected and preserved. Developers and decision-makers should refer to the map when considering changes in zoning or Additions of Permitted Use. Many policies, programs and implementation strategies target specific areas on this map.



Legend

Existing Elements

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

Potential Opportunities

AREAS OF STABILITY, ENHANCEMENT & DEVELOPMENT:

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

West Elizabeth "Main Street"

Potential Key Destinations





We aspire to achieve:

T
1

Safe routes to school, CSU, and other major destinations



Safe, Comfortable Options



Safe & Convenient Street Crossings



Comprehensive & Connected Network

T
2

Safe, reliable, arterial streets that are easy to cross and serve residents and commuters



Improved Intersections and Underpasses



Effective Balance of Modes



Safe Crossing Distances and Improved Visibility of Users

T
3

Option for residents to live without a car



Walk



Bike



Ride

T
4

Reshaped and retrofitted streets that meet the needs of all ages, abilities, and modes



Landscaping Along Streets



Enhanced Bike Facilities



Traffic Calming Measures

T
5

Safe and efficient travel by car with adequate, convenient parking



Multi-Family Parking Areas and Shared Parking Arrangements



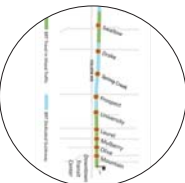
Traffic Safety and Efficiency



Neighborhood-Wide Approaches

T
6

Improved transit service and convenient stops



Improved Frequency and Connections



Convenient Access to Destinations



Improved Bus Stops

T
7

Easy access to transit (including MAX)



Access To and From Neighborhoods



Safe and Effective Infrastructure



Connections Between Modes

TRANSPORTATION & MOBILITY POLICIES

Safe Routes

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

Multi-Modal Options

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

Street Retrofitting

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

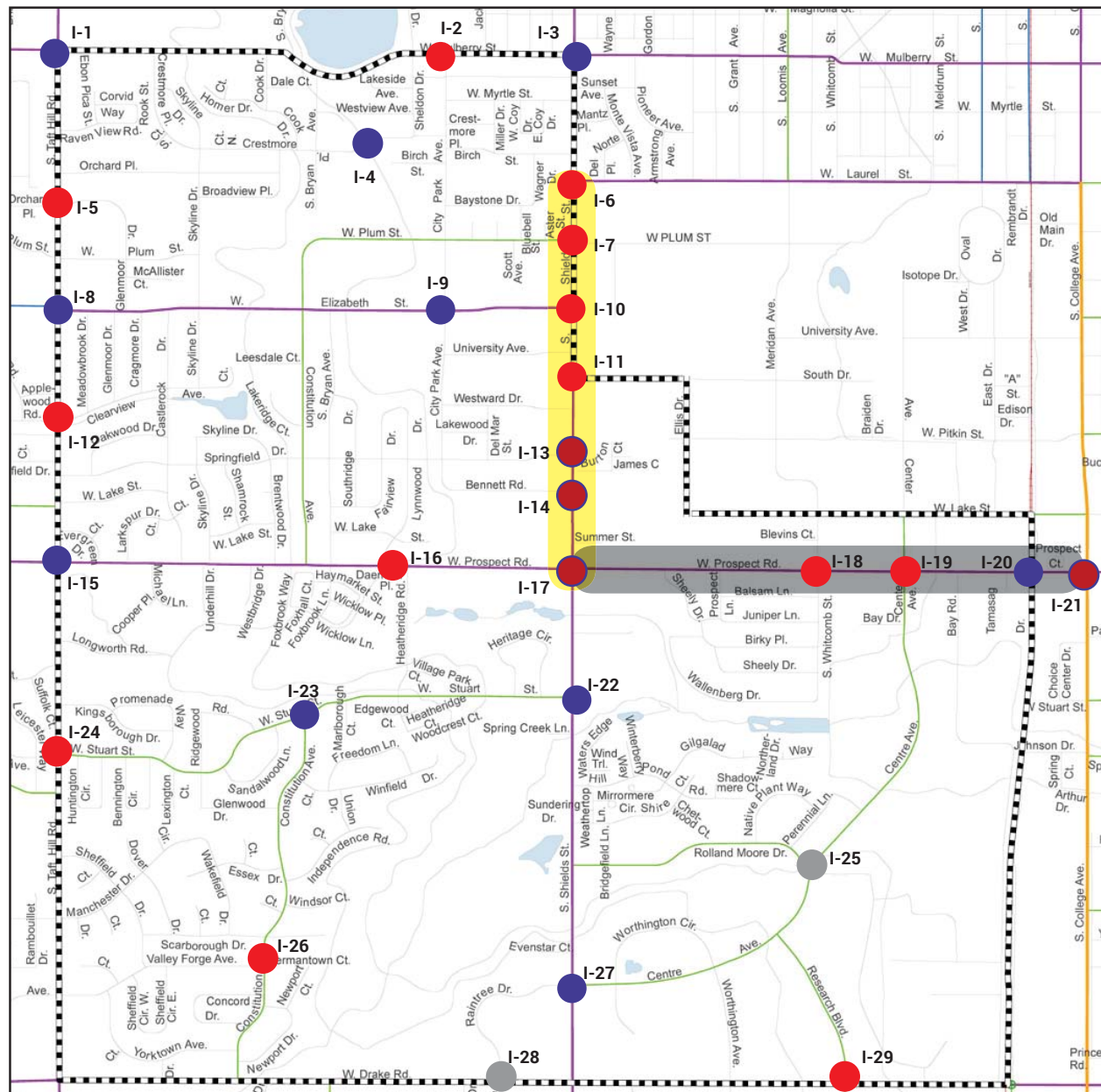
Parking

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

Potential Intersection Projects

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

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



Legend

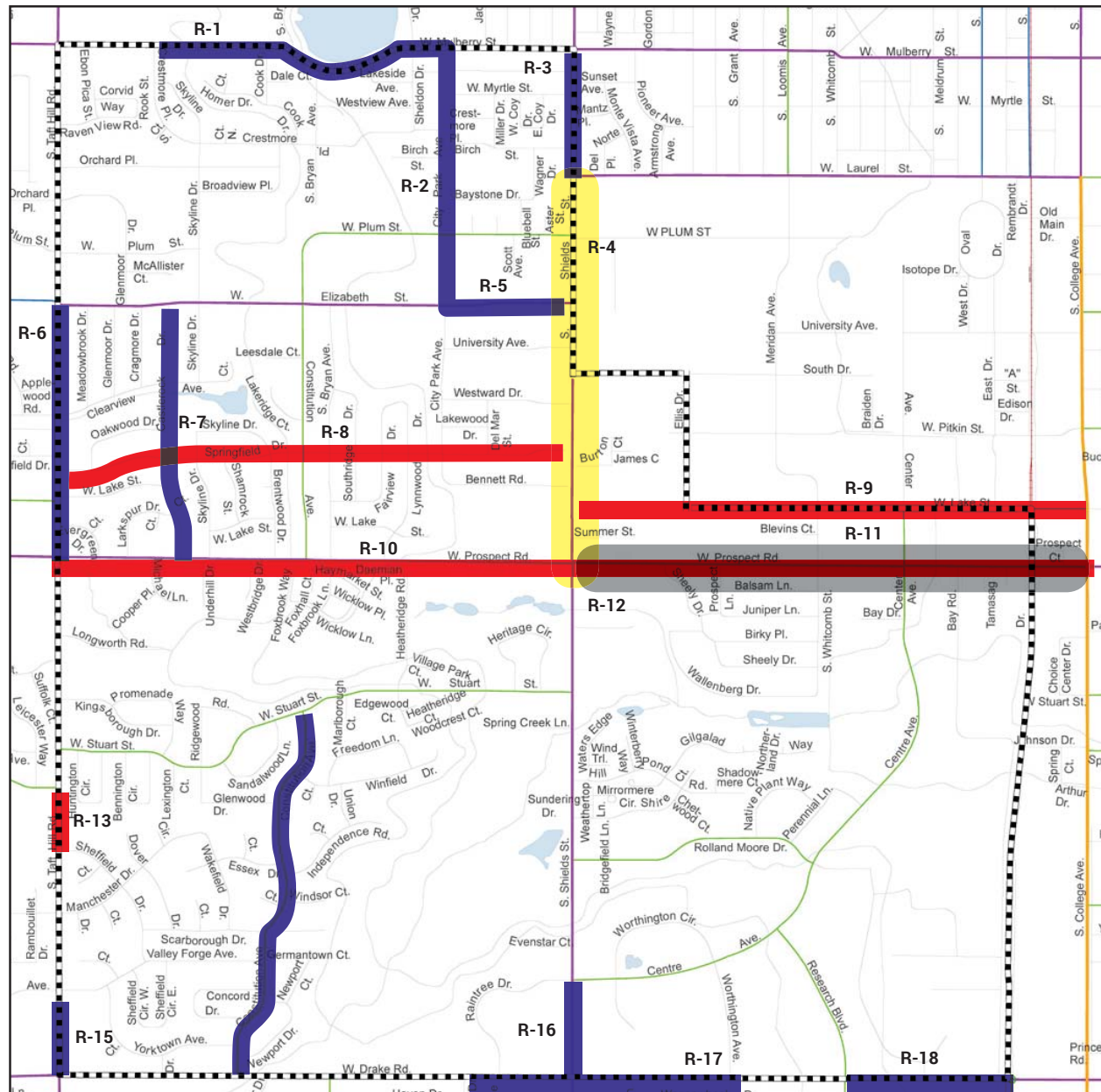
- West Central Area Boundary
- Shields Corridor Analysis
- Prospect Corridor Design
- Near-term priority
- Long-term priority
- Intersection to be monitored
- Potential for Near-term and Long Term Improvements



Potential Roadway Projects

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

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



Legend

- West Central Area Boundary
- Prospect Corridor Design
- Near-Term priority
- Long-Term priority

■ Shields Corridor Analysis





We aspire to achieve:

OS
1

Access to nature, recreation, and environmental stewardship opportunities



Network of Multi-Use Trails



Educational Opportunities



Neighborhood Parks, Community Gardens, and Xeriscape Projects

OS
2

Parks and open spaces that offer a variety of settings and experiences



Retreat from the Urban Environment



Exercise and Play



Gathering Places

OS
3

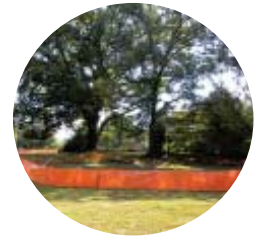
Attractive urban landscape that supports habitat, character, and shade



Residential Tree Canopy



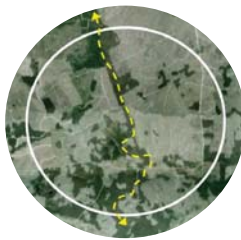
Street Trees and Median Improvements on Major Streets



Tree Preservation During Redevelopment and New Development

OS
4

Preserved and enhanced wildlife habitat and corridors



Habitat Connectivity



Native Habitat Enhancement and Restoration



Habitat Protection Along Irrigation Canals/Ditches

OS
5

Comprehensive and ecological approach to stormwater management



Road-Side Treatments and Medians



Neighborhood Detention and Habitat



Ecologically Healthy Stormwater System

OPEN SPACE NETWORKS POLICIES

Access

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

Quality

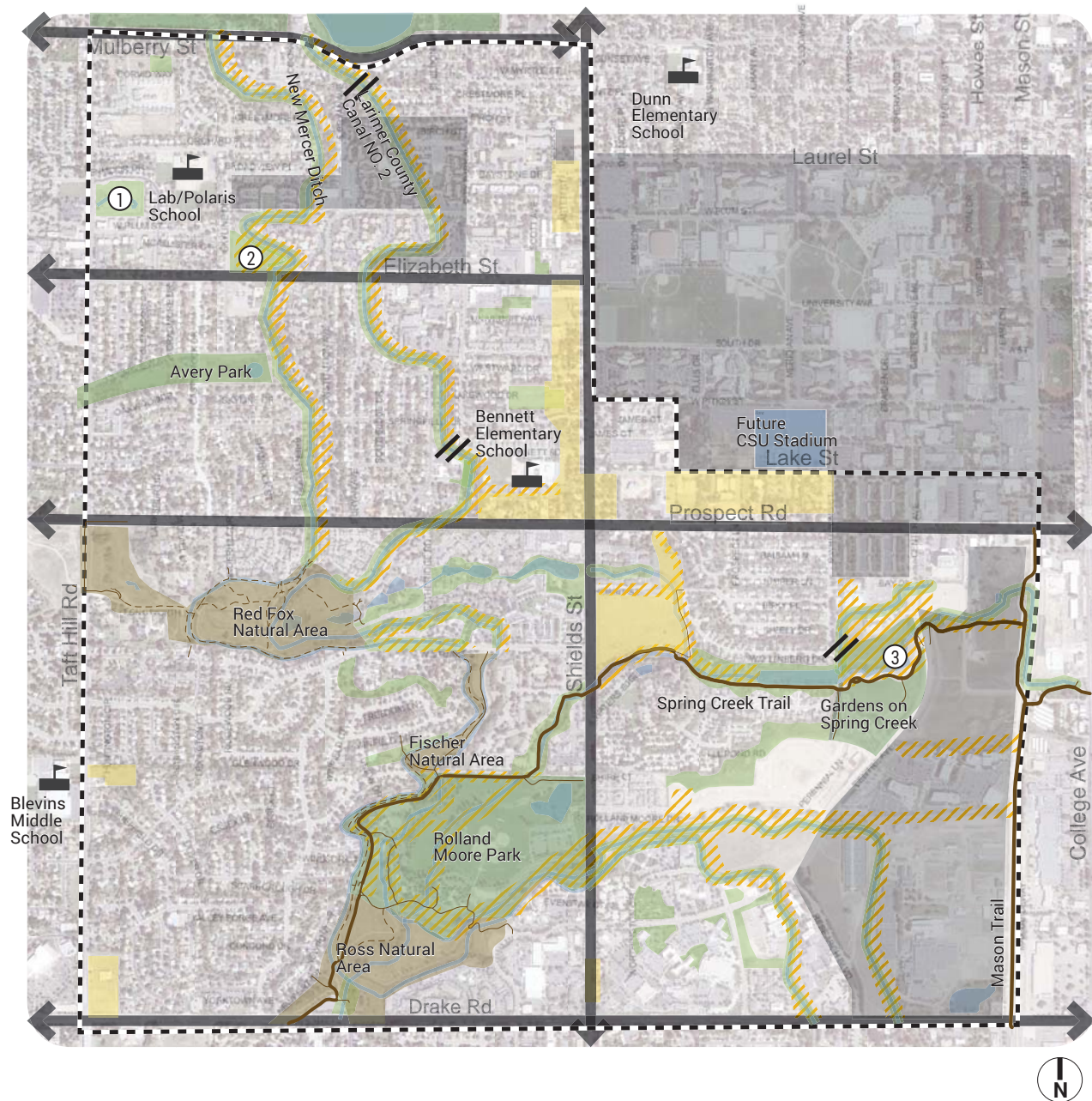
- 3.5** Provide for a variety of settings, experiences, and recreational opportunities in parks and open space
- 3.6** Improve safety in public parks, open spaces, and along trails
- 3.7** Explore the multiple ecological values that waterways provide, including irrigation, stormwater management, and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

Quantity

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

Areas of Potential Open Space Improvements & Additions

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



Legend

- | | | |
|---------------------------------------|-----------------------------|--|
| West Central Area Boundary | Major Paved Multi-Use Trail | Opportunity for Open Space Improvements & Additions |
| Arterial Road | Minor Paved Multi-Use Trail | Opportunity for Open Space/ Pocket Parks Provided by Development |
| Existing Open Space | Natural Surface Trail | ① Taft Hill/Orchard Drive Stormwater Site |
| Existing Park | Schools | ② Skyline/Elizabeth Stormwater Site |
| Existing Water Body | Potential Ditch Crossing | ③ Lilac Park Improvements |
| Existing Irrigation Canal and Habitat | | |
| Existing Ft. Collins Natural Area | | |



VISION

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

We aspire to achieve:

P
1

Safe and comfortable corridor for all modes of travel



Well-Marked Bike Facilities



Comfortable Sidewalks



Traffic Safety and Efficiency

P
2

Safe crossings



Automatic Detection of Cyclists at Intersections



Pedestrian Refuges



Grade Separated or Enhanced Crossings

P
3

Attractive gateway to campus, downtown, and midtown



Welcoming Intersections



Gateway Treatments



Street Trees and Medians

P
4

Seamless connection to MAX



Walk



Bike



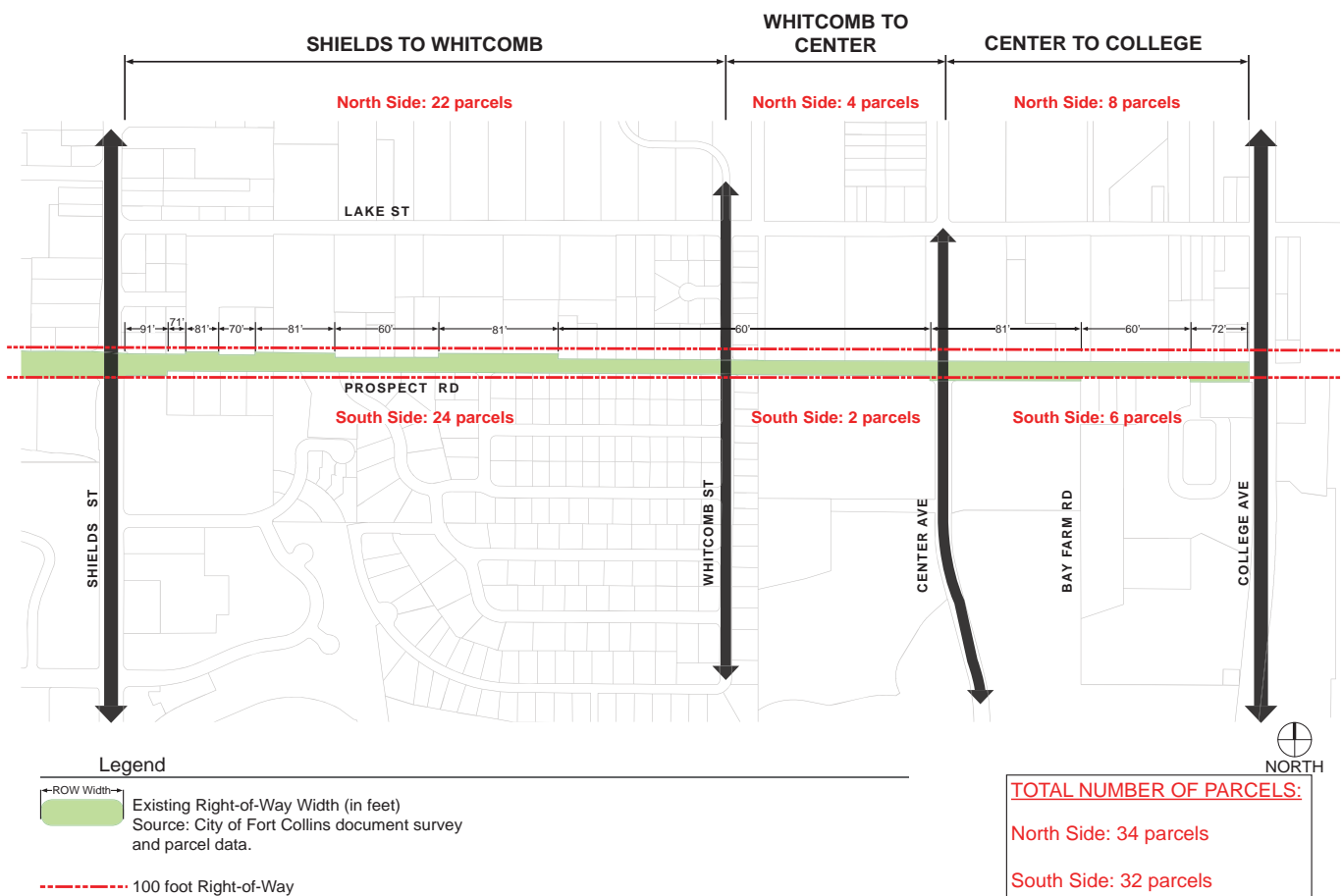
Ride



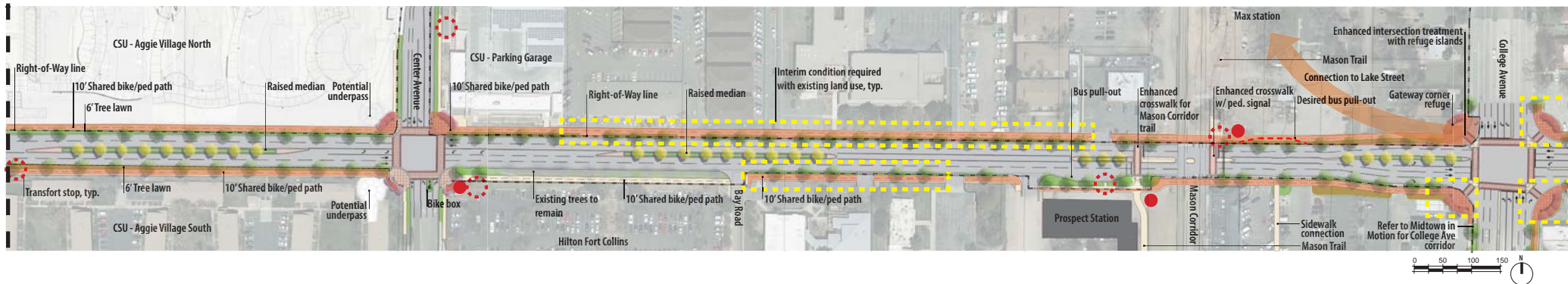
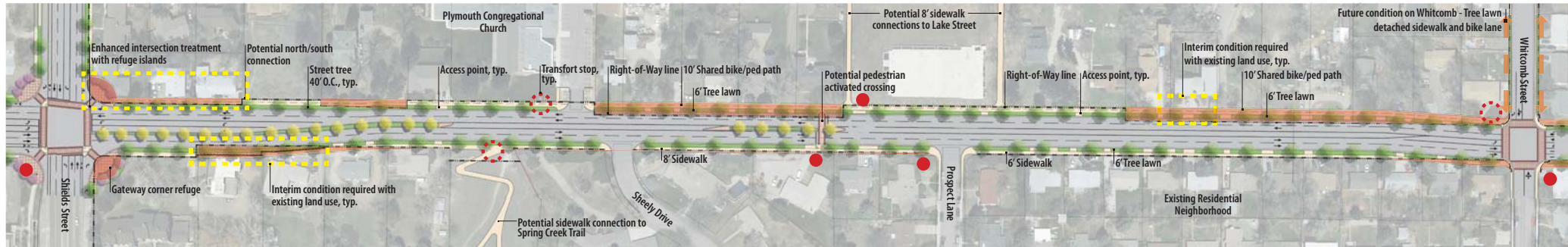
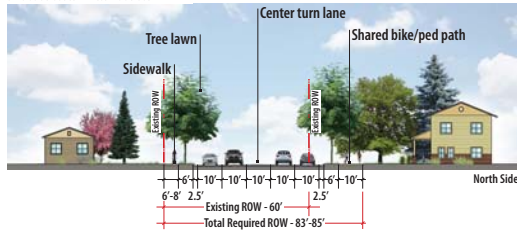
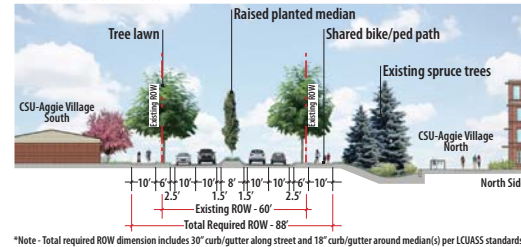
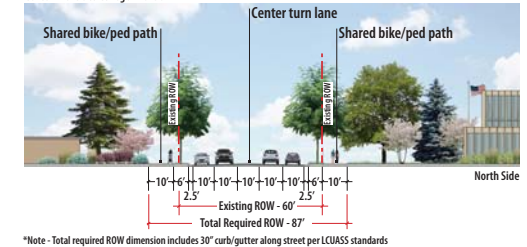
VISION

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

Prospect Road - Existing Conditions



PROSPECT ROAD - DRAFT DESIGN

Typical Cross-Section
Shields Street to Whitcomb StreetTypical Cross-Section
Whitcomb Street to Center AvenueTypical Cross-Section
Center Avenue to College Avenue

Legend

Potential Right-of-Way (ROW)
dedication/acquisition

Pedestrian Wayfinding

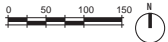
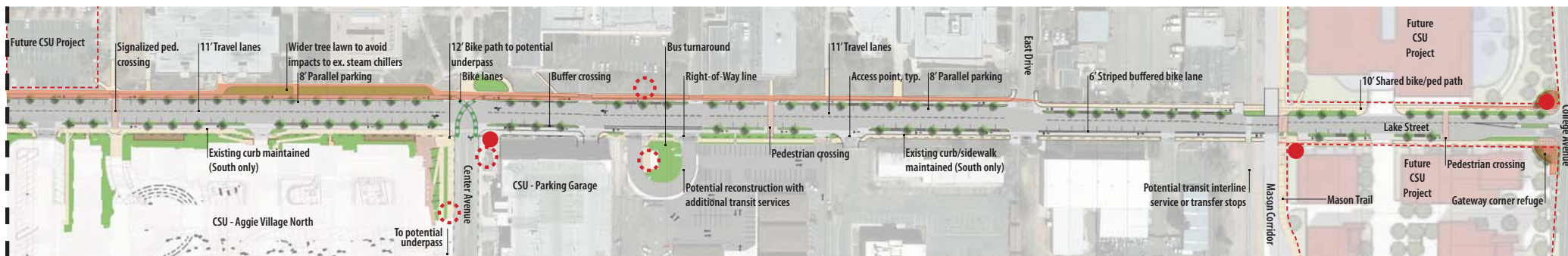
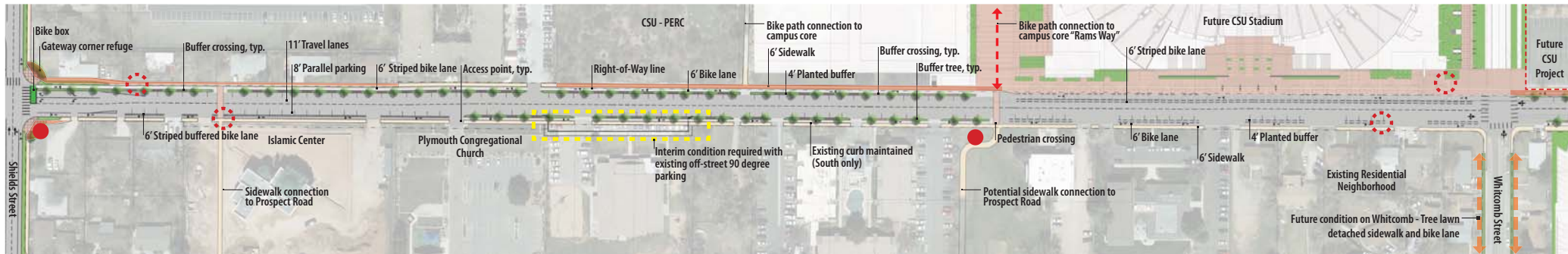


Transport Stop

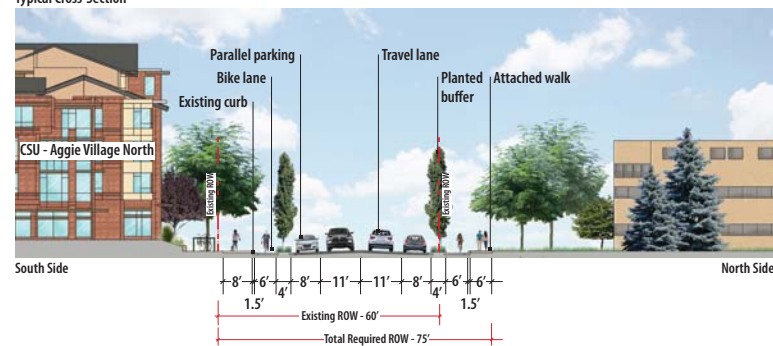


Interim condition required with existing land use

LAKE STREET - DRAFT DESIGN



Typical Cross-Section



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

Legend

Potential Right-of-Way (ROW)
dedication/acquisition

Pedestrian Wayfinding

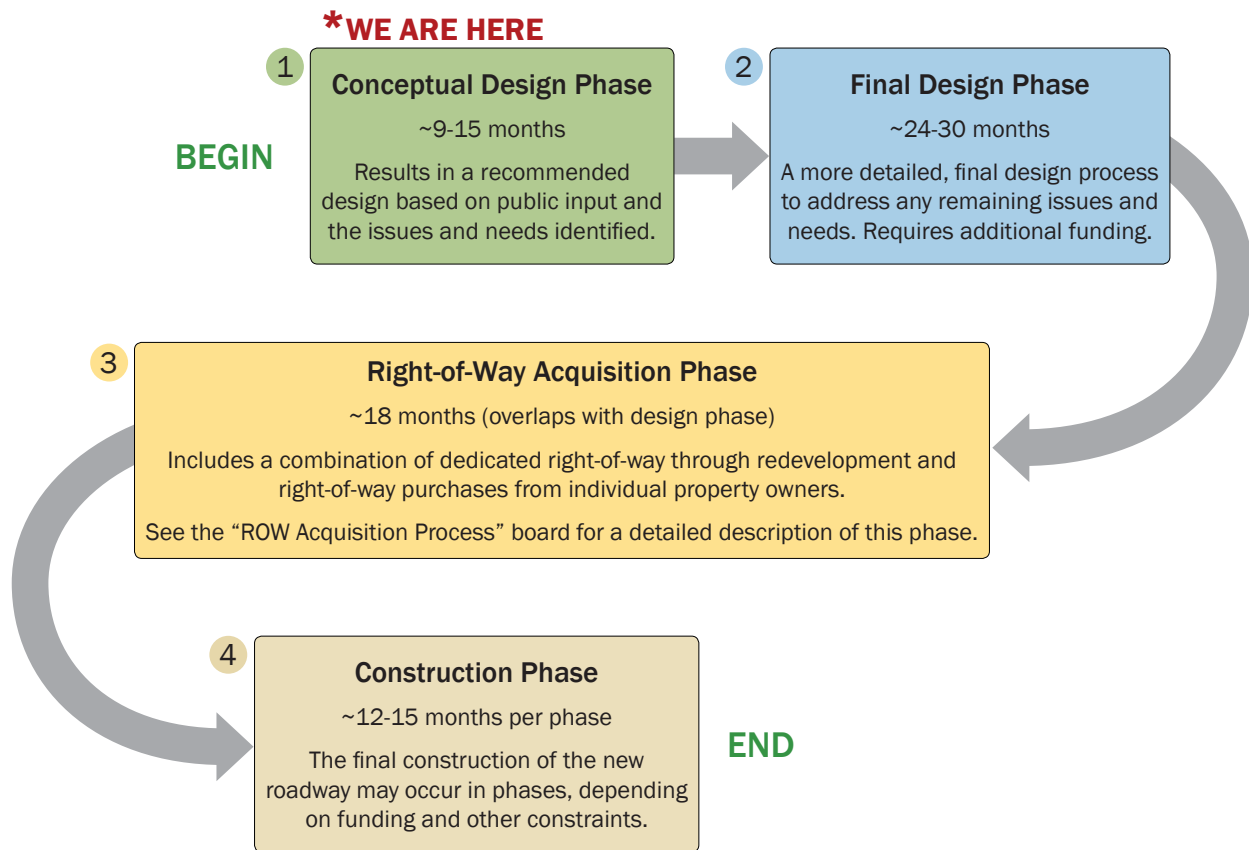
Transit Stop

Interim condition required with existing land use

DESIGN & CONSTRUCTION PROCESS

There are a number of steps in the design and construction process for a new or reconfigured roadway. Each of these steps requires time and funding, so some projects can take more or less time than others to be constructed. The diagram below outlines the general process for a roadway project.

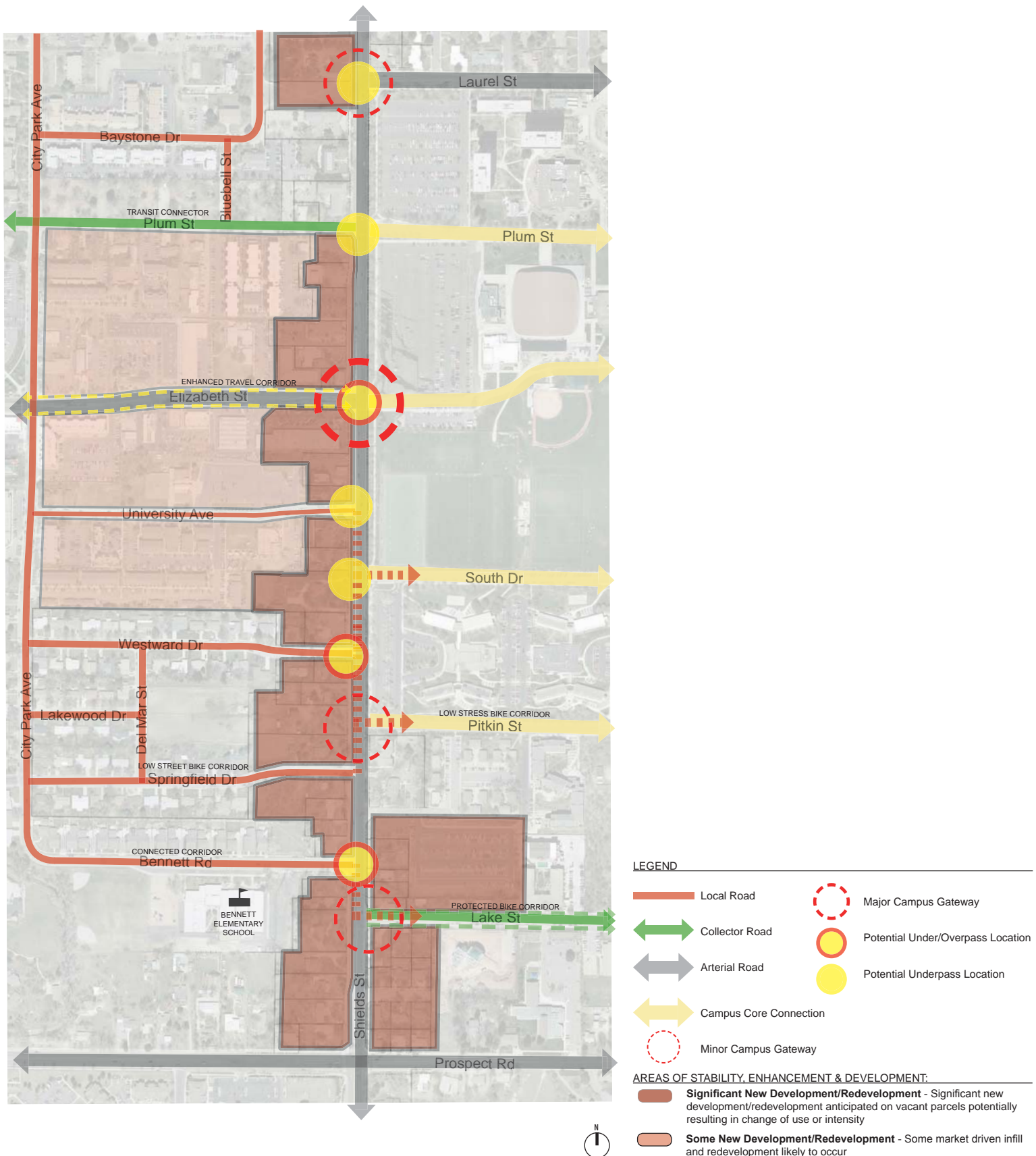
Process Overview



It is anticipated that the recommended design for the Prospect Corridor (Prospect Road and Lake Street) will be adopted as part of the West Central Area Plan. The Fort Collins City Council will consider the West Central Area Plan for adoption in spring 2015.

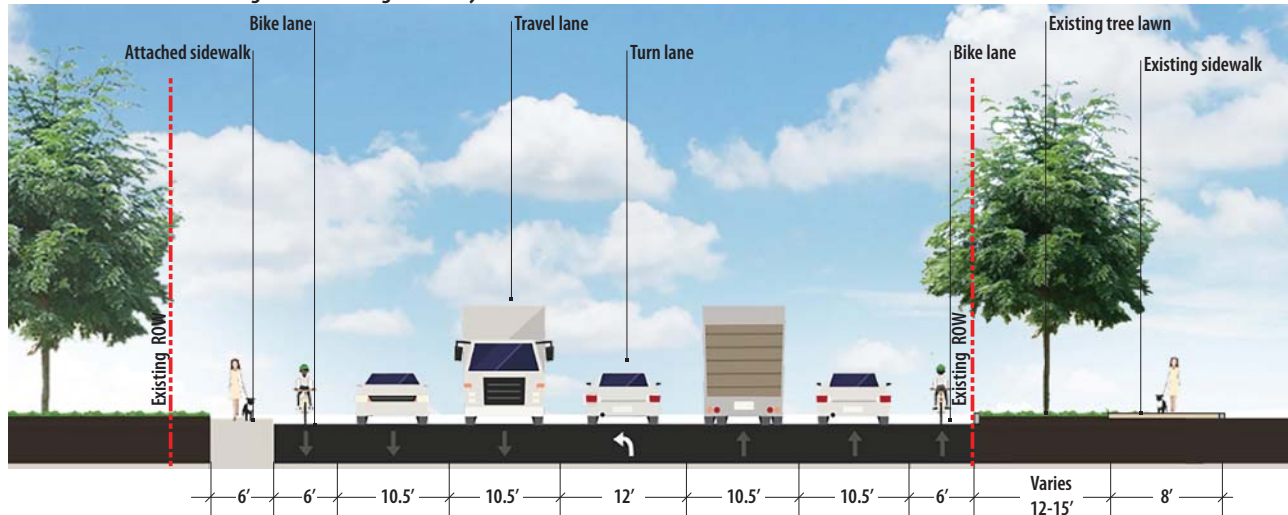
At this time, funding has yet to be secured for Phases 2, 3, and 4 of the design and construction process.

Corridor Influences & Connections

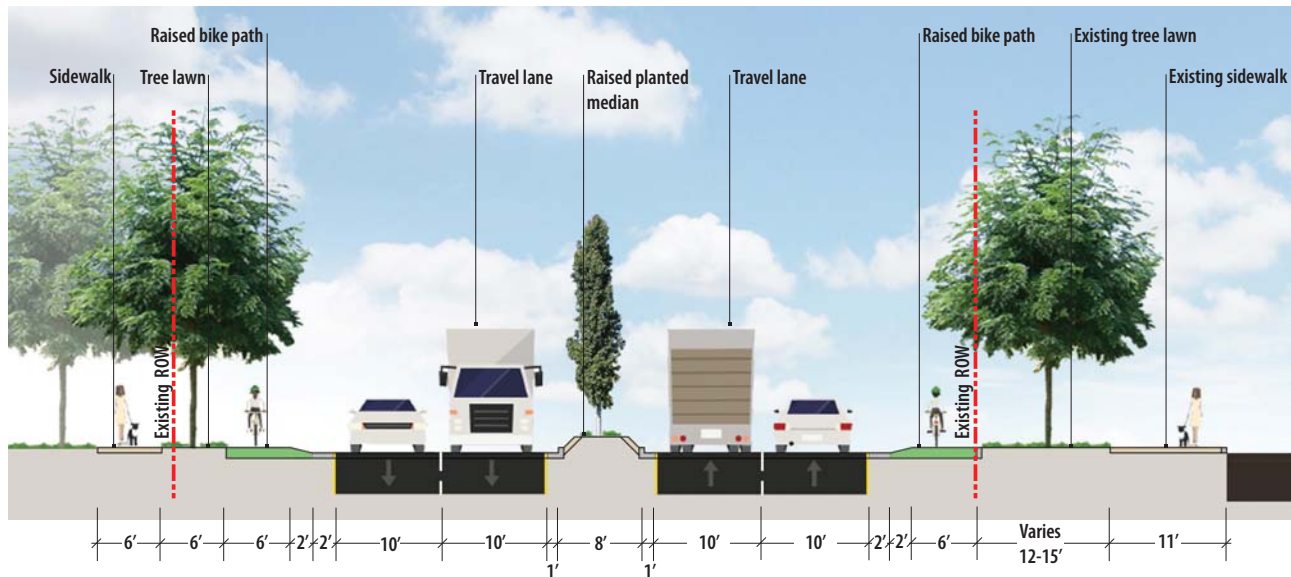


Shields Cross-Section Draft Design- North

Shields Cross-Section Existing Condition - Right-of-Way: 75'

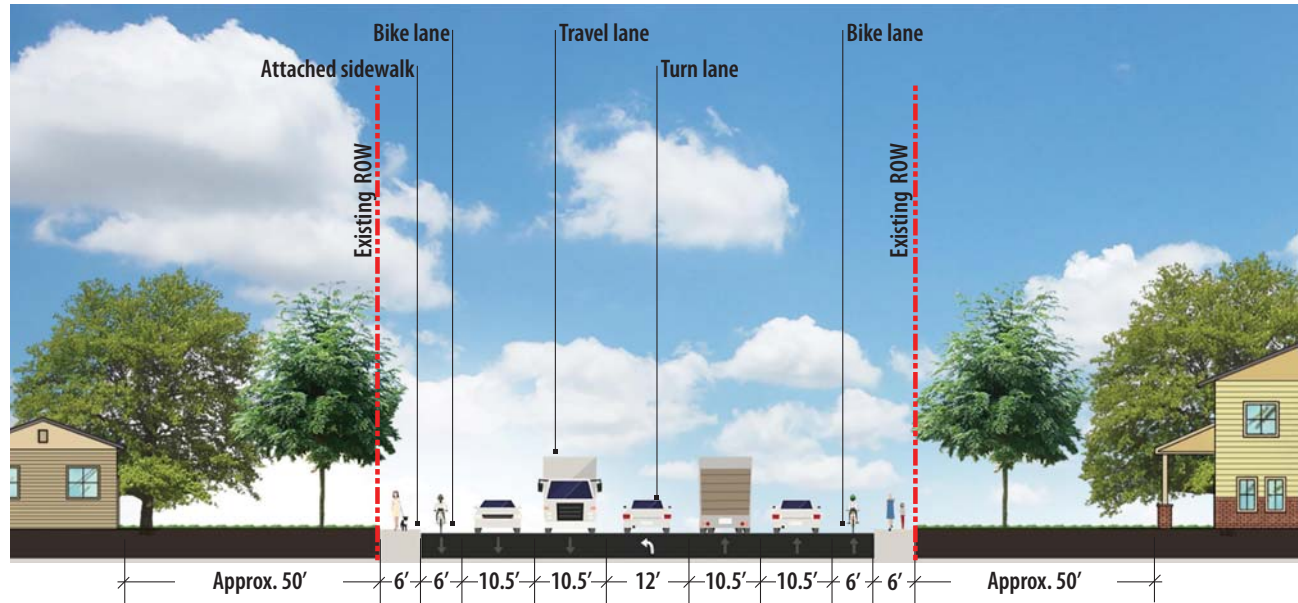


Shields Cross-Section Draft Design - Right-of-Way required: 82'

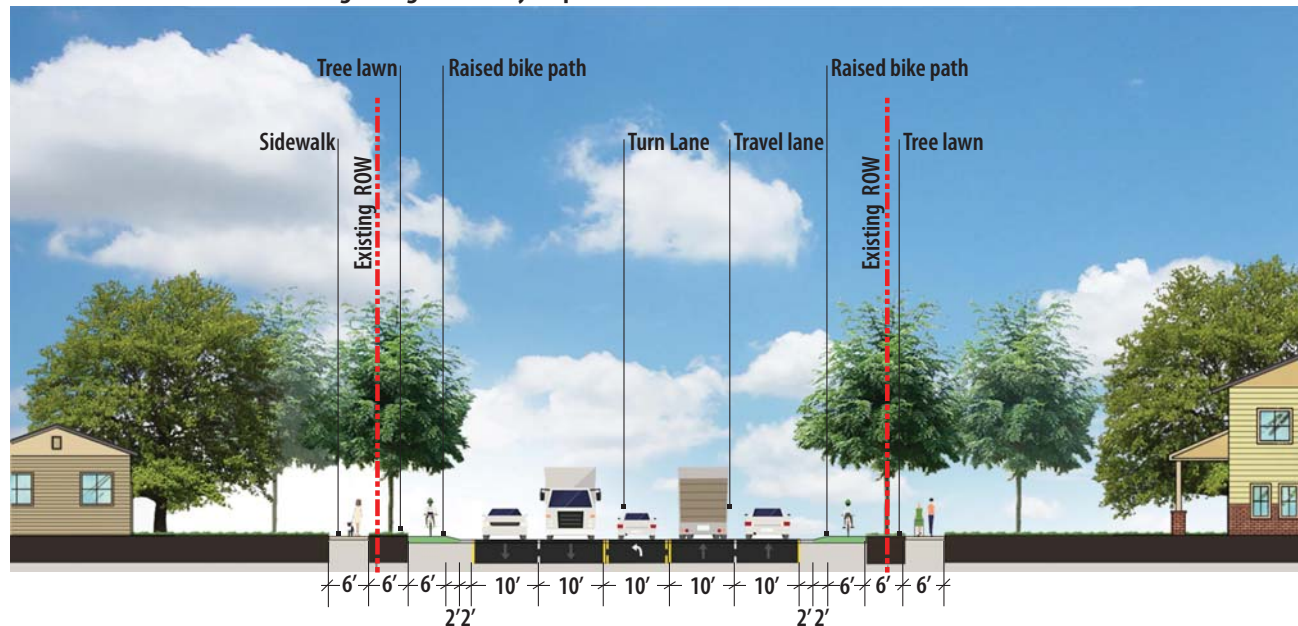


Shields Cross-Section Draft Design - South

Shields Cross-Section Existing Condition - Right-of-Way: 78'



Shields Cross-Section Draft Design - Right-of-Way required: 94'



SHIELDS CORRIDOR - GRADE-SEPARATED CROSSING OPTIONS

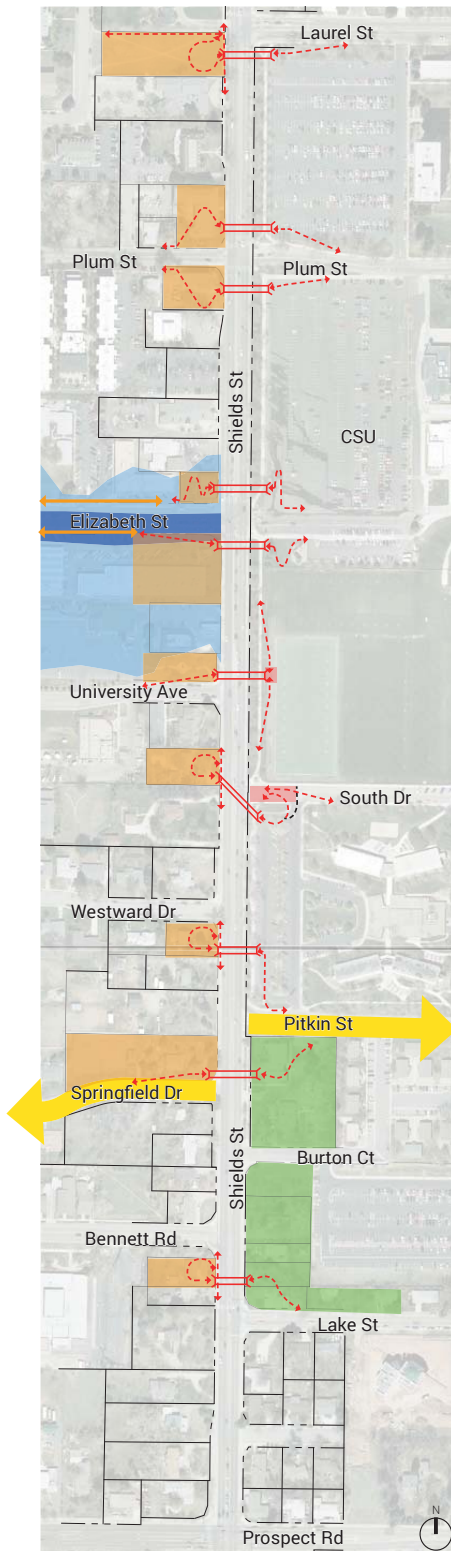
Grade Separated Crossings - Opportunities & Constraints

Locations including and to the north of Elizabeth Street (bicycle and pedestrian crossing volumes higher in this area):

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

Locations to the south of Elizabeth Street (bicycle and pedestrian crossing volumes lower in this area):

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



Location	Underpass Feasible?	Overpass Feasible?	Opportunity Parcel(s) on West Side	Near-term Redevelopment Potential on West Side	Opportunity Parcel(s) on East Side	Near-term Redevelopment Potential on East Side	Relative Demand*	Additional Pros/Cons	Potential Cost
Lake Street	●	●	●	●	●	●	14 bike/31 ped.	• Existing at-grade crossing sufficiently accommodates need. • Grade separation would require out-of-direction travel for pedestrians and bicyclists.	\$\$
Pitkin Street	●	●	●	●	●	●	26 bike/16 ped.	• Would enhance the planned Pitkin Street Low-Stress Bike Corridor. • Less expensive at-grade crossing enhancements have medium feasibility (ROW acquisitions required)	\$
South Drive	●	●	●	●	●	●	20 bike/9 ped.	• Less expensive at-grade crossing enhancements have high feasibility	\$\$
University Street	●	●	●	●	●	●	●	• Anticipated demand is low.	\$\$
Elizabeth Street	●	●	●	●	●	●	98 bike/212 ped.	• Grade separation would require out-of-direction travel for pedestrians and bicyclists.	\$\$\$
Plum Street	●	●	●	●	●	●	76 bike/183 ped.	• Existing at-grade crossing sufficiently accommodates need. • Grade separation would require out-of-direction travel for pedestrians and bicyclists.	\$\$
Laurel Street	●	●	●	●	●	●	13 bike/18 ped.	• Anticipated demand is low. • Existing at-grade crossing at traffic signal sufficiently accommodates need.	\$

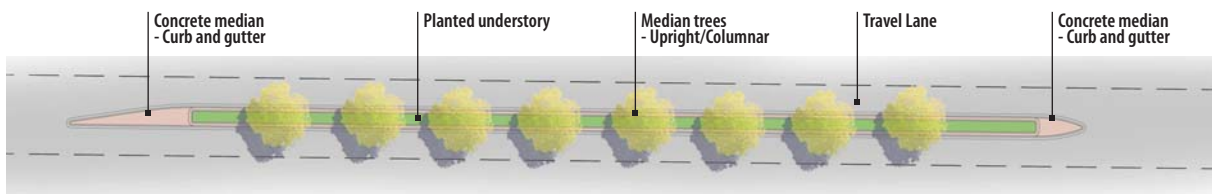
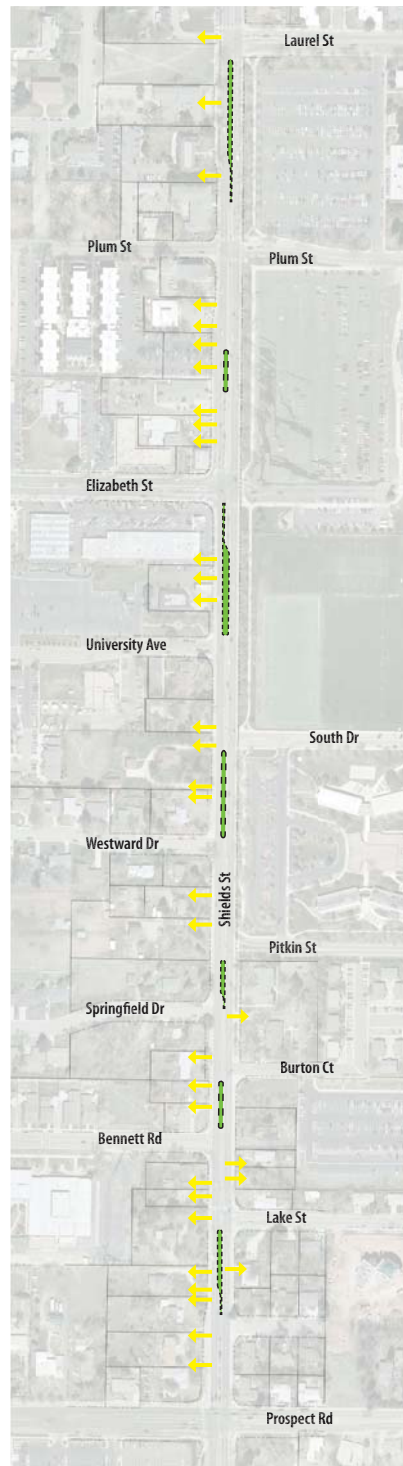
Relative Rating
● Low ● Medium ● High

Legend

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

VISION

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

Shields Street - Potential Median Locations**Legend**

Potential Median Enlargement

--- Potential Median ↑ Access Points

IMPLEMENTATION SUMMARY

Short-Term Action Items

What do you think should be the first action items the City pursues to implement the West Central Area Plan? Add a dot next to the **five action items that you think are the highest priority**.

Top Priority?	No.	Action Item
	1	Update the City Code to clarify the enforcement of violations related to dead grass and bare dirt in front yards.
	2	Review the current strategy for the escalation of fines and other enforcement measures for repeat code/public nuisance violations and update as needed.
	3	Include educational information about City code requirements as part of the code violation letters sent to residents. A summary of the most common violations and strategies for avoiding them should be included.
	4	Upgrade existing bridges to include sidewalks and safety railings , particularly over irrigation ditches.
	5	Coordinate among City departments to make small-scale improvements in the West Central area: Planning, Streets, Traffic Operations, Transport, Neighborhood Services, Engineering, Stormwater, and other relevant departments.
	6	Update the Land Use Code standards for the HMN zone district to clarify requirements related to mass, scale, and building design.
	7	Form a joint City-CSU committee that meets regularly to assist with communication and coordination related to the on-going planning efforts of both entities.
	8	Update relevant sections of the Land Use Code to require variety in the number of bedrooms provided in multi-family developments .
	9	Update relevant sections of the Land Use Code to ensure that new development is compatible with adjacent neighborhoods .
	10	Evaluate the feasibility of incorporating car share and bike share options into the Land Use Code and/or Development Review process .
	11	Evaluate future West Elizabeth corridor transit needs in the upcoming West Elizabeth Enhanced Travel Corridor Plan.
	12	Integrate near-term bus stop improvements into the citywide Bus Stop Improvement Program.
	13	Develop a template for widening sidewalks .
	14	Explore the potential for incorporating related stormwater and low-impact development (LID) improvements into street retrofits.
	15	Determine a consistent strategy for applying the RP3 program and other parking management strategies to existing and new multi-family developments.
	16	In conjunction with the implementation of Nature in the City, update open space standards in the Land Use Code to add clarity for developers and decision-makers related to the amount and type of open space required in conjunction with new development and redevelopment. Requirements should include a mix of qualitative and quantitative requirements that provide flexible options for the provision of functional natural spaces during a project's development or redevelopment.
	17	Through the implementation of Nature in the City, develop a Design Guidelines document illustrating strategies for incorporating natural features and open space into new and existing developments .
	18	Evaluate recent development contributions for parks and determine how to best apply available funds to new or enhanced parks in the West Central area.
	19	In coordination with the implementation of Nature in the City, identify gaps in the open space network for both wildlife and recreation, and develop a list of short-term and long-term projects that help to fill the gaps.
	20	Determine a timeline for upgrades to the Spring Creek Trail underpasses at Shields Street and Centre Avenue .
	21	Conduct neighborhood outreach regarding potential improvements to Lilac Park .

IMPLEMENTATION SUMMARY (CONTINUED)

Mid-Term Action Items

What do you think should be the first action items the City pursues to implement the West Central Area Plan? Add a dot next to the **five action items that you think are the highest priority**.

Top Priority?	No.	Action Item
	26	Form an exploratory committee to evaluate the feasibility and potential effectiveness of a landlord registration or licensing program.
	27	Develop a strategy to proactively enforce sidewalk shoveling by property owners along important pedestrian routes (e.g., to schools, parks, and other major destinations)
	28	Create an interdisciplinary group to explore the creation of “ Preferred Landlord ” and “ Preferred Tenant ” programs, or other incentive-based programs to improve property management.
	29	Support the establishment of networking and professional development group for landlords and property managers that meets casually to socialize and discuss ideas and challenges related to property management.
	30	Create an online, publicly-accessible map of citywide code violation data to serve as a communication and education tool.
	31	Explore the creation of a program that requires landlords to attend a class on rental property management in response to public nuisance ordinance violations.
	32	Create a program to provide annual education of residents related to unscreened trash to reduce the number of violations.
	33	Provide information to neighborhood residents about Access Fort Collins , an application that allows users to directly report issues to City departments.
	34	Explore the creation of a program that requires landlords to attend a class on rental property management in response to public nuisance ordinance violations.
	35	Schedule annual meetings with neighborhood residents within the West Central area. As part of these meetings, attendees can share their experiences related to living in a diverse neighborhood and discuss expectations for property owners, landlords, renters, law enforcement, and City staff. Such meetings should be discussion-based, interactive, and fun.
	36	Fund an additional staff position to support the Community Liaison position . Such a position would strengthen existing Neighborhood Services and Off-Campus Life partnership programs, as well as the implementation of new programs and strategies.
	37	Work with Front Range Community College to develop a program for educating students about living in the community. Expand education efforts related to the impacts and requirements of occupancy limits in partnership with CSU and Front Range Community College (FRCC).
	38	Convene a group to explore potential locations and eventually establish a Police Services sub-station .
	39	Review Light & Power’s current policies for upgrading and adding street lighting to ensure that it allows for the adequate protection of public safety within neighborhoods.
	40	Retrofit street lighting in the Avery Park neighborhood (between West Elizabeth Street and Prospect Road, and between Taft Hill Road and Shields Street).
	41	Improve neighborhood identity and aesthetics with entry signage .
	42	Explore strategies for better informing residents of the street sweeping schedule and the need to move vehicles from the street during sweeping operations.
	43	Explore the creation of a program that supports the retention of owner-occupied homes to maintain the stability of neighborhoods.
	44	Establish Priority 1 routes for snow removal by Streets.
	45	Establish Priority 1 routes for snow removal with enforcement by Code Compliance and education on property owner responsibilities by Neighborhood Services.
	46	Communicate priority snow removal routes to CSU and the public.
	47	Provide education on safe crossings , purpose of the center turn lanes, and other infrastructure.
	48	Identify and provide strategically placed car sharing spaces .
	49	Work with CSU to explore shared Park-n-Ride arrangements south and west of campus.
	50	Incorporate transit service recommendations for the West Central area into Transfort budget requests and future Transportation Strategic Operating Plan updates.

IMPLEMENTATION SUMMARY (CONTINUED)

Mid-Term Action Items

What do you think should be the first action items the City pursues to implement the West Central Area Plan? Add a dot next to the **five action items that you think are the highest priority**.

Top Priority?	No.	Action Item
	51	Retrofit Prospect Road (west of Shields Street) to include medians and other aesthetic and safety improvements.
	52	Retrofit Shields Street (between Prospect Road and Laurel Street) to include medians and other aesthetic and safety enhancements.
	53	Identify parking lots that generally have additional capacity at certain times or days of the week for shared parking opportunities .
	54	Identify gaps in transit service near existing or future parks and open space . Consider access to open space when making changes to Transfort bus routes and bus stop locations as part of the next update to the Transfort Strategic Plan.
	55	Improve underpass at the crossing of Shields Street and the Spring Creek Trail to improve visibility for bicyclists and reduce flooding issues.
	56	Improve underpass at the crossing of Centre Avenue and the Spring Creek Trail to better accommodate the high volume of users and reduce flooding issues.
	57	Coordinate with CSU on the planning, construction, and funding of a future trail connection between the intersection of Centre Avenue and Prospect Road and the Spring Creek Trail.
	58	Establish a wayfinding system for parks and open space , in conjunction with efforts to improve wayfinding along trails and bikeways throughout the city.
	59	Construct a crossing of the Arthur Ditch near Whitcomb and Wallenberg to connect the neighborhood to the Spring Creek Trail.
	60	Construct a crossing of Larimer County Canal Number 2 at Westview Ave. to improve neighborhood connectivity.
	61	Construct a crossing of Larimer County Canal Number 2 near Bennett Elementary to support Safe Routes to School.
	62	Identify locations (either within existing open space or new locations) that could potentially accommodate off-leash dog use .
	63	Conduct a safety inventory along the Spring Creek Trail to account for safety needs, such as lighting, visibility around corners, and areas of potential conflict between bicyclists and pedestrians.
	64	Raise the bridge on the spur trail to the west of the Sheely/Wallenberg neighborhood to mitigate flooding of the trail.
	65	Coordinate with the Forestry Department and local nurseries to develop and implement a residential tree canopy incentive grant program .
	66	Proactively create additional tree cover in areas dominated by ash trees to mitigate the potential impacts of the emerald ash borer.