

# West Central Area Plan



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# Acknowledgments

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- Karen Weitkunat, *Mayor*
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- Gino Campana, *District 3*
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- Parking Services
- Planning Services
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- Social Sustainability
- Streets
- Traffic Operations
- Transfort
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- CSU Research Foundation (CSURF)
- Fort Collins Housing Authority
- University of Colorado Health - CanDo

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- Air Quality Advisory Board
- Commission on Disability
- Land Conservation Stewardship Board
- Landmark Preservation Commission
- Natural Resources Advisory Board
- Parking Advisory Board
- Parks and Recreation Board
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- Senior Advisory Board
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# Executive Summary





# Executive Summary

## Overview

### What is the West Central Area Plan?

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

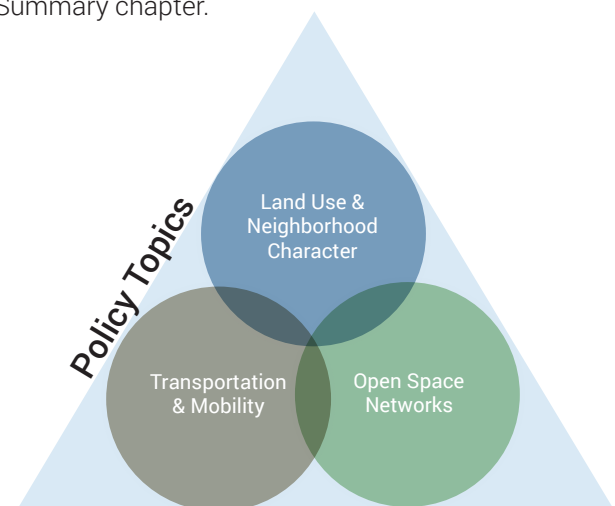


## Why Does the Plan Need to be Updated?

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

## Plan Organization

The recommendations in the West Central Area Plan are organized into a number of topic areas. The Planning Context chapter describes the area and sets the stage for policy guidance. The Plan's policies, programs and projects are divided into three overall topic areas: Land Use and Neighborhood Character, Transportation and Mobility, and Open Space Networks. The Prospect Corridor chapter presents new conceptual designs for Prospect Road and Lake Street. Implementation strategies and action items that support the Plan's policy direction are synthesized in the Implementation Summary chapter.



Programs & Projects

Prospect Corridor Design

IMPLEMENTATION PLAN

Organization of the West Central Area Plan

## How to Use this Plan

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

### Staff & Decision-Makers

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

### Residents & Stakeholders

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

### Developers

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

### Partners

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



West Central Area plan listening session

## Community Engagement Summary

Extensive public input was gathered over the course of the planning process using a range of strategies. The community engagement process consisted of the following activities during each phase:

### Phase 1: Existing and Future Conditions (January – June 2014)

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

### Phase 2: Update Vision (January – June 2014)

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

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

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

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

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

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

- Postcard mailing
- Draft Plan Open House
- Presentations to advisory boards and commissions
- Online comment form



### City Boards and Commissions

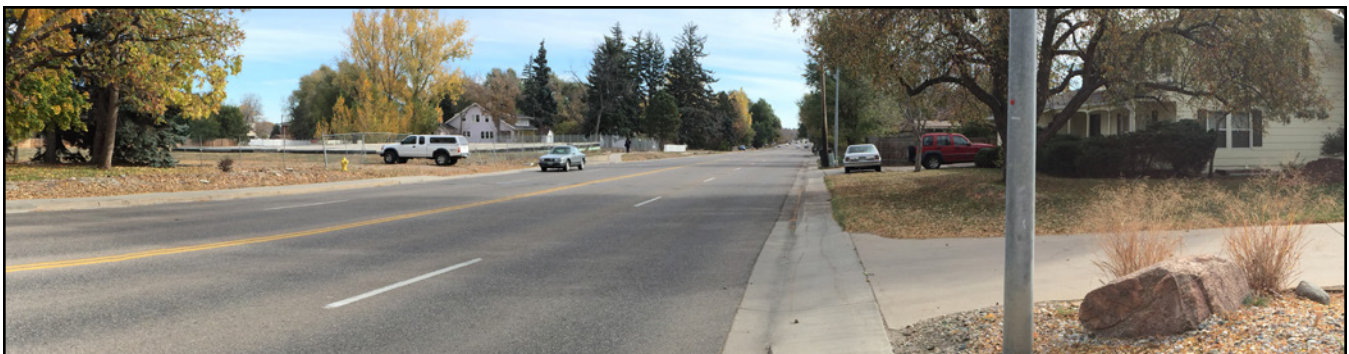
- Planning & Zoning Board (January, August, and December 2014; January, February, and March 2015)
- Transportation Board (April and August 2014; February 2015)
- Parking Advisory Board (April 2014)
- Affordable Housing Board (September 2014)
- Air Quality Advisory Board (September 2014)
- Senior Advisory Board (September 2014)
- Parks and Recreation Board (September 2014; February 2015)
- Commission on Disability (October 2014)
- Landmark Preservation Commission (October 2014)
- Natural Resources Advisory Board (October 2014; February 2015)
- Land Conservation Stewardship Board (February 2015)

### External Presentations

- Ongoing CSU coordination
- UniverCity Connections Transportation and Mobility Task Force (April 2014)
- Climate Wise Biz Ed Group (June 2014)
- Board of Realtors Government Affairs Committee (August 2014)
- Chamber of Commerce Local Legislative Affairs Committee (November 2014)

### Stakeholder Committee

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



View of existing conditions along Prospect Road

## Vision

Given the area's history and diversity, envisioning a unifying and cohesive future character was one of the first priorities in the planning process. The intent of the vision is to reflect:

- The features that are most valued by residents and stakeholders, and that should be preserved for the future;
- Opportunities to improve the current state of the area and better support quality of life; and
- Reflect citywide goals and policies that are relevant to the West Central area.

The Vision categories represent the three primary focus areas of the plan as well as the vision for Prospect Corridor. The three primary vision categories represent a unified and holistic vision for the overall project, with some level of overlap between each area. For example, access to nature and high quality open space is a critical component for the creation of desirable neighborhood character, as is safe, convenient multi-modal access to key destinations.

The three primary focus areas of the vision statements provide a framework for structuring the implementation plan including neighborhood programs and projects as well as the design for the Prospect Corridor.

Intro into policy sections

**LU**

### Land Use & Neighborhood Character

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



**OS**

### Open Space Networks

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



**T**

### Transportation & Mobility

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



**P**

### Prospect Corridor

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





# Policies

## Land Use & Neighborhood Character

This plan provides recommendations for three primary topic areas: Land Use and Neighborhood Character, Transportation and Mobility, and Open Space Networks. The following is a summary of the key policy direction for each topic area, which are further described in later chapters of this plan.

Physical improvements may be needed in all areas, including street lighting, neighborhood entry signage, street tree plantings, sidewalk improvements and safe street crossings.

### Areas of Stability, Enhancement & Development

Four general areas of potential development or redevelopment have been identified within the West Central area:

#### Significant New Development or Redevelopment

Areas where significant new development or redevelopment is anticipated on vacant parcels, potentially resulting in a change of use or intensity. Examples of these areas include: the High Density Mixed-Use Neighborhood District (North of Prospect Road between Whitcomb Street and Shields Street); the vacant 20 acres south of Prospect Road and East of Shields Street; and various vacant or under-utilized parcels along arterial streets.

#### Some New Development or Redevelopment

Areas where some market-driven infill and redevelopment is likely to occur. An example of this type of area is the Campus West, Community Commercial area.

#### Neighborhood Enhancements

Areas where some reinvestment in infrastructure is necessary, and potential building additions or renovations are likely to occur. Examples of these areas include the neighborhoods south of Mulberry Street, north of Prospect Road and west of Shields Street.

#### Areas of Stability

Areas that are stable and unlikely to change significantly in the upcoming years. Some reinvestment in infrastructure will likely be necessary. However, strong efforts should be made to preserve the overall neighborhood character.



Neighborhood character should be maintained throughout the area

The following list provides a summary of the overall Land Use and Neighborhood Character policies, which are organized into three categories: Code Enforcement and Education, Neighborhood Services, and Neighborhood Character.

## Land Use & Neighborhood Character Policies

### Code Enforcement and Education

- 1.1 Promote good property maintenance and yard care 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 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 in 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 about the compatibility of new development

## Transportation & Mobility

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

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



Improved bike facilities are recommended on Lake Street and Shields Street



Example of planted median with pedestrian refuge



Additional transit service options will encourage transit use

## 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, and to calm traffic
- 2.9 Pursue opportunities to implement arterial street retrofitting to improve aesthetics, minimize crossing distances, and increase 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.



## Open Space Networks

Open Space Networks policies emphasize providing access to open space, parks and a variety of recreational activities. The Plan provides guidance for the protection of new areas of open space, while improving connections to existing open space. A variety of principles will guide opportunities for recreation while protecting and adding valuable habitat and wildlife corridors.

The following policies are organized under three categories: Access, Quality and Quantity.

### Open Space Networks Policies

#### Access

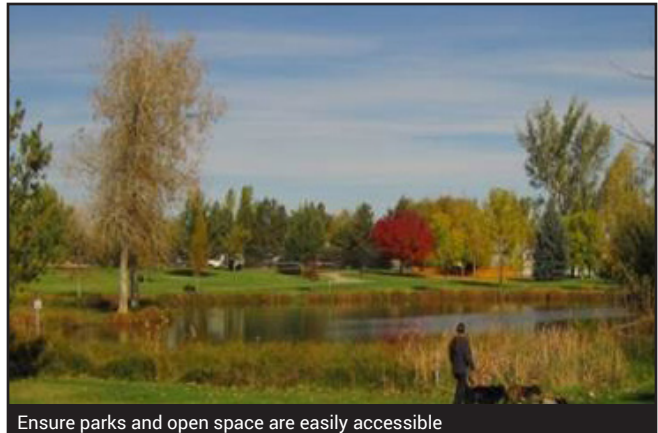
- 3.1 Ensure that residents are adequately served by parks and open space as infill and redevelopment occurs.
- 3.2 Continue to create a connected network of parks and open space.
- 3.3 Ensure that parks and open space are easily accessible by all modes of transportation and for all ages and abilities.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

#### Quality

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

#### Quantity

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



Ensure parks and open space are easily accessible



Open spaces should provide a variety of settings and experiences



Identify opportunities for additional wildlife habitat

## Prospect Corridor

Draft designs have been developed both for Prospect Road and Lake Street to make it easier to travel through and across both roadways. Various alternatives were developed and evaluated based on technical/operational analyses and input from property owners, other stakeholders, and the community.

The overall design strategy is as follows:

### Overall Design Strategy:

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

### Prospect Corridor - Design Elements:

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



Prospect Corridor design concept looking west



Lake Street design concept looking west

### Lake Street - Design Elements:

- Two travel lanes
- On-street parking
- Protected bike lanes with planted buffer
- Detached sidewalk
- Tree lawn (select locations)
- Transit stops

After adoption of the plan, the next step will be to acquire funding for Final Design, which will further refine the design to be ready for construction.

## Implementation Summary

This plan is intended to be action-oriented, serving as a roadmap for improvements to the West Central area over the next 10 to 15 years. The Implementation Summary chapter provides additional detail on action items, priority projects, potential funding sources, and strategies for achieving the outcomes described in the plan's vision and policies.





# Planning Context



# Planning Context

## About the West Central Area

The West Central area consists of several neighborhoods and commercial centers bounded by: Mulberry Street to the north, Shields Street and the Mason Corridor to the east, Drake Road to the south, and Taft Hill Road to the west. The area is adjacent to the Colorado State University (CSU) main campus.

There are many distinct neighborhoods and districts included within the West Central Area Plan boundaries, which range in character, land use, and pattern of development. The mix of neighborhoods has evolved over 150 years of incremental development, transitioning from a predominantly agricultural area to more urban and suburban in nature. At one point in time, Prospect Road and the CSU main campus formed the southern edge of the City of Fort Collins; yet today, the West Central area is located in the heart of the city.

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

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

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

## Planning Process

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

### Phase 1:

**Evaluate Existing and Future Conditions**

### Phase 2:

**Update Vision**

### Phase 3:

**Outline Plan and Develop Prospect Design Alternatives**

### Phase 4:

**Develop Policies and Action Items**

### Phase 5:

**Plan Preparation and Adoption**

## 1999 West Central Neighborhoods Plan

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

The following vision statements were included in the 1999 Plan:

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

Goals, policies, and implementation actions specifically addressed: neighborhood character, housing, and transportation. The recommendations and lessons learned from the 1999 Plan form the basis of this plan update.

## Relationship to City Plan

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

### Vision:

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

### Relevant Policy Direction

#### Land Use and Neighborhood Character

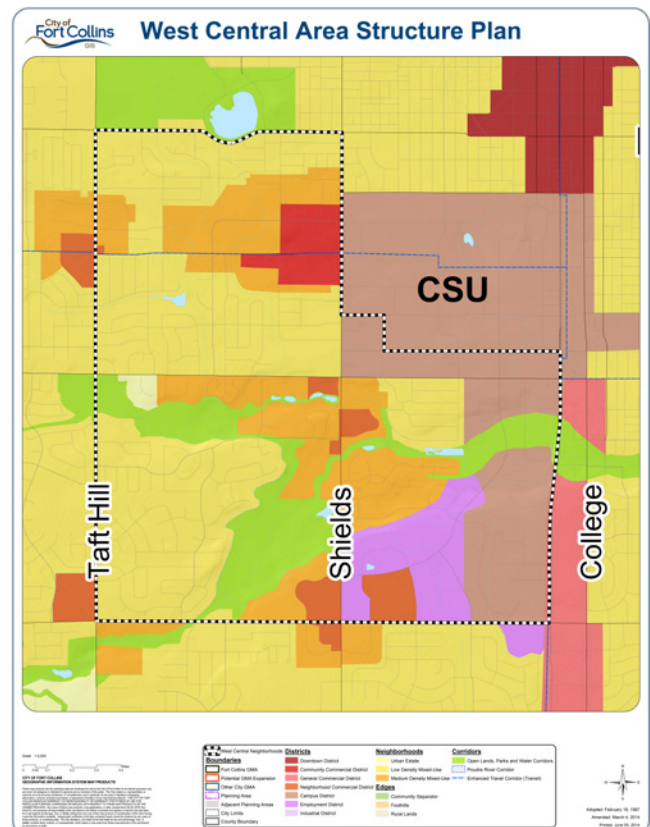
- Promote infill development in active areas
- Consider adjacency, scale, and buffering in the design of welcoming neighborhoods
- Encourage volunteerism and community service
- Promote acceptance, inclusion and respect for diversity
- Promote collaboration and strong partnerships

#### Transportation and Mobility

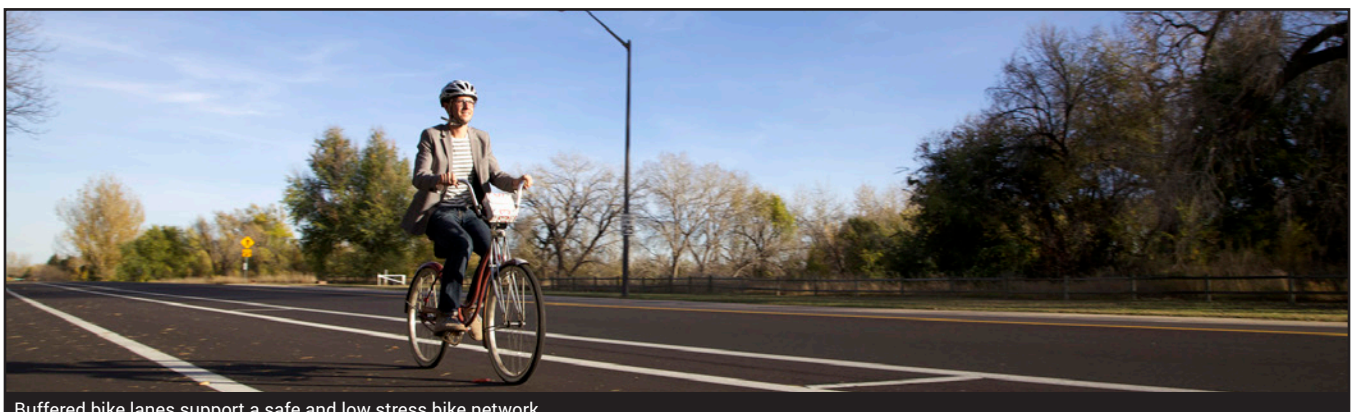
- Expand the public transit system to include high frequency transit service along all major arterials
- Ensure land use and transportation are fully integrated
- Create safe, reliable, convenient, effective, multi-modal transportation networks
- Encourage overall healthy lifestyles through opportunities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

#### Open Space Networks

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



The Structure Plan (Figure LIV 3 in City Plan) provides guidance for land use and zoning in the West Central area



Buffered bike lanes support a safe and low stress bike network

## Related Planning Efforts

The primary related planning efforts influencing the West Central area include the following:

- Transfort Strategic Operating Plan (2009)
- Pedestrian Plan (2011)
- Transportation Master Plan (2011)
- Student Housing Action Plan (2013)
- Revised Neighborhood Compatibility, Transistion & Preservation Standards (2013)
- Bicycle Master Plan (2014)
- CSU Master Plan (2014)
- CSU Transportation and Parking Master Plan (2014)
- Natural Areas Master Plan (2014)
- Nature in the City (2015)

### Transportation Master Plan (2011)

#### ***Vision: A Connected Community***

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

The TMP provides priority actions and strategies for implementing projects and services to meet short term needs, while working toward the long range goals for the community's ultimate transportation system.

The 2011 TMP references four Enhanced Travel Corridors (ETCs) (Mason Corridor, Harmony Road, Timberline Road/Power Trail, and Mountain Vista Road) that were introduced in the 2004 TMP, plus two additional ETCs (West Elizabeth Street and Prospect Road), as uniquely designed corridors that are planned to incorporate high-frequency transit, bicycling, and walking. ETCs are intended to support opportunities for mixed-use, transit oriented development and support Fort Collins' active lifestyles and environmental stewardship goals.

The West Elizabeth ETC, as defined in the TMP, extends from the CSU Main Campus to the CSU Foothills Campus near Overland Trail. The West Elizabeth ETC Plan is funded in the 2015-16 budget, and the planning process is expected to begin spring 2015.



City of Fort Collins Transportation Master Plan

The Prospect Road ETC, as defined in the TMP, extends from the Mason Corridor to I-25. The Prospect Corridor chapter of this plan addresses a separate segment of Prospect Road, from Shields Street to College Avenue, which is an important pre-cursor to planning for the full ETC.

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



Designated bike turn lane is an example of safety measures outlined in Bicycle Master Plan

### Bicycle Master Plan (2011)

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

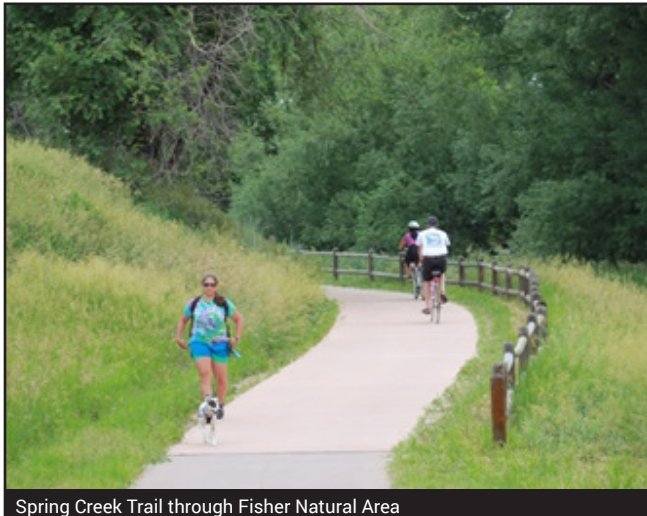
The Bicycle Master Plan integrates existing city plans, best practices and innovative thinking, and proposes a comprehensive set of strategies to create a safe and comfortable bicycling environment for people of all ages. The Plan includes several appendices with details pertaining to existing conditions,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

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



### Pedestrian Plan (2011)

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



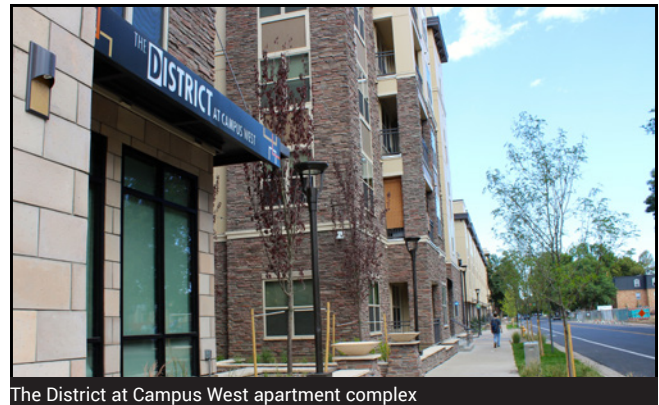
Spring Creek Trail through Fisher Natural Area

### Transfort Strategic Operating Plan (2009)

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



A major intent of the 2009 TSOP update was to coordinate the future transit service with the MAX BRT



The District at Campus West apartment complex

### Student Housing Action Plan (2013)

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

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

#### Action Items

##### Land Use and Neighborhood Character

- All multi-family housing developments outside of the Transit-Oriented Development District (TOD) are to be zoned for Medium Density Mixed-Use Neighborhoods
- Planning and Zoning Board hearings are required for "any multi-family project greater than 50 units or 75 bedrooms"
- Clearly define and promote compatibility of new development with existing neighborhoods
- Establish parking and landscape standards for the Medium Density Mixed-Use Neighborhood (MMN) district
- Specify and define distinct types of multi-family housing and utilize variations to create architectural "gradients" between multi-and single-family housing developments
- Enforce Noise Control and Party Registration Program
- Educate parents and students on off-campus neighborhood living guidelines
- CSU will "strive to provide on-campus housing for all first year students as well as 25% of returning students" and "incentivize students to live on campus for a second year and beyond"

##### Transportation and Mobility

- Build a pedestrian crossing (above or below grade) near Shields and Elizabeth Streets
- Increase and implement multi-modal transportation connections as defined by Plan Fort Collins, and assess pedestrian use of intersections and trails



### Revised Compatibility, Transition & Preservation Standards (2013)

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

#### Landscape Elements

- Ensure buffering between dissimilar uses and activities (separation, screening, establish privacy, landscape shaping)
- Interrelationship between new and existing elements

#### Building and Project Compatibility

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

#### Land Use Transition

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

#### Operational and Physical Compatibility

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

#### Protection of Historic Properties

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



Example of historic home in Sheely neighborhood

### Natural Areas Master Plan (2014)

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

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

#### Natural Areas Master Plan Priorities

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



Example of a City of Fort Collins Natural Area within city limits

### Nature in the City (2015)

#### Purpose:

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

#### Objectives

The three key objectives of Nature in the City include:

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

### CSU Stadium

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

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

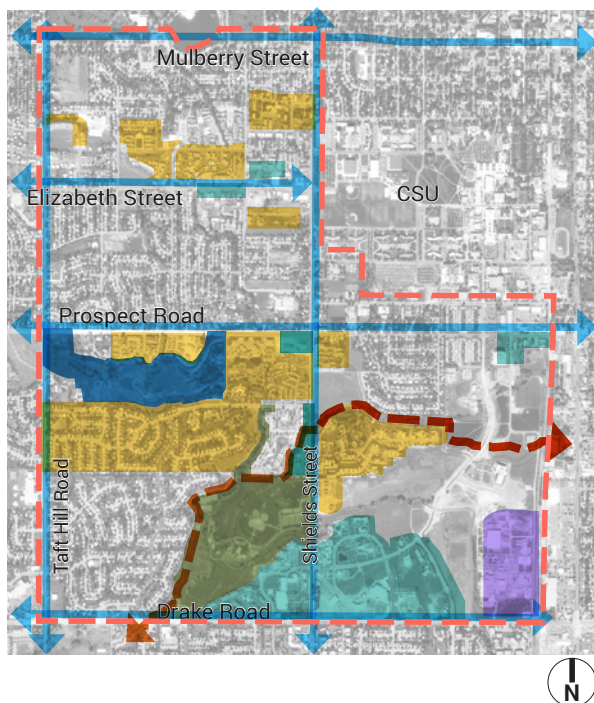
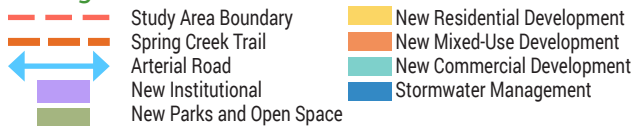
## Study Area Change Over Time

The character of the area's individual neighborhoods has been shaped historically by several forces: the original agricultural utilization of land in the area; incremental expansion of the city to the south and west; Colorado State University's growth and changes to its campuses; increased residential, commercial, and institutional development beginning in the 1950's; and continued expansion of services to this core area of the city. The earliest of the subdivisions and planned developments in the West Central area dates to 1911, though very little development occurred before World War II. Many of the post-war subdivisions were planned and built with their own distinct features, creating a variety of development patterns, architectural design styles, and character.

### 1974 Conditions

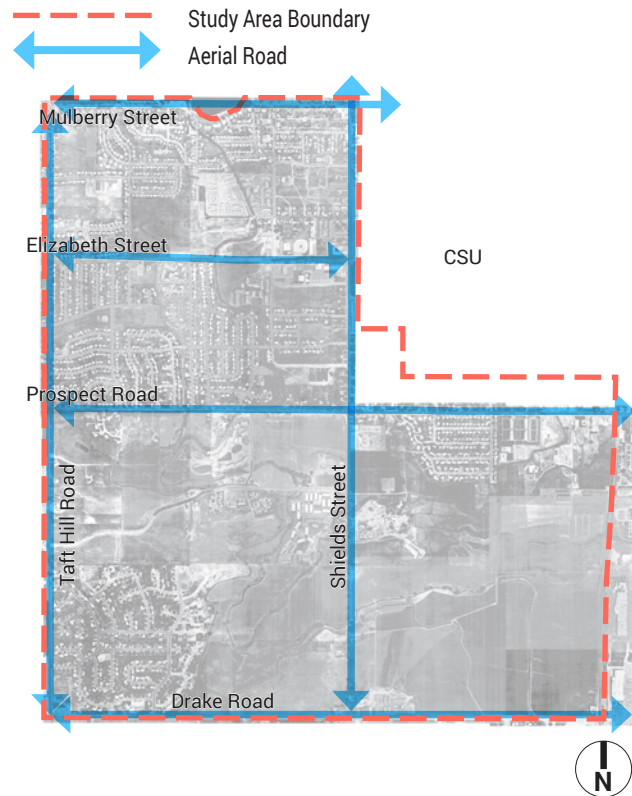
In 1974, a substantial portion of the area north of Prospect Road and south of Mulberry Street was built-out as it currently exists. The single-family residential neighborhoods south of Elizabeth Street existed as they do today, as did many of the student oriented multi-family developments north of Elizabeth Street. The remainder of the land south of Prospect Road existed primarily in agricultural use. Notable exceptions include the Rolland Moore West single-family residential neighborhood near the corner of Taft Hill Road and Drake Road, and the Sheely-Wallenberg neighborhood east of Shields Street and south of Prospect Road. To the east of this neighborhood, Aggie Village South and existing commercial land uses near College Avenue and Prospect Road had been constructed.

### Changes between 1974 and 1999



The following aerial photographs illustrate the change in land use over time in the West Central area. Aerial photos begin with 1974 conditions and illustrate changes from 1974 to 1999, followed by changes from 1999 to 2014.

### 1974 Aerial Photo



### Changes between 1974 and 1999

Significant infill occurred between 1974 and 1999 within the previous agricultural land south of Prospect Road. This included residential neighborhood development south of Prospect Road and east of Shields Street as well as the Hill Pond neighborhood south of the Spring Creek Trail and east of Shields Street. In addition, student oriented multi-family development occurred north of Elizabeth Street.

Commercial development was focused around the area surrounding Drake Road and Shields Street as well as the "Rite-Aid Shopping Center" at Prospect Road and Shields Street. Some additional commercial development occurred in the Campus West area and near Prospect Road and College Avenue.

The Veterinary Teaching Hospital began CSU's development of the South Campus. A major stormwater detention facility was constructed near the corner of Prospect Road and Taft Hill Road.

The development of Rolland Moore Park represented a significant open space and recreational asset to the area.



### Changes between 1999 and 2014

The construction of Center Avenue launched associated development infill along this corridor with the construction of the Gardens on Spring Creek, expansion and build-out of the area around the Veterinary Teaching Hospital, and commercial development directly to the west. In addition, the Grove student-oriented multi-family housing was completed in this area as well.

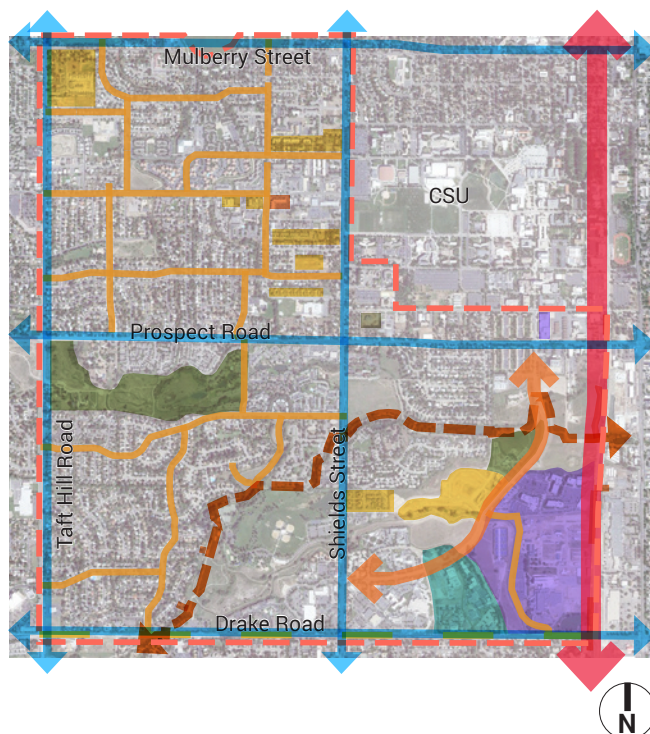
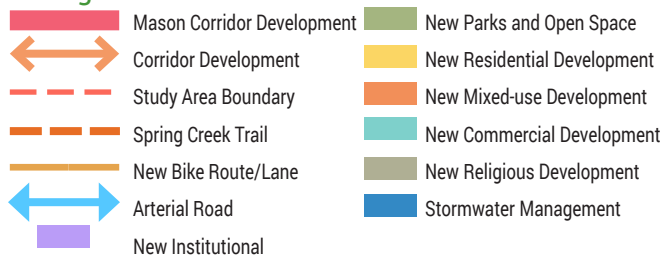
Red Fox Meadows Natural Area represents a significant city project that created wildlife habitat and enhanced the natural qualities of this stormwater detention basin.

Multi-family student-oriented housing continued to expand within the area north of Prospect Road and Mulberry Street.

Bike lane striping occurred on many of the neighborhood collector and local streets, as well as West Elizabeth Street.

The development of the MAX Bus Rapid Transit and the Mason Trail (Mason Corridor) represents a significant improvement to the overall transit and bike/pedestrian network, acting as a primary north-south connector.

### Changes between 1999 and 2014



### Study Area Context

The West Central area is characterized in part by its population density. The area has the highest concentration of residents of any area in Fort Collins, with a resident population of approximately 20,556. With a land area of approximately 3.6 square miles, the West Central presently houses about 14.2% of the City's entire population (144,329) on 6.7% of its total land area. Based on the latest North Front Range Metropolitan Planning Organization (NFRMPO) data, the population growth in the West Central Area is expected to outpace growth citywide between now and 2035, which indicates a demand for additional residential development and redevelopment in this area. Moreover, CSU anticipates adding approximately 8,000 students and 1,000 faculty and staff by 2024, which will impact the demand for housing and public and private services in this area.

### Land Use & Neighborhood Character

The West Central area is comprised of several stable neighborhoods at the edge of the Colorado State University Campus with a variety of housing types and densities throughout. The neighborhoods are directly influenced by student population growth, student behavior, and travel to and from campus. As the need for additional student housing has grown, these neighborhoods have expressed concern for preserving their character and livability. Plans for a new CSU on-campus stadium and other facilities have further increased the perception of multiple pressures on these neighborhoods.

CSU houses only a portion of its students on-campus, so the remaining students must find housing elsewhere in the city. Over time, this has resulted in the conversion of many single-family dwellings into rental units. This often leads to short-term occupancy and associated challenges related to property maintenance, renter behavior, differing lifestyles, and over-occupancy of homes within neighborhoods. Maintaining the affordability and desirability of these neighborhoods for a range of residents, including students and families, has long been a priority for the West Central area.

Current zoning, notably the High Density Mixed-Use Neighborhood (HMN) and Neighborhood Conservation Buffer (NCB) districts, allows for increased density on key properties within the West Central area; however, there are ongoing concerns that infill and redevelopment will impact the character and desirability of existing neighborhoods and may have an impact on adjacent historic structures.

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

in additional restrictions or requirements for additions, renovations, and redevelopment of potentially historic buildings.

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



Pedestrian overpass allowing access from the Natural Resources Research Center to nearby shopping



The District, a recently completed student oriented multi-family project



The Drake Centre shopping center

### Transportation & Mobility

Due to the incremental growth and development of the West Central area, roads, sidewalks, and other transportation facilities have been developed inconsistently and to various standards over time. Constrained, high traffic arterial roads, such as Prospect Road and Shields Street, are perceived as barriers for crossing to and from campus, schools, community facilities, shopping centers, or other destinations. Bike and pedestrian facilities along these corridors typically do not meet current City standards and feel unsafe or uncomfortable to users. Discontinuous sidewalks, a lack of safe crossings along arterial roads, and the need for sufficient traffic calming within neighborhoods present challenges for residents and commuters alike. Alternative routes and connections for bikes and pedestrians are often lacking, so there is a need for a more effective multi-modal network of bike and pedestrian facilities in order to provide safe, easy, and convenient alternatives to driving.

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

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



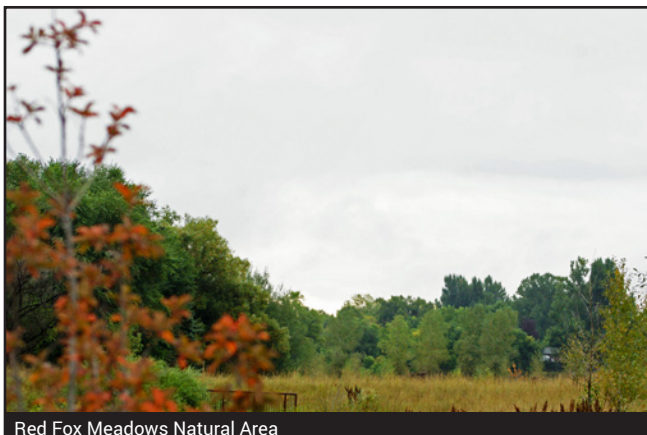


Red Fox Meadows Natural Area

### Open Space Networks

There is a concentration of parks, recreation, open space, and trail amenities within the West Central area, including Rolland Moore Park, Avery Park, Red Fox Meadows Natural Area, Ross Natural Area, the Senior Center, Gardens on Spring Creek, the Spring Creek Trail, and the Mason Trail. Spring Creek is a primary open space corridor for both wildlife habitat and recreation and is an important connection between other parks and open spaces. Three major irrigation ditches traverse the area: New Mercer Canal, Larimer County Canal Number 2, and the Arthur Ditch. These serve multiple functions, providing habitat, managing stormwater, and delivering water to customers, and there may be future opportunities to improve recreational access in some locations. The open space network also includes a number of stormwater detention areas located on both public and private property, which also present opportunities for future enhancement.

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



Red Fox Meadows Natural Area

### Prospect Corridor

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



Lack of bike facilities along Prospect Road



Lack of pedestrian facilities along Prospect Road





# LU Land Use and Neighborhood Character

LU

# Land Use & Neighborhood Character

## Vision

Vibrant and diverse neighborhoods that provide a high quality of life

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





## Areas of Stability, Enhancement & Development

The West Central area has been divided into four general classifications based on the level of development or redevelopment that is expected in specific areas: areas of significant new development or redevelopment, areas of some new development or redevelopment, areas requiring neighborhood enhancements, and areas of stability. These areas are described below and are further detailed in the Areas of Stability, Enhancement, and Development Map on page 53.

### Significant New Development or Redevelopment

*Significant new development or redevelopment anticipated on vacant parcels, potentially resulting in change of use or intensity*

High Density Mixed-Use Neighborhood HMN District - (North of Prospect Road between Whitcomb Street and Shields Street): This area is the only location where the High Density Mixed Use Neighborhood (HMN) zoning occurs within the city, which was created as a result of the 1999 West Central Neighborhoods Plan. This district represents an edge condition and provides a transition between the Sheely neighborhood and the CSU main campus. Numerous parcels of various sizes may present challenges for large-scale development, which may result in new development at the small- to



Vacant parcel in HMN zone along Prospect Rd.

medium-scale. Sensitivity to historic structures will require careful design solutions and collaboration with the Landmark Preservation Commission.

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

Vacant 20 acre parcel South of Prospect Road and East of Shields Street: This site is the largest undeveloped tract in the West Central area and includes two zone districts, Neighborhood Commercial (NC) and Medium Density Mixed-Use Neighborhood (MMN). The NC zone is approximately ten acres in size and acts as the core of the parcel, with exposure along Shields Street. This area



Vacant parcel in MMN zone looking southwest from Prospect Rd.

is expected to develop in an urbanized commercial manner. Opportunities for dwelling units above commercial space abound. The MMN zone surrounds the commercial core and is intended to offer a variety of housing options, as well as land use transition for the Sheely neighborhood to the east. There is potential for a well-designed cohesive development that creatively addresses both the market potential and neighborhood desires for the site.

### What We Heard

*"We need a commercial center that we can walk or bike to and that provides goods and services that will benefit the neighborhood."*

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



An example of an additional commercial center needed within the West Central area



### Some New Development or Redevelopment

*Some market driven infill and redevelopment likely to occur*

Campus West-Community Commercial Area: Strengthen the existing commercial centers to serve as a cohesive “main street” along West Elizabeth. This area is expected to build out with a high degree of urban character in accordance with the current Community Commercial (CC) zone district. Redevelopment is encouraged to provide street-facing patios and other features that animate the streetscape. Pedestrian and bicycle amenities will be required for traffic calming and pedestrian safety. Mixed-use development is strongly encouraged to provide housing opportunities above commercial space. Corporate prototype design will be discouraged or modified so the district remains distinct and builds upon its unique character.



Existing Campus West commercial center looking west from Elizabeth St.

### Areas of Stability

*Stable areas unlikely to change significantly*

The neighborhoods designated as “areas of stability” were generally developed sequentially, from north to south, over the decades following World War II and, therefore, demonstrate unique attributes and character. These neighborhoods feature a variety of housing styles along quiet, tree-lined streets. These neighborhoods will be preserved and enhanced, with infrastructure improvements where needed. While stable, these neighborhoods experience some pressures related to the high number of rental houses, the transient nature of the tenants, and an overall increase in population and traffic in the West Central area. There are no proposed land use changes for the stable neighborhoods.



Existing stable neighborhood west of Rolland Moore Park

### Neighborhood Enhancements

*Some reinvestment in infrastructure and potential additions/renovations*

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



Typical single family residential structure in area south of Campus West

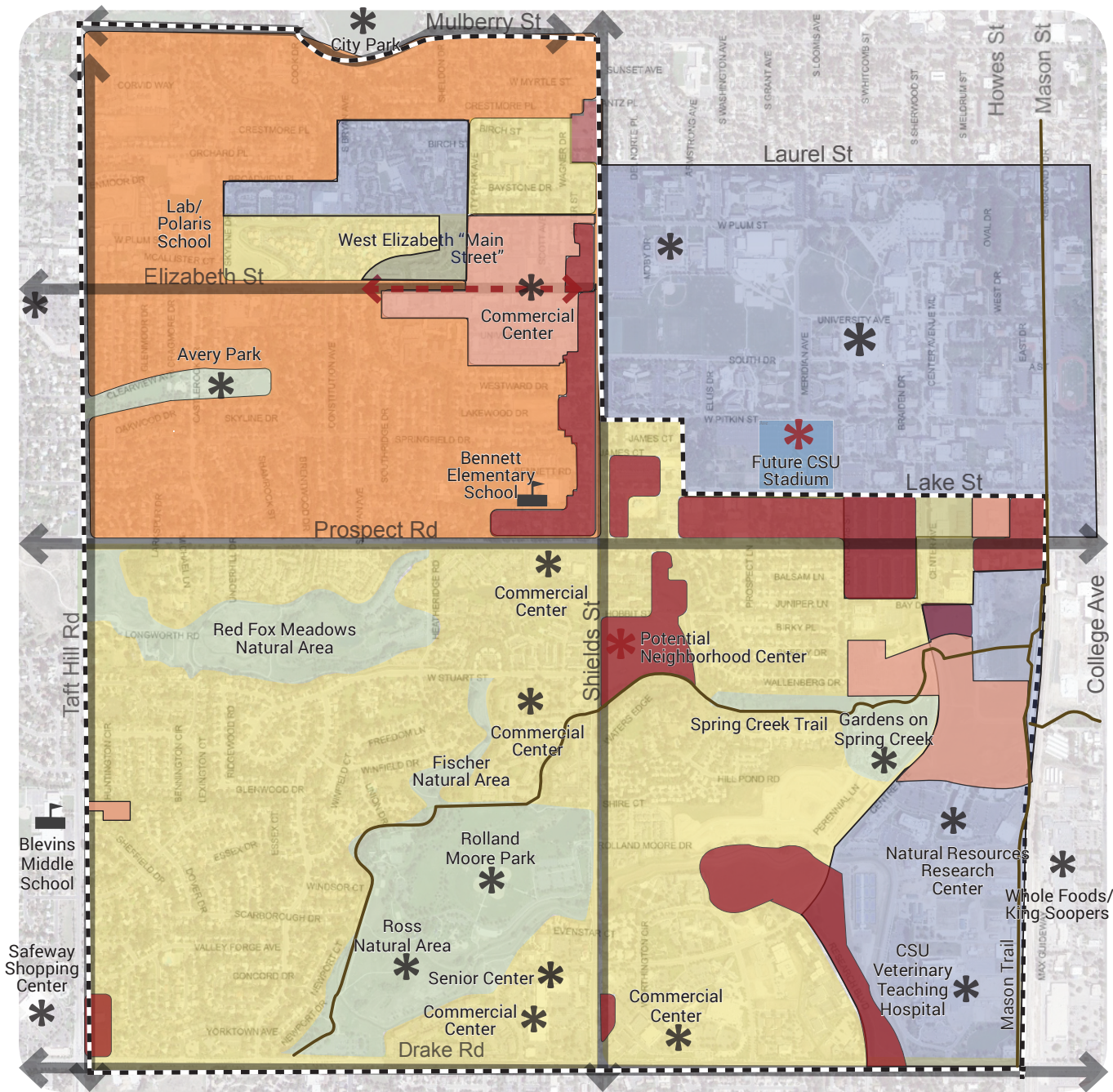


Fort Collins Senior Center located within an area of stability



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





## Policies

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

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



### Code Enforcement and 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 about the compatibility of new development



## Code Enforcement and Education

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

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

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

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

#### Programs & Projects

- Promote the annual Neighborhood Services Landlord Training Program, offered by the City of Fort Collins and CSU, offering landlords and property management firms an opportunity to stay current with all applicable building and property maintenance codes. Adopt a "Preferred Landlord" credential for participants and incentivize participation.
- Encourage neighborhood tenants' participation in a Training Program and adopt a "Preferred Tenant" credential for participants. Utilize the CSU Off-Campus Life education programs as a starting point for tenant certification. Rent discounts or priority access for renters to available units could provide additional incentives for participation.
- Explore the creation of a landlord registration or licensing program as a means to improve building safety, improve compliance with City codes, and increase accountability for the management of single family properties. Such a program would require contact information for landlords, tenants, and property managers to improve communication.
- Continue to strengthen the effective enforcement of nuisance ordinances. Focus enforcement efforts on neighborhoods with proportionately higher number of violations.
- 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.
- Provide annual education of residents related to unscreened trash to reduce the number of violations.



Example of nuisance property requiring code enforcement

#### Action Items

- Update the City Code to clarify the enforcement violations related to dead grass and bare dirt in front yards.
- Review the current strategy for the escalation of fines and other enforcement measures for repeat code/public nuisance violations and update as needed.
- Form an exploratory committee to evaluate the feasibility and potential effectiveness of a landlord registration or licensing program.
- Develop a strategy to proactively enforce sidewalk shoveling by property owners along important pedestrian routes (e.g., to schools, parks, and other major destinations)

#### What We Heard

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

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

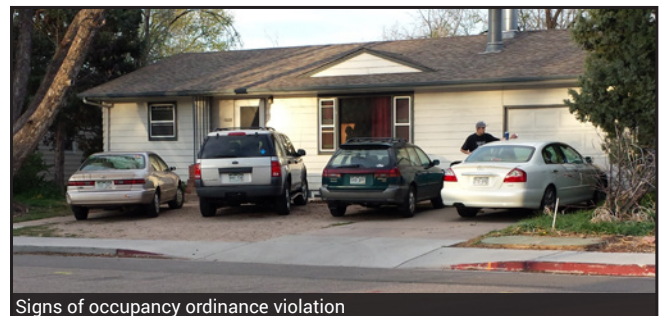
Continue the enforcement of the City's existing occupancy ordinances, commonly referred to as "U+2" or "three-unrelated." Extra occupancy rental houses are not permitted in the Low Density Residential (RL) District, but may be considered in the other zoning districts within the West Central area.

#### Programs & Projects

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

#### What We Heard

*"Long time residents in the West Central neighborhoods generally support the existing occupancy ordinance (U+2) and greater accountability for the landlords of rental homes"*



Signs of occupancy ordinance violation

### 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 LU1 LU4

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

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

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

#### Programs & Projects

- Support existing educational programs offered by Neighborhood Services and CSU Off-Campus Life. Strengthen CSU Off-Campus Life's existing programs for educating students about the responsibilities of living off-campus and being a good neighbor (e.g., Party Smart, Community Welcome, Ice Cream Welcome Wagon, First-Year Seminar Classes, Where Will I Live Next Year Seminars).
- Work with Front Range Community College to develop a program for educating students about living in the community.
- Support the efforts of Police Services and the CSU Police Department to include educational information and programs as part of their enforcement and community outreach strategy. Continue to hold neighborhood meetings regarding crime activity and safety concerns as needed.
- Explore the creation of a program that requires landlords to attend a class on rental property management in response to public nuisance ordinance violations.
- Leverage existing neighborhood newsletters to improve communication to neighborhood residents and property owners. The City should provide additional information and education through Neighborhood News (City of Fort Collins), homeowners association and apartment complex newsletters, Northern Colorado Rental Housing Association newsletter, Nextdoor (social media site), and other newsletters and forums used by neighborhood residents.
- Support the establishment and growth of organized neighborhood groups within the West Central area. The Neighborhood Services department serves as a resource for existing and new neighborhood organizations.

- Improve the utilization of code violation data to identify trends, problem areas, and communicate with the public.

#### Action Items

- 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.
- 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.
- 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.
- Create an online, publicly-accessible map of citywide code violation data to serve as a communication and education tool.

#### What We Heard

*"Need for better renter education on an annual basis is a top priority to residents and stakeholders."*



Community welcome event at the beginning of the school year



Educate students about responsibilities of being a good neighbor



## Neighborhood Services

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

In order to enhance safety, public street lighting should be added and/or retrofitted to fill existing gaps along public streets and bring illumination levels up to current standards. The need for additional public services should be closely monitored over time in an effort to maintain public safety and retain neighborhood vitality for all ages and income groups.

#### Programs & Projects

- Monitor crime incidents and trends in the West Central area to determine if additional patrols, safety features, or other resources are needed.
- Establish a Police Services sub-station within the West Central area. Such a center could also include community-oriented services, such as a shared community room, office space for CSU and community organizations, or other amenities.
- Coordinate with the Light & Power department to map gaps in lighting and opportunities to bring existing light fixtures up to current standards along major streets and within neighborhoods. Consider a range of safety and privacy considerations when determining whether additional lighting is necessary. Ensure all new light fixtures are down-directional, shielded from adjacent residences, and energy efficient.
- Continue to identify locations where additional lighting, sidewalk connections, and other neighborhood safety improvements are needed over time.

#### Action Items

- Convene a group to explore potential locations for a Police Services sub-station.
- 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.
- Retrofit street lighting in the Avery Park neighborhood (between West Elizabeth Street and Prospect Road, and between Taft Hill Road and Shields Street).

#### What We Heard

*"There is a need for additional lighting as a neighborhood safety measure. Street lighting throughout the neighborhoods seems inadequate."*

1.5

### Construct new public improvements and upgrade obsolete infrastructure to better serve neighborhood residents

LU1 LU4 T4 OS3

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

#### Programs & Projects

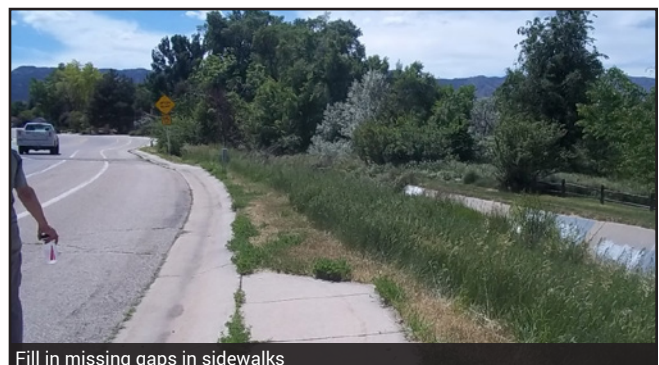
- Add street trees throughout the area, particularly along Prospect Road west of Shields Street, along collector roads, and at entrances to neighborhoods.
- Upgrade existing bridges to include sidewalks and safety railings, particularly over irrigation ditches.
- Improve neighborhood identity and aesthetics with entry signage.
- Trim tree branches that block sight distance at intersections and stop signs.
- Add shelters to existing and future bus stops.
- Widen existing attached sidewalks where feasible. Fill in missing gaps in sidewalks within neighborhoods.
- Explore locations for physical traffic calming or radar speed indicators.
- Regularly maintain curb paint to prevent parked cars from blocking driveways and interfering with sight distance at intersections.

#### Action Items

- Coordinate among City departments to make specific improvements in the West Central area: Planning, Streets, Traffic Operations, Transfort, Neighborhood Services, Engineering, Stormwater, and other relevant departments.
- Provide information to neighborhood residents about Access Fort Collins, an application that allows users to directly report issues to City departments.

#### What We Heard

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



Fill in missing gaps in sidewalks

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

Routine street sweeping and maintenance will beautify neighborhood streets, reduce flooding impacts, and support public health and safety.

### Programs & Projects

- Properly notify neighborhood residents of routine street sweeping operations to ensure that street parking is cleared so debris can be effectively removed.
- Continue to implement the citywide Street Maintenance Program within the West Central area to ensure that aging infrastructure is repaired as needed.

### Action Items

- Explore strategies for better informing residents of the street sweeping schedule and the need to move vehicles from the street during sweeping operations.



Routine street sweeping and maintenance needs

## 1.7 Maintain employment opportunities and access to amenities LU1

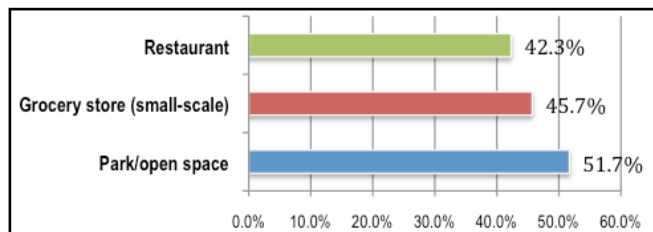
Allow for a greater mix of land uses within existing commercial centers in order to fill vacancies, activate the area or even re-purpose the center with a new emphasis non-traditional uses such as employment, entertainment or cultural activities.

### Programs & Projects

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

### What We Heard

*The results of two online surveys indicate the demand for additional services within the West Central area.*



Top three desired amenities for a neighborhood center within the West Central area (online survey)



Vacant parcel zoned Neighborhood Commercial (NC) and Medium Density Mixed-Use Neighborhood (MMN)



## Neighborhood Character

### 1.8 Ensure new development is compatible with adjacent neighborhoods LU2

New development should be pedestrian-oriented, mixed use and contribute to a vibrant streetscape.

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

#### Action Items

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

#### What We Heard

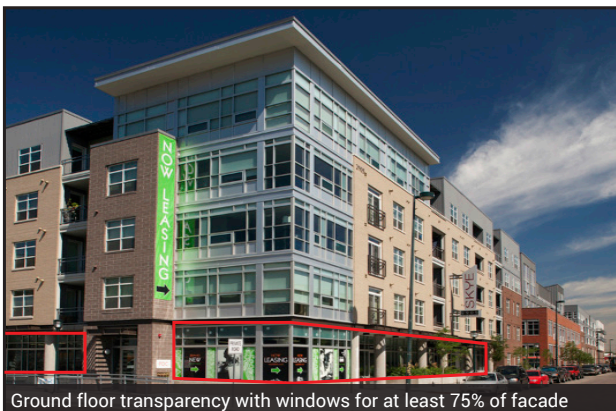
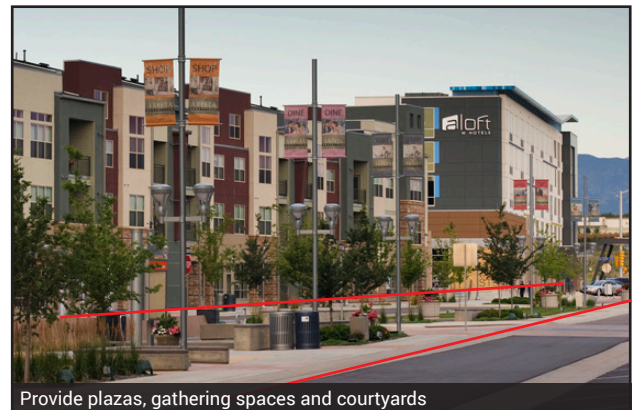
*"It is important to residents that new multi-family developments should be compatible with the character of the neighborhoods in which they are built."*

### Mixed-Use Design Guidelines

The following design guidelines provide guidance to developers and decision makers and are intended to complement the Fort Collins Land Use Code standards. Design guidelines are intended to provide some level of flexibility in their implementation illustrating only what's important or critical. Though less stringent than the Fort Collins Land Use Code standards, utilizing the guidelines should allow development applicants a greater level of support from Planning and Zoning staff and should assist in gaining neighborhood approval.

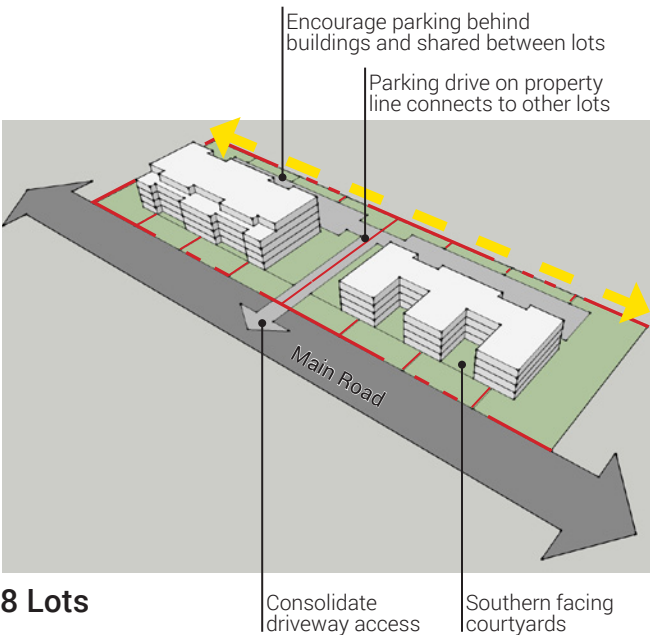
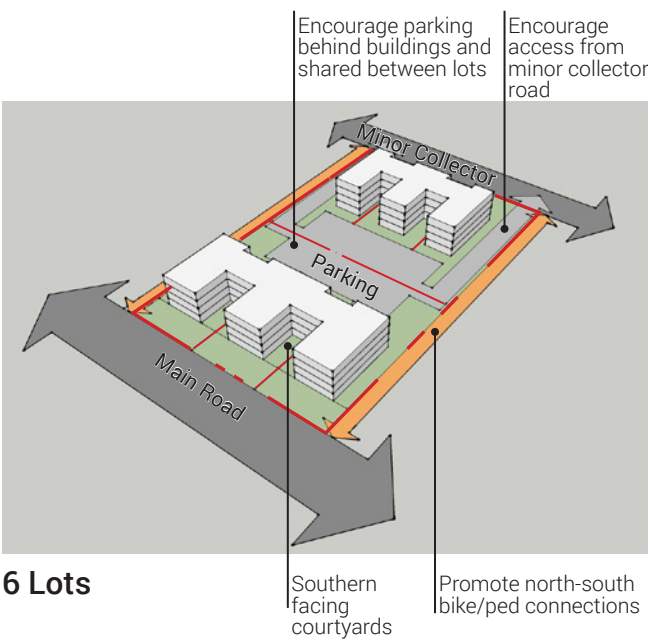
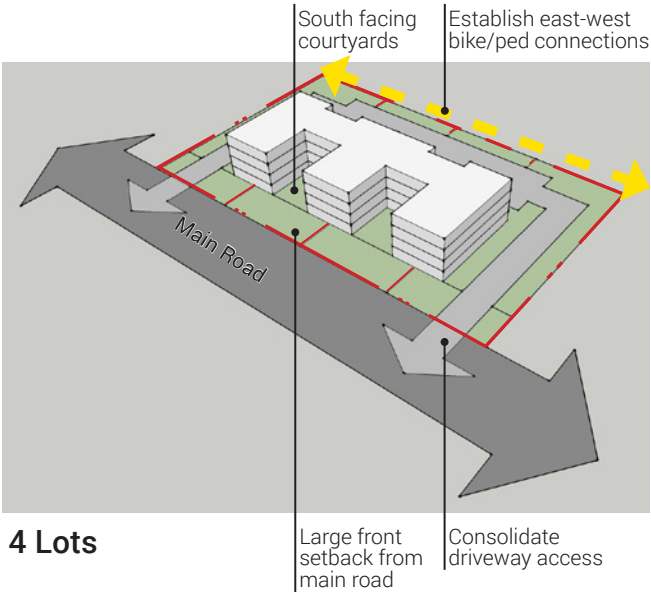
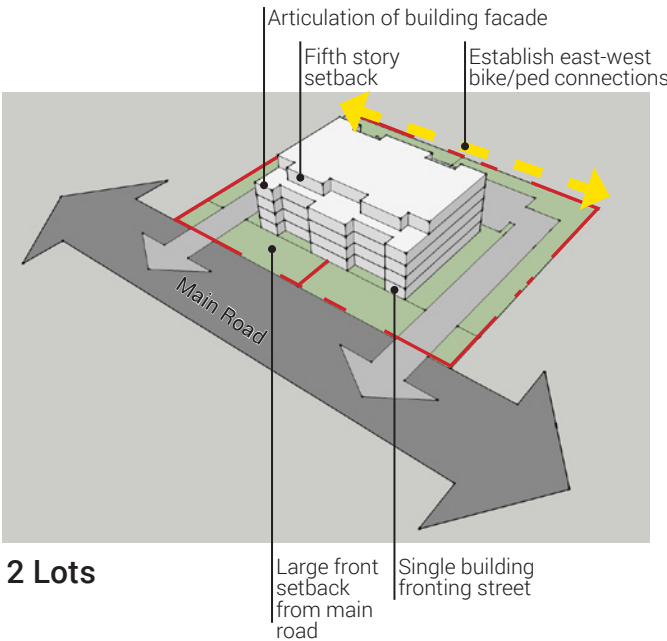
Mixed-use development should be explored in the HMN zone district under the following guidelines:

- Emphasize height and mass transitioning to upper stories,
- Horizontal, vertical and edge modulation and material variation,
- Ground floor transparency,
- The provision of courtyards, plazas and open space both for gathering areas and as a means of further breaking down the perceived scale of structures.



# Potential Redevelopment Scenarios in the HMN Zone

The High Density Mixed-Use Neighborhood (HMN) zone is generally located between Prospect Road and the CSU main campus. The HMN zone is comprised primarily of small lots varying in size where, in many cases, a single lot is not large enough to accommodate higher density redevelopment. To accommodate new development and redevelopment successfully, lots will likely need to be consolidated. A shared central parking strategy will likely be necessary where lots are consolidated longitudinally, as illustrated in the 6-lot scenario below. The examples below illustrate a variety of lot consolidation scenarios addressing access, parking, setback and modulation strategies to assist with breaking up the overall mass of structures. Providing larger south facing courtyards and/or upper story setbacks will help avoid a monotonous street wall and create a perception of a series of smaller structures.





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

LU3 LU5

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

### Programs & Projects

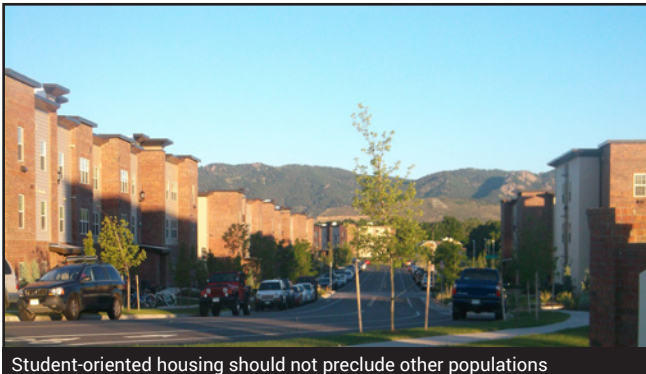
- Encourage CSU to engage neighborhood residents in the University's plans for long-term growth and new development projects.
- Engage CSU student groups (e.g., clubs, sports teams, sororities and fraternities, majors with community service requirements) in volunteer efforts to improve the West Central neighborhoods.
- Encourage the involvement of CSU students in neighborhood organizations, neighborhood meetings, Neighborhood Night Out, and other events.

### Action Items

- Form a joint City-CSU committee that meets regularly to assist with communication and coordination related to the on-going planning efforts of both entities.

### What We Heard

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



Student-oriented housing should not preclude other populations



Encourage CSU students to volunteer within West Central neighborhoods

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

LU3 LU4

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

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

Student-oriented housing should be located in close proximity to the CSU and FRCC campuses and should be accessible by walking, bicycling or transit. While residents may have cars, access to most destinations should be gained without sole reliance on an automobile.

Student-oriented housing should not be so specialized as to preclude other populations in the future. Such housing should be adaptable to serve various demographic groups and not preclude amenities that would attract a variety of occupants. Housing relying solely on four-bedroom units should be discouraged. A diverse mix of bedrooms per unit will provide greater flexibility to serve a broader range of tenants and may allow an easier conversion to owner-occupied units should the demand arise.

### Programs & Projects

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

### Action Items

- Update relevant sections of the Land Use Code to require variety in the number of bedrooms provided in multi-family developments.

### What We Heard

*"There is a need to protect affordability of Fort Collins neighborhoods, including those in the West Central area."*

### 1.11 Maintain established, mature neighborhoods as areas of stability LU1

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

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

#### Programs & Projects

- Improve safety features and infrastructure as needed in stable neighborhoods.

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

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

### 1.12 Emphasize and respect the existing heritage and character of adjacent neighborhoods through a collaborative design process that allows for a neighborhood dialogue LU3 LU6

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

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

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

#### Programs & Projects

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

#### Action Items

- Update relevant sections of the Land Use Code to encourage ensure that new development is compatible with adjacent neighborhoods.

#### What We Heard

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



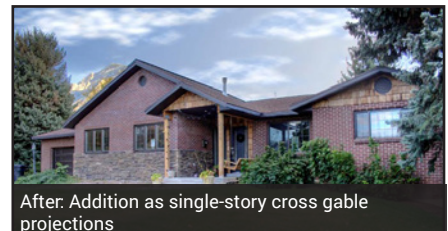
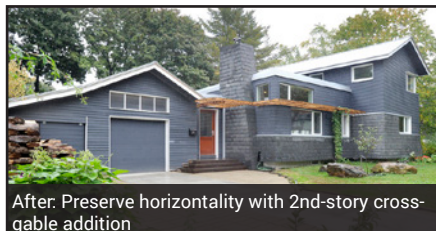
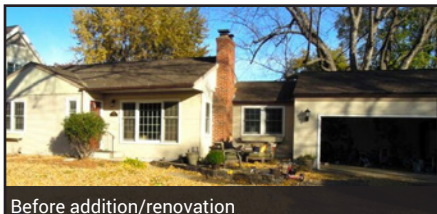
## Neighborhood Enhancement Examples - Single-Family Residential Additions & Renovations

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

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



### Before & After Examples





## Design Guidelines for Multi-Family Redevelopment & Infill

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



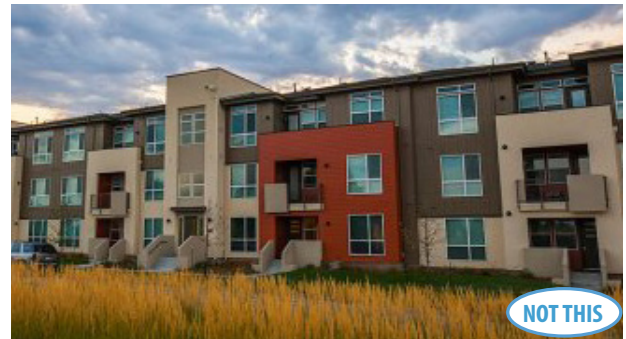
Consistent fenestration and residential detailing



Massing and scale variation, articulation and residential character



Front porches, color and materials with residential character



Consistent roof pitch and balcony style with residential character





## CSU Stadium

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

### Noise

- Based on noise studies provided by CSU, the anticipated decibel levels during football games and concert events would exceed that which is allowed by the City Code for all nearby residential zone districts (maximum of 55 dBA between 7:00 a.m. and 8:00 p.m.). The impact of noise on residents in all directions of the stadium needs to be adequately addressed through the design of the stadium and event management.
- A design change that raises the wall on the south end of the stadium is recommended to more effectively lower the off-site decibels impacting the neighborhoods to the south. Adjustments could also be made to the loud speaker arrangement to better direct sound away from neighborhoods.
- Over the long term, music concerts have the potential of creating more disturbances for nearby residents than football games. The plan recommends that CSU enter into a formal agreement with the City of Fort Collins regarding the number of concerts per year and sound management for such events. If concerts are not an important part of stadium programming, consider agreeing to hold concerts only on the granting of a special use permit from the City as a prerequisite for holding a concert.
- The plan recommends that CSU establish a time-certain conclusion for concerts and other evening events.
- Monitor sound levels as events are occurring to adjust sound management in real-time in response to issues that arise, in conjunction with Neighborhood Services, Police Services, and other City staff.

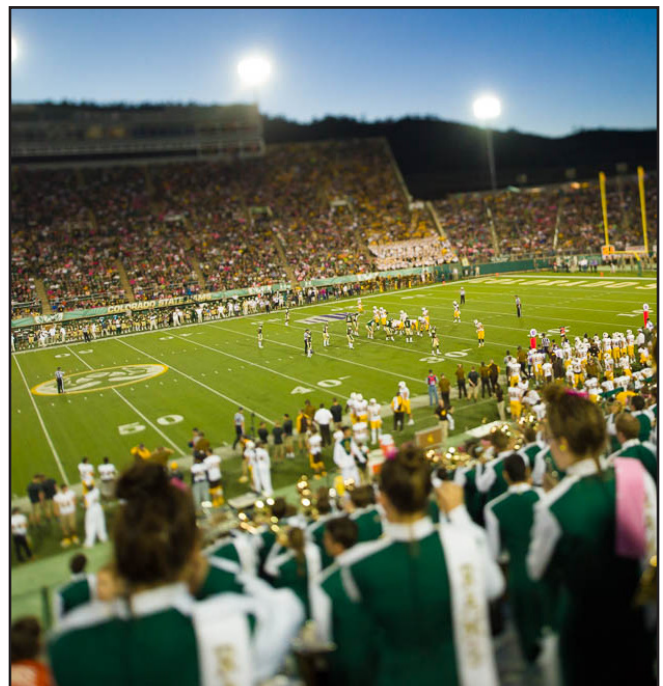
### Lighting

- The High Density Mixed-Use Neighborhood (HMN) District (located immediately south of the stadium site) is intended to be a setting for higher density multi-family housing and group quarter residential uses (dormitories, fraternities, sororities, etc.) closely associated with, and in close proximity to, the Colorado State University Main Campus. Per the Land Use Code, any private sector development would be held to the maximum allowable off-site lighting spillage into the entire HMN zone of 0.1 foot-candle. If illumination levels from the stadium are not mitigated, potential redevelopment of this area would be negatively impacted.

- The glare from sports lighting impacts a driver's ability to distinguish objects and impairs overall visibility. If it is discovered that the glare created by stadium lighting would be problematic, then light level reductions or other mitigation measures should be implemented.
- Additional massing along the south end of the stadium would have the benefit of shielding nearby properties from light spillage, glare, and noise.

### Safety, Aesthetics & Waste Management

- Measures should be taken to address issues related to tailgating activities in nearby neighborhoods. Tailgating should be directed to approved locations. Tailgating in neighborhoods should be limited to the extent possible, and public nuisance violations should be swiftly enforced to prevent large outdoor gatherings.
- As people travel through the neighborhoods near the stadium, both before and after football games and other events, there is an increased potential for disruptive behavior. Police patrols and law enforcement presence should be increased within neighborhoods before, during, and after events to prevent and address disruptions.
- Tailgating activities and pedestrian traffic through neighborhoods may result in a significant amount of trash left behind in the street, along sidewalks, and in yards. Neighborhood clean-up activities should be coordinated immediately following events to mitigate impacts. Outreach should be targeted at CSU students and other event patrons to prevent such issues to the extent possible.
- CSU should make significant efforts to improve communication and coordination with adjacent neighborhoods for football games and other events. The City of Fort Collins, CSU, and neighborhood residents should be mutually viewed as partners in preventing and mitigating the impacts of stadium events on neighborhood character.







# T Transportation & Mobility



## Transportation & Mobility

### Vision

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

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



## Policies

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

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



Buffered bike lane on Shields Street

### *Safe Routes*

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

### *Multi-Modal Options*

- 2.3 Encourage safe 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, and to calm traffic
- 2.9 Pursue opportunities to implement arterial street retrofitting to improve aesthetics, minimize crossing distances, and increase 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.



## Safe Routes

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

T1 T2 T3

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

#### Action Items

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



Protected bike lane



Signalized crossing for pedestrians and bicyclists

22

### Provide safe routes for bicyclists and pedestrians during snow events

T1 T2 T3 T7

Prioritize snow removal on key routes for bicyclists and pedestrians and make those routes known.

#### Action Items

- Establish Priority 1 routes for snow removal by Streets Department
- Establish Priority 1 routes for snow removal with enforcement by Code Compliance and education on property owner responsibilities by Neighborhood Services
- Communicate priority routes to CSU and the public



Prioritize snow removal along bike routes

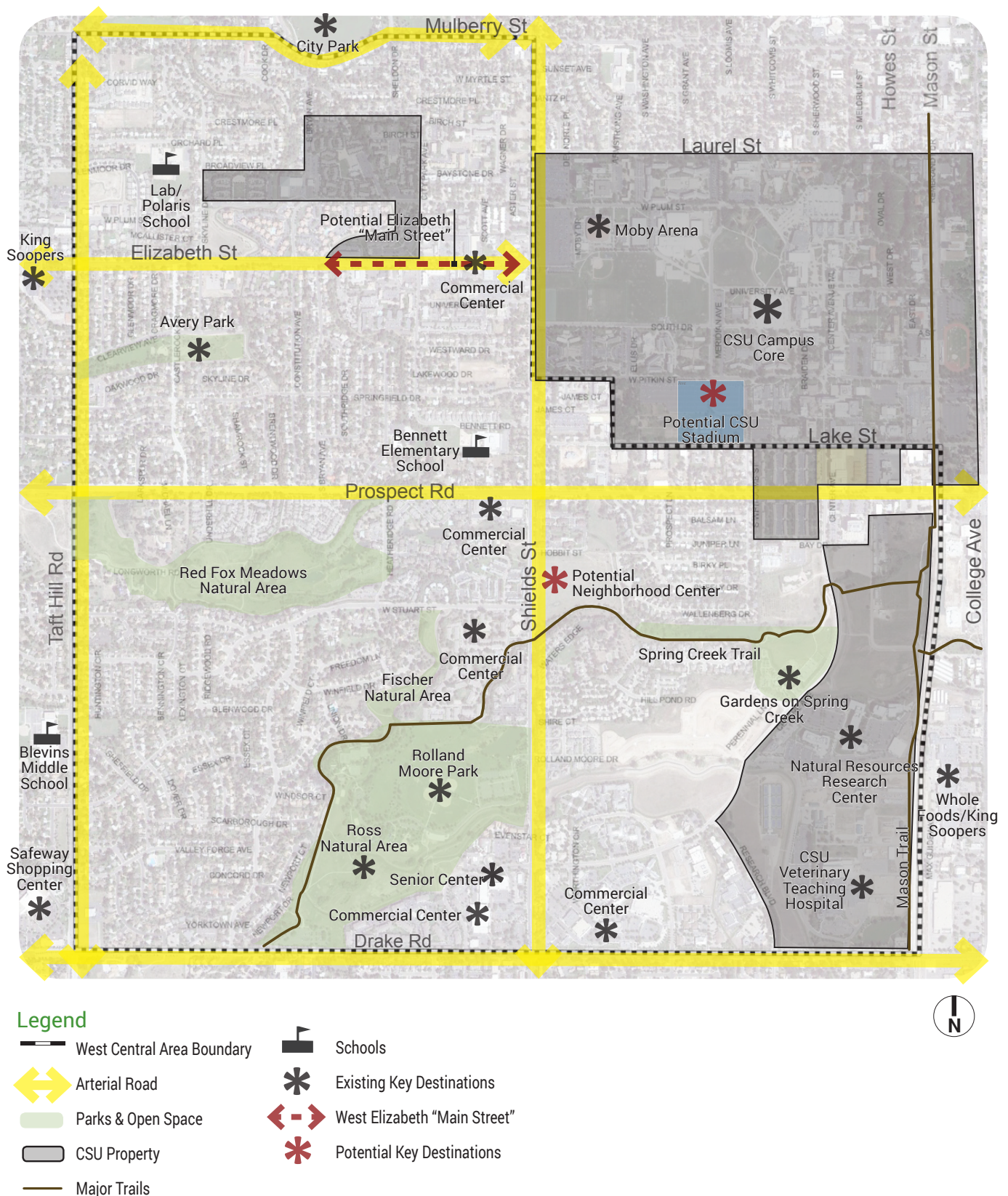


Ensure snow removal occurs along bike lanes and paths



## Key Destinations Map (Policies 2.1 and 2.2)

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





## Multi-Modal Options

### 23 Encourage safe travel for all modes through infrastructure improvements, education, and enforcement T1 T2 T5 T7

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

#### Action Items

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

#### What We Heard

*"Need for traffic calming on collector streets through neighborhoods"*



Pedestrian refuge island integrated with median

### 24 Support car and bike sharing T3

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

#### Action Items

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



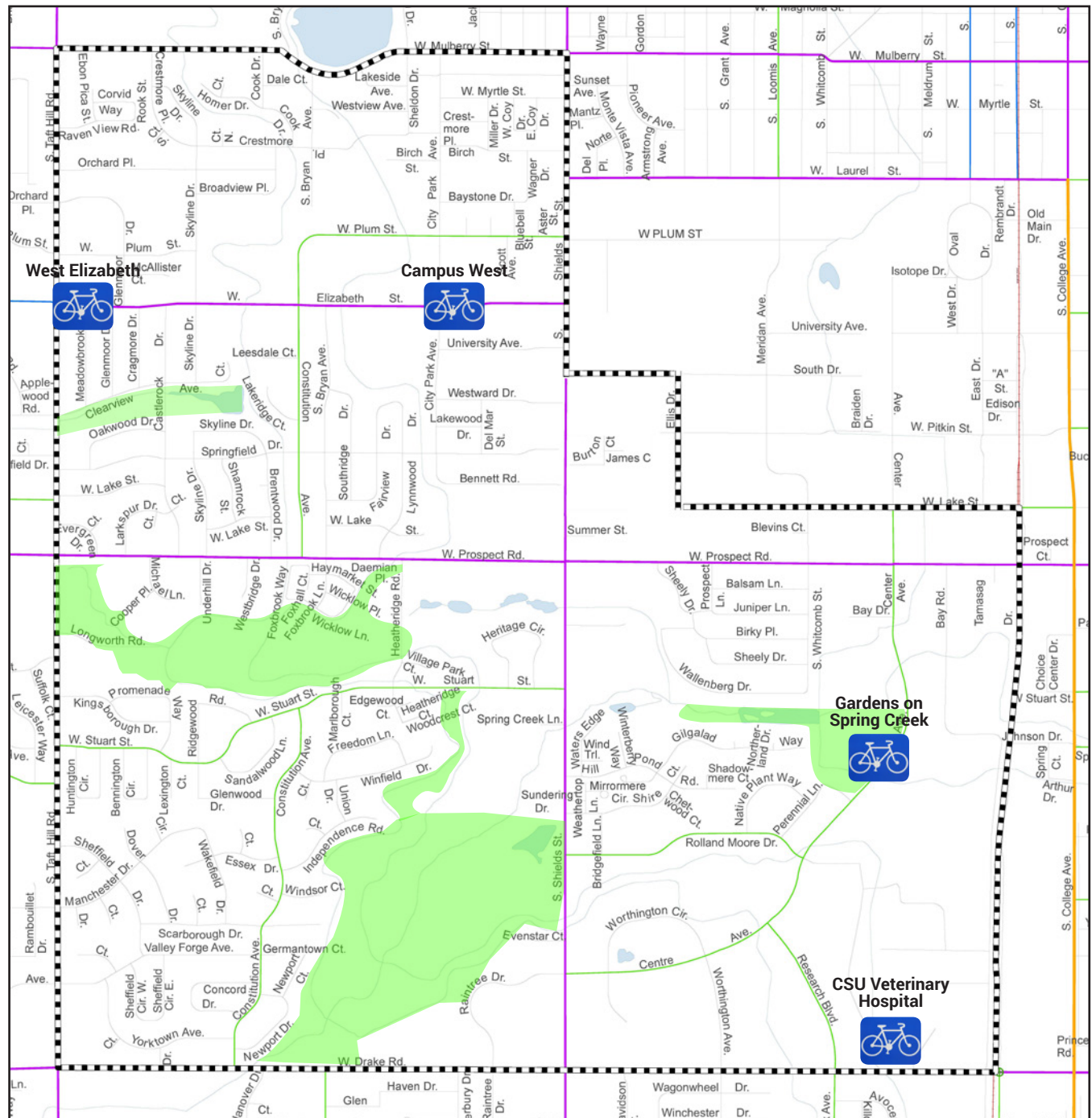
Bike rental station





Zip Car rental area

## Bike Share Station Planning Map

The map below presents the proposed bike share station locations included in Phase 1 of the Bike Share Business Plan. The proposed stations are centered around Downtown, CSU, and the MAX stations. Future potential expansion could occur in areas South of Drake Road and further east along Harmony Road.



### Legend

- West Central area boundary
-  Phase 1 proposed station
-  Parks/Open Space



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

It is important to consider a transit user's whole trip, including access to and from the transit stop. When implementing transportation improvement projects, consider whenever possible prioritizing improvements that support safe and comfortable walking and biking to transit.

### Action Items

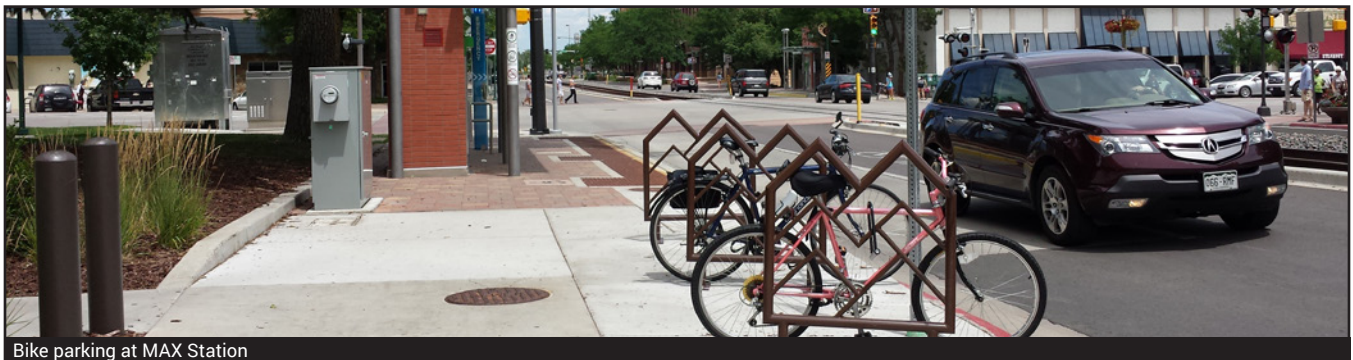
- Consider transit stop locations in bicycle and pedestrian network planning



'Around the Horn' Transfort service at CSU



Pedestrians leaving bus stop station



Bike parking at MAX Station

## 26 Explore shared parking opportunities for transit users T5 T6 T7

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

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

### Action Items

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

## 27 Provide additional transit service and amenities to encourage transit use T6 T7

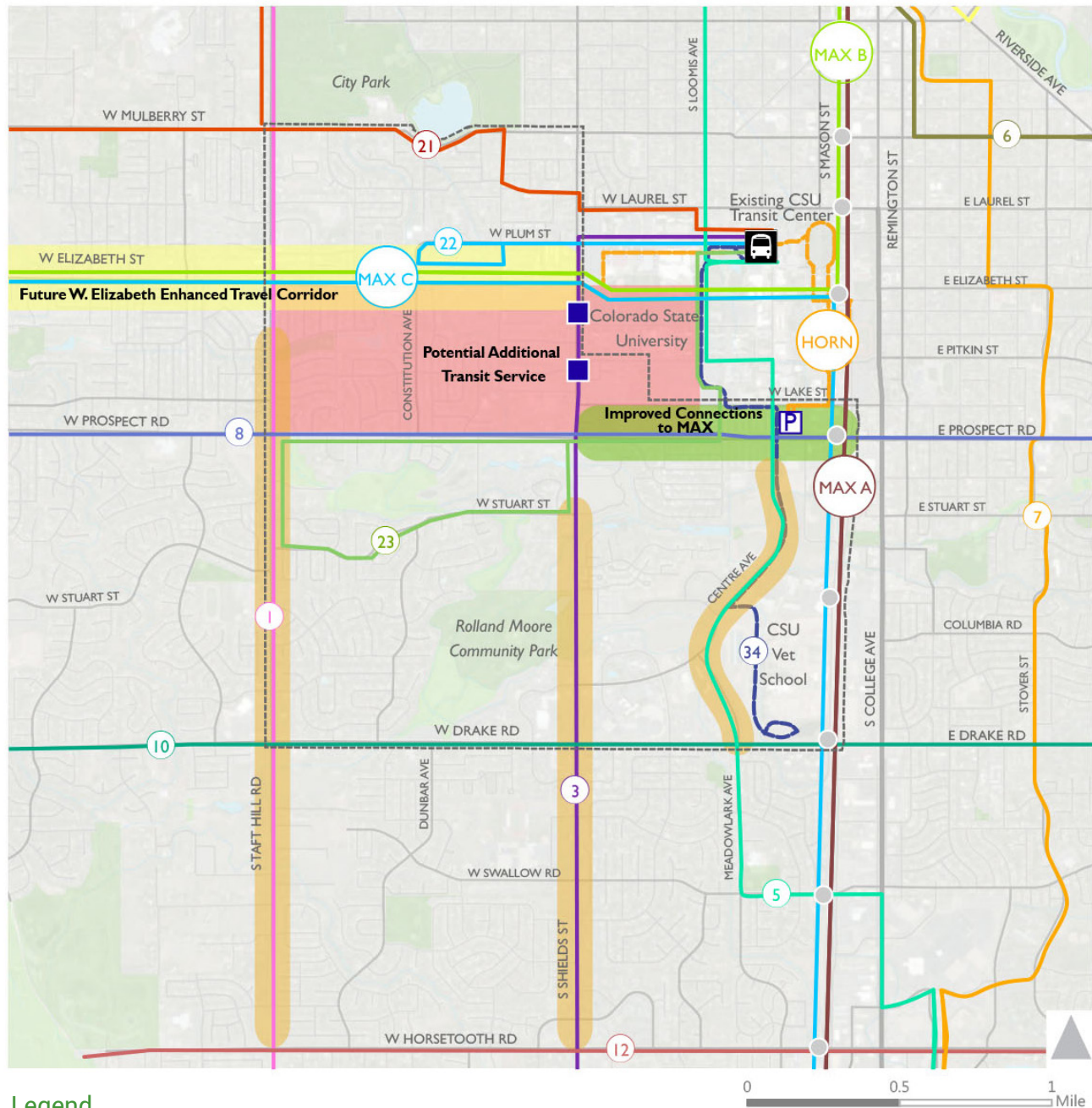
The West Central area is served by some of the routes with the highest productivity in Transfort's system. At the same time, some existing service does not adequately meet demand (e.g., on the West Elizabeth corridor), while other neighborhoods (such as the neighborhood north of Prospect and west of Shields), do not have any service. In addition, several of the existing stops do not have amenities, such as shelters and benches. Stops were rated based on amenities and accessibility, and locations with a "Medium" or lower rating were identified and prioritized as near-term or long-term. These improvements could also be coordinated with other roadway projects to improve efficiency and minimize construction impacts in the area.

### Action Items

- Incorporate transit service recommendations for the West Central area into Transfort budget requests and future Transportation Strategic Operating Plan updates
- Evaluate future West Elizabeth corridor transit needs in the upcoming West Elizabeth Enhanced Travel Corridor Plan
- Integrate near-term bus stop improvements into the citywide Bus Stop Improvement Program
- Coordinate bus stop improvements with other roadway improvement projects, where applicable

## Future Transit Vision

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



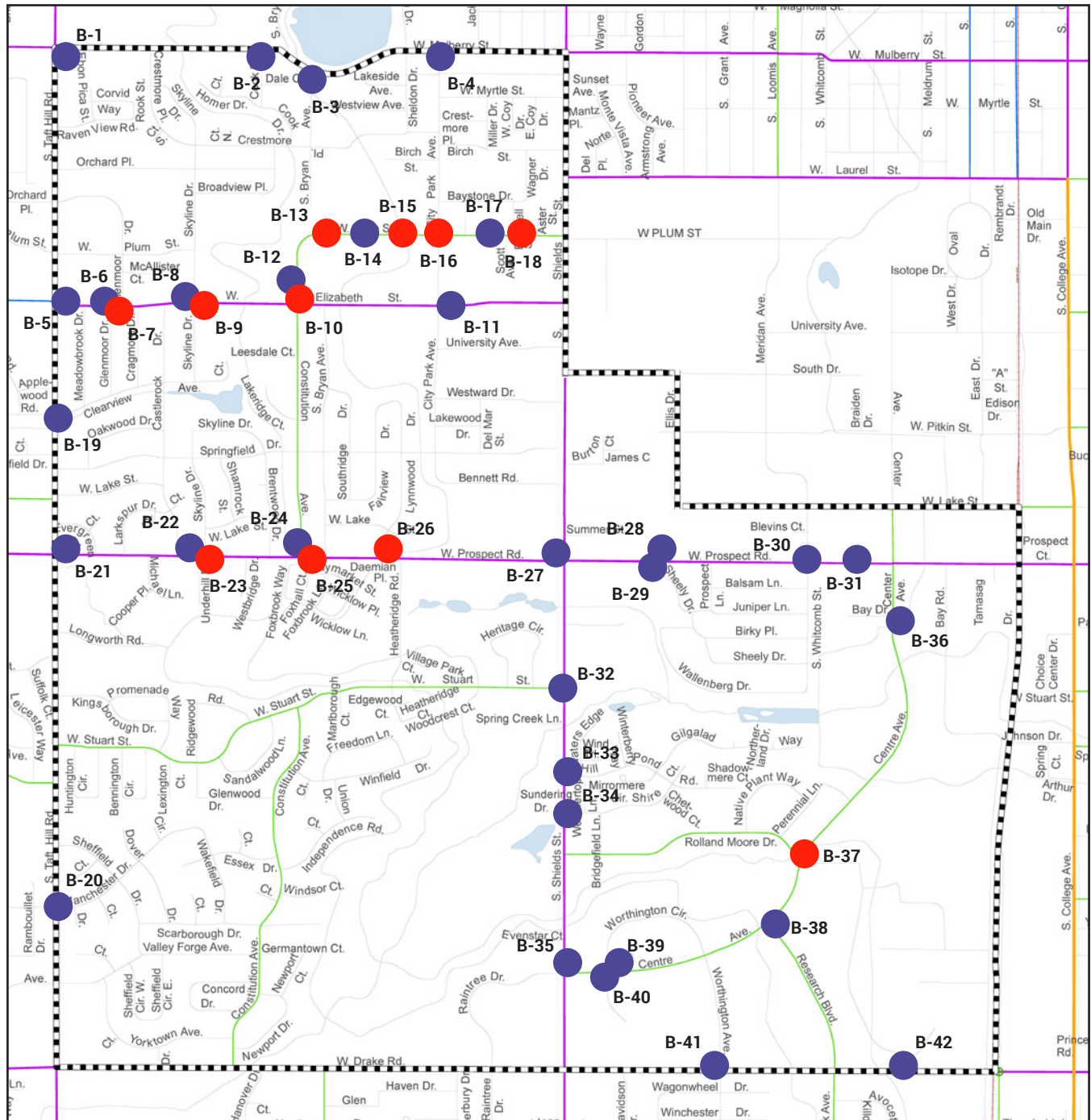
### Legend

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| <span style="display: inline-block; width: 20px; height: 10px; background-color: #f8d7da; border: 1px solid #f5c6cb; margin-right: 5px;"></span> Potential additional transit service                          | <span style="display: inline-block; width: 20px; height: 20px; background-color: #d1ecf1; border: 1px solid #bee5eb; margin-right: 5px; text-align: center; line-height: 20px;">P</span> Parking garage            |
| <span style="display: inline-block; width: 20px; height: 10px; background-color: #fff3cd; border: 1px solid #ffeeba; margin-right: 5px;"></span> Future West Elizabeth Enhanced Travel Corridor                | <span style="display: inline-block; width: 20px; height: 10px; background-color: #d4edda; border: 1px solid #c3e6cb; margin-right: 5px;"></span> Potential east-west Bus crossing improvement                      |
| <span style="display: inline-block; width: 20px; height: 10px; background-color: #d4edda; border: 1px solid #c3e6cb; margin-right: 5px;"></span> Improved connections to MAX                                   | <span style="display: inline-block; width: 20px; height: 20px; background-color: #d4edda; border: 1px solid #c3e6cb; margin-right: 5px; text-align: center; line-height: 20px;">BUS</span> Existing Transit Center |
| <span style="display: inline-block; width: 20px; height: 10px; background-color: #fff3cd; border: 1px solid #ffeeba; margin-right: 5px;"></span> Corridors in which to explore shared park-n-ride arrangements | <span style="display: inline-block; width: 10px; height: 10px; background-color: #6c757d; border-radius: 50%; margin-right: 5px;"></span> MAX Stations   |
|  | <span style="display: inline-block; width: 20px; border-bottom: 2px solid black; margin-right: 5px;"></span> Transfort Strategic Operation Plan (TSOP) Phase 3   |
|  | <span style="display: inline-block; width: 20px; border-bottom: 2px dashed black; margin-right: 5px;"></span> Other routes added since TSOP  |



## Bus Stop Improvements

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



### Bus Stop Improvements Table

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

#### Near Term Projects (0-10 years)

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

#### Long Term Projects (10+ years)

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



## Street Retrofitting

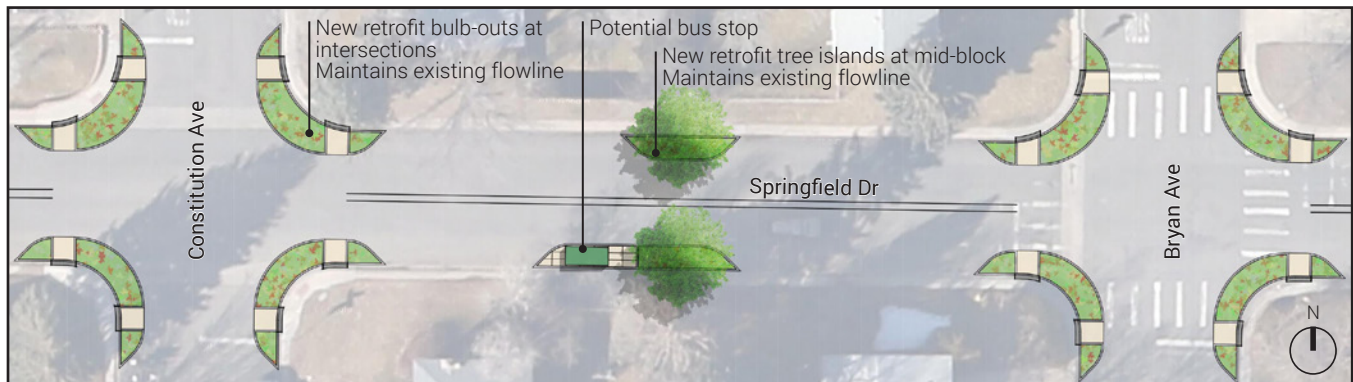
- 28** Pursue opportunities to implement neighborhood street retrofitting to improve aesthetics, provide a buffer from adjacent land uses, improve safety and mobility, and calm traffic **T4**

Street retrofitting supports the Transportation Master Plan goal of reshaping streets in a way that emphasizes lower vehicle speeds and encourages walking, bicycling, and transit modes in the existing cross-sections of roadways (see example diagrams below). Improvements could include sidewalk widening, bulb-outs, and/or additional landscaping.

### Action Items

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

### Plan



### Before



Current intersection condition - Springfield Dr and Constitution Ave

### After



Retrofit bulb-outs at intersection condition - Springfield Dr and Constitution Ave (Maintains existing flowline)

### Before



Current street condition - Springfield Dr and Constitution Ave

### After



Retrofit tree islands at midblock condition - Springfield Dr and Constitution Ave (Maintains existing flowline)



Curb extensions at crossing facilitate safe pedestrian movement

29

**Pursue opportunities to implement arterial street retrofitting to improve aesthetics, minimize crossing distances, and improve safety, mobility, and comfort for all users** T4

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

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

#### Action Items

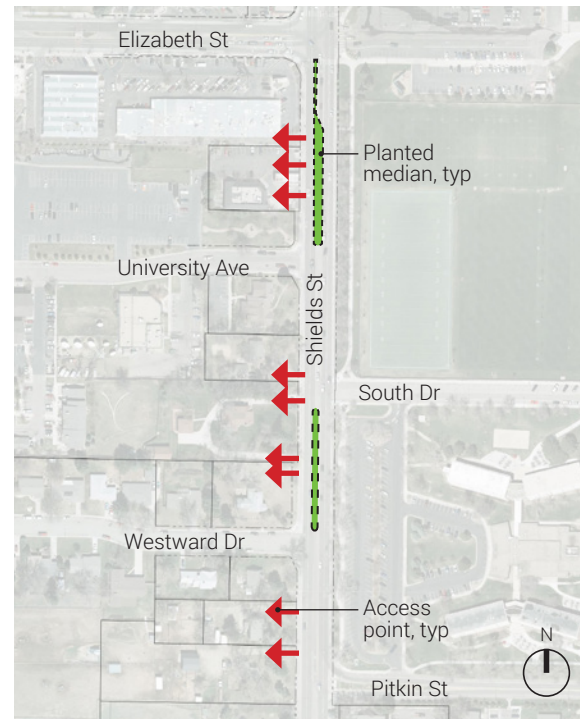
- Refer to Potential West Prospect Road medians below
- Refer to Shields medians to the right



Example of raised planted median with pedestrian refuge area

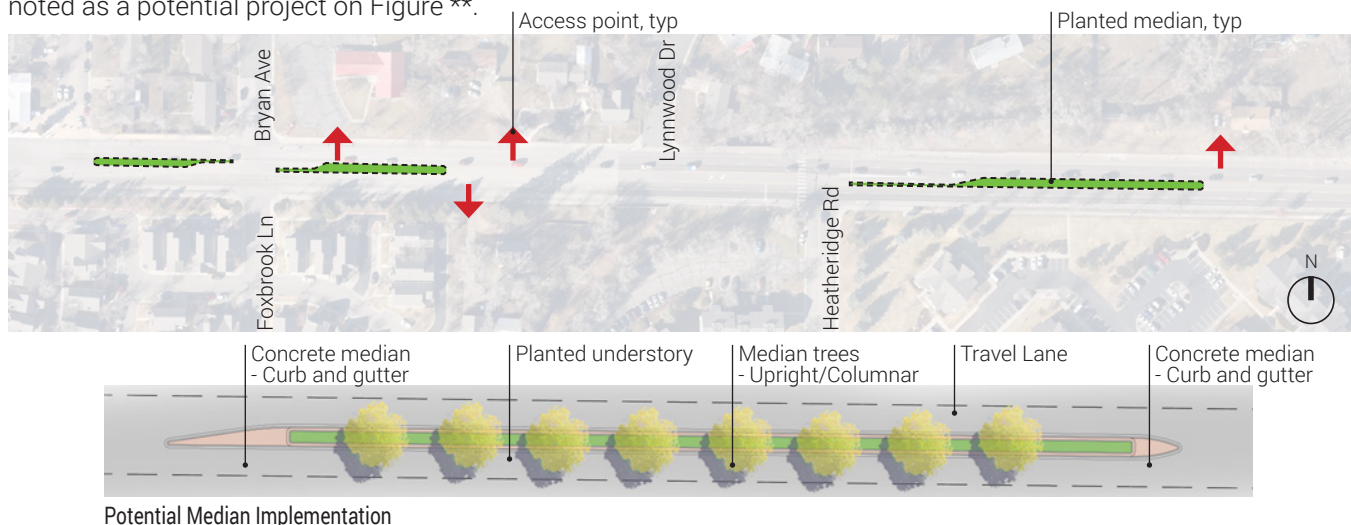
### Potential Median Implementation – Shields Street

The diagram below identifies potential locations for median improvements along Shields Street in the segment between West Elizabeth Street and Pitkin Street. The medians were designed to maintain as much access to existing driveways and intersection streets as possible. Appendix \*\* includes a layout of potential median implementation on Shields Street between Prospect Road and Laurel Street.



### Potential Median Implementation – West Prospect Road

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



Potential Median Implementation

#### Legend

Potential Median  Access Point 



## Parking

### 2.10 Minimize parking congestion in neighborhoods to preserve quality of life

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

#### Action Items

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



Coordinate with CSU to minimize parking in adjacent neighborhoods

### 2.11 Ensure adequate parking is provided to serve new development and redevelopment projects

Evaluate the parking demand created by new multi-family developments to ensure that adequate parking is provided for non-TOD areas.

Ensure that new development complies with the recently adopted Transit-Oriented Development (TOD) Overlay Zone parking standards, where applicable.



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

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

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

#### Action Items

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



Evaluate existing parking lots to determine where additional capacity is possible

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

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

#### Action Items

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



Special event parking will need to be monitored to minimize parking in adjacent neighborhoods



## Potential Projects

Potential projects were identified based on technical analyses related to mobility and safety and on public input. Projects were identified as near-term (higher priority, likely to be implemented in within 10 years) and long-term (likely to be implemented in 10 years or more). Some areas were also identified for future monitoring. The projects will need to be further reviewed and evaluated to see what, if any, improvements might be feasible. Costs will then be developed, and the projects could then be included in the larger citywide prioritization process.

Potential project locations for both intersections and longer roadway segments have been identified in the following maps and tables. Some of the projects were identified in the recently adopted Bike Plan or ongoing Arterial Intersection Prioritization Study, and others were identified through the West Central Area Plan process.

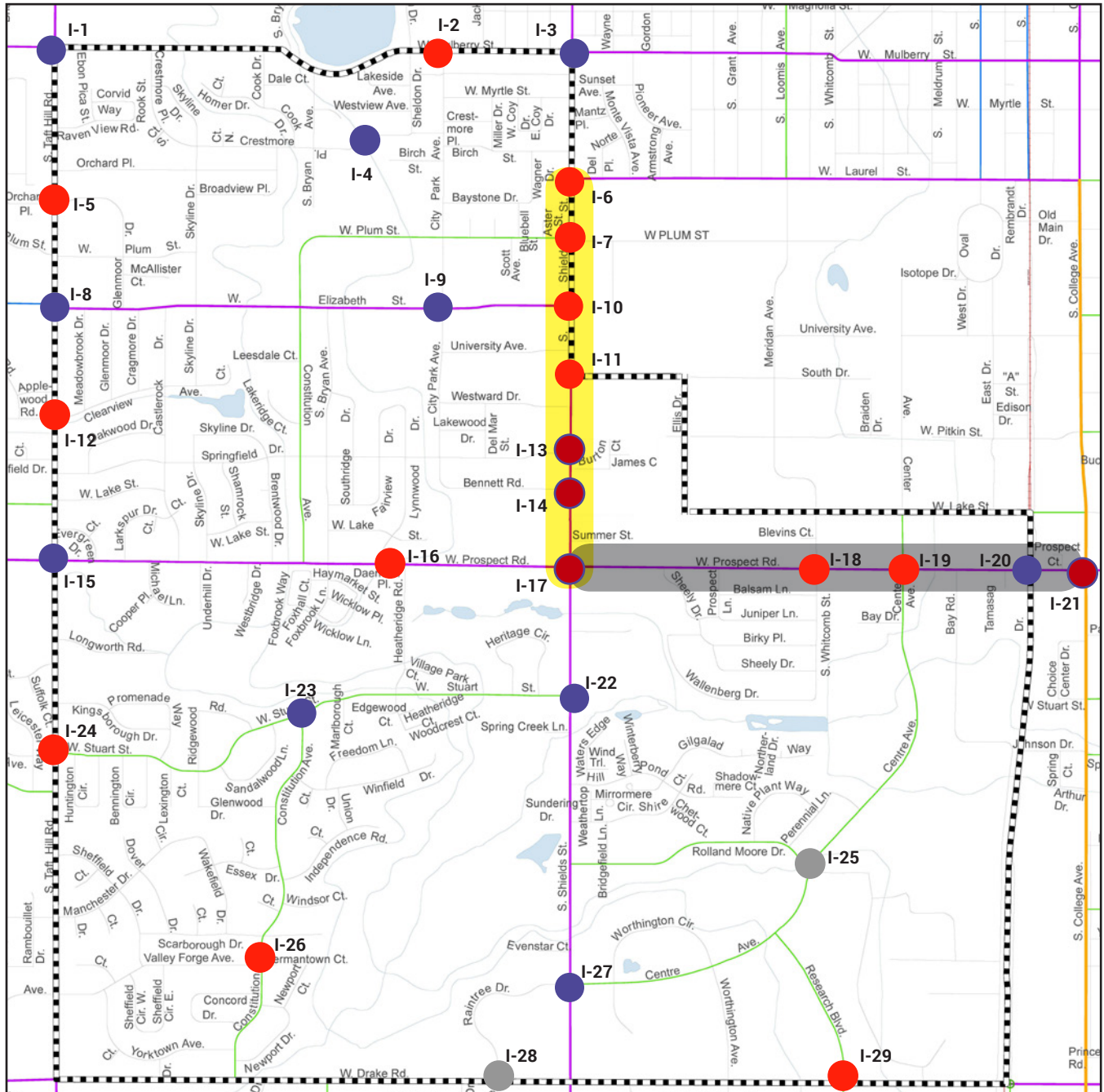




## Potential Intersection Projects

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 Intersection Projects Tables

### Near Term Projects (0-10 years)

Project ID	Project Location	Description/Comment	Potential Coordination		Notes
			Bus Stop Improvement <sup>1</sup>	Street Maintenance Program (2015-16)	
I-2	City Park & Mulberry*	High Crash location, bike and pedestrian conflicts	Yes-MULBERRY & CITY PARK	N/A	
I-4	Crestmore & bridge	Review for bike/pedestrian improvements	N/A	✓	
I-5	Taft Hill & Orchard*	Review for bike/pedestrian improvements	N/A		
I-6	Shields & Laurel (interim)	Review for bike/pedestrian improvements	N/A	N/A	See Shields Section
I-7	Shields & Plum	Transit vehicle delays and high bike usage	N/A	N/A	See Shields Section
I-10	Shields & Elizabeth (interim)	Poor vehicle operations and very high bike and pedestrian usage	N/A	N/A	See Shields Section
I-11	Shields and South	Review for bike/pedestrian improvements			See Shields Section
I-12	Taft Hill & Clearview*	Review for bike/pedestrian improvements	Yes-TAFT HILL & CLEARVIEW	✓	
I-12	Shields & Pitkin/Springfield* (interim)	No bike/ped crossing treatment	N/A	✓	
I-13	Shields & Lake (interim)	Offset intersections, review for bike/pedestrian crossing improvements	N/A	N/A	See Shields Section
I-14	Lynnwood & Prospect*	Review for bike/pedestrian improvements	Maybe-PROSPECT & LYNNWOOD?	✓	See Shields Section
I-15	Shields & Prospect (interim)	Review for continued operations, safety and multi-modal enhancements	N/A	✓	See Prospect Corridor Design
I-16	Whitcomb & Prospect	Need additional lanes on Whitcomb and bike/pedestrian facilities	Yes-PROSPECT & WHITCOMB	✓	See Prospect Corridor Design
I-17	Center & Prospect	Very high vehicle, bike and pedestrian crossing volumes	Yes-PROSPECT & CENTRE	✓	See Prospect Corridor Design
I-21	College & Prospect (interim)	Review for continued operations, safety and multi-modal enhancements	N/A	✓	
I-24	Taft Hill & Stuart*	Review for bike/pedestrian improvements	N/A	✓	Bike Plan project
I-26	Constitution & Valley Forge	Review for bike/pedestrian crossing visibility	N/A	✓	
I-27	Research/Meadowlark & Drake	Review for large vehicle operations and multi-modal enhancements	Yes-CSU VET SCHOOL	N/A	Coordinate w/ CSU's Vet Teaching Development

### Long Term Projects (10+ years)

Project ID	Project Location	Source <sup>2</sup>
I-1	Taft Hill & Mulberry	BP
I-3	Shields & Mulberry	BP
I-6	Shields & Laurel	WCAP
I-8	Taft Hill & Elizabeth	BP
I-9	City Park & Elizabeth	AIPS, BP
I-13	Shields & Pitkin/Springfield	BP, WCAP
I-14	Shields & Lake/Bennett	AIPS, WCAP
I-15	Taft Hill & Prospect	AIPS
I-17	Shields & Prospect	WCAP
I-20	Mason Trail & Prospect	BP
I-21	College & Prospect	BP
I-22	Shields & Stuart	AIPS
I-23	Constitution & Stuart	WCAP
I-27	Shields & Raintree	AIPS

### Intersections to be monitored

Project ID	Project Location	Description/Comment	Source <sup>2</sup>
I-25	Centre & Rolland Moore	Sight distance	WCAP
I-26	Raintree & Drake	Safety of LT onto Drake; no bike/ped crossing treatment	WCAP

Notes:

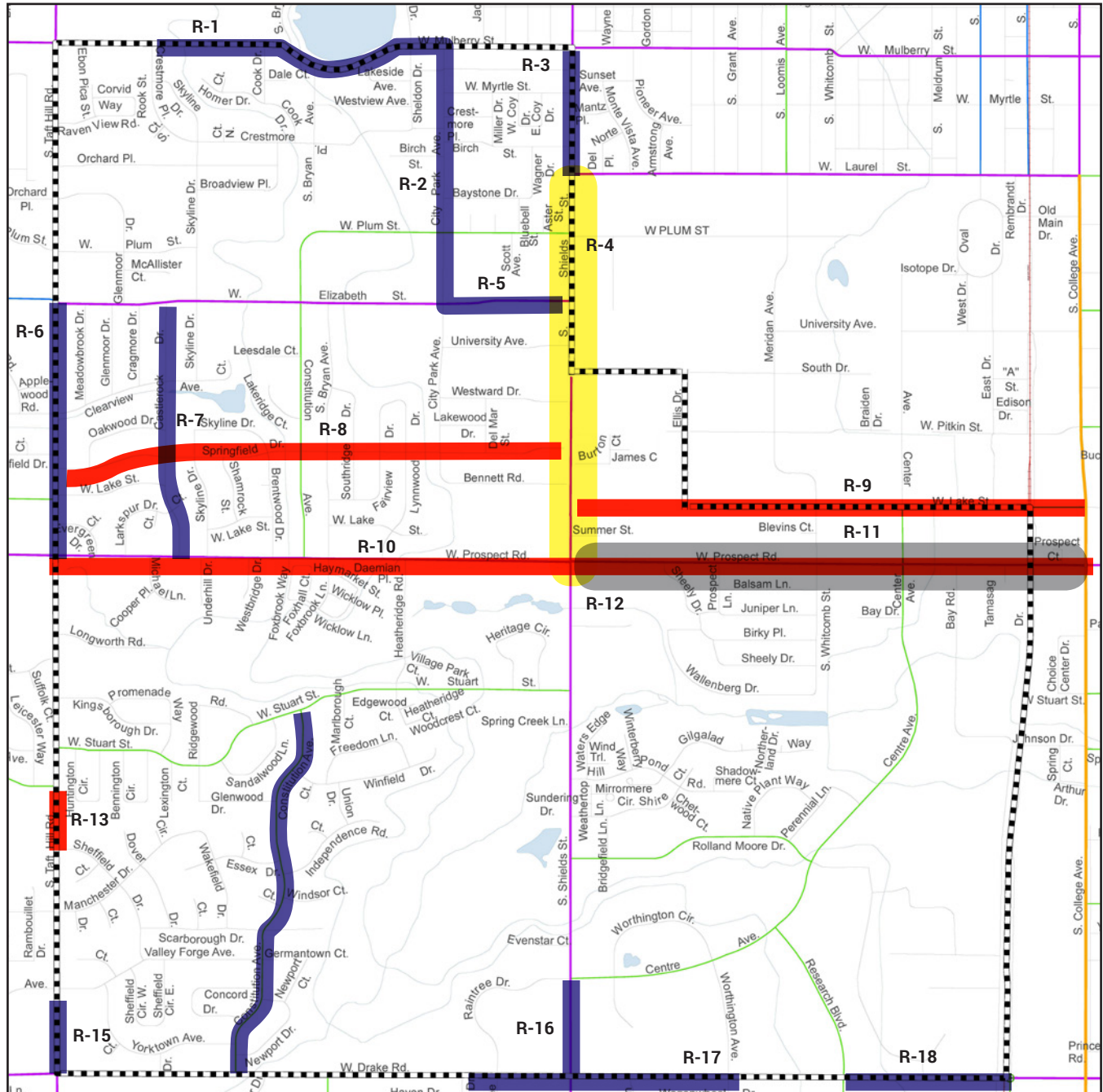
1. See Bus Stop Improvements table - see page 48.
2. Sources: AIPS : Arterial Intersection Prioritization Study (ongoing)  
BP : Bike Plan (2014)  
WCAP : West Central Area Plan



## 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



## Potential Roadway Projects Tables

### Near Term Projects (0-10 years)

Project ID	Project Location	Description/Comment	Potential Coordination		Notes
			Bus Stop Improvements	Street Maintenance Project (2015-16)	
R-8	Springfield between Taft Hill & Shields	Implementation of Low-Stress Bike Network per Bike Plan	Yes-Mulberry & City Park		Bike Plan project; have received some Transportation Alternatives Program (TAP) grant funding
R-9	Lake between Shields & College	Strengthen bike/ped spine as described in this document			See Prospect Corridor section
R-10	Prospect between Taft Hill & Shields	Council expressed interest in addition of medians			See Policy 2.9
R-11	Prospect between Shields & College	Narrow sidewalks, no bike facilities, crossing challenges; implementation of draft design described in this document		✓	See Prospect Corridor section
R-13	Taft Hill between Stuart & Sheffield*	Compromised visibility, accidents during permissive phases		✓	Bike Plan project

### Long Term Projects (10+ years)

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

Notes:

1. Sources: WCAP : West Central Area Plan



## CSU Stadium

In December 2014, the CSU Board of Governors approved the development of a new stadium, to be constructed on the CSU Main Campus. Below is a summary of considerations and recommendations for the new CSU stadium, as they relate to transportation and mobility.

### Operational Plan

- Given the tremendous expense and feasibility challenges of infrastructure construction, it is prudent to address as many needs as possible through operational enhancements (such as additional transit service), and multi-modal traffic management. This will require a comprehensive plan that includes outreach, education, detailed parking information, transportation demand management, and gameday operational plans for all modes.
- Use variable message signs prior to events to suggest alternate routes before and after stadium events.

### Parking Impacts

- For potential off-campus parking in area neighborhoods, consider expanding and broader use of the City's Residential Parking Permit Program (RP3) to mitigate stadium-related parking impacts.
- Residents of neighborhoods near the CSU campus are concerned about gameday parking on residential streets. The City has implemented a Residential Parking Permit Program (RP3) to help address this issue. Currently, there are three neighborhoods in the program (Spring Court, Sheely, and Mantz.) By the time the stadium is built, it is likely that several additional neighborhoods will be added. The RP3 requires a permit to park in a residential permit zone. Only residents of the zone are allowed to obtain permits. Incorporating a more proactive approach with signs and enforcement officers may be needed for gamedays (and other non-football events, as well).

### Transit

- Implement enhanced transit service to reduce the need for stadium attendees to drive through the West Central area.
- As many as 3,000 off campus parking spaces may be used for a major event. Many of those spaces will be at the south campus, tennis courts, or Natural Resources Research Center (NRRC), so shuttles will be needed between parking and the stadium.

### Traffic Impacts

- Even with enhanced transit service and a robust implementation of traffic management strategies, there are areas around campus that will be critical "pinch points" for the mobility of stadium attendees and nearby residents. These are areas that require infrastructure changes to accommodate the additional bike, pedestrian, and vehicular traffic.
- In addition to major events (sellouts), it's also important to consider the non-capacity events that will occur at the stadium on a much more regular basis. Some of those may not have dedicated traffic control management and the transportation impacts need to be accommodated primarily with on-the-ground infrastructure.
- Determine the costs of infrastructure improvements needed and who pays for the improvements
- There will be a need to accommodate increased bicycle and pedestrian traffic, particularly crossing Prospect and Shields
- Designate recommended bicyclist and pedestrian routes to ensure safety and to minimize disruption in residential neighborhoods



# Shields Corridor Study

## Overall Approach

### Corridor Issues

Based on public input and site observations, a set of corridor issues and influences were identified for Shields Street from Prospect Road to Laurel Street. They include the following:

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

### Existing Conditions Analysis

Existing corridor conditions, including Right-of-Way (ROW) widths, existing and future land use, east-west connections, travel lane widths, access points, traffic volumes, multi-modal levels of service and transit stop locations were analyzed to assist in developing recommendations for the corridor.

### Corridor Options Development and Evaluation

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

- Street cross-section options
- Intersection treatment options
- Options for at-grade and grade-separated crossings
- Options for medians/access considerations

### Corridor Considerations

The design review committee determined that the corridor concepts should be developed with the following strategy in mind:

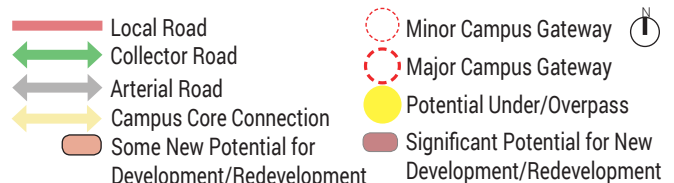
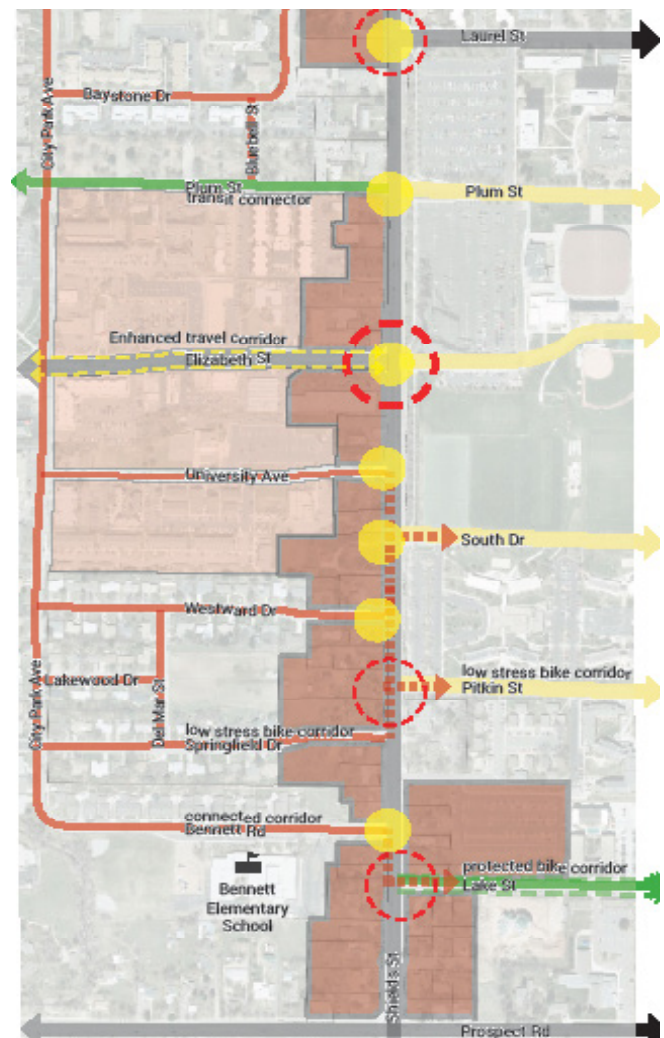
- Provide holistic concepts that create overall connectivity between the CSU campus and the neighborhoods to the west.
- Develop a custom cross-section for Shields Street that is narrower than the standard City of Fort Collins cross-section, while still providing improved facilities. Preserve existing street trees and multi-use path along the campus edge.

- Develop recommendations consistent with the City and CSU Bike Plans.
- Focus property impacts on areas likely to redevelop.
- Coordinate with CSU's master plans and other plans for redevelopment.

### Shields Street - Recommendations:

- Four travel lanes
- Center turn lane/median
- Raised protected bike lane on both sides of street
- Tree lawn
- Detached sidewalk on west side of street/shared bike and pedestrian path along CSU campus edge
- Intersection improvement recommendations
- Grade-separated crossing alternatives evaluation
- Transit stops/pullouts

### Corridor Influences and Connections





## Cross-Section Options

Cross-section options were primarily developed based on right-of-way constraints and the desire to improve conditions for all travel modes. The City of Fort Collins Bike Plan recommends a protected bike lane on Shields Street, which was integrated into the cross section, in addition to a planted median with turn lanes and a detached sidewalk. Existing rights-of-way vary throughout the corridor; however, efforts were made to minimize the amount of required right-of-way acquisition.

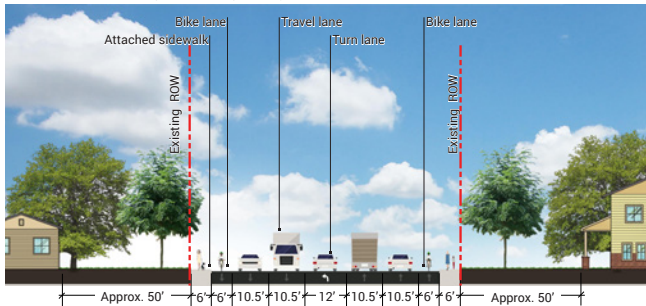
Cross sections are typical for the south and north portion of the corridor. The south cross-section reflects the private land use condition on each side of the roadway. The north cross-section reflects private land use on the west side of the road, with CSU campus conditions on the east side of the road.

### Existing Cross-Section

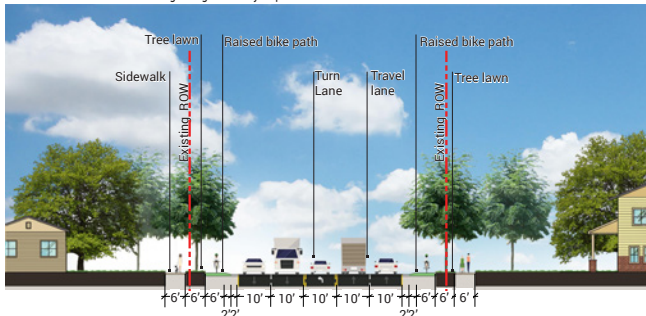
The existing cross-section typically represents four 10.5' travel lanes with a 12' center turn lane. 6' bike lanes exist on both sides of the roadway. 6' attached walks exist on both sides of the road along the south portion of the corridor, with a 6' attached walk on the western side and 8' multi-use detached path with street trees along the northern portion of the corridor.

### South Cross-Sections

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



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



### South Cross-Section

The south cross-section integrates the following features within 78' existing ROW:

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

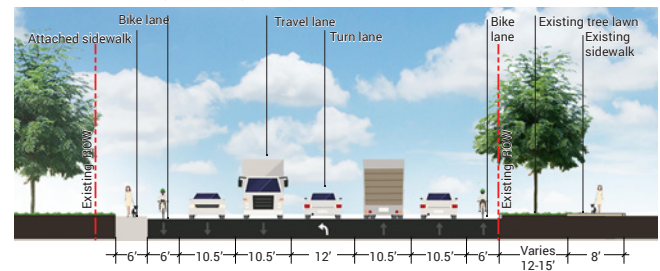
### North Cross-Section

The north cross-section integrates the following features into a 75' existing ROW:

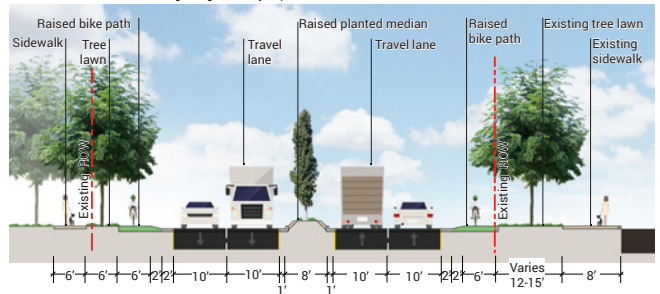
- Four 10' travel lanes
- 10' median/turn lane
- 6' raised protected bike path
- 12' - 15' tree lawn on east side of roadway
- 6' tree lawn on west side of roadway
- 8' multi-use path on east side of roadway
- 6' sidewalk on west side of roadway

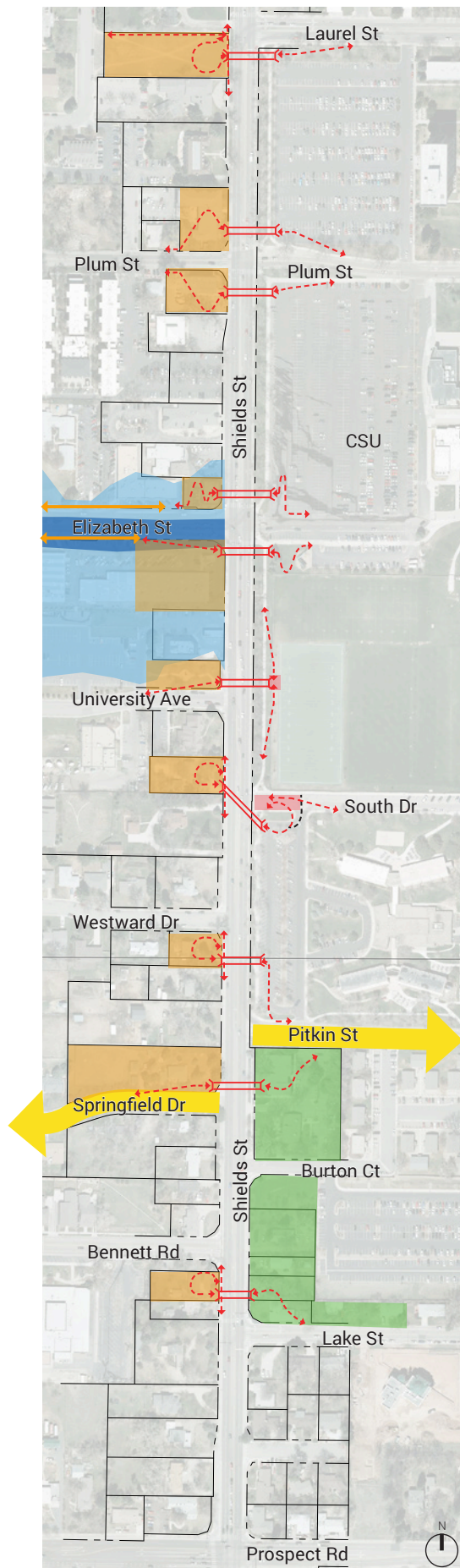
### North Cross-Sections

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



Shields Cross-Section Draft Design - Right-of-Way required: 79'





## Grade-Separated Crossings

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

Potential ramp configurations for underpass options are depicted on the diagram to the left, in addition to floodplain constraints, impacted parcels and other considerations such as integration with the planned Pitkin Street Low-Stress Bike Corridor (a recommendation from the CSU and City Bike Plans).

### Opportunities and 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.

### Legend

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



## Grade-Separated Crossing Alternative Evaluation

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

**Underpass Feasible?** - Is it physically feasible to construct an underpass at this location?

**Overpass Feasible?** - Is it physically feasible to construct an overpass at this location?

**Opportunity Parcel(s) on West Side** - Is there a property owned by the City, CSU/CSURF, utility, or other government entity on the west side of Shields Street that can be used for the grade separation approach?

**Immediate Redevelopment Potential/Underutilized Parcel on West Side** - If a property is not owned by the City, CSU/CSURF, utility, or other government entity, does it have redevelopment potential?

**Opportunity Parcel(s) on East Side** - Is there a property owned by the City, CSU/CSURF, utility, or other government entity on the east side of Shields Street that can be used for the grade separation approach?

**Immediate Redevelopment Potential/Underutilized Parcel on East Side** - If a property is not owned by the City, CSU/CSURF, utility, or other government entity, it has redevelopment potential?

**Relative Demand** - Volumes for the CSU Parking and Transportation Master Plan reveal the level of bike and pedestrian demand of each intersection.

### Recommendations

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

**Pitkin Street** - Demand is medium, cost is relatively low, and integration with the planned Pitkin low-stress bike corridor is an additional positive aspect of this location.

**Lake Street** - Demand is medium, cost is medium and integration with the Lake Street Corridor is a positive aspect here.

These two intersections also have at-grade intersection concepts with medium feasibility that may cause additional traffic efficiency impacts with a signalized crossing.

The intersections including and north of Elizabeth Street have a lower overall feasibility due to floodplain and land use restrictions, in addition to well-functioning at-grade intersections at Plum Street and Laurel Street. Laurel Street has low overall demand due to its location at the north edge of the CSU campus.

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.	<ul style="list-style-type: none"> <li>Existing at-grade crossing sufficiently accommodates need.</li> <li>Grade separation would require out-of-direction travel for pedestrians and bicyclists.</li> </ul>	\$\$
Pitkin Street	●	●	●	●	●	●	26 bike/16 ped.	<ul style="list-style-type: none"> <li>Would enhance the planned Pitkin Street Low-Stress Bike Corridor.</li> <li>Less expensive at-grade crossing enhancements have medium feasibility (ROW acquisitions required)</li> </ul>	\$
South Drive	●	●	●	●	●	●	20 bike/9 ped.	<ul style="list-style-type: none"> <li>Less expensive at-grade crossing enhancements have high feasibility</li> </ul>	\$\$
University Street	●	●	●	●	●	●	●	<ul style="list-style-type: none"> <li>Anticipated demand is low.</li> </ul>	\$\$
Elizabeth Street	● Multiple Floodplain Issues	●	●	●	●	●	98 bike/212 ped.	<ul style="list-style-type: none"> <li>Grade separation would require out-of-direction travel for pedestrians and bicyclists.</li> </ul>	\$\$\$
Plum Street	●	●	●	●	●	●	76 bike/183 ped.	<ul style="list-style-type: none"> <li>Existing at-grade crossing sufficiently accommodates need.</li> <li>Grade separation would require out-of-direction travel for pedestrians and bicyclists.</li> </ul>	\$\$
Laurel Street	●	●	●	●	●	●	13 bike/18 ped.	<ul style="list-style-type: none"> <li>Anticipated demand is low.</li> <li>Existing at-grade crossing at traffic signal sufficiently accommodates need.</li> </ul>	\$

### Relative Rating

● Low    ● Medium    ● High

## At-Grade Intersection Improvements

Preliminary Concepts were developed for key intersection improvements that are currently being explored in greater detail. Intersections that were explored include Shields Street and Laurel Street, Shields Street and Plum Street, Shields Street and Elizabeth Street, Shields Street and South Drive, and Shields Street and Pitkin Street. Preliminary plans for intersection improvements and associated descriptions are found below:

### Shields Street and Laurel Street

Improvements to the intersection of Shields Street and Laurel Street should address pedestrian convenience and safety by considering a crosswalk on the south leg. Improvements to the transition onto the existing Shields Street bike lane for southbound cyclists should also be addressed.

### Shields Street and Plum Street

Improvements to the intersection of Shields Street and Plum Street should address the comfort and safety of bicyclists crossings Shields Street and turning onto and off of Plum Street. Candidate improvements include two-stage turn queue boxes on the east and west legs, an additional bike box on the east leg, and green colored pavement in the bike lanes at conflict points. Additionally, improvements should address delays for buses turning onto Shields Street from the Transfort Transit Center on the Colorado State University campus.

### Shields Street and Elizabeth Street

Improvements to the intersection of Shields Street and Elizabeth Street should address the comfort and safety of bicyclists crossing Shields Street and turning onto and off of Elizabeth Street. Additionally, improvements should also address pedestrian convenience and safety.

### Alternative 1

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

### Alternative 2

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

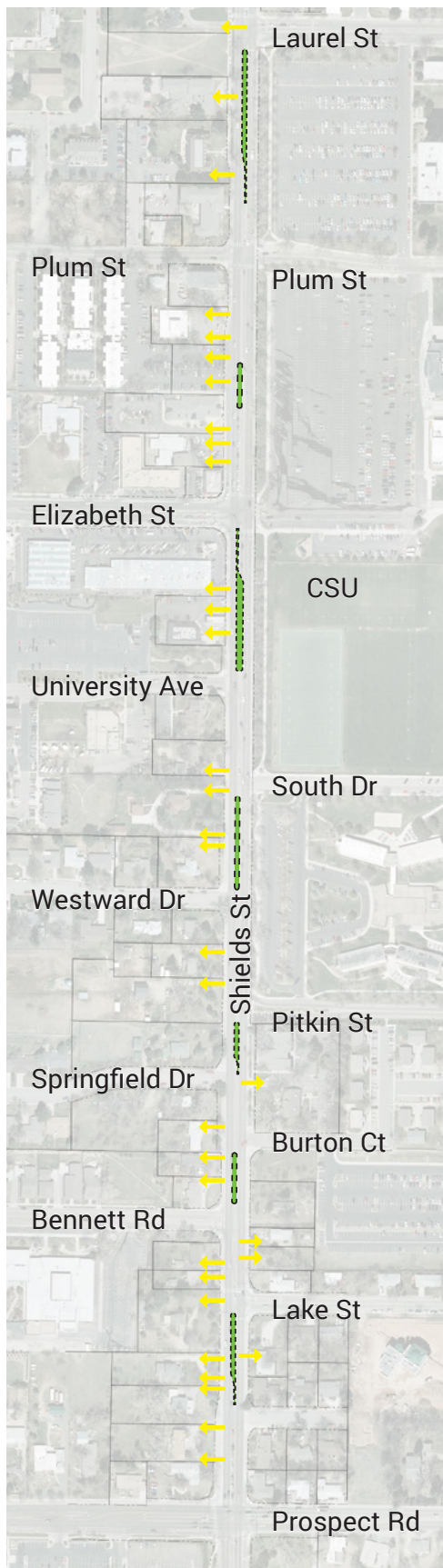
### Shields Street and South Drive

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

### Shields Street and Springfield Drive/Pitkin Street

Additional pedestrian and bicyclist infrastructure is recommended at the intersection of Shields Street and Springfield Drive/Pitkin Street to facilitate crossings of Shields Street. The implementation of a crosswalk with a traffic signal or pedestrian hybrid beacon, and potentially a median island refuge at the south leg should be considered. Additionally, because Pitkin Street is proposed as a low-stress bike corridor, a protected bicycle facility that allows for bicyclist east-west travel between Springfield Drive and Pitkin Street should be considered.





#### Legend

- Potential Median
- ↑ Access Points

## Potential Median Locations

In an effort to provide some level of traffic calming, diminish the scale of the overall roadway, and develop an improved corridor aesthetic, potential locations for medians were explored throughout the corridor. Locations were identified based on minimizing restrictions to existing access points and facilitating left turn movements at intersections, as well as locations where medians can act as a pedestrian refuge for at-grade crossings. Medians will be designed according to City of Fort Collins standards and include the following :

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

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



Planted median example

## Potential Roadway Realignments

Unsafe east-west crossings occur throughout the corridor particularly south of Elizabeth Street. Behavior throughout this area consists of pedestrians and bicyclists crossing two lanes to the center turn lane and waiting for vehicle traffic to allow crossing an additional two lanes of traffic. This results in a lack of connectivity from the western neighborhoods to the CSU campus. The planning team explored the possibility of roadway realignments in this segment of the corridor in order to facilitate a more direct crossing of Shields Street. Transit and vehicular connections would also benefit from aligned roadways in this segment of the corridor.

Realignment potential was explored for Pitkin Street and Lake Street, as illustrated in the conceptual realignment options below. These concepts should be studied further and may potentially alleviate the need for a grade-separated crossing along the corridor. Considerations for each realignment are listed below:

### Pitkin Street and Springfield Drive

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

- The planned Pitkin low-stress bike corridor concept could be effectively integrated with implementation of this realignment
- Transfort routes from CSU to the neighborhoods west of campus could function more effectively
- As a local street, Larimer County Urban Area Street Standards (LCUASS) allow for greater turning radii, thereby affecting parcels less significantly than the collector standards
- Two privately owned parcels are affected, and property owners should be contacted to inquire about interest in selling these parcels
- A replat of parcels surrounding the realigned portion of Springfield Drive should be carefully investigated to maximize feasibility for new development here

### Lake Street and Bennett Road

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

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





# os Open Space Networks

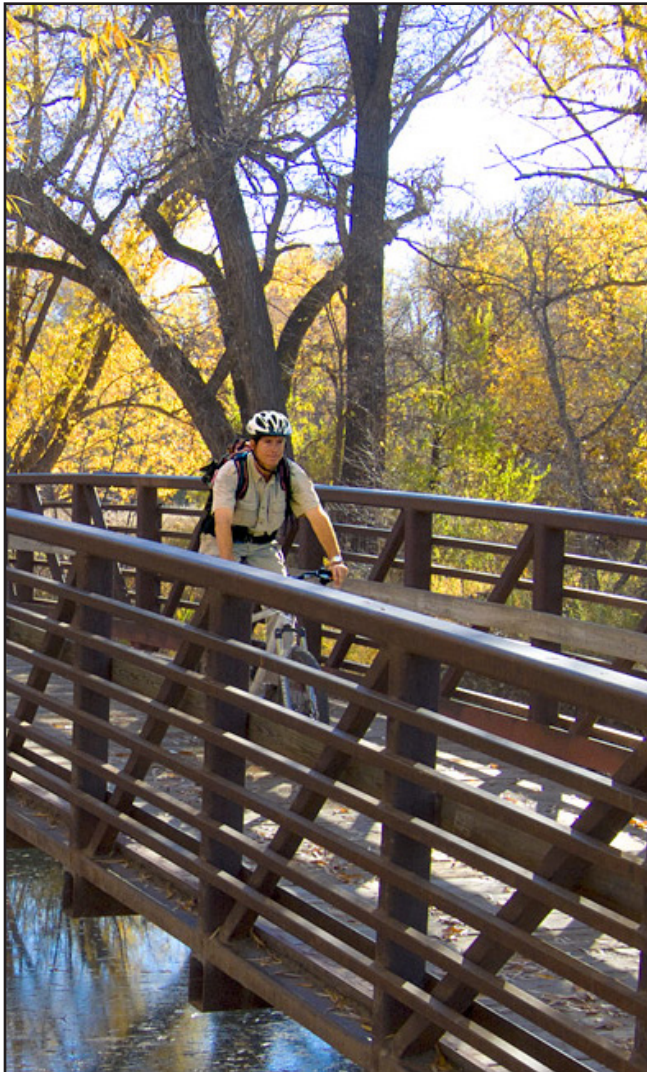


# Open Space Networks

## Vision

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

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





## Policies

The Open Space Networks policies emphasize the importance of protecting and providing access to open space, parks and a variety of recreational activities. The Plan provides guidance for the protection of new areas of open space while improving connections to existing open space. A variety of principles guide opportunities for recreation while protecting and adding valuable habitat and wildlife corridors.

The following policies are organized into three categories: Access, Quality and Quantity.

## Access

- 3.1 Ensure that residents are adequately served by parks and open space as infill and redevelopment 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



Open Space Networks word cloud

## Access

### 3.1

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

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

## Programs & Projects

- Engage neighborhood organizations and homeowners associations to assist with the stewardship of existing and new open space.

### Action Items

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

## What We Heard

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

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

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

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

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

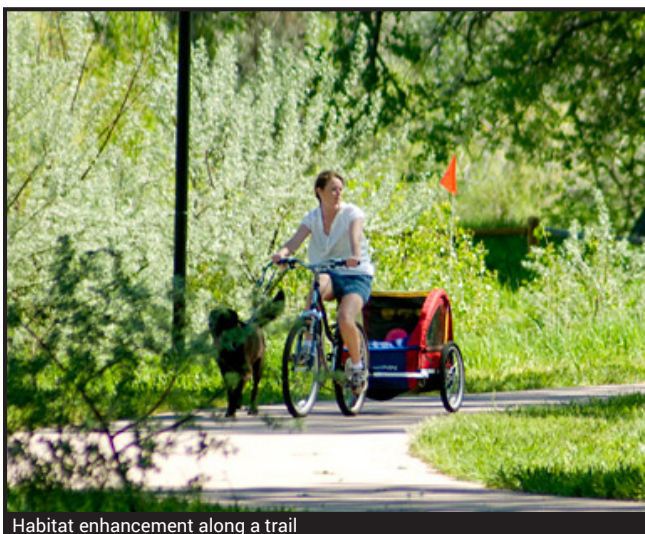
Improve existing parks, open spaces and trails in select locations to better protect wildlife habitat, serve the surrounding neighborhoods, and provide ecosystem services (such as stormwater management and air quality improvement).

#### Programs & Projects

- Create spur trails that better connect neighborhoods to parks, Natural Areas, schools, the Spring Creek Trail, Mason Trail, and other open space areas.
- See recommended programs and projects in Policies 3.4 and 3.5.

#### Action Items

- Identify funding mechanisms for improvements to existing parks, open space and trails and protection of new open space areas.
- In coordination with the implementation of Nature in the City, identify gaps in the open space network for both wildlife and recreation, and develop a list of short-term and long-term projects that help to fill the gaps.



Habitat enhancement along a trail

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

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

#### Programs & Projects

- Improve wayfinding for walking and biking to parks, trails, and open space.
- Improve and add connections from neighborhoods to Spring Creek Trail, Mason Trail, and other existing trail corridors.
- In conjunction with the Transportation & Mobility recommendations, add safe pedestrian crossings along arterials to provide residents with more direct access to parks and open space.
- Improve underpass at the crossing of Shields Street and the Spring Creek Trail to improve visibility for bicyclists and reduce flooding issues.
- 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.
- Create a trail connection from the proposed underpass at Centre Avenue and Prospect Road to the Spring Creek Trail and Gardens on Spring Creek.

#### Action Items

- Coordinate among City Departments to align priorities for improving access to open space (Parks, Park Planning & Development, Natural Areas, Planning, FC Moves, and Transfort).
- 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.
- Determine a timeline for upgrades to the Spring Creek Trail underpasses at Shields Street and Centre Avenue.
- Coordinate with CSU on the planning, construction, and funding of a future trail connection between the intersection of Centre Avenue and Prospect Road and the Spring Creek Trail.
- Establish a wayfinding system for parks and open space, in conjunction with efforts to improve wayfinding along trails and bikeways throughout the city.

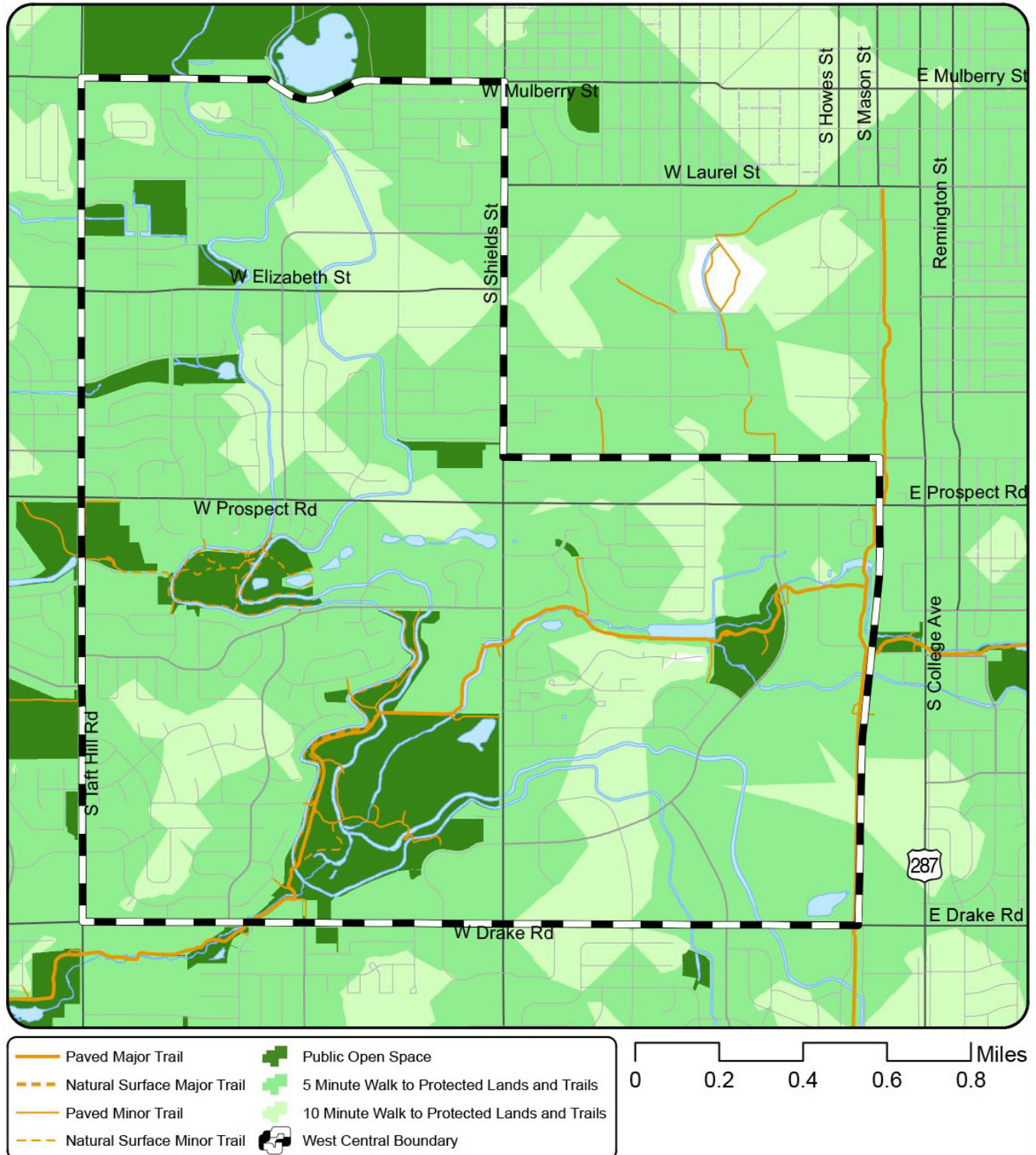
#### What We Heard

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



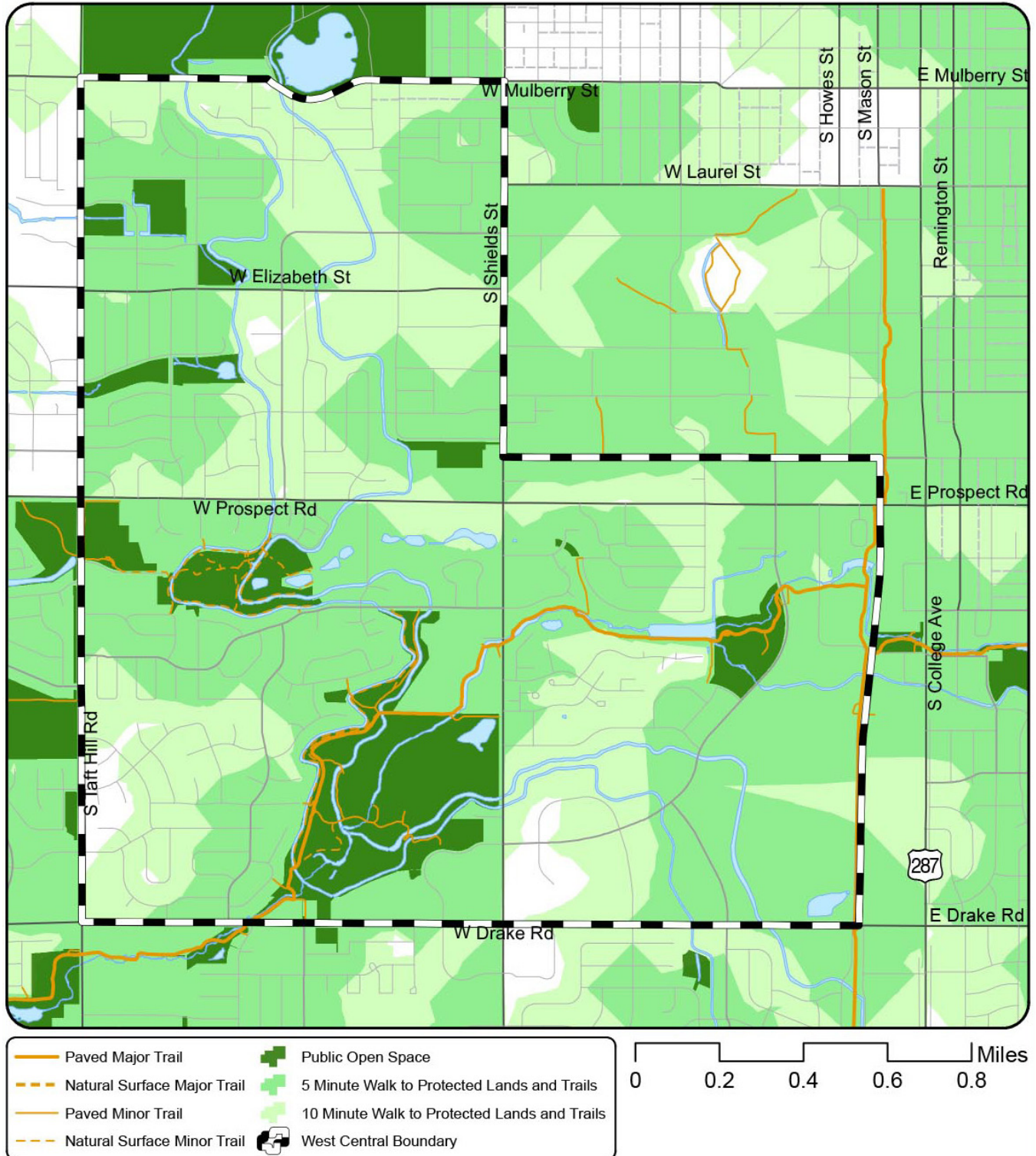
### 10 Minute Walk to Public Open Space (Including Arterial Crossings)

The map below identifies public lands and open space and their 5 to 10 minute walk radius. This map takes into account a resident crossing an arterial road to reach an area of open space. This map also identifies both major and minor existing trail networks within the West Central area.



### 10 Minute Walk to Public Open Space (Not Including Arterial Crossings)

The map below identifies public lands and open space and their 5 to 10 minute walk radius. This map takes into account a resident not being able to cross an arterial road to reach an area of open space. This map also identifies both major and minor existing trail networks within the West Central area.





### Allow for appropriate access along and across irrigation waterways OS1

New crossings of irrigation waterways in key locations will improve pedestrian connectivity in neighborhoods.

Additional public access should primarily be focused along segments of ditches that cross public property (e.g., Rolland Moore Park), rather than private property (e.g., private backyards).

#### Programs & Projects

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

#### Action Items

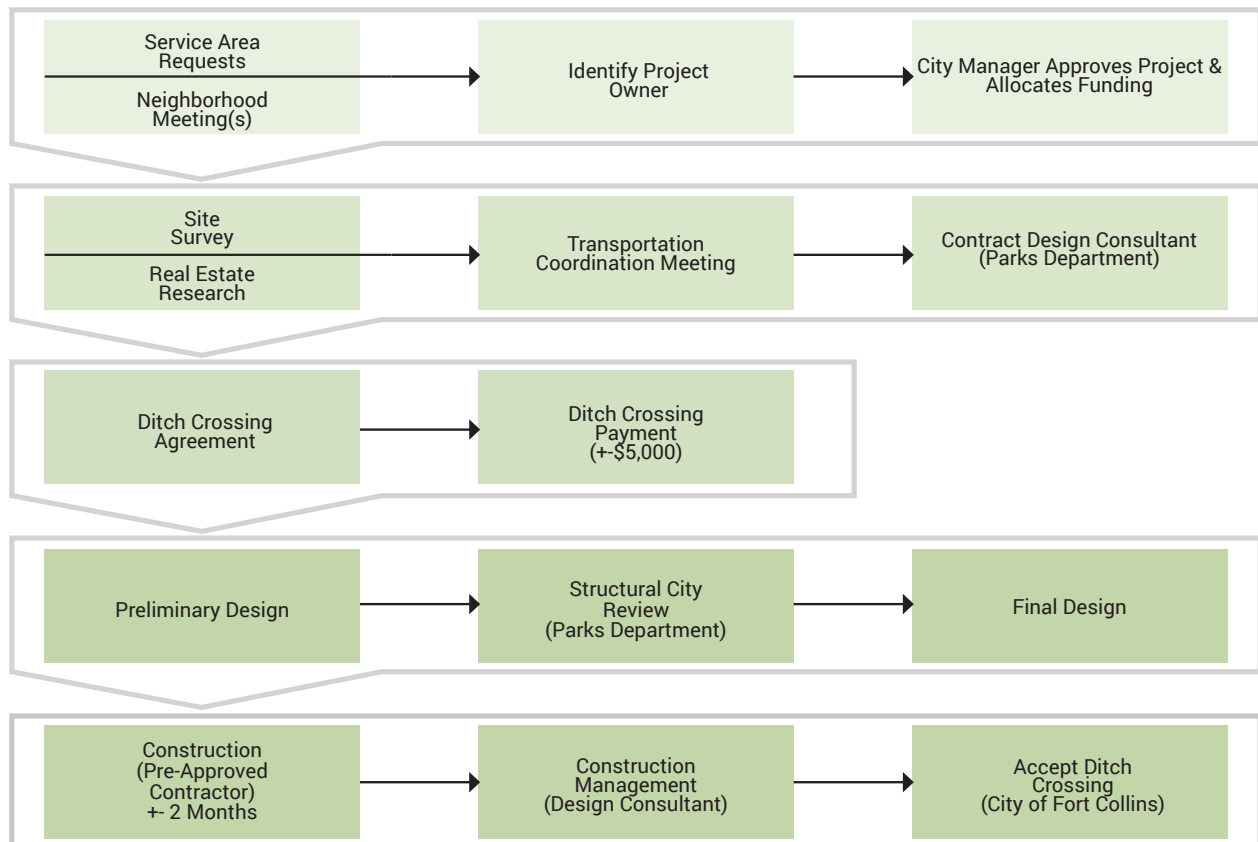
- Coordinate with ditch companies to allow for appropriate access along ditches.
- Follow the City of Fort Collins standard process for constructing new ditch crossings:



Example of waterway crossing connecting neighborhood to open space

#### What We Heard

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



## Quality

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

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

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

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

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

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

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



Playground adjacent to neighborhood

### Programs & Projects

- Reconfigure Lilac Park to better serve the nearby neighborhoods and complement the Gardens on Spring Creek, wetland improvements on adjacent CSU property, and the proposed relocation of the CSU Horticulture Center to the north of the park.
- Support the establishment of community gardens in public areas or areas managed by neighborhood organizations or HOAs.
- Develop a new open space to serve residents in the Campus West area. The existing, City-owned stormwater detention area on the northeast corner of Skyline and West Elizabeth should be improved to provide additional opportunities for passive recreation in a natural setting. Wildlife habitat improvements should be included alongside any recreational enhancements.
- Improve the existing stormwater management site at Taft Hill and Glenmoor to provide enhanced wildlife habitat and passive recreation (e.g., soft surface path).

### Action Items

- Conduct neighborhood outreach regarding potential improvements to Lilac Park.
- Coordinate with the Stormwater department, Ram's Village Apartment complex, and other stakeholders to explore potential improvements to the stormwater detention site at Skyline and West Elizabeth.
- Coordinate with the Stormwater department to explore habitat and recreation improvements to the stormwater site at Taft Hill and Glenmoor.
- Identify locations (either within existing open space or new locations) that could potentially accommodate off-leash dog use.
- Coordinate with the Parks, Park Planning and Development, and Stormwater departments to incorporate a broader range of settings and experiences as part of future work plans for parks in the West Central area.

### What We Heard

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



Community garden within neighborhood



### 3.6 Improve safety in public parks, open spaces, and along trails OS1 OS2

Ensure trails and open spaces are safe for all users at all times of day. Improve lighting where necessary and appropriate. Recognize the potential conflict between bikes and pedestrians on shared trails, and work to address unsafe behavior, such as bicycle speeding.

#### Projects & Programs

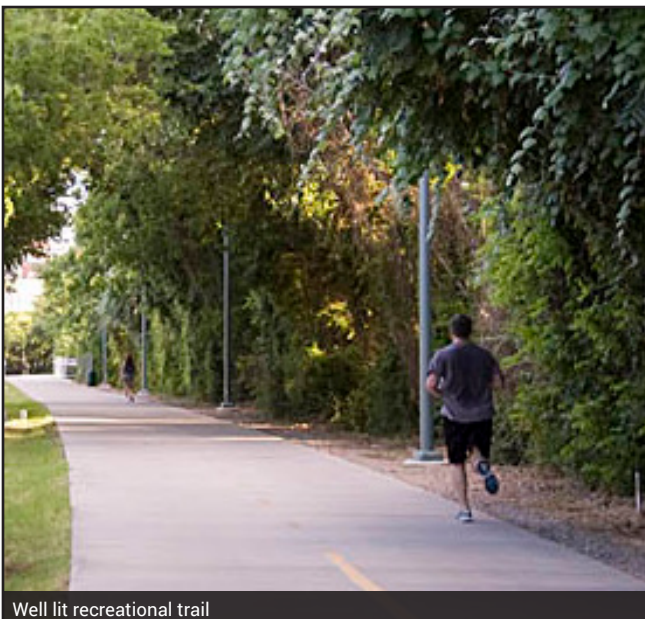
- Identify locations along the Spring Creek Trail that would benefit from additional lighting, call boxes, and other safety features.
- Monitor complaints and crime reports in City of Fort Collins Parks, Natural Areas, and along trails to improve law enforcement and ranger patrols in those areas.

#### Action Items

- 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.



High traffic recreational trail



Well lit recreational trail

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

Recognize the importance of irrigation waterways for stormwater conveyance and flood management.

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

Improve habitat and the recreational value in stormwater detention areas.

#### Programs & Projects

- Skyline and Elizabeth
- Taft Hill and Glenmoor

#### Action Items

- Coordinate among City Departments to align priorities: Parks, Park Planning & Development, Natural Areas, Stormwater, and Planning to improve existing stormwater management areas.
- Partner with ditch management companies to protect and improve wildlife habitat along irrigation waterways.

#### What We Heard

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



Enhanced stormwater area adjacent to neighborhood



### 3.8 Protect and enhance existing wildlife habitat OS4

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

New development and redevelopment should be designed in such a way that minimizes impacts or enhances the area's natural areas, wetlands, and wildlife habitats.

#### *Programs & Projects*

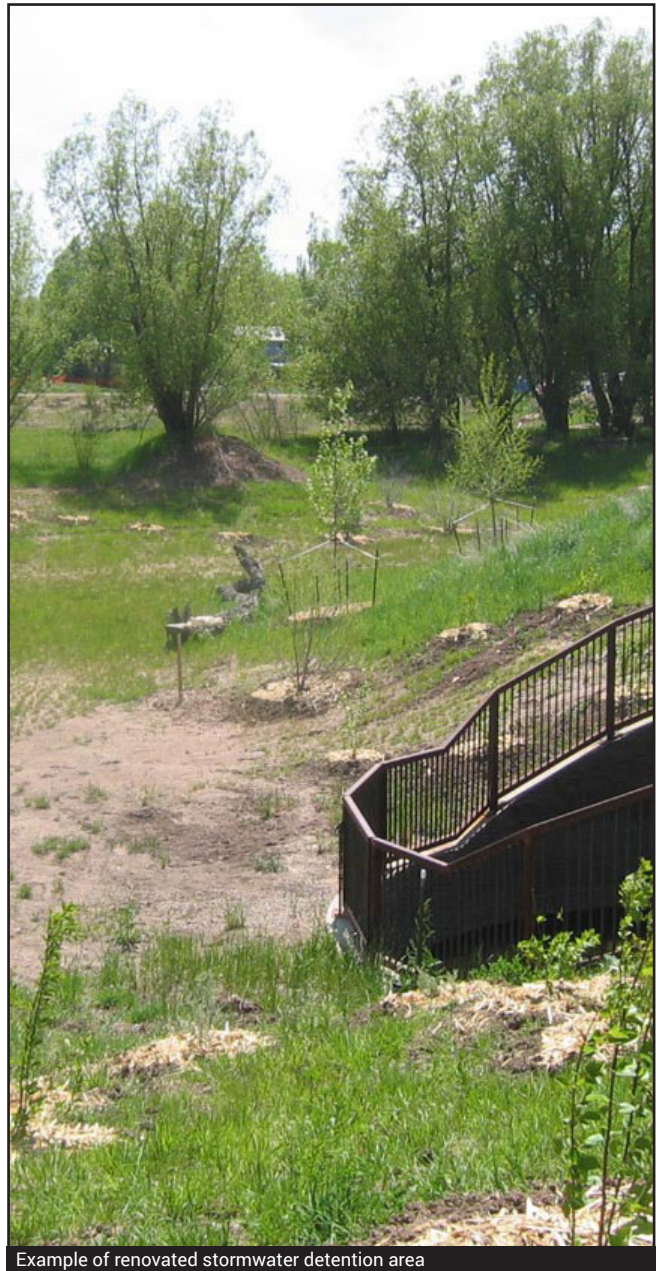
- Through the implementation of Nature in the City, identify specific locations where wildlife habitat can be improved or added within the West Central area.
- Renovate existing stormwater detention areas to improve wildlife habitat and aesthetics. Where appropriate, consider including soft surface trails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

#### *Action Items*

- Identify sections the Spring Creek corridor where stormwater management and/or wildlife habitat could be improved.



Example of open space within City limits



Example of renovated stormwater detention area



Red Fox Meadows Natural Area



## Quantity

### 3.9 Identify opportunities for additional wildlife habitat OS3 OS4

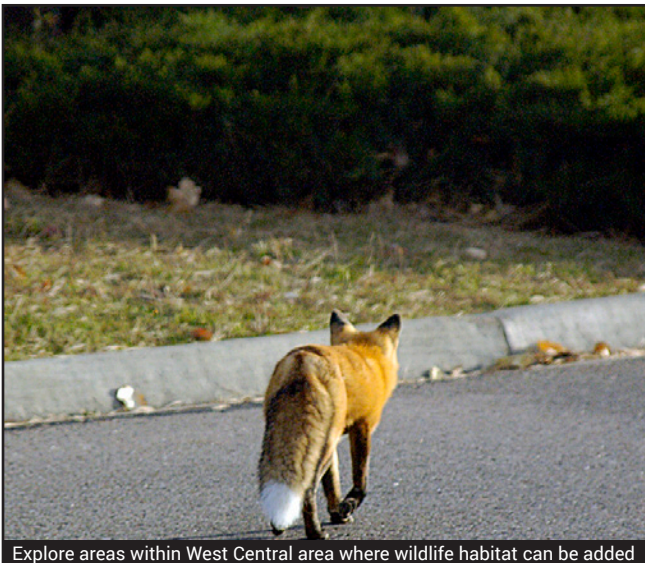
Opportunities to protect additional wildlife habitat on both public and private land should be further explored.

#### *Programs & Projects*

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



Encourage wildlife habitats within the West Central area



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

### 3.10 Approach stormwater management comprehensively and at the system scale OS5

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

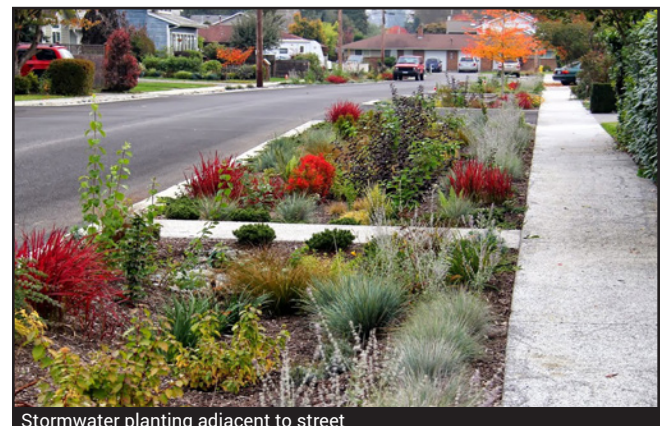
Account for the impacts and stormwater management needs related to high-density infill and redevelopment. Ensure stormwater is adequately addressed through the development review process. Ensure that future development in vacant areas does not compromise the Spring Creek Basin's Storm Drainage Plan.

#### *Programs & Projects*

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



Planted landscape islands treat stormwater run off



Stormwater planting adjacent to street



## 3.11

### Enhance and add to the urban tree canopy along streets and within neighborhoods where gaps exist

OS3 OS4 T4

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

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

Retrofit existing streetscapes to include additional shade canopy trees.

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

#### Programs & Projects

- Support neighborhood grant applications that seek to improve parks, open space, and tree canopy within the West Central area.
- Coordinate with the Forestry Department and local nurseries to develop and implement a residential tree canopy incentive grant program.
- Continue current policies for including street trees as part of all new developments and City capital projects.
- Proactively create additional tree cover in areas dominated by ash trees to mitigate the potential impacts of the emerald ash borer.

#### Action Items

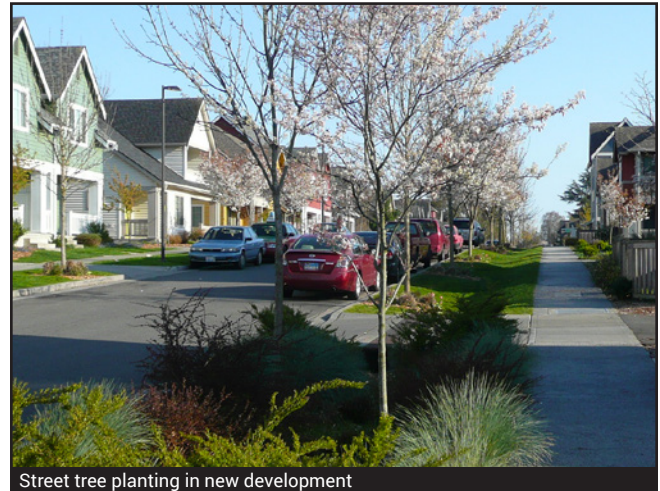
- Coordinate among City Departments to align priorities: Parks, Park Planning & Development, Natural Areas, Forestry, and Planning.
- Identify funding mechanisms for improving habitat and urban tree canopy on private property.
- Pilot a residential tree canopy improvement project in collaboration with local nurseries, non-profit organizations, and CSU student groups.

#### What We Heard

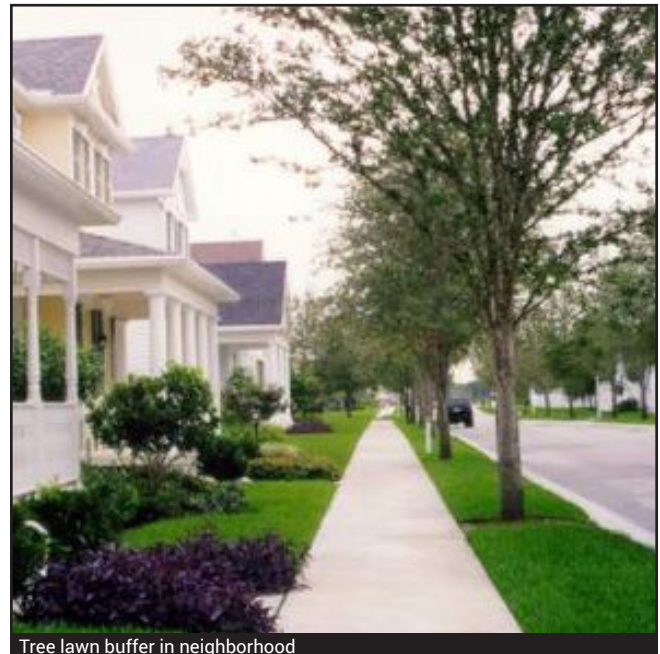
*"Preservation of the urban tree canopy is important to our quality of life."*



Mature street tree canopy in neighborhood



Street tree planting in new development

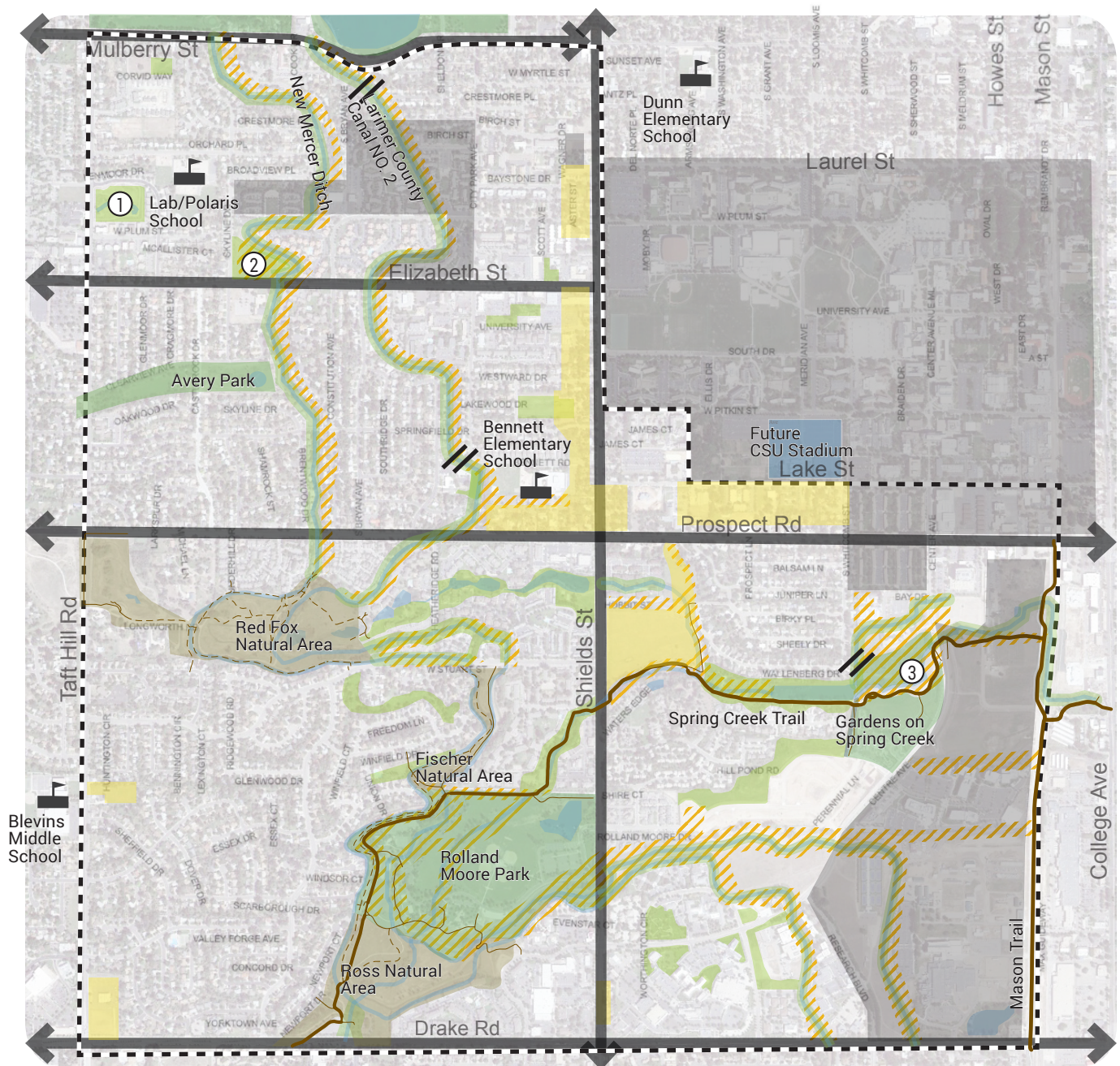


Tree lawn buffer in neighborhood



## 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     |                               |  |

## CSU Stadium

In December 2014, the CSU Board of Governors approved the development of a new stadium, to be constructed on the CSU Main Campus. Below is a summary of considerations and recommendations for the new CSU stadium, as they relate to Open Space Networks.

### Noise & Lighting

- As described in the Land Use & Neighborhood Character chapter, both sporting and other events at the stadium will likely result in significant noise and lighting impacts. Noise and light pollution both impact environmental quality, and the City of Fort Collins has enacted a number of policies and regulations that seek to minimize these impacts citywide. Measures should be taken to minimize the noise and lighting impacts of the stadium beyond the CSU campus.
- As described in Land Use & Neighborhood Character, a sound wall could be erected on the south end of the stadium to reduce impacts. Such a wall could include live plant material as a feature to soften the mass of the wall and provide an open space amenity within the stadium site.

### Construction & Operation

- The use of sustainable building materials and practices is strongly encouraged to minimize impacts to the natural environment.
- Sustainable operation and management practices, such as water and energy efficiency measures, should be employed to minimize impacts to the natural environment.
- Protect the existing CSU arboretum and Plant Environmental Research Center (PERC) facilities to the maximum extent possible during construction.

### Stormwater Management

- Any impacts to the stormwater system created by the construction or operation of the stadium should be fully mitigated. Improvements that address existing stormwater issues should be made whenever possible.





# P Prospect Corridor



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# Prospect Corridor

## Vision

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

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





# Overall Approach

## Corridor Issues

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

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

## Existing Conditions Analysis

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

## Corridor Alternatives Development and Evaluation

Based on the existing conditions analysis, three alternatives each were developed for Prospect Road and Lake Street and were evaluated based on a variety of criteria. A draft conceptual design, utilizing various elements and positive aspects of the alternatives, was then developed.

## Corridor Draft Design

Following additional input from property owners and residents from a workshop in October, draft designs for Prospect Road and Lake Street were finalized with the following strategy in mind:

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

## Prospect Road - Design Elements

The following elements were included in the design for Prospect Road:

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

## Lake Street - Design Elements

The following design elements were included in the design for Lake Street:

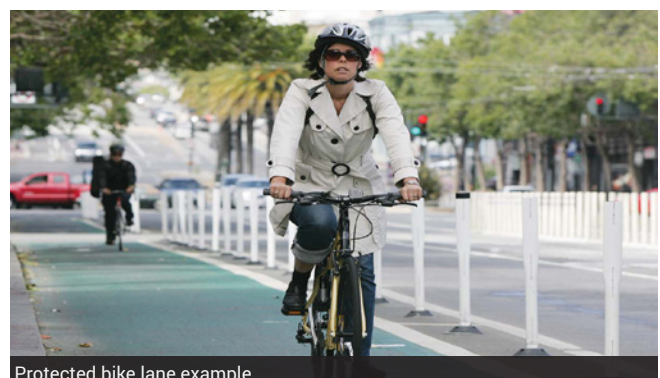
- Two travel lanes
- On-street parking
- Protected bike lanes with planted buffer
- Detached sidewalk
- Tree lawn (select locations)
- Transit stops



Planted median example



Shared bike/pedestrian path example



Protected bike lane example



# Alternatives Development and Evaluation

## Prospect Road

Three distinct alternatives were developed for the corridor including: Alternative A - "All About Pedestrians", Alternative B - "Boulevard", and Alternative C - "Complete Street." These concepts were developed with a basis in the overall vision statements and were further refined based on feedback from property owners and residents. See Appendix B for full details of Prospect alternatives. The three alternatives can be described as follows:

### Alternative A - "All About Pedestrians"

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

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

### Alternative B - "Boulevard"

Alternative B emphasized minimal right-of-way (ROW) acquisition, replacing one travel lane with a buffered bike lane on each side of the road west of Whitcomb, and included pedestrian enhancements such as a detached 6' walk way. The following design elements were included:

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

### Alternative C - "Complete Street"

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

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

## Lake Street

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

### Alternative A

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

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

### Alternative B

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

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

### Alternative C

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

The following design elements were included:

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

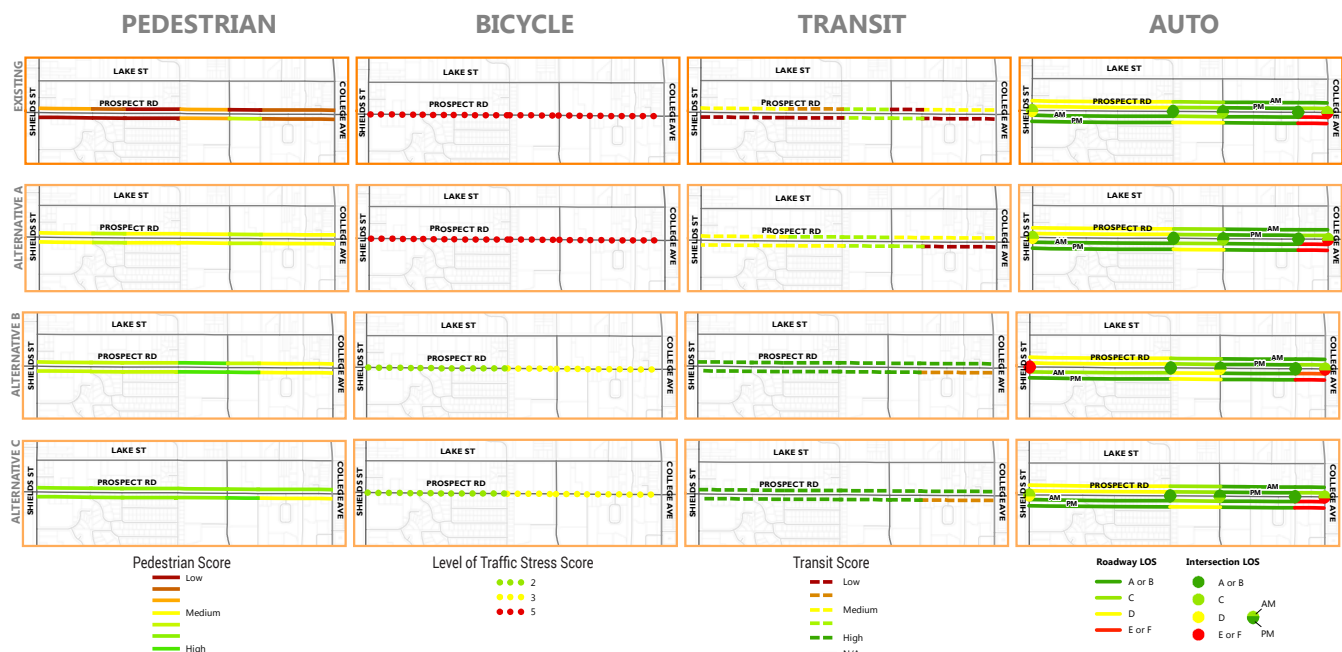
## Prospect Road Alternatives Evaluation

The alternatives were evaluated based on the vision statements as well as relative cost and right - of - way (ROW) acquisition requirements as compared to existing roadway conditions. They were assigned a relative high, medium or low rating as shown in the table below:

Corridor Alternative	P1 - Safety and Comfort for all Modes	P2 - Safe Crossings	P3 - Attractive Gateway to Campus, Downtown, Midtown	P4 - Seamless Connection to MAX	Cost	ROW Acquisition
Existing Roadway	Lower	Lower	Lower	Lower	N/A	N/A
<b>Alternative A - 'All About Pedestrians'</b> Existing curb lines and roadway width maintained plus pedestrian enhancements - renovate and retrofit.	Average + Detached sidewalk = Improvement over existing conditions for peds, motor vehicles - No dedicated bike facilities	Average - Few opportunities for pedestrian refuges	Average + Tree lawns throughout with some medians	Average + Detached sidewalk provides ped access to MAX - No bike facilities for MAX access	\$ \$4.66 M	69,700 SF
<b>Alternative B - 'Boulevard'</b> Replace one travel lane w/buffered bike lane each on side plus pedestrian enhancements - minimize ROW acquisition.	Average + Detached sidewalk = Improvement over existing conditions for peds, motor vehicles + Buffered bike lanes/shared use path improves existing conditions + Vehicle turning movements improved with center turn lanes - Fewer through lanes increases congestion	Higher + Medians between Whitcomb and Shields allow for pedestrian refuge	Higher + Increase in landscaping and medians add to gateway effect	Higher + Detached sidewalk provides ped access to MAX + Buffered bike lane and shared use path provide bike access to MAX	\$\$\$ \$5.62 M	56,684 SF
<b>Alternative C - 'Complete Street'</b> Existing travel lanes maintained, plus shared bike/ped path - minimize ROW acquisition on south side of Prospect Road.	Higher + Shared use path = Improvement over existing conditions for peds, motor vehicles + Shared use path = Improvement over existing conditions for bikes	Average - Fewer opportunities for pedestrian refuges	Lower + Fewer tree lawns throughout with some medians	Higher + Shared use path provides ped access to MAX + Shared use path provides bike access to MAX	\$\$ \$5.36 M	71,000 SF

Through this analysis, Alternative B - "Boulevard" ranked highest overall when compared to the vision statements, relative cost, and right - of - way (ROW) acquisition requirements. Stakeholders found planted medians with center turn lanes favorable throughout the corridor as a traffic calming and aesthetic feature, as well as multi-modal facilities that accommodate bicycles in some manner.

In addition to an evaluation based on the vision statements, the alternatives were evaluated based on Multi-Modal Level of Service (MMLOS), or how well each alternative met the needs of each travel mode. A graphic depiction of level of service for all modes and each alternative is shown below:





Existing vehicular Levels of Service (LOS) were based on 2014 traffic counts and were compared with 2035 growth projections for the various alternatives. When Multi-Modal Level of Service was analyzed for each alternative, Alternative B showed a reduced level of service for vehicles west of Whitcomb, with a noted failing grade for the Prospect Road/Shields Street intersection. Alternative C had the greatest Level of Service increase for all modes, when compared to existing conditions.

## Prospect Road Draft Design

A draft design was then developed based primarily on attributes of Alternative B and Alternative C. This was then refined in response to stakeholder input. The draft design maintains 4 travel lanes throughout the corridor, while adding a center turn lane with planted medians west of Whitcomb Street. A typical 10' shared used bike/pedestrian path is provided on both the north and south sides of the roadway.

The need for Right - of - way (ROW) acquisitions were minimized on the south side of the road, due to proximity of residences to the ROW as well as aligning future property acquisitions with established ROW lines on the north side of the road.

### Prospect Road - Draft Design Elements:

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

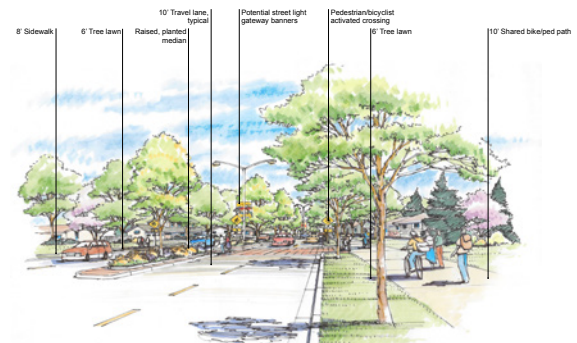
## Lake Street Draft Design

The draft design for Lake Street was developed through stakeholder input on the three alternatives. Based on input from Colorado State University and the City, on-street parking was desired to be maintained. Concerns were also expressed regarding a two-way protected bike lane on the north side, where minimizing turning conflicts could prove to be a challenge.

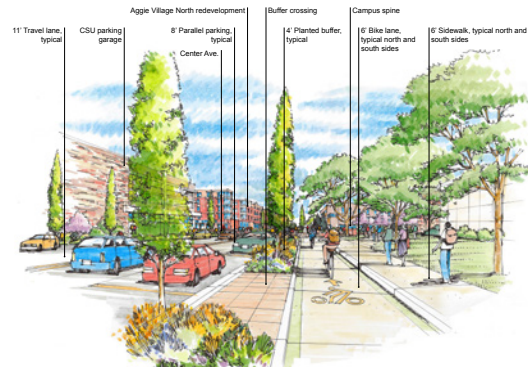
The draft design is generally based on Alternative A.

### Lake Street - Draft Design Elements:

- Two travel lanes
- On-street parking
- Protected bike lanes with planted buffer
- Detached sidewalk
- Tree lawn (select locations)
- Transit stops



Prospect Road Draft Design looking west near Prospect Lane



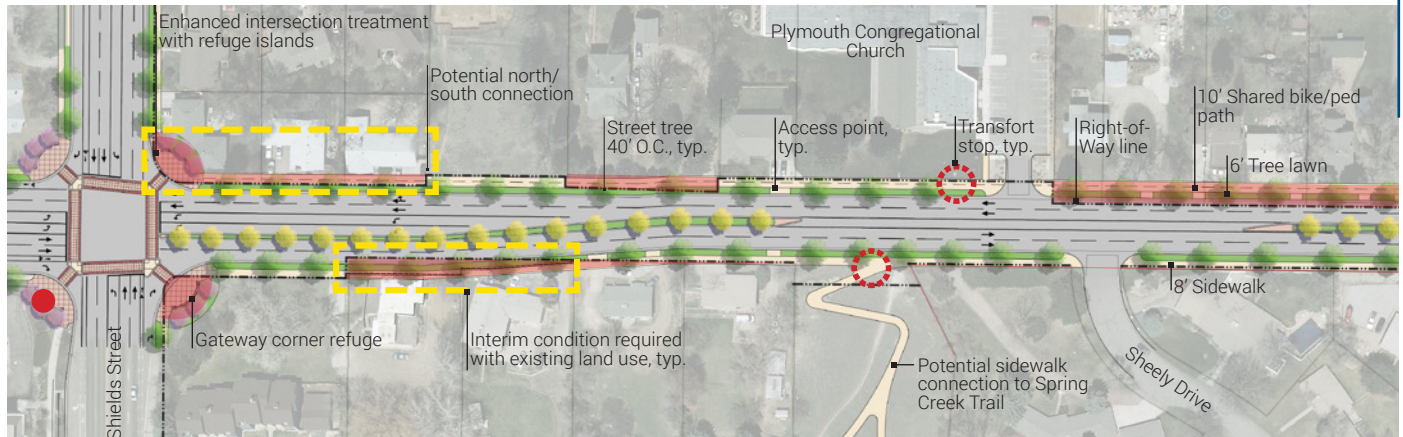
Lake Street Draft Design looking west near Center Avenue



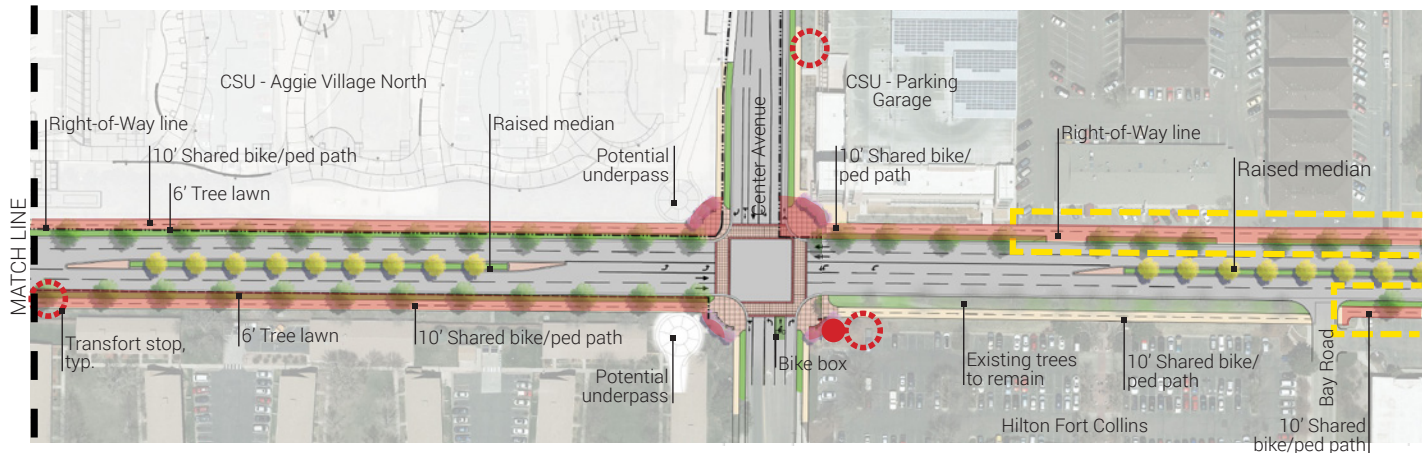
Prospect Rd. existing conditions

## Prospect Road Draft Design

Shields to Whitcomb



Whitcomb to College



### Legend



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



Pedestrian Wayfinding

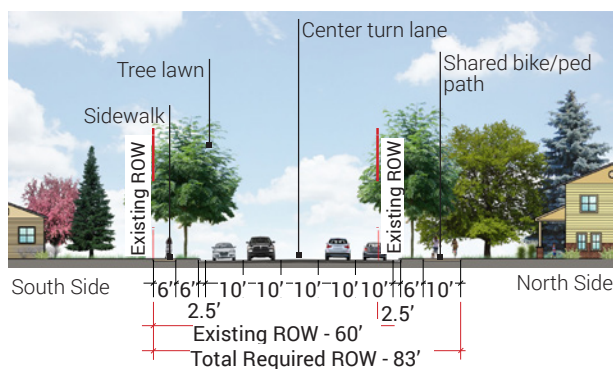


Transfort Stop



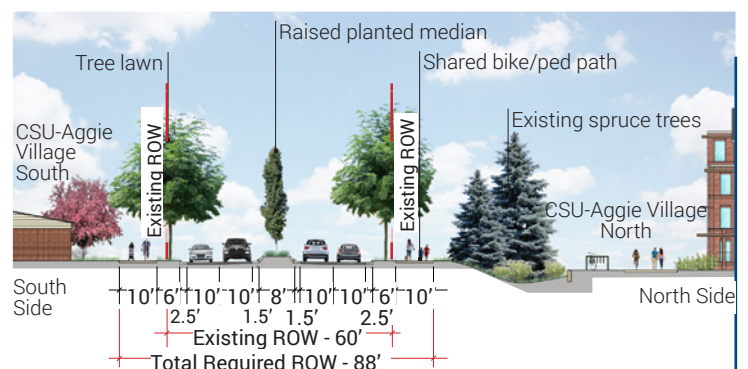
Interim condition required with existing land use

Typical Cross-Section  
Shields Street to Whitcomb Street



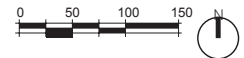
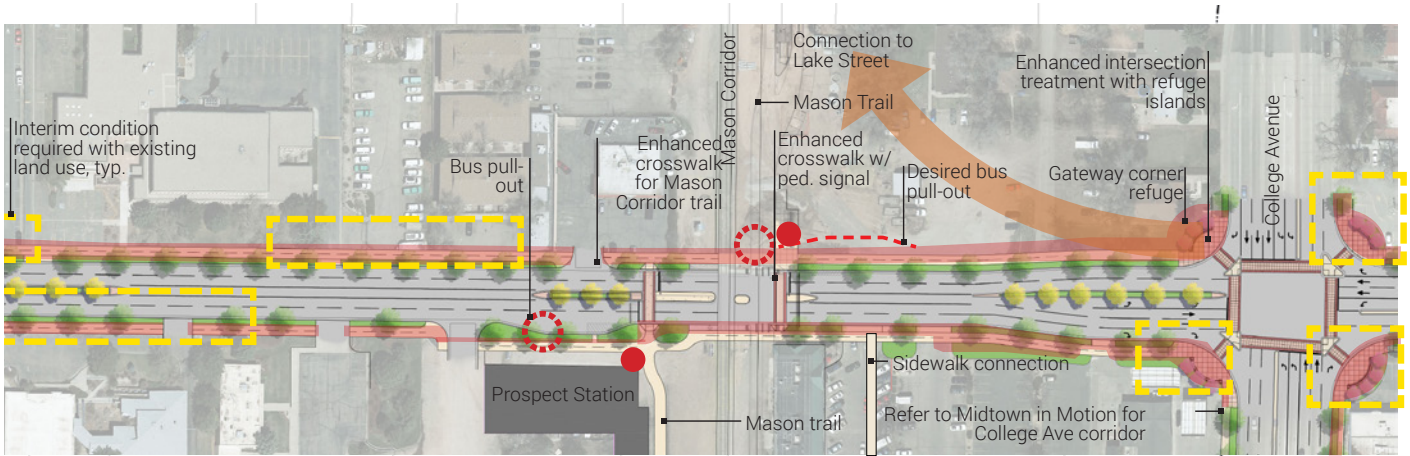
\*Note - Total required ROW dimension includes 30" curb/gutter along street per LCUASS standards

Typical Cross-Section  
Whitcomb Street to Center Avenue

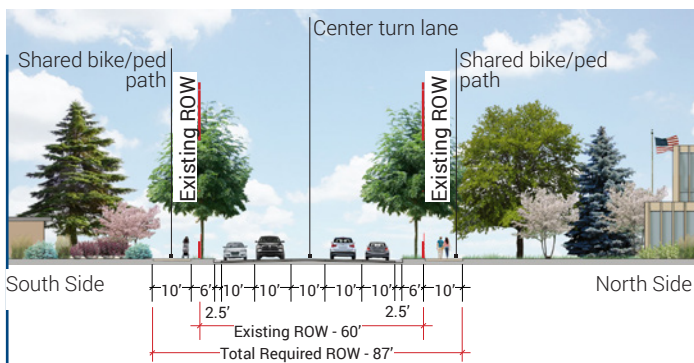


\*Note - Total required ROW dimension includes 30" curb/gutter along street and 18" curb/gutter around median(s) per LCUASS standards





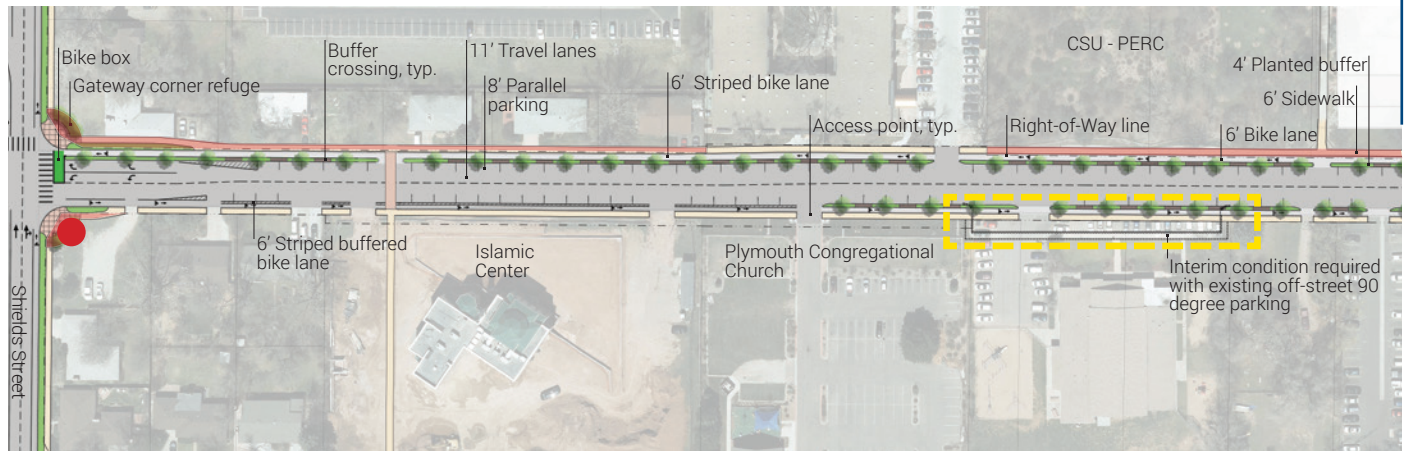
Typical Cross-Section  
Center Avenue to College Avenue



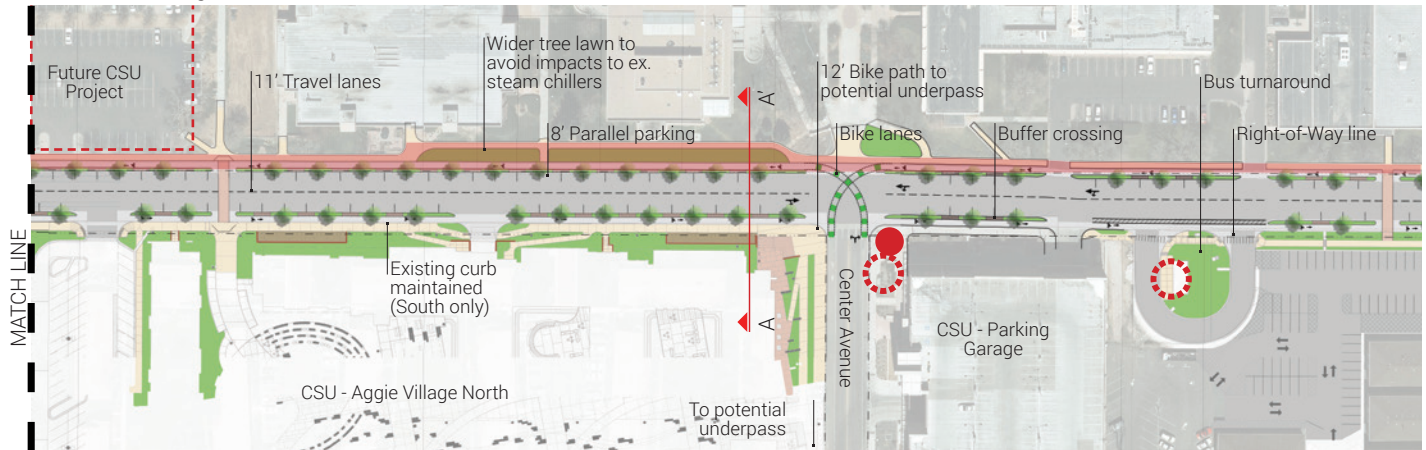
\*Note - Total required ROW dimension includes 30" curb/gutter along street per LCUASS standards

## Lake Street Draft Design

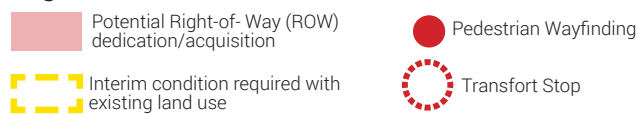
Shields to Whitcomb



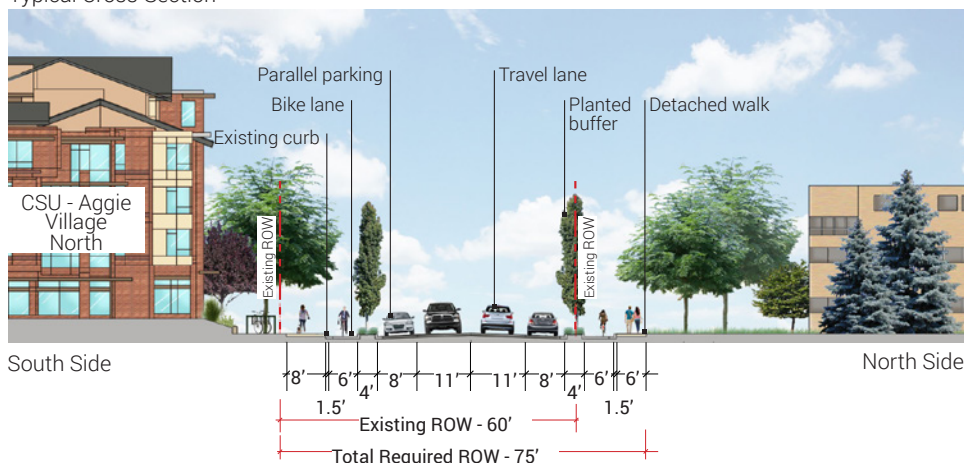
Whitcomb to College



### Legend

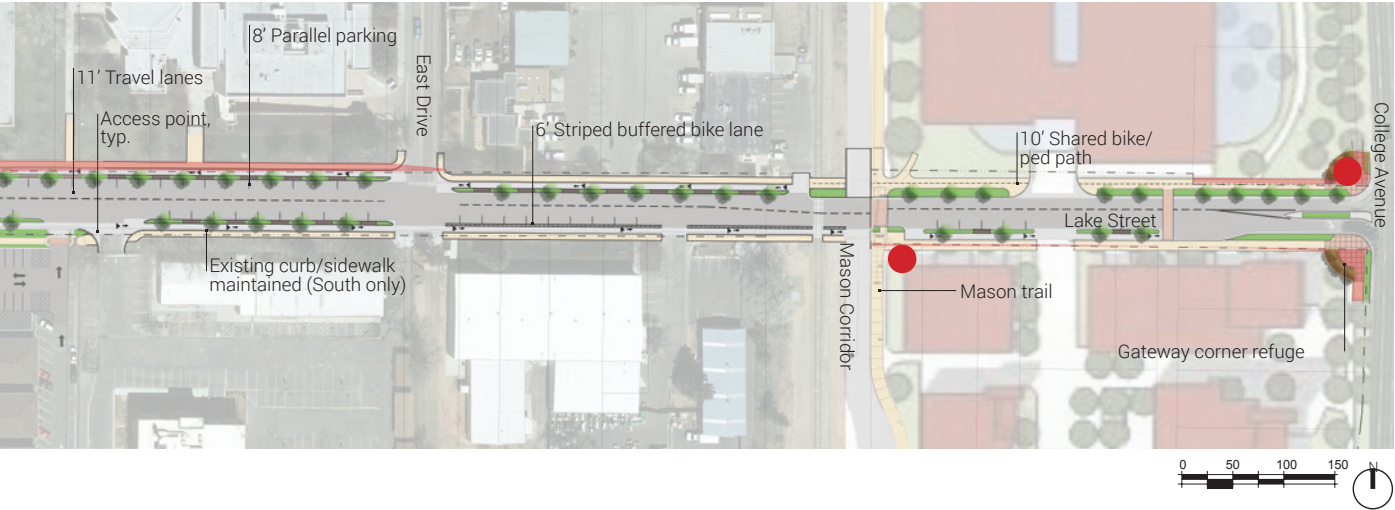
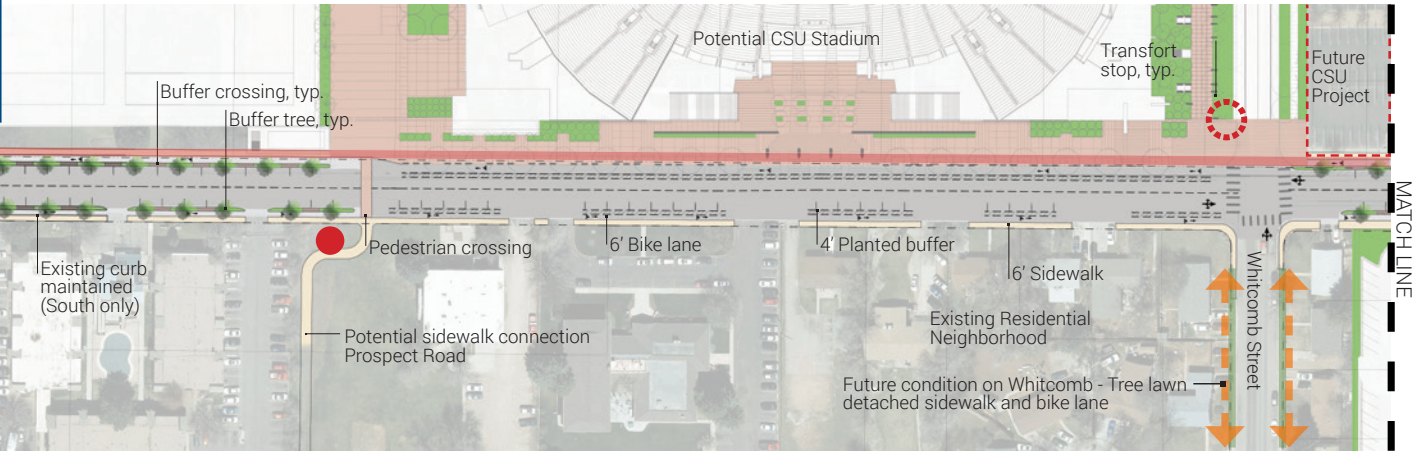


### Typical Cross-Section



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





## Implementation Summary

The Prospect Road Draft Design provides a basis for further detailed design efforts and will likely require some level of modification during final design.

Implementation will likely occur over a period of time, and require implementation through two to three phases:

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

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

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

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

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

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

## Implementation Strategies

### 1. Obtain funding to develop construction plans

Final design and construction plans are required to advance the plan, requiring funding for City Staff and consultant work to do so.

### 2. Prepare final design/construction plans and obtain approvals.

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

### 3. Finalize potential phasing

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

### 5. Obtain funding for construction

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

### 6. Acquire right-of-way

Potential locations requiring acquisition of additional right - of - way or right - of - way easements have been identified on the Draft Design plans. Landowner negotiations will take place prior to construction. A flow-chart illustrating this process is shown on the following page.

### 7. Conduct construction operations to minimize impacts to businesses and residences

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

### 9. Establish roadway and landscape maintenance regimes

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

## Cost Estimates

Category	Prospect Road	Lake Street
Final design	\$1.1 Million	\$1.0 Million
Right - of - way	\$1.4 Million	\$500 K
Construction	\$5.5 Million	\$5.7 Million
Totals	\$8 Million	\$7.2 Million

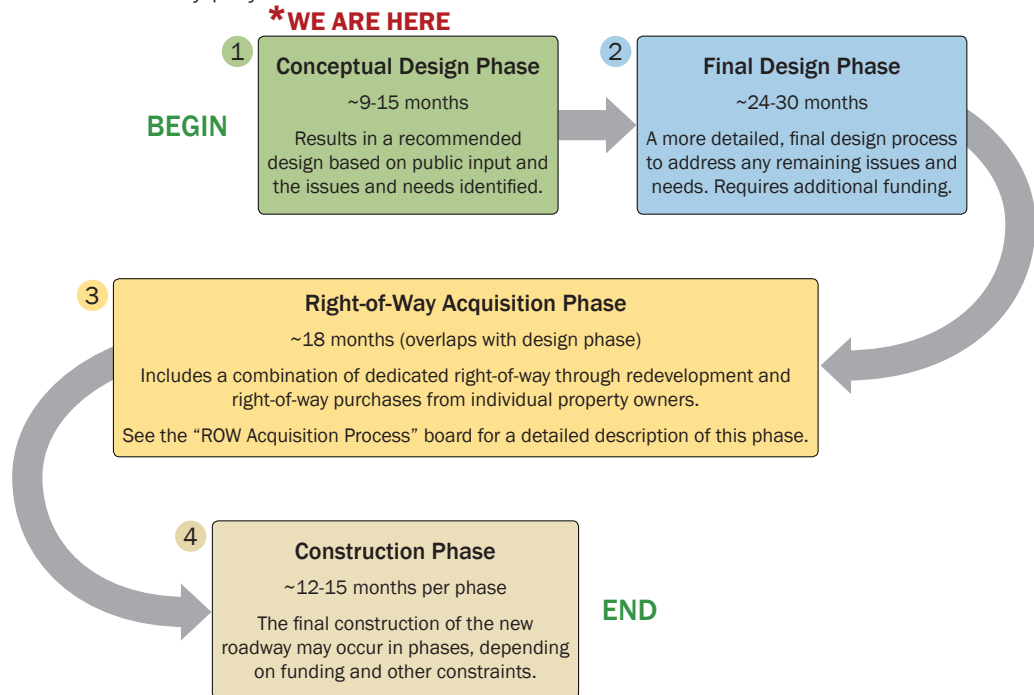
Final costs will likely change based on:

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



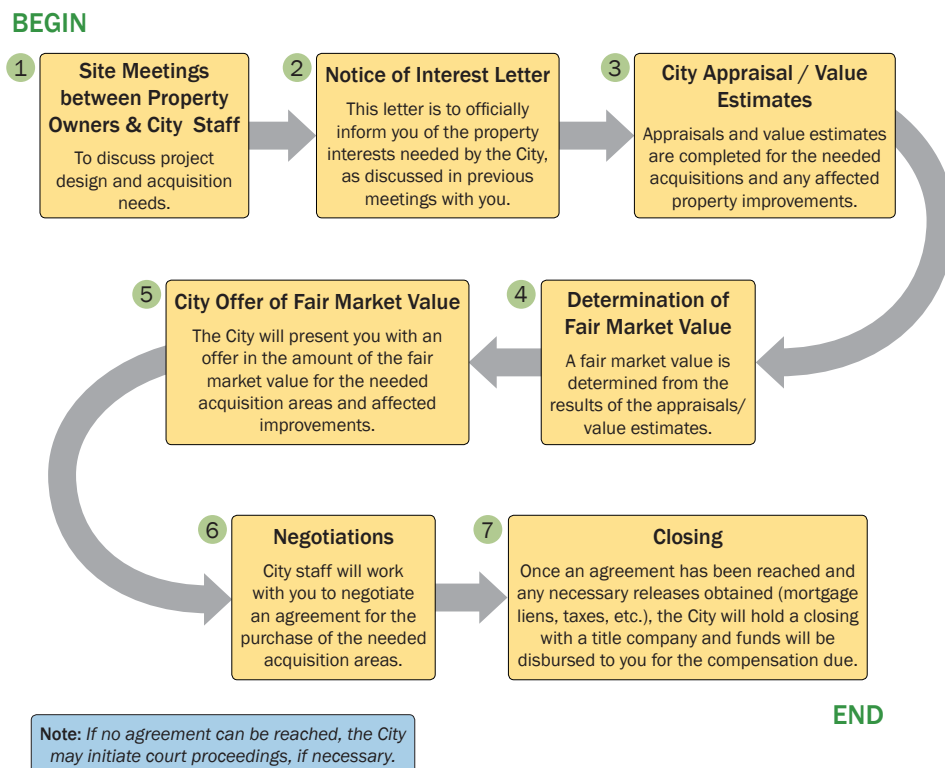
## Design and Construction Process

There are a number of steps in the design and construction process for a new or reconfigured roadway. Each of these steps requires time and funding, so some projects can take more or less time than others to be constructed. At this time, funding has yet to be secured for Phases 2, 3, and 4 of the design and construction process. The diagram below outlines the general process for a roadway project.



## Right - of - Way Acquisition Process

When the City of Fort Collins re-designs a roadway, there is often a need to acquire public access easements or additional public right-of-way from private properties along the roadway. The City has an established process for working with property owners to acquire right-of-way, as described below.



## CSU On-Campus Stadium Considerations

In December 2014, the CSU Board of Governors approved the development of a new stadium, to be constructed on the CSU Main Campus. Below is a summary of considerations and recommendations for the new CSU stadium, as they relate to the Prospect Corridor.

Prospect may experience an increase in traffic on event days. The Event Management Operational Plan should consider temporary route adjustments and incorporate ways for the Sheely/Wallenberg residents to be able to get into and out of neighborhood (only accessed via Prospect for vehicles).

Incorporate wayfinding and infrastructure improvements to accommodate increased bicycle and pedestrian traffic, particularly crossing Prospect and Shields, which re-emphasizes the importance of an underpass of Prospect at Center.

Consider ways of handling game day traffic on Prospect and Lake through a combination of infrastructure improvements and operations management.





# Implementation Summary

# Implementation Summary

## Phasing

This section summarizes the action items presented in the Land Use & Neighborhood Character, Transportation & Mobility, and Open Space Networks chapters. Implementation of some of the recommendations of the West Central Area Plan will begin immediately with the adoption of the plan, with other actions identified for the near- and longer-term. The timeframes below indicate when a particular item should be initiated, though many items outlined in the plan will continue beyond the specified timeframe (e.g., implementation of new education programs). The following three timeframes apply to the action items presented in the tables that follow:

### Short-Term Actions (2015-2016)

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

### Mid-Term Actions (2017-2020)

- High-priority items that should be initiated and implemented in alignment with upcoming Budgeting for Outcomes (BFO) cycles.

### Ongoing/Longer-Term Action Items (Ongoing and/or 2021 and beyond)

- Items that generally require ongoing coordination and implementation beyond a specific timeframe to achieve the vision of the West Central Area Plan.

### Short-Term Action Items (2015-2016)

No.	Action Item	Related Policies	Responsibility
1	Update the City Code to clarify the enforcement of violations related to dead grass and bare dirt in front yards.	1.1	Neighborhood Services
2	Review the current strategy for the escalation of fines and other enforcement measures for repeat code/public nuisance violations and update as needed.	1.1	Neighborhood Services
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.	1.1, 1.3	Neighborhood Services
4	Upgrade existing bridges to include sidewalks and safety railings, particularly over irrigation ditches.	1.5	Streets
5	Coordinate among City departments to make specific improvements in the West Central area: Planning, Streets, Traffic Operations, Transport, Neighborhood Services, Engineering, Stormwater, and other relevant departments.	1.5	Planning, Streets, Traffic Operations, Transport, Neighborhood Services, Engineering, Stormwater
6	Update the Land Use Code standards for the HMN zone district to clarify requirements related to mass, scale, and building design.	1.8	Planning, Historic Preservation
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.	1.9	City Manager's Office, Planning, Development & Transportation
8	Update relevant sections of the Land Use Code to require variety in the number of bedrooms provided in multi-family developments.	1.10	Planning
9	Update relevant sections of the Land Use Code to encourage ensure that new development is compatible with adjacent neighborhoods.	1.12	Planning, Historic Preservation



### Short-Term Action Items (2015-2016)

No.	Action Item	Related Policies	Responsibility
10	Evaluate the feasibility of incorporating car share and bike share options into the Land Use Code and/or Development Review process.	2.4	FC Moves, Planning
11	Evaluate future West Elizabeth corridor transit needs in the upcoming West Elizabeth Enhanced Travel Corridor Plan.	2.7	FC Moves, Transfort
12	Integrate near-term bus stop improvements into the citywide Bus Stop Improvement Program.	2.7	Transfort
13	Develop a template for widening sidewalks.	2.8	Engineering, Streets
14	Explore the potential for incorporating related stormwater and low-impact development (LID) improvements into street retrofits.	2.8, 3.10	Utilities, Engineering, Streets
15	Determine a consistent strategy for applying the RP3 program and other parking management strategies to existing and new multi-family developments.	2.10	Parking Services, Planning
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.	3.1, 3.5	Planning
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.	3.1, 3.5	Planning
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.	3.1, 3.5	Park Planning & Development
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.	3.2, 3.5	Planning, Natural Areas, Park Planning & Development
20	Determine a timeline for upgrades to the Spring Creek Trail underpasses at Shields Street and Centre Avenue.	3.3	Parks, Engineering
21	Conduct neighborhood outreach regarding potential improvements to Lilac Park.	3.5	Park Planning & Development, Neighborhood Services, Planning
22	Coordinate with the Stormwater department, Ram's Village Apartment complex, and other stakeholders to explore potential improvements to the stormwater detention site at Skyline and West Elizabeth.	3.5	Stormwater, Park Planning & Development, Planning

## Short-Term Action Items (2015-2016)

No.	Action Item	Related Policies	Responsibility
23	Coordinate with the Stormwater department to explore habitat and recreation improvements to the stormwater site at Taft Hill and Glenmoor.	3.5	Stormwater, Park Planning & Development, Planning
24	Through the implementation of Nature in the City, identify specific locations where wildlife habitat can be improved or added within the West Central area.	3.8	Planning, Natural Areas
25	Pilot a residential tree canopy improvement project in collaboration with local nurseries, non-profit organizations, and CSU student groups.	3.11	Planning, Forestry, Neighborhood Services

## Mid-Term Action Items (2017-2020)

No.	Action Item	Related Policies	Responsibility
26	Form an exploratory committee to evaluate the feasibility and potential effectiveness of a landlord registration or licensing program.	1.1, 1.3	Planning, Building Services, Neighborhood Services
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)	1.1, 2.2	Neighborhood Services, Streets
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.	1.1, 1.3	Planning, Neighborhood Services
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.	1.1, 1.3	Neighborhood Services
30	Create an online, publicly-accessible map of citywide code violation data to serve as a communication and education tool.	1.1, 1.3	Neighborhood Services, GIS
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.	1.1, 1.3	Neighborhood Services, Police Services
32	Create a program to provide annual education of residents related to unscreened trash to reduce the number of violations.	1.1, 1.3	Neighborhood Services
33	Provide information to neighborhood residents about Access Fort Collins, an application that allows users to directly report issues to City departments.	1.1, 1.5	Neighborhood Services, Planning
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.	1.2, 1.3	Police Services, Neighborhood Services



### Mid-Term Action Items (2017-2020)

No.	Action Item	Related Policies	Responsibility
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.	1.3, 1.9	Neighborhood Services, Planning
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.	1.3, 1.9	Neighborhood Services
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).	1.3	Neighborhood Services
38	Convene a group to explore potential locations and eventually establish a Police Services sub-station.	1.4	Police Services, Planning, Neighborhood Services
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.	1.4, 1.5	Light & Power, Neighborhood Services, Planning
40	Retrofit street lighting in the Avery Park neighborhood (between West Elizabeth Street and Prospect Road, and between Taft Hill Road and Shields Street).	1.4, 1.5	Light & Power
41	Improve neighborhood identity and aesthetics with entry signage.	1.5	Planning, Neighborhood Services
42	Explore strategies for better informing residents of the street sweeping schedule and the need to move vehicles from the street during sweeping operations.	1.6	Streets, Neighborhood Services
43	Explore the creation of a program that supports the retention of owner-occupied homes to maintain the stability of neighborhoods.	1.10	Planning, Neighborhood Services
44	Establish Priority 1 routes for snow removal by Streets	2.2	Streets, FC Moves
45	Establish Priority 1 routes for snow removal with enforcement by Code Compliance and education on property owner responsibilities by Neighborhood Services.	2.2, 1.1, 1.3	Streets, FC Moves, Neighborhood Services
46	Communicate priority snow removal routes to CSU and the public.	2.2	Streets, FC Moves

## Mid-Term Action Items (2017-2020)

No.	Action Item	Related Policies	Responsibility
47	Provide education on safe crossings, purpose of the center turn lanes, and other infrastructure.	2.3	FC Moves, Traffic Operations
48	Identify and provide strategically placed car sharing spaces.	2.4	FC Moves
49	Work with CSU to explore shared Park-n-Ride arrangements south and west of campus.	2.6, 2.12	FC Moves, Transfort
50	Incorporate transit service recommendations for the West Central area into Transfort budget requests and future Transportation Strategic Operating Plan updates.	2.7	Transfort
51	Retrofit Prospect Road (west of Shields Street) to include medians and other aesthetic and safety improvements.	2.9	Engineering
52	Retrofit Shields Street (between Prospect Road and Laurel Street) to include medians and other aesthetic and safety enhancements.	2.9	Engineering
53	Identify parking lots that generally have additional capacity at certain times or days of the week for shared parking opportunities.	2.12, 2.6	Parking Services
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.	3.3, 2.7	Transfort, Parks, Park Planning & Development
55	Improve underpass at the crossing of Shields Street and the Spring Creek Trail to improve visibility for bicyclists and reduce flooding issues.	3.3	Parks, Engineering, Stormwater
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.	3.3	Parks, Engineering, Stormwater
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.	3.3	Parks, Park Planning & Development, Engineering
58	Establish a wayfinding system for parks and open space, in conjunction with efforts to improve wayfinding along trails and bikeways throughout the city.	3.3	Parks, Park Planning & Development, FC Moves
59	Construct a crossing of the Arthur Ditch near Whitcomb and Wallenberg to connect the neighborhood to the Spring Creek Trail.	3.4, 3.3	Planning, FC Moves, Engineering
60	Construct a crossing of Larimer County Canal Number 2 at Westview Ave. to improve neighborhood connectivity.	3.4, 3.3	Planning, FC Moves, Engineering
61	Construct a crossing of Larimer County Canal Number 2 near Bennett Elementary to support Safe Routes to School.	3.4, 3.3	Planning, FC Moves, Engineering



### Mid-Term Action Items (2017-2020)

No.	Action Item	Related Policies	Responsibility
62	Identify locations (either within existing open space or new locations) that could potentially accommodate off-leash dog use.	3.5	Stormwater, Park Planning & Development, Planning, Neighborhood Services
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.	3.6	Parks, FC Moves
64	Raise the bridge on the spur trail to the west of the Sheely/Wallenberg neighborhood to mitigate flooding of the trail.	3.10	Parks, Engineering, Stormwater
65	Coordinate with the Forestry Department and local nurseries to develop and implement a residential tree canopy incentive grant program.	3.11	Forestry, Planning
66	Proactively create additional tree cover in areas dominated by ash trees to mitigate the potential impacts of the emerald ash borer.	3.11	Forestry

## Ongoing/Longer-Term Action Items (Ongoing and/or 2021 and beyond)

No.	Action Item	Related Policies	Responsibility
67	Promote the annual Neighborhood Services Landlord Training Program, offered by the City of Fort Collins and CSU, offering landlords and property management firms an opportunity to stay current with all applicable building and property maintenance codes.	1.1, 1.3	Neighborhood Services
68	Continue to strengthen the effective enforcement of nuisance ordinances. Focus enforcement efforts on neighborhoods with proportionately higher number of violations.	1.1, 1.2	Neighborhood Services, Police Services
69	When community service is required as a penalty for violations, apply the community service to the neighborhoods in which the violations frequently occur.	1.2	Neighborhood Services, Police Services
70	Support existing educational programs offered by Neighborhood Services and CSU Off-Campus Life. Strengthen CSU Off-Campus Life's existing programs for educating students about the responsibilities of living off-campus and being a good neighbor.	1.3	Neighborhood Services
71	Support the efforts of Police Services and the CSU Police Department to include educational information and programs as part of their enforcement and community outreach strategy. Continue to hold neighborhood meetings regarding crime activity and safety concerns as needed.	1.3, 1.4	Police Services, Neighborhood Services
72	Leverage existing neighborhood newsletters to improve communication to neighborhood residents and property owners.	1.3	Neighborhood Services
73	Support the establishment and growth of organized neighborhood groups within the West Central area.	1.3	Neighborhood Services
74	Monitor crime incidents and trends in the West Central area to determine if additional patrols, safety features, or other resources are needed.	1.4	Police Services
75	Continue to identify locations where additional lighting, sidewalk connections, and other neighborhood safety improvements are needed over time.	1.4, 1.5	Light & Power, Engineering, Street, Traffic Operations, FC Moves, Planning
76	Add street trees throughout the area, particularly along Prospect Road west of Shields Street, along collector roads, and at entrances to neighborhoods.	1.5, 3.11	Planning, Forestry
77	Trim tree branches that block sight distance at intersections and stop signs, as needed.	1.5	Forestry, Traffic Operations
78	Add shelters to existing and future bus stops.	1.5, 2.7	Transfort
79	Widen existing attached sidewalks where feasible. Fill in missing gaps in sidewalks within neighborhoods.	1.5	FC Moves, Engineering, Streets, Traffic Operations



### Ongoing/Longer-Term Action Items (Ongoing and/or 2021 and beyond)

No.	Action Item	Related Policies	Responsibility
80	Explore locations for physical traffic calming or radar speed indicators.	1.5, 2.3	Traffic Operations, FC Moves
81	Regularly maintain curb paint to prevent parked cars from blocking driveways and interfering with sight distance at intersections.	1.5, 2.3	Traffic Operations
82	Continue to implement the citywide Street Maintenance Program within the West Central area to ensure that aging infrastructure is repaired as needed.	1.6	Streets
83	Maintain the Neighborhood Commercial (NC) zone district to allow for future development of a mixed-use neighborhood center near Shields and Prospect.	1.7	Planning
84	Encourage businesses to locate in existing, underutilized commercial buildings in the West Central area whenever possible.	1.7	Planning, Economic Health
85	Encourage CSU to engage neighborhood residents in the University's plans for long-term growth and new development projects.	1.9	Planning, Neighborhood Services
86	Engage CSU student groups (e.g., clubs, sports teams, sororities and fraternities, majors with community service requirements) in volunteer efforts to improve the West Central neighborhoods.	1.9	Neighborhood Services
87	Encourage the involvement of CSU students in neighborhood organizations, neighborhood meetings, Neighborhood Night Out, and other events.	1.9	Neighborhood Services
88	Continue to enforce building codes that protect the health and safety of tenants in rental housing, particularly for older properties in need of improvement and properties where unauthorized remodeling and building additions have occurred.	1.10	Planning, Building Services
89	Ensure that the requirements of the Land Use Code support a variety of housing types and densities within the West Central area.	1.10	Planning
85	Encourage CSU to engage neighborhood residents in the University's plans for long-term growth and new development projects.	1.9	Planning, Neighborhood Services
86	Engage CSU student groups (e.g., clubs, sports teams, sororities and fraternities, majors with community service requirements) in volunteer efforts to improve the West Central neighborhoods.	1.9	Neighborhood Services
87	Encourage the involvement of CSU students in neighborhood organizations, neighborhood meetings, Neighborhood Night Out, and other events.	1.9	Neighborhood Services
88	Continue to enforce building codes that protect the health and safety of tenants in rental housing, particularly for older properties in need of improvement and properties where unauthorized remodeling and building additions have occurred.	1.10	Planning, Building Services

## Ongoing/Longer-Term Action Items (Ongoing and/or 2021 and beyond)

No.	Action Item	Related Policies	Responsibility
89	Ensure that the requirements of the Land Use Code support a variety of housing types and densities within the West Central area.	1.10	Planning
90	Support implementation of the Pedestrian Plan through the Pedestrian Needs Assessment.	2.1	Engineering, FC Moves
91	Support implementation of performance measures and evaluation to assess the impacts of projects on safe routes.	2.1	FC Moves
92	Support completion of the low-stress bicycle network, per the 2014 Bicycle Master Plan.	2.3	FC Moves
93	Coordinate with CSU on education and continue Safe Routes to School (SRTS) efforts.	2.3	FC Moves
94	Assess traffic enforcement needs and coordinate with Police Services and the CSU Police Department.	2.3	FC Moves, Police Services
95	Coordinate with other ongoing city programs, such as the Bus Stop Improvement Program and Street Maintenance Program (SMP) to make improvements in a cost-effective and efficient manner.	2.3	Transfort, Streets, FC Moves
96	Pursue sustainable funding strategies for improvements that benefit all travel modes.	2.3	FC Moves
97	Work towards achieving Climate Action Plan goals to reduce VMT through bike, pedestrian, and transit improvements.	2.3	FC Moves, Environmental Services
98	Work to implement the recommendations of the Bike Share Business Plan.	2.4	FC Moves
99	Consider transit stop locations in bicycle and pedestrian network planning.	2.5	FC Moves, Transfort
100	Coordinate bus stop improvements with other roadway improvement projects, where applicable.	2.7	Transfort, Streets, Engineering
101	Pursue opportunities to implement neighborhood street	2.13	Parking Services, Traffic Operations
102	Monitor issues and complaints related to residential parking on a day-to-day basis, and consider the application of the Residential Parking Permit Program (RP3) or other approaches to reduce impacts, as warranted.	2.10	Parking Services
103	Coordinate with CSU to implement the CSU Parking & Transportation Master Plan, with a focus on minimizing the impacts of student, faculty, staff, and visitor parking in neighborhoods.	2.10	Parking Services, FC Moves
104	Facilitate public-private partnership arrangements that allow for shared parking or car storage arrangements.	2.12, 2.6	Planning, Parking Services
105	Work with City and Special Events Coordinators to ensure that event management plans include provisions for adequate parking and traffic control.	2.13	Parking Services, Traffic Operations



### Ongoing/Longer-Term Action Items (Ongoing and/or 2021 and beyond)

No.	Action Item	Related Policies	Responsibility
106	Engage neighborhood organizations and homeowners associations to assist with the stewardship of existing and new open space.	3.1	Planning, Neighborhood Services
107	Identify funding mechanisms for acquisition of new parks, open space and trails, as needed.	3.1, 3.5	Park Planning & Development
108	Identify funding mechanisms for improvements to existing parks, open space and trails and protection of new open space areas.	3.2, 3.5	Parks
109	Create spur trails that better connect neighborhoods to parks, Natural Areas, schools, the Spring Creek Trail, Mason Trail, and other open space areas.	3.2	Planning, Parks, Park Planning & Development, Natural Areas, FC Moves
110	Coordinate among City Departments to align priorities for improving access to open space (Parks, Park Planning & Development, Natural Areas, Planning, FC Moves, and Transfort).	3.3	Parks, Park Planning & Development, Natural Areas, Planning, FC Moves, Transfort
111	Add safe pedestrian crossings along arterials to provide residents with more direct access to parks and open space.	3.3	FC Moves, Traffic Operations, Planning, Engineering
112	Coordinate with ditch companies to allow for appropriate access along ditches.	3.4	Planning, Development & Transportation
113	Replace old fencing along ditches with wildlife friendly fencing.	3.4, 3.7, 3.8	Planning
114	Remove obstacles for wildlife movement along ditches.	3.4, 3.7, 3.8	Planning
115	Coordinate with the Parks, Park Planning and Development, and Stormwater departments to incorporate a broader range of settings and experiences as part of future work plans for parks in the West Central area.	3.5	Stormwater, Park Planning & Development, Planning
116	Reconfigure Lilac Park to better serve the nearby neighborhoods and complement the Gardens on Spring Creek, wetland improvements on adjacent CSU property, and the proposed relocation of the CSU Horticulture Center to the north of the park.	3.5	Park Planning & Development, Gardens on Spring Creek, Planning
117	Support the establishment of community gardens in public areas or areas managed by neighborhood organizations or HOAs.	3.5	Neighborhood Services, Parks
118	Monitor complaints and crime reports in City of Fort Collins Parks, Natural Areas, and along trails to improve law enforcement and ranger patrols in those areas.	3.6	Parks, Natural Areas, Police Services
119	Coordinate among City Departments to align priorities: Parks, Park Planning & Development, Natural Areas, Stormwater, and Planning to improve existing stormwater management areas.	3.7	Stormwater, Park Planning & Development, Planning, Natural Areas

## Ongoing/Longer-Term Action Items (Ongoing and/or 2021 and beyond)

No.	Action Item	Related Policies	Responsibility
120	Partner with ditch management companies to protect and improve wildlife habitat along irrigation waterways.	3.7	Planning, Development & Transportation, Natural Areas
121	Identify sections the Spring Creek corridor where stormwater management and/or wildlife habitat could be improved.	3.8	Parks, Natural Areas
122	Encourage habitat enhancement on private property through the Natural Areas Certification and Natural Areas Enhancement Fund programs.	3.9	Natural Areas
123	Encourage Low Impact Development (LID) techniques as part of new development and capital projects.	3.10	Stormwater
124	Regularly review the adequacy of stormwater protection and provide additional stormwater protection where needed.	3.10	Stormwater
125	Coordinate among City Departments to align priorities for enhancing the urban tree canopy: Parks, Park Planning & Development, Natural Areas, Forestry, and Planning.	3.11	Parks, Park Planning & Development, Natural Areas, Forestry, Planning
126	Support neighborhood grant applications that seek to improve parks, open space, and tree canopy within the West Central area.	3.11	Neighborhood Services
127	Continue current policies for including street trees as part of all new developments and City capital projects.	3.11	Planning, Forestry
128	Identify funding mechanisms for improving habitat and urban tree canopy on private property.	3.11	Planning, Forestry, Neighborhood Services



## Implementation Team

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

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

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

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

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

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

## Ongoing Monitoring & Outreach

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

Tracking the implementation of the West Central Area Plan programs and projects is critical to achieving the vision and outcomes outlined in the plan. Implementation monitoring is a qualitative exercise, tracking public policy and investment actions. The implementation team, outlined above, will ensure that continuous progress occurs to carry out the policies and action items in the plan. The status of action items will be continually monitored and published in an annual Status Report. The overall effectiveness of the plan will be evaluated periodically over the next 10 to 15 years, until an update to the plan is determined to be necessary.

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

## Funding

Implementation items from this plan will likely be funded in a variety of ways. Some of the potential funding sources for projects and programs are listed below with a brief description and indication of which topic area(s) might be most applicable.

Source	Description	Applicability
<ul style="list-style-type: none"> <li>General Fund (City)</li> </ul>	<p>The City's General Fund could be a funding source, primarily through the Budgeting for Outcomes (BFO) process used to develop the City's two-year budget. The current budget is set for 2015-16 and includes several projects that could provide funding for projects and programs within the West Central area. Key examples include:</p> <ul style="list-style-type: none"> <li>Arterial Intersection (BOB)</li> <li>Bicycle Infrastructure Investments</li> <li>BOB Bicycle Plan Implementation</li> <li>Pedestrian Sidewalk ADA (BOB)</li> <li>Pedestrian Sidewalk and Americans with Disabilities Act Compliance Program</li> <li>Safe Routes to School Strategic Traffic Infrastructure Program</li> <li>Bridge Replacements and Maintenance Program</li> <li>Neighborhood Revitalization Projects</li> </ul> <p>The process for the 2017-18 budget will begin in 2016.</p>	All
Keep Fort Collins Great (City)	<p>Fort Collins voters approved a 0.85 percent sales tax initiative, Keep Fort Collins Great (KFCG), to provide funding for city projects. KFCG funds projects in many different categories, including fire, police, transportation and streets, and parks. KFCG funds are typically allocated through the City's Budgeting for Outcomes (BFO) process.</p>	All



Source	Description	Applicability
Voter-Approved Sales Tax Initiative (City)	<p>Fort Collins currently has a capital improvement tax in place, the latest in a series of such taxes beginning in 1973. The current tax is set to expire at the end of 2015.</p> <p>The City Council has adopted Resolution 2015-012, placing an extension of the current tax on the April 7, 2015, municipal election ballot. Several of the projects currently included in the Capital Improvement Program proposal could provide funding for projects and programs within the West Central area, if the sales tax extension is approved by voters. Key examples include:</p> <ul style="list-style-type: none"> <li>• Pedestrian Sidewalk/Americans with Disabilities Act (ADA) Compliance – Safe Routes to Everywhere</li> <li>• Bicycles Infrastructure Improvements – Safe Routes to Everywhere</li> <li>• Bus Stop Improvements – Safe Routes to Everywhere</li> <li>• Bike/Ped Grade Separated Crossings Fund</li> <li>• Arterial Intersection Improvements Fund</li> <li>• Implementing Nature in the City</li> <li>• Gardens on Spring Creek Visitor's Center Expansion</li> </ul> <p>If the current sales tax renewal passes, it will last for ten-years; subsequent capital improvement programs funded by voter-approved sales taxes could be additional sources of funding in the future.</p>	All
Art in Public Places (City)	<p>Art in Public Places (APP) encourages and enhances artistic expression throughout the city and as part of new development projects. City capital projects with a budget greater than \$250,000 must designate 1% of their budget to providing public art. The program could be applied to enhance neighborhood identity and placemaking within the West Central Area.</p>	All

Source	Description	Applicability
Innovation Fund (City)	The Innovation Fund is an internal grant program open to all City employees. Proposed projects may be implemented by any City department. Submissions are accepted once a year during the application period, and proposals may not exceed \$30,000.	All
Natural Areas Enhancement Fund (City)	For projects designed to enhance or restore private or public natural areas in Fort Collins. Examples of projects might include native tree and shrub plantings, removal of exotic pest trees, wetland restoration, or native grassland revegetation. Applications for enhancement funds are accepted each fall.	Open Space
Neighborhood Grants Program (City)	For neighborhood enhancement projects. There will be 3 grant cycles in 2015 and at least \$15,000 will be available as awards to neighborhoods. However, some processes may be changed and the application is being streamlined. Due to these changes, the first grant cycle will open up in early March and will be due in April.	All
Street Oversizing Fund (City)	Fort Collins collects transportation impact fees through developer contributions in order to finance the Street Oversizing program for collectors and arterials.	Transportation, Land Use & Neighborhood Character
Improvement Districts	Municipalities have the option of raising funds for special projects by implementing improvement districts. Improvement districts overlay specific parts of the city that stand to benefit from the new project.  Land owners within the district often pay either additional property taxes or special assessments. While cities can propose improvement districts, they must then be approved by landowners within the district boundaries.	All



Source	Description	Applicability
State and Federal Grants	<p>Several recent large-scale transportation projects in Fort Collins have received state and federal funds, including the MAX Bus Rapid Transit and North College Avenue Improvement projects. These projects received grants because they will increase mobility and enhance alternative transportation methods.</p> <p>One major source of federal funds is the Transportation Alternatives Program (TAP) section of the Moving Ahead for Progress in the 21st Century Act (MAP-21). Another potential state-funded option would be Funding Advancement for Surface Transportation &amp; Economic Recovery (FASTER) grant money. The FASTER program provides funding for large capital purchases that have significant regional impacts. Funds are awarded on a two-year cycle.</p>	Transportation, Land Use & Neighborhood Character