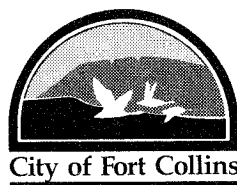


# WEST SIDE NEIGHBORHOOD PLAN



An Element of  
the Comprehensive Plan



**WEST SIDE  
NEIGHBORHOOD  
PLAN**

July 18, 1989

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**WEST SIDE  
NEIGHBORHOOD  
PLAN**

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Without the patience, participation and support of the members of the Plan Steering Committee, the City Park Neighborhood Association, the West Side Neighborhood Committee, various other residents and property owners, and the Fort Collins Planning Department, this West Side Neighborhood Plan would not have been possible. The final version of this Plan was the outcome of many hours spent together agreeing and disagreeing, giving and taking and searching for alternatives.

## CHAPTER 1.

## INTRODUCTION

### **Purpose of the Plan**

The West Side Neighborhood (WSN) Plan for the City of Fort Collins was developed to preserve and enhance the neighborhood's quality of life and provide a guideline for future development of the neighborhood. The Plan will be used by the City government, neighborhood residents, and private developers to manage and shape the physical change that will occur in the future as the neighborhood continues to age and mature. The Plan is an element of the City's Comprehensive Plan.

The Plan contains a series of goals, policy statements, futures maps, and implementation actions for the following major planning chapters: Population and Demographic Characteristics; Land Use; Housing and Historic Preservation; Circulation and Transportation; Community Facilities, Services and Utilities; and Urban Design. This material will then be used as an information source, or baseline report, for judging the merits of requests for change in the neighborhood such as rezonings, planned unit developments, transportation improvements, use changes or variances, as well as capital improvement budgeting. It will also be used to initiate language amendments to the zoning ordinance. The Plan thus provides a direction for future changes contemplated in the neighborhood thereby creating a sense of stability and order for residents, clear direction for interested developers, and guidelines to the City for decision making.

The preparation of this Plan is part of a trilogy of three small area plans covering the older sections of Fort Collins - the East Side, the Downtown, and the West Side. The City government felt the need for greater detailed policy plans for these three neighborhoods because they are the oldest neighborhoods in the community and exhibit an architectural style and physical layout which provides a quality of life that, if lost, cannot be recreated.

The WSN is more than one neighborhood. In reality it is a group of several neighborhoods located to the west of downtown Fort Collins and north of Colorado State University (CSU).

## Vision

This Plan presents a vision of the neighborhood which provides a contrast to the style of newer suburban communities. The WSN vision is of:

- o A residential area easily accessible by foot, bicycle, and automobile to parks, schools, and small family-owned stores.
- o Preserving the human scale of the past with tree-lined streets laid out in a grid pattern, front porches set back from the streets, back yards facing the alley, and houses oriented to the pedestrian scale.
- o Continuation of the vitality and variety of housing adjacent to the shopping opportunities of downtown and the cultural opportunities of CSU.
- o Maintenance of the socio-economic mix within the neighborhood -- the diversity of ages, ethnic mixture, incomes, family composition, and renter/owner mix of residents.
- o Offering the full range of well-maintained community facilities and services expected in new quality neighborhoods of Fort Collins.

## Planning Process

The Plan was developed to clearly define future directions for the neighborhood. Residents and City staff alike felt the need for this clear definition. Therefore, funds were set aside in 1987 to accomplish this task. As with other neighborhood planning projects, a consulting team was hired to develop the Plan in conjunction with neighborhood residents and City staff.

An extensive citizen participation process was used to obtain neighborhood residents' ideas and experiences for integration into the Plan. Initially, publicly announced "scoping meetings" in September and October 1987, were arranged to raise neighborhood residents' issues and concerns and to document this input. Three meetings were held in different sections of the neighborhood -- the City Park area, at Dunn Elementary School, and at Holy Family Church. Subsequently, a volunteer Plan Steering Committee (PSC) was developed in November 1987, consisting of residents from each section or sub-area of the neighborhood, business people, and one representative each from CSU's administration and student body. This PSC met about ten times over a period of six months from November 1987 through April 1988, to prepare a draft of the Plan.

Members of the consultant team made presentations about existing conditions and alternative proposals for the Plan. Comments and opinions from PSC members were recorded and incorporated into a preliminary Plan document. Newsletters describing and summarizing the steps of the planning process were mailed to the residents who had attended the scoping meetings, the PSC, the Planning and Zoning Board, and the City Council. The draft Plan was presented at two public meetings. The Plan was then revised and presented to the Planning and Zoning Board in July of 1988. Public comment at the Planning and Zoning Board hearing required further citizen participation to produce a Chapter 5, covering circulation and transportation issues, which was acceptable to all concerns. The Board conducted a hearing on a revised Chapter 5 in June of 1989. The entire Plan was presented to the City Council in July of 1989 for adoption as an element of the City's Comprehensive Plan.

## Plan Content

Each chapter of the Plan, with the exception of Population and Demographics chapter, contains a description of Existing Conditions, Analysis and Findings, Goal Statements, Plan Policies, supplemented by futures maps where appropriate, and Implementation Actions. Existing conditions includes information and descriptions of relevant characteristics of the neighborhood. The descriptions of existing conditions in each chapter, when combined, provide extensive detail about the entire neighborhood. This material is then analyzed using appropriate planning techniques and findings are made as a result of this analysis. Once this is completed, goals and policies are formulated to provide direction to the Plan. Futures maps are used to graphically display this direction thereby supplementing the policy text and clarifying its intent. A section on implementation actions completes each chapter, providing a list of tasks that need to be completed in order to implement the Plan over a reasonable period of time.

The parts of the Plan work together to present a comprehensive approach to the future of the neighborhood. The Plan should be viewed as a "living" document that is used in a flexible manner. It is also a data resource and should be up-dated from time to time by the City staff. The Plan also fits with the East Side Neighborhood Plan and the Downtown Plan. From the WSN's standpoint, this document essentially describes to others what "our" neighborhood is and where "we" intend to go in the future. It represents the dreams and hard work of a representative group of residents and business people from all parts of the neighborhood and City planning staff assisted by consultants.

## Implementation

The final part of each chapter consists of implementation actions which are envisioned to occur over the next five years. In order to make this Plan a working document, together with the East Side and Downtown Plans, it is recommended that the City assign planning staff to the implementation of all three Plans over the next three years. Zone changes, design guidelines, and planned unit development review criteria should be prepared and presented for approval. Various items should be presented to operating agencies and incorporated into the City's Capital Improvement Program. Actions should be initiated for housing and commercial area improvements to private structures and public rights-of-way. Liaison is required with private lenders and developers, the City's Community Development Block Grant Program, the Fort Collins Housing Authority, appropriate non-profit organizations such as Neighbor to Neighbor, Inc., and the Downtown Development Authority.

Appropriate implementation actions from this Plan should be incorporated into the City's capital budgeting process. The following goal should be added to Fort Collins City Council Budget and Capital Improvement Program:

### Preserve and Protect Fort Collins Older Neighborhoods

The city is fortunate to have a central area including downtown Fort Collins and the neighborhoods just to the east and west which add up to an ambience of appearance and a quality of life that can no longer be recreated. These neighborhoods retain many older structures and have a grid street system, mature planting and landscaping, and parks and parkways. Therefore, appropriations will be made from the annual capital budget between 1990 and 1995 to enable these areas to maintain and improve their infrastructure -- streets, utilities, open space, parks and landscaping in line with the objectives and recommendations of the three adopted neighborhood plans. The City will program the necessary public improvements in conjunction with residents and business people who are committed to a high quality of private maintenance and improvements.

At the same time, WSN residents and business people, including City and CSU representation, need to form strong, active, neighborhood organization(s) to track the progress of the Plan with the City and the private sector and to gain the cooperation of the community in implementing the Plan. This organization will be a major impetus to making the Plan a reality. The business people and property owners need to be informed about this Plan and to become active participants in its implementation as well.

## Location

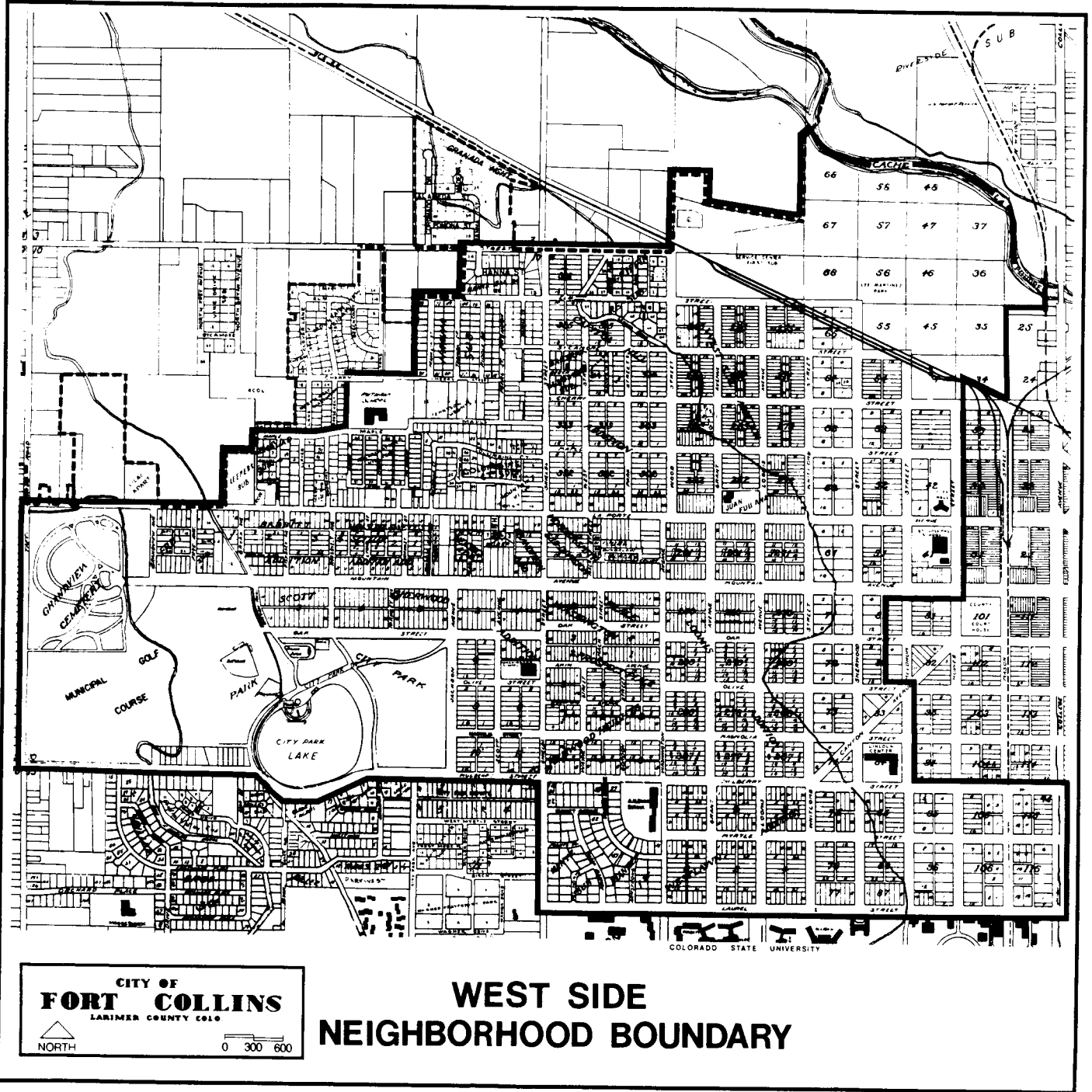
The WSN is located in the northwest quadrant of the City of Fort Collins, Colorado. This neighborhood has its beginnings in the 1880's and its history is rich and varied. Consisting of over 20 individual subdivisions which have developed over a period of 100 years, the neighborhood comprises approximately one half of what is described as the original City of Fort Collins.

Map 1-A details the neighborhood's boundary which was determined using a variety of methods. Most important in this determination were the neighborhood resident's perceptions of what they considered their "neighborhood". In actuality, the west side consists of several sub-areas centering around the CSU campus, City Park, and the Holy Family Church. For planning purposes, and to more effectively coordinate the planning function, the City planning staff was also instrumental in deciding the boundary of the study area.

This area is roughly described as follows: starting at the northeast corner of the neighborhood adjacent to downtown Fort Collins, the northern boundary generally follows the Poudre River across the City-owned park land and municipal boundary to Vine Drive and then jogs down to LaPorte Avenue near Frey Avenue and then west to Taft Hill Road; the western boundary then follows Taft Hill Road south to Mulberry Street. The southern boundary follows the southern edge of City Park east to Shields Street and continues south on Shields Street to Laurel Street; the boundary then follows Laurel Street east to College Avenue and turns north to Mulberry Street, then west to Meldrum Street and generally up Meldrum Street to Mountain Avenue; the boundary then jogs east again to Howes Street and north to the starting point.

Parts of the northern and western edges of the neighborhood abut unincorporated Larimer County; other major landmarks are the Cache La Poudre River and Lee Martinez Park. The eastern edge borders the downtown business district, and on the south CSU comprises half of the southern boundary. City Park and its golf course, although included as part of the neighborhood, make up the other half of the south boundary thereby confining the residential sections to the north. Distinctly newer sections of the city define the western edge of the WSN.

Map 1-A



**LEGEND**

-  NEIGHBORHOOD BOUNDARY

## CHAPTER 2.

## POPULATION AND DEMOGRAPHIC CHARACTERISTICS

### EXISTING CONDITIONS

#### Historical Background

In order to understand how the WSN area came to be what it is today, it is necessary to know something about the history of population growth in the City of Fort Collins.

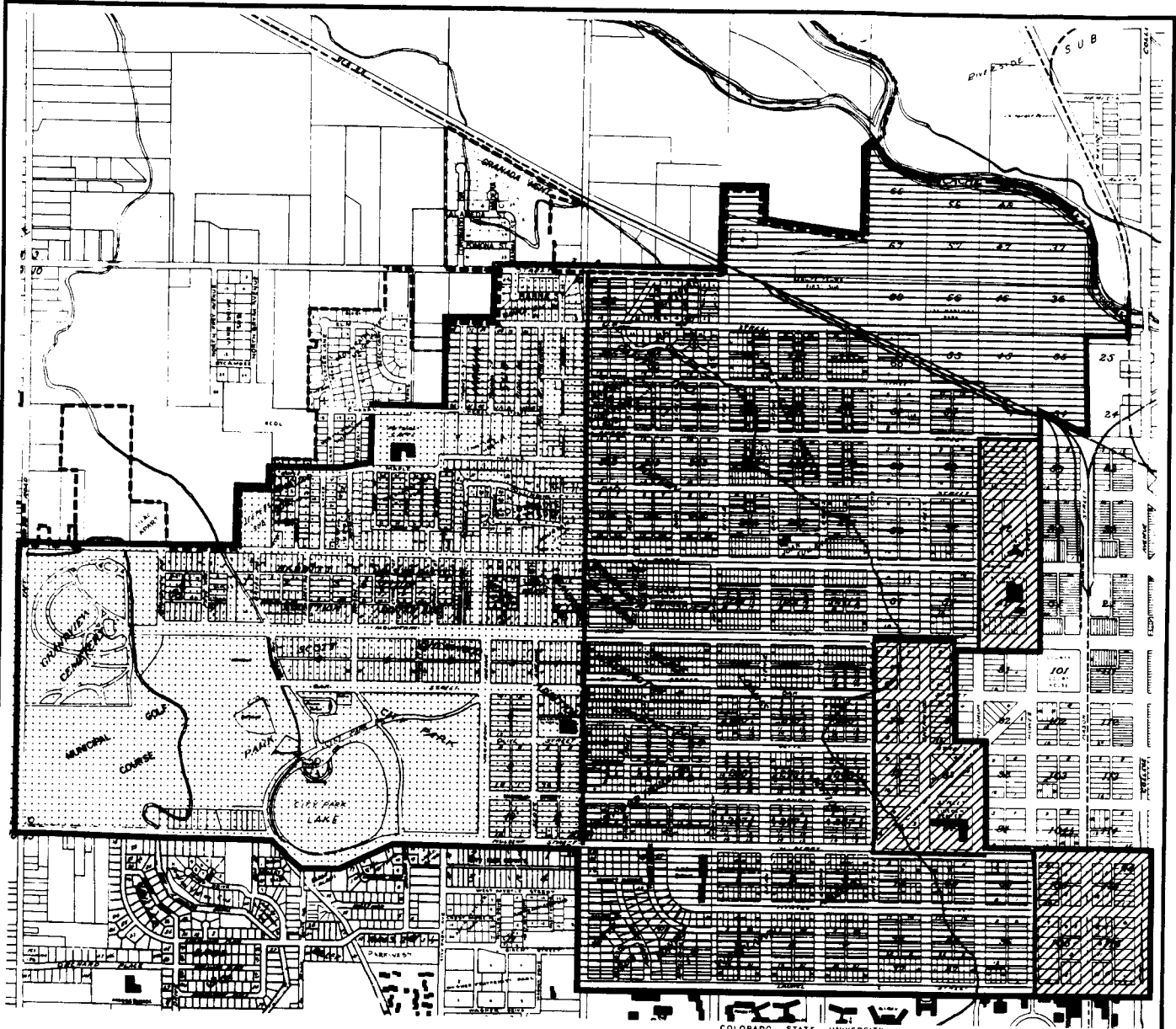
Although settlement in the Cache La Poudre Valley began as early as 1862, the first real boom years for Fort Collins were during the first decade of the 20th century. During these years, the population more than doubled from 3,153 to 8,210. This tremendous growth was the result of the construction of a sugar factory in 1902-1903. This decade also saw the construction of a streetcar system designed to link workers to the sugar factory from across the river and to connect downtown and the surrounding residential neighborhoods with the park at Lindenmeier Lake. Fort Collins continued to prosper through the 1920's, but growth slowed during the depression. It was not until the 1950's that the city began to see another period of growth and prosperity. By then, the WSN was largely built out. Growth which took place during the 60's and 70's mainly occurred in the northwest portion of the neighborhood, north of LaPorte Avenue and west of Shields Street. The neighborhood is for the most part built out at this time and little new growth is expected with the exception of minor in-fill developments and a few changes caused by redevelopment on the downtown edge and along Vine Drive.

#### Size of Population

The population of Fort Collins in 1987 was approximately 87,740, up from 43,337 in 1970. But unlike the city population, the total population of the WSN has steadily declined since 1970 by about 17%. There are now approximately 1,556 fewer residents in the WSN than there were in 1970. The decline has been due to a major shift to a smaller household size and some housing demolition. Table 2-1 indicates the pattern of change in population size for the WSN and for the contributing Census Tracts. (See Map 2-A for the boundaries of the Census Tracts.)

Tract 1, which is adjacent to the downtown area, has lost 44% of its population since 1970. This has been a significant loss, both for the household population and the group home population. Tract 2, at the core of the neighborhood and near CSU, has been more stable. The group homes, which are largely university-related housing, have remained constant. The household population declined by approximately

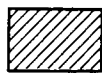

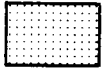




CITY OF  
**FORT COLLINS**  
LARIMER COUNTY COLO.  
NORTH  
0 300 600

## CENSUS TRACT BOUNDARIES - W.S.N.

### LEGEND

-  TRACT 1
-  TRACT 2
-  TRACT 4

12%, lower than the total neighborhood rate. The westernmost census tract, Tract 4, no longer has a group home population. The household population has declined at the 17% rate observed in the total WSN.

**Table 2-1  
Population Size  
By Census Tract  
For 1970, 1980  
And 1987**

<u>Population</u>	<u>1970</u>	<u>1980</u>	<u>1987</u>
<b>Tract 1</b>			
In Households	810	521	444
In Group Quarters	74	54	54
Total	884	575	498
<b>Tract 2</b>			
In Households	5,365	4,713	4,703
In Group Quarters	283	285	285
Total	5,648	4,998	4,998
<b>Tract 4</b>			
In Households	2,948	2,502	2,476
In Group Quarters	38	0	0
Total	2,986	2,502	2,476
<b>Total WSN</b>			
In Households	9,123	7,736	7,623
In Group Quarters	395	339	339
Total	9,518	8,075	7,962

Source: The 1970 and 1980 U.S. Census. The 1987 figures are calculated by Bramhall and Associates based on the current land use map and an assumption of constant household size since 1980.

**Age of Population**

In 1980, the median age of the Fort Collins population was 24.7 years. The WSN population was older. Tract 4 was essentially the same median age as the city. Tract 2, which comprises almost two-thirds of the WSN population, was one year older, generally, in spite of the university-related group home influence. Tract 1 was almost three years older than the City's population. The 1980 population of the WSN had a median age of 25.5 years.

The difference in age composition between the WSN and the City of Fort Collins becomes even more apparent when the percent of persons who are 65 years of age and over is examined. In 1980, Fort Collins was slightly over 7% elderly. As Table 2-3 shows, WSN Tract 1 had three times as high a rate. Using the 1980 percentages as a base, the WSN currently has approximately 11%, or 876, people who are 65 years of age or over.

Table 2-2  
Median Age

Tract	Median Age
Tract 1	27.6
Tract 2	25.8
Tract 4	24.6
West Side Neighborhood	25.5
Fort Collins	24.7

Table 2-3  
Persons 65 Years  
And Over As a  
Percent of Total  
Population By  
Census Tracts  
For 1980

Tract	Percentage
Tract 1	22.9%
Tract 2	12.1%
Tract 4	6.4%
West Side Neighborhood	11.0%
Fort Collins	7.3%

Source: The 1980 U.S. Census. The study area figure is derived from census tract data calculated by Bramhall & Associates.

### Household Characteristics

#### Number

The City of Fort Collins increased its number of households from 13,106 to 23,523 between 1970 and 1980. In the WSN, although the total number of people living in households dropped significantly from 1970 to 1987, the number of households did not show a similar decline. The number of households in 1987 is estimated to be equal to the number in 1970 because the gain from 1970 to 1980 was counterbalanced by the loss between 1980 and 1987.

Between 1970 and 1980, the number of households increased in Census Tracts 2 and 4, while Tract 1 lost households. Then in 1980 there was a downward turn for the entire neighborhood. Tract 1 continued its loss and the other two tracts also began to lose households. Consequently, the number of households in Tract 1 was 35% lower in 1987 than in 1970 and almost 15% lower than in 1980. Tracts 2 and 4 had rates of decline from 1980 to 1987 which were slightly lower than the total study area's (1.7%, 0.4% and 1.1%, respectively).

**Table 2-4  
Household Number  
And Size  
By Census Tracts  
For 1970, 1980,  
And 1987**

<b>Tract 1</b>			
	<u>1970</u>	<u>1980</u>	<u>1987</u>
Households	340	260	222
Avg. HH Size	2.38	2.00	2.00
<b>Tract 2</b>			
	<u>1970</u>	<u>1980</u>	<u>1987</u>
Households	1,972	2,062	2,054
Avg. HH Size	2.72	2.29	2.29
<b>Tract 4</b>			
	<u>1970</u>	<u>1980</u>	<u>1987</u>
Households	1,018	1,066	1,054
Avg. HH Size	2.90	2.35	2.35
<b>Total WSN</b>			
	<u>1970</u>	<u>1980</u>	<u>1987</u>
Households	3,330	3,388	3,330
Avg. HH Size	2.74	2.28	2.29

Source: The 1970 and 1980 U.S. Census. The 1987 household size is assumed constant from 1980 figures. The number of households is based on the current land use map.

**Size**

The trend toward a smaller household size is a trend nationally which shows itself in population decline in older neighborhoods where there is little new construction. The total number of people living in households in the WSN between 1970 and 1987 decreased significantly in spite of having the same number of households because of the smaller average household size in 1987. Tract 1, especially, has an average household size which is quite small. As Table 2-4 indicates, the total WSN, as well as each Census Tract, has shown a decrease in household size since 1970.

**Families**

Approximately 14.5% of the families with children under the age of 18 were headed by a single, female parent in Fort Collins in 1980. The rates were much higher in the WSN. Table 2-5 indicates that Tract 2, which is bounded roughly by Shields Street, Vine Drive, Meldrum (Whitcomb near Canyon Avenue) and Laurel Streets, had an especially high rate (25.2%). These rates do not indicate the percentage of households that are families with children but, of the families there, these are the percentages which are headed by single mothers.

**Racial/Ethnic  
Composition**

Fort Collins is a predominantly Anglo city. There are very few Blacks, American Indians, or Asian-Americans. The Hispanic population approaches the national average of approximately 7%. As indicated in Table 2-6, the Census Tracts which comprise the study area each have a distinct composition. Tract 1 is more Hispanic and American Indian than the city. Tract 4 is more Black and Hispanic. Tract 2 is significantly more Hispanic than either the city or the other two Census Tracts. As a whole, the WSN is approximately 13.3% Hispanic.

**Table 2-5  
Families  
With Children  
Under 18 Years -  
Female, Single  
Parent  
By Census Tracts  
For 1980**

<u>Tract</u>	<u>Percentage</u>
Tract 1	23.8%
Tract 2	25.2%
Tract 4	17.0%
Fort Collins	14.5%

Source: The 1980 U.S. Census.

**Table 2-6  
Racial/Ethnic  
Composition By  
Census Tracts  
For 1980**

<u>Group</u>	<u>Tract 1</u>	<u>Tract 2</u>	<u>Tract 4</u>	<u>Fort Collins</u>
White	89.0%	81.7%	89.3%	90.1%
Black	00.7%	00.5%	01.3%	00.7%
Asian	01.1%	01.0%	01.3%	01.4%
Am. Indian	00.9%	00.5%	00.5%	00.4%
Hispanic	08.4%	16.2%	08.3%	06.8%

Source: The 1980 U.S. Census.

**FINDINGS AND ANALYSIS**

The WSN is feeling the impact of several demographic influences. The total population is rapidly declining. This is in part due to the loss of households since 1980. It is also due to the aging of the population and the subsequent decrease in household size.

The neighborhood residents are older than the median for Fort Collins. The eastern portion of the neighborhood, closest to downtown, is characterized by a higher number of people 65 years and over, small household size, and dwindling population. The number of households is decreasing as well due to a decrease in housing units.

The central portion of the neighborhood is more stable than the eastern part, but it still is characterized by older people and a declining household size. The loss of households is not as great an issue, however. To the west of Shields Street, the population tends to be younger with fewer elderly and a larger household size.

In addition to the age of the population, the neighborhood's family composition is different from Fort Collins'. There is a much higher incidence of single parents as head-of-household. Both factors may have implications for social service needs and for school district program development.

In the next few years, as the population continues to age, it is likely that the size of households will become even smaller. There will be implications for property re-sales; the entire neighborhood may see a spread of the trends that are already evident in the eastern portion. It is also possible that young families may choose to live in the WSN once again. Clearly, the WSN is in a state of transition. Actions taken now, as well as in the future, will have a significant impact on the characteristics of the population and the stability of the neighborhood.

## EXISTING CONDITIONS

## Introduction

The WSN is primarily a single family neighborhood bordered by major parks, CSU, the downtown Central Business District (CBD), and some smaller commercial areas. Scattered throughout the WSN are numerous public facilities, including schools, churches, public utilities, and parks. This mix of residential (65%) and public (31%) land uses indicates that a relatively stable neighborhood exists within the WSN area. However, the periphery of the neighborhood adjacent to downtown Fort Collins, is experiencing the most pressure to change land uses.

The WSN's eastern boundary defines (and in some cases overlaps) the Fort Collins downtown area to the northeast and the campus shopping area to the southeast. From approximately Sherwood Street east, the neighborhood changes from primarily residential to commercial/office uses. There is also a marked increase in the amount of multi-family housing present, though it is confined primarily to the area south of Magnolia Street, near CSU.

Industrial land use is very limited in the neighborhood (1.3%), and is essentially confined to the northern part of the WSN along the Burlington Northern Railroad tracks. Unfortunately, this industrial use and the tracks create a barrier between the residential area south of the tracks, and Lee Martinez Park on the north side of the tracks.

A significant amount of park land (21% of the total land area), is located in the neighborhood's northeast corner (Lee Martinez Park) and at its southwest corner (City Park). With the exception of a small commercial area located at the corner of Bryant Street and Mulberry Street, City Park is encircled by residential uses. The Frey Subdivision, located north of the park and east of the cemetery, contains a mix of land uses with some vacant land and appears to be susceptible to land use change in the future.

A small commercial area is located at the approximate heart of the WSN, the intersection of Mountain Avenue and Shields Street. Though not significant in size, it serves as a well used convenience shopping area for the neighborhood due to its central location.

## Residential Land Use

WSN residential blocks have a variety of lot subdivision configurations and nearly all of the blocks are divided by alleys. Some blocks have mid-block alleys allowing up to four alley accesses instead of two. This occurs primarily north of LaPorte Avenue. Some of these alley systems were developed to provide a carriage parking lot interior to the block, others for aesthetic purposes to create face blocks on all four sides of a single block. Some blocks are square but the majority are rectangular in shapes.

The residential core of the neighborhood contains a variety of single family and low to moderate density multi-family units in generally sound structural condition. There is a wide variety of architecture which reflects the long period of time that development has been occurring in the neighborhood. However, the single family portions of the neighborhood are characterized by substantial one to two story houses on large, well kept and landscaped lots which face wide streets. These streets are lined with large trees and parking strips which separate the sidewalks from the street. In short, the WSN is a lovely older neighborhood that is a real asset in a rapidly growing city.

Residential densities range from four to eight units per acre for single family uses and eight to 26 units per acre for multi-family uses depending on location in the neighborhood. These density ranges are typical in an older neighborhood but 20 to 26 units per acre for multi-family is relatively high given WSN's predominantly low-density character.

Typical heights for residences range from 20 to 30 feet or two to three stories; multi-family structures in the residential core can reach a height of 40 feet, or approximately four stories. Height is an important characteristic to consider in defining neighborhood character and four stories is considered a limit for low-density residential development. Front setbacks in residential zoning districts (R-L, Low Density Residential, and R-M, Medium Density Residential) range from 10 to greater than 20 feet; the legal requirements are 15 and 20 feet respectively. These three design standards -- density, height, and front setback -- plus the architectural style of the structures are important elements determining the overall neighborhood character. A comparison of these different elements is found in Appendix A.



Over the years, Shields Street has become an important north-south arterial. As the City has tried to accommodate increasing traffic flows on Shields Street, front setback areas have been acquired to expand incrementally the street right-of-way (ROW). This situation along with off-street parking in some of these setback areas, produces a cluttered look along the street. Parking is not allowed on Shields Street itself. In some cases, enough setback has been acquired to allow only a small strip of land and the sidewalk to remain. This contributes to a wall effect when the structures are so close to the driving lanes.

CSU creates significant vehicular, pedestrian, and bicycle activity along and across segments of Shields Street near the campus. This is due to the large amount of student housing located in close proximity to this street. The owner-to-renter ratio is about the same as the rest of the neighborhood, and the general condition of the housing stock is good. Currently, there are few commercial establishments along the street and those that exist are confined primarily to busier intersections.

Perhaps the most susceptible area to land use change in the WSN is the area north of CSU just west of College Avenue. This area is composed of student rentals and businesses that cater to the students. Parking is a problem in this area and traffic can be heavy at times. The heavy head-in parking and parking in driveways during the day gives a cluttered, automobile-oriented look to the residential streets. The WSN should concern itself with stabilizing this part of the neighborhood to ensure that the business land uses are contained.

#### Commercial Land Use

Typically, there are two kinds of shopping areas neighborhood residents use --neighborhood convenience centers which include retail shops and services essential to daily life; and stores and services which are needed less frequently, called consumer goods, typically located in a downtown area or in a regional shopping center some distance from the neighborhood. The WSN is fortunate to have both close by.

For convenience goods, the business area at Mountain Avenue and Shields Street is located at the center of the neighborhood. It provides an important and well-used grocery store for the residents. However, because parking is poorly organized and the frontage is one long curb cut, it is confusing for both pedestrians and drivers who wish to use the store.

There are also a number of convenience retail facilities at the edges of the neighborhood, including Steele's Market, Safeway, and the stores in the Canyon Avenue Area. The Canyon Avenue Area adjacent to the neighborhood towards downtown has a dry cleaners and a liquor store. There is also a restaurant across from the Lincoln Center.

The WSN is fortunate that downtown Fort Collins has retained some of the neighborhood-serving businesses typical of downtowns in the past. These stores together with the other commercial activities in downtown Fort Collins make the WSN an ideal location for residents to live provided that adequate automobile, bicycle, public transit, and pedestrian access can be maintained, and enhanced, and that adequate buffering and transition uses can be provided in the adjacent areas directly abutting the neighborhood.

The southeast corner of the neighborhood, in the vicinity of Laurel Street and College Avenue, is a campus oriented shopping area. While meeting many of the needs of students with a mix of restaurants, bicycle, camping, book, and music shops, it lacks merchant organization and visual cohesiveness. Also missing are some retail stores and services which are generally found in campus shopping areas.

The character of existing land use in the WSN is summarized in Table 3-1.

**Table 3-1**  
**Existing Land Use**

<u>Land Use</u>	<u>Acres</u>	<u>% of Total</u>
<b>RESIDENTIAL</b>		
Single Family	501.03	60.77
Duplex/Triplex	10.55	1.27
Multi-Family	17.06	2.07
Mobile Homes	4.89	.59
<b>Total Residential</b>	<b>533.53</b>	<b>64.70</b>
<b>COMMERCIAL</b>		
Commercial	13.06	1.60
Office	8.07	1.00
Parking	4.22	.50
Industrial	10.73	1.30
Vacant	1.63	.20
<b>Total Commercial</b>	<b>37.71</b>	<b>4.60</b>
<b>PUBLIC</b>		
Schools, churches, etc.	43.50	5.27
Utilities	.70	.08
Cemetery	37.50	4.54
Parks	171.65	20.81
<b>Total Public</b>	<b>253.35</b>	<b>30.70</b>
<b>TOTAL LAND USE</b>	<b>824.59</b>	<b>100.00</b>

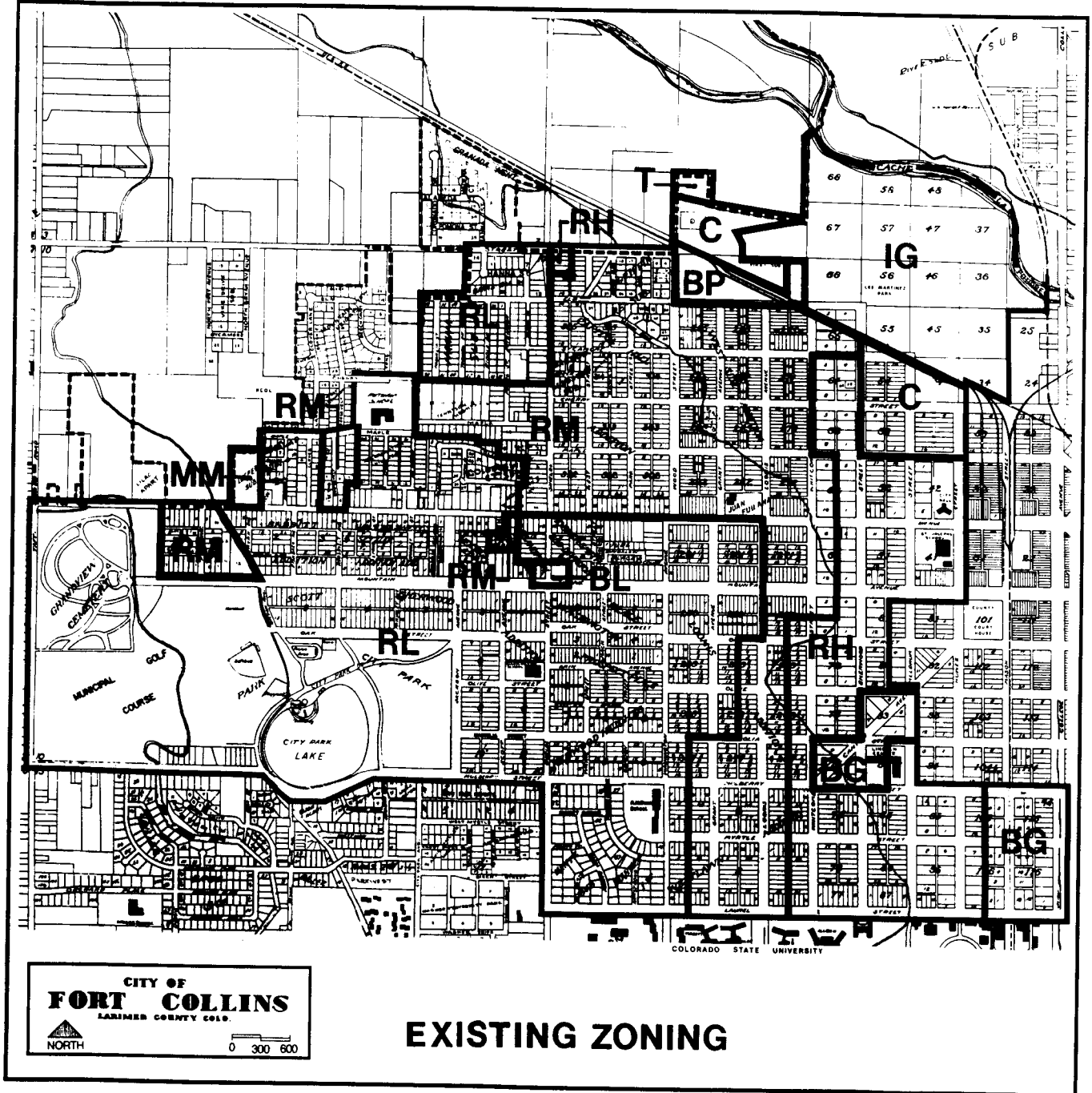
Source: Foxfire Community Planning and Development

**EXISTING ZONING**

**Introduction**

The WSN is covered by nine zoning categories. The majority of the area is zoned for residential uses (90.9%). Similar to the land use composition, the zoning categories make a transition from primarily low density residential in the interior of the neighborhood to a higher density residential in edge areas, to a commercial or business use along the east neighborhood boundary. Map 3-A depicts the current locations of the various zones in the neighborhood.

Map 3-A



**LEGEND**

<b>RL</b>	LOW DENSITY RESIDENTIAL	<b>MM</b>	MEDIUM DENSITY MOBILE HOME	<b>C</b>	COMMERCIAL
<b>RM</b>	MEDIUM DENSITY RESIDENTIAL	<b>BP</b>	PLANNED BUSINESS	<b>IG</b>	GENERAL INDUSTRIAL
<b>RH</b>	HIGH DENSITY RESIDENTIAL	<b>BL</b>	LIMITED BUSINESS	<b>T</b>	TRANSITION
		<b>BG</b>	GENERAL BUSINESS		

Table 3-2 presents the zone description and amount of acreage in that zone located within the WSN:

**TABLE 3-2  
EXISTING ZONING**

<u>Zone</u>	<u>Acres</u>	<u>% of Total</u>
R-L, Low Density Residential	459.90	55.8
R-M, Medium Density Residential	199.60	24.2
R-H, High Density Residential	86.35	10.5
M-M, Medium Density Mobile Home	3.78	.5
<b>Total Residential</b>	<b>749.63</b>	<b>91.0</b>
B-P, Planned Business	7.20	.9
B-L, Limited Business	1.95	.2
B-G, General Business	20.52	2.5
C, Commercial	17.30	2.1
I-G, General Industrial	27.96	3.3
<b>Total Business &amp; Industrial</b>	<b>74.93</b>	<b>9.0</b>
<b>TOTAL</b>	<b>824.56</b>	<b>100.0</b>

Source: Foxfire Community Planning and Development

**Residential Zoning**

While 64.7% of the land use in the WSN is residential, over 90% of the land is zoned for residential uses. Of this 90%, approximately 10% is public park land. At the same time, less than 5% of the existing land use is devoted to business activity while almost 10% of the land is zoned for commerce and industry. What is somewhat deceiving in this comparison is that public land uses fall into either a residential or commercial/industrial type zone. For instance, City Park, the golf course, and the Cemetery are zoned R-L, Low Density Residential, while Lee Martinez Park is zoned I-G, General Industrial.

Though the WSN's largest zone is the R-L, Low Density Residential (459.90 acres), there are several other smaller zoning categories scattered throughout including M-M, Medium Density Mobile Home (3.78 acres), and B-L, Limited Business (1.95 acres). In the central portion of the WSN, a large area had been zoned R-M, Medium Density Residential, but, in 1980, the residents successfully petitioned the City to "down-zone" their property to R-L, Low Density Residential, in an effort to maintain the stability of this area. There are a few other areas of the WSN where "down-zoning" may be appropriate.

A large linear zone of R-H, High Density Residential, borders the east boundary of the WSN. This zone extends from just short of Lee Martinez Park on the north to CSU on the south and has served as a transition zone between the residential core neighborhood and the business zones to the east. This area has experienced some change from single family residential to multi-family residential, office, and commercial uses.

#### Commercial Zoning

The WSN contains two areas of C, Commercial, two areas of B-L, Limited Business, and one area of B-G, General Business, zoning.

The B-G, General Business, zone district includes a contiguous area of downtown Fort Collins and the campus shopping area which contains some neighborhood-serving business uses. The campus shopping area is centered at the intersection of College Avenue and Laurel Street, and extends north to Mulberry Street, and west to the alley between Mason and Howes Streets. The campus shopping area also spills over into the residential neighborhood and extends along the Laurel Street frontage to the east side of the alley between Loomis and Whitcomb Streets.

The two C, Commercial, zone districts are on the northeastern edge of the neighborhood -- one on the triangle formed by Wood and Elm Streets and the railroad right-of-way which contains a sewer pipe factory, and the other consisting of approximately four square blocks north of City Hall with residential, office, and commercial uses.

The two B-L, Limited Business, zone districts are the Park Plaza Shoppette adjacent to City Park and the neighborhood shopping area which straddles two corners on the north side of the Shields/Mountain intersection.

There is also a B-L, Limited Business, zone district just outside of the WSN boundaries (as defined by this Plan) at Mulberry Street and Shields Street. It consists of a convenience store, service station, and garage. In the M-M, Medium Density Mobile Home, district north of LaPorte Avenue just east of the city limits, there is a row of shops offering services to the neighborhood including a laundromat and a lawn mower repair shop.

There are several pre-existing or legal non-conforming uses scattered through the neighborhood including a beer distributing plant at Loomis and Elm Streets and several older buildings which were originally used as grocery stores but are now used as housing or are presently vacant. These are mostly located in the Holy Family section of the neighborhood.

## FINDINGS AND ANALYSIS

The WSN is generally a stable and well kept older residential neighborhood and should be conserved into the foreseeable future. Its age and condition of its existing structures complement the downtown providing a rich variety to the city.

A defined buffer area would be useful between the residential portions and the downtown business district to provide a true mixed use transition area between the single family residential core and the higher intensity business uses of the downtown.

The residential core could be further stabilized by curtailing changes from single family to multi-family housing, particularly in the R-L, Low Density Residential, portions of the neighborhood. Some stable single family portions of the WSN that are zoned R-M, Medium Density Residential, could benefit from one of two alternatives: (1) rezoning to R-L, Low Density Residential; and/or (2) zoning limited to the guidelines for the conservation sub-area under the Land Development Guidance System (LDGS).

Multi-family redevelopment should be encouraged in selected areas of the neighborhood to buffer the residential core from business uses and to provide housing opportunities for some residents. These selected areas are found along the north and south edges of the WSN and the downtown edge.

The residential blocks facing Shields Street present a special problem for the neighborhood to address. The current R-M, Medium Density Residential, zoning north of LaPorte Avenue may result in additional redevelopment to multi-family use. South of LaPorte Avenue, the conservation of single family uses along the face blocks is desirable over the long term. The Mantz Addition, located between Laurel and Mulberry Streets, is a newer subdivision with deeper setbacks and better siting of units in relation to Shields Street. The neighborhood residents have expressed a strong desire to retain single family uses along Shields Street.

Future land use policies and actions need to be coordinated with the establishment of an arterial traffic circulation system based on the one mile grid. (See discussion in Chapter 5.)

There does not seem to be a need to expand neighborhood convenience commercial in any existing or new locations; residents are satisfied that what they have meets their needs.

Canyon Avenue is a special street that needs special design treatment by both the public and private sectors to enhance the neighborhood as well as the cultural center of the city. It is now anchored by the Lincoln Center. The City government and Canyon Avenue property owners could mutually benefit by establishing a Local Improvement District to create and maintain a design environment which enhances residential development to the west and is compatible with the mixed commercial uses to the east. The district could include landscaping, street furniture, paving, lighting and sculptures. Redevelopment in this area should retain, or replace and add to, the existing neighborhood and office-serving uses.

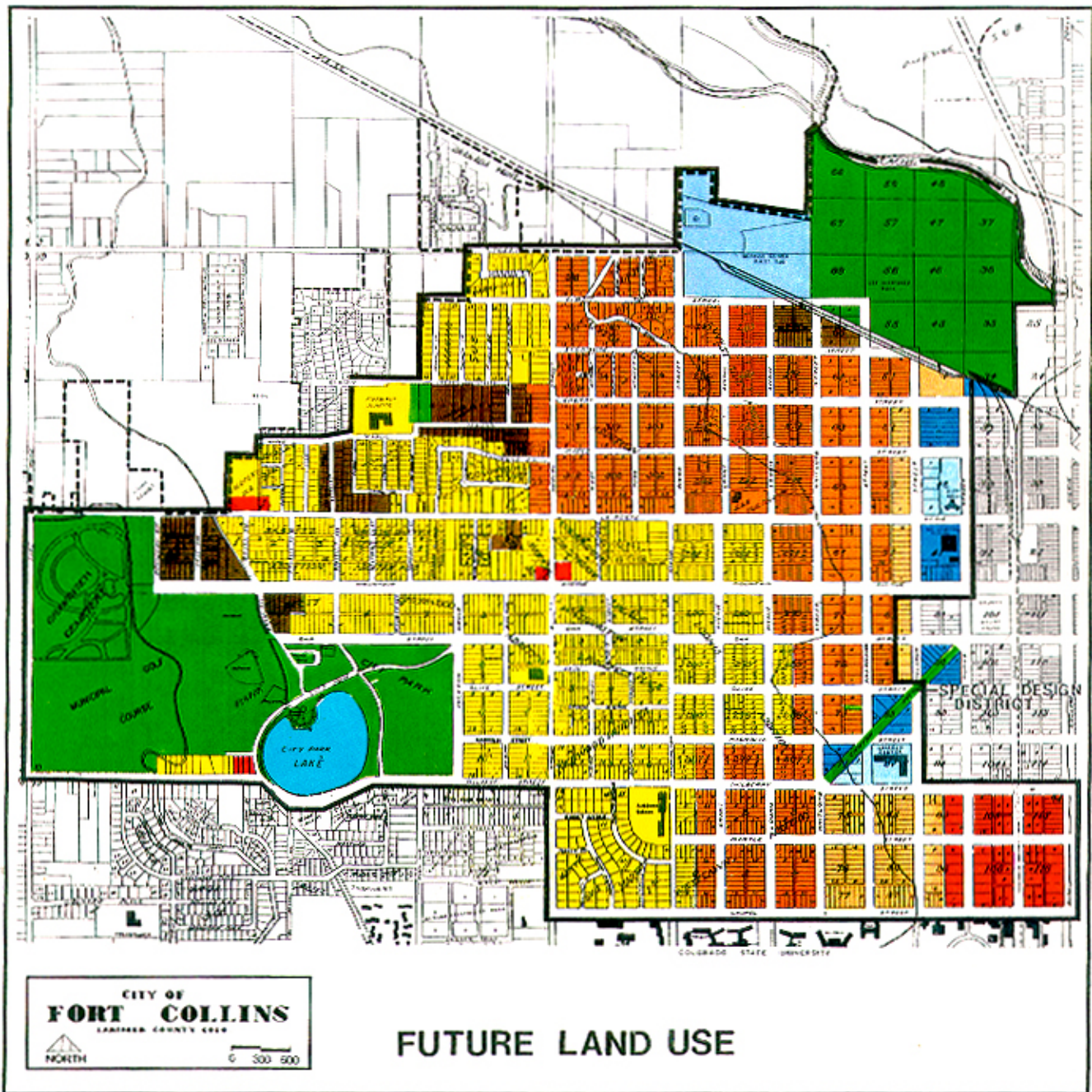
New multi-family developments need to be reviewed under a set of design guidelines that integrate projects architecturally and from a site planning standpoint with the existing structures and layout fabric of the immediate vicinity.

Further impacts from CSU -- parking, housing-overcrowding, commercial conversions or redevelopment, and traffic -- need to be specifically addressed and mitigated in the future by developing new programs and plans in cooperation with the CSU administration. In short, the City should forestall any future deterioration of the neighborhood in the vicinity of CSU by implementing positive programs of corrective action. In addition, the southeast corner of the WSN (the six block area south of Mulberry Street) is both visually and organizationally incoherent. All uses would benefit by a unified image characterized by public ROW improvements, design guidelines, and joint promotion and marketing activities. Design elements for consideration include facade signage, ornamental lighting, street furniture, and brochures describing the shops and services in the area. Mixed uses of residential above expanded retail shops and good pedestrian circulation should also be encouraged.



Existing land use and zoning are reasonably matched in the R-L, Low Density Residential, and R-M, Medium Density Residential, portions of the neighborhood, the Holy Family section being an exception to this observation since there are still large numbers of single family residences in the R-M Zone. The R-H, High Density Residential, zone and the business related zones still have a number of single family residences existing in them indicating that a transition is in process.

The small neighborhood commercial areas need to be up-graded utilizing a combination of private and public funds to improve the existing structures, site landscaping, and parking areas. The City could make it's Capital Improvement Program and Community Development Block Grant funds available to improve the public ROW if owners agree to improve building facades. The result would be improved access, parking, building appearance, and landscaping.



**LEGEND**

- |   |   |   |                                     |
|---|---|---|-------------------------------------|
|  | RETAIN OR CONVERT TO SINGLE FAMILY      |  | RETAIL/MIXED USE REDEVELOPMENT AREA |
|  | NEIGHBORHOOD CONSERVATION AREA          |  | BUSINESS/FINANCIAL                  |
|  | RESIDENTIAL REDEVELOPMENT (BUFFER) AREA |  | PARKS                               |
|  | RETAIN OR CONVERT TO MULTI-FAMILY       |  | PUBLIC                              |

## LAND USE PLAN

### Introduction

The land use plan for the WSN reinforces and builds on the existing land use pattern that has evolved over the years and is intended to conserve and enhance the neighborhood's valuable assets. There is also a strong emphasis on coordinating the land use plan with the establishment of a traffic circulation pattern that protects the land use plan by directing neighborhood and community traffic to designated primary corridors. These corridors are limited in number and are not anticipated to be changed. Map 3-B depicts the future land use plan for the WSN and should be referred to as often as necessary in order to clarify the intent of the policies presented below.

### Goal Statement

The existing land use pattern in the WSN should be retained in order to further stabilize the neighborhood's physical condition and enhance its quality of life. The buffer transition areas should be defined and uses within them carefully regulated.

### Policies

General policies for the entire WSN are described first below followed by specific policies for sub-areas.

LU-1. In conjunction with retaining and enhancing the existing land use, new development and redevelopment will be encouraged only in selective areas where:

- o physical deterioration exists;
- o speculation and redevelopment have made it impossible to retain the existing character;
- o existing transportation corridors have created stabilization problems to present land uses;
- o future increased traffic loads on planned transportation corridors will continue to further destabilize land uses.

LU-2. Property values should be maintained through clearly stated and enforced regulations and guidelines for change. Use of the LDGS should be encouraged in transitional areas of the neighborhood but not in the stable residential core; limited use of the LDGS in the residential conservation areas is recommended.

LU-3. Reviews of proposed development should separate overall neighborhood issues and concerns from those of the adjacent property owners. Decisions concerning conflicts should be based on the relative importance of the general versus individual welfare.

LU-4. Industrial uses along the northeast edge of the neighborhood are discouraged and existing industrial uses should be screened with trees and other landscaping both from Lee Martinez Park and the adjacent residential areas. Quality, park-oriented mixed use redevelopment is encouraged along College Avenue from Cherry Street to the Poudre River consistent with Plans for the Poudre River Trust Area.

LU-5. The B-L, Limited Business, zone districts within the neighborhood should be retained and physically improved. There is no need for major expansion of these areas.

LU-6. Vehicular, bicycle, and pedestrian access to neighborhood-serving commercial uses within and adjacent to the area should be maintained.

LU-7. A study group should be created including representatives from the WSN, Downtown, The Poudre River Trust, the Planning Department, the Parks and Recreation Department, and other appropriate agencies, to explore a planned redevelopment of the vacant lands and old industrial uses at the southeast edge of Lee Martinez Park (along Elm, Cherry, and Wood Streets and College Avenue) into a quality park-oriented residential or office mixed use "gateway" area.

LU-8. Take advantage of opportunities offered by proximity to parks and open space corridors to enhance and, where appropriate, promote quality redevelopment of adjacent vacant and industrial properties.

Special land use planning areas (See map 3-B for general locations and Appendix A for design standard comparisons) are defined for the WSN with future land use planning directions as follows:

#### East Buffer Area

This sub-area is located between WSN and downtown. The East Buffer Area should be a transition area between the residential portion of the neighborhood and high intensity uses of the downtown. The transition should be made in terms of the uses and scale of development that is encouraged through redevelopment.

o Encourage the following uses:

- low intensity professional offices and personal service shops;
- single family, multi-family, boarding, rooming and "bed and breakfast" structures;

- parks or similar public or non-profit quasi-public recreational uses;
  - schools, churches;
  - second units such as basement apartments, carriage apartments or in-house apartments;
  - child care centers;
  - group homes and elderly retirement homes.
- o Encourage conversions or changes of use from residential to business in residential structures or from single family to multi-family in the same structure.
  - o Review criteria for conversions (re-use of existing residential structures) which:
    - meet off-street parking requirements;
    - encourage preservation of existing structures where appropriate;
    - offer compatible exterior and architectural style of renovated structures and new construction;
    - require change of use to be compatible with the intent of the Plan;
    - create no new land use conflicts in the surrounding neighborhood environment;
    - do not significantly affect existing traffic flow;
    - do not exceed existing noise levels of neighborhood;
    - allow conversions uses -- residential to commercial as follows:
      - + restaurants,
      - + offices,
      - + service retail,
      - + multi-family - 4-plex maximum in same structure,
      - + minimum of 600 sq. ft. of floor area per unit (large efficiency or small one-bedroom).
  - o Encourage the rehabilitation of structures where appropriate.
  - o Discourage demolitions unless the structures have deteriorated significantly.
  - o Encourage redevelopment of marginal or vacant parcels at a residential scale and character.
  - o Allow multi-family redevelopment (new construction) up to 24 units per acre with architectural review except as allowed by incentives which are described in the housing chapter (see Chapter 4).
  - o Conserve residential structures with historic preservation potential.

- o Encourage use of planned developments or the LDGS for proper site planning and institute design guidelines which:
  - maintain similar setbacks for buildings - minimum is 20 feet;
  - match existing sidewalk layout & entry walks;
  - offer off-street parking - use of underground is preferred or oriented to rear of structure;
  - maintain height limit of 35 feet;
  - maintain compatible exterior architectural style with variations given the scale of the project: small projects (1-3 lots) should be very similar architecturally to surrounding uses; larger projects can be more innovative in terms of style and scale; be concerned in both sizes of projects with:
    - + siding materials,
    - + roof lines,
    - + proportions of glass to walls on street-facing side,
    - + window and door treatments,
    - + entry ways and structure setbacks,
    - + proportion of wall width to wall height - primarily the street-facing side,
    - + building placement on the site - avoid angle placements when surrounding structures are perpendicular to the street,
    - + driveway arrangements that avoid large areas of paving;
  - integrate street and alley accesses where alleys are available;
  - encourage larger projects to:
    - + enhance pedestrian access and movement,
    - + coordinate with Transfort if bus stop is in front,
    - + provide handicapped accessibility and parking,
    - + provide good landscaping that enhances the structure,
    - + provide a multi-family open space requirement of 40%,
    - + provide adequate street trees in cooperation with city programs.

#### Conservation Areas

These areas are primarily single family residential but some redevelopment to low density multi-family residential has already taken place. Conservation of the low density residential character is of primary concern here and redevelopment (new construction) is not encouraged.

- o Uses Allowed:
  - churches, schools and public/quasi-public recreational uses;
  - accessory uses;
  - accessory dwelling units such as basement apartments;
  - group homes
  - site plan review required;
  - single family homes;
  - multi-family dwellings.
- o Primary use is intended to be single family residential.
- o Conserve existing residential character - protect from transitioning to more intense uses.
- o Allows conversions of older single family residences to multi-family, no more than 3-plex; minimum of 800 sq. ft. of floor area per unit to provide affordable housing opportunities.
- o Criteria for conversions (re-use of existing residential structures):
  - use of LDGS or other special review procedure is mandatory;
  - conversions must meet off-street parking requirement;
  - site plan review required;
  - architectural integrity of original structure must be maintained;
  - see review criteria for Buffer Area except that all conversions must be residential.
- o Demolitions are discouraged unless the structures have deteriorated significantly.
- o New construction is permitted as follows:
  - all projects, both small and large, must relate architecturally with surrounding uses; follow design guidelines for Buffer Area above for large and small projects and new construction;
  - use of the LDGS system or other special review procedure for all projects which integrate these design guidelines;
  - density limits for new multi-family not to exceed 7-8 units per acre;
  - height limit of 30 feet;
  - open space requirement for multi-family is 50%.

**Residential  
Multi-Family**

Existing R-M, Medium Density Residential, zone districts are intended to be retained. The sub-areas are located primarily in northern and southern edges of the WSN. In order to provide affordable housing in the neighborhood, these areas are targeted for low to moderate density multi-family redevelopment.

- o Allow the same uses as in Conservation Area, i.e. primarily residential.
- o Allow mix of older single family homes and multi-family structures in order to provide housing for residents and students.
- o Encourage redevelopment to medium density multi-family residential of no greater density than 12-15 units per acre.
- o Use design guidelines for Buffer Area to control architectural character.
- o Maintain height limit of 35 feet.
- o Require minimum open space for multi-family uses of 45%.
- o Encourage the rezoning and redevelopment of industrial and marginal residential uses along proposed Vine Parkway (described in Chapter 5) to multi-family with strong connections to Lee Martinez Park. These uses can act as a buffer to the inner core of the neighborhood's single family uses.
- o Through streetscape treatment (tree planting and landscaping), new development, and suggestions to the owner, buffer the distribution warehouse at Loomis and Elm Streets.
- o Encourage the use of the LDGS process for all developments.
- o Reinforce multi-family character along Laurel Street (that is university related) from Whitcomb to Loomis Streets, for example, rooming houses, fraternities, sororities, etc.

**Single Family**

Consisting primarily of the R-L, Low Density Residential, zone areas in the heart of the neighborhood, these sub-areas are to retain their single family detached character and be protected from the threat of zoning changes.



- o Uses Encouraged: limit to single family (offering opportunity to provide housing for families with children) and group homes by special review.
- o Propose some rezoning of R-M, Medium Density Residential, to R-L, Low Density Residential, in selected areas.
- o Use R-L, Low Density Residential, as a true single family zone - i.e. the neighborhood areas of unbroken single family stability.
- o Drop the use of the LDGS in these areas.
- o Limit on-street parking near the CSU by parking meters or other means (see Chapter 5).
- o Enforce occupancy rules for all residential units.
- o Maintain the Mountain Avenue boulevard as a landscaped east/west neighborhood design element.
- o Conserve residential land use along LaPorte Avenue.

City Park Edge

Located on the northern edge of City Park, and currently zoned R-M, Medium Density Residential, this small area should redevelop into top quality multi-family units that integrate well with the park.

- o Uses encouraged: same as Conservation Area.
- o Retain the R-M, Medium Density Residential, zone.
- o Encourage high quality condominium and town-house development in current R-M, Medium Density Residential, zone area.
- o Prohibit encroachment of multi-family development into single family core; build out current proposed projects.
- o Establish density limit for multi-family greater than tri-plex at 7.5 units per acre.
- o New construction design standards (multi-family):
  - height limit 30 feet;
  - open space requirement 50%;
  - same guidelines as Conservation Area to control architectural character.

**Mountain-Shields  
Commercial Area**

This sub-area, located in the heart of the neighborhood, has a visual impact on adjacent residential uses and provides a much-needed and utilized grocery store.

- o Encourage owners to:
  - improve building exterior with landscaping;
  - stripe and landscape parking lots.
- o Encourage City to:
  - improve public ROW and landscaped access;
  - define street edge better with new curbs and gutters;
  - assure that street improvements do not diminish the Beaver's Market parcel.

**Canyon Avenue Area**

This diagonal street offers a special opportunity for quality design as a transition to adjacent residential uses.

- o Designate as special design street linking the Lincoln Center with downtown Fort Collins.
- o Develop a Local Improvement District with a consistent streetscaping image and theme to:
  - improve circulation in the area;
  - increase business volumes;
  - protect residential uses to the west.
- o Utilize criteria for this area in conjunction with the Downtown Plan.
- o Integrate open spaces around Lincoln Center into the street design.
- o Follow uses and design criteria for East Buffer Area.

**Campus  
Commercial Area**

This sub-area exists in the vicinity of Laurel Street and College Avenue and is intended to serve the retail needs of the university community. It is included in the WSN because it was excluded from the East Side Neighborhood and Downtown Plans. This sub-area is part of old Fort Collins and affects adjacent residential portions of both the east and west side neighborhoods.

- o Encourage the reactivation of the Midtown Merchants Association and establishment of a Local Improvement District to:
  - improve mix of stores and services;
  - retain or improve existing quality of stores;

- increase sales volume;
  - promote joint marketing efforts;
  - enhance visual image;
  - organize parking and pedestrian circulation;
  - find appropriate location for future structured parking for students and businesses in a joint City and CSU development project.
- o Encourage appropriate new development and adaptive re-use of sound older structures for mixed residential and commercial uses.
  - o Contain the campus commercial area by not permitting additional commercial development along Laurel Street west of the alley between Whitcomb and Loomis Streets.

### **IMPLEMENTATION ACTIONS**

The following actions need to be taken by the City and the neighborhood to ensure that the land use section of this Plan is implemented over the years to come.

1. The Planning and Zoning Board and City Council should adopt the Plan. Include in the adoption a schedule for implementing the recommendations of the Plan with a minimum time frame of five years.
2. The WSN residents should formalize a development review structure and process within their neighborhood organization(s) in order to facilitate neighborhood-wide communications and responses concerning proposed land use changes. The City needs to develop a notification process on neighborhood land use change issues.
3. When reviewing new development proposals, the City planning staff should evaluate such proposals according to specific policy statements in the Plan.
4. The City and the neighborhood should develop a capital improvements list which identifies those public improvements that, when constructed, will improve the overall land use pattern of the neighborhood.
5. The City should develop a set of new zoning districts by combining the recommendations of the West Side and East Side Neighborhood Plans and the Downtown Plan. Present these for review and approval in 1990.

6. The City should make appropriate changes to the LDGS and the R-L, Low Density Residential, zone to eliminate the use of planned unit developments in this zone.
7. Subsequent to Plan approval, the City planning staff needs to schedule some in-depth discussions of the Plan's intent and content with the different private development-related groups in the community. The purpose of these sessions is to further legitimize the Plan and explain its content.

**EXISTING CONDITIONS****Introduction**

The WSN of Fort Collins is composed of more than 20 subdivisions that developed from the town's earliest days to the present time. The character of the area is predominantly low density residential, mostly single family, older homes.

**Development Pattern**

The general pattern of development in the WSN was from the east to the west. The area developed as a series of residential subdivisions. While a general pattern of relatively wide streets with mid-block alleyways prevailed, little more could be said for continuity in planning: streets between subdivisions often did not line up; new street patterns were frequently used; and block sizes and shapes varied greatly. Although the overall urban plan may seem haphazard, the area is unified by a generally stable, residential character of older homes set on relatively large lots. Wide streets with mature landscaping add to the cohesiveness of the area.

Historically, the WSN developed as Fort Collins itself began to grow and prosper. After 1872, the original town site of Fort Collins developed in four quadrants, each with its own distinct character. At the northeast is Old Town, bounded by College and Mountain Avenues. Its streets are narrower and at a 45 degree angle to the rest of town. This area contains many fine examples of late 19th century commercial architecture. The second quadrant is Fort Collins' earliest residential area the Laurel School Neighborhood, which developed from about 1880 through 1930 and is located south of Old Town, bounded by Mountain Avenue on the north, College Avenue on the west, and Prospect Road on the south.

The other two quadrants are located within the WSN. Starting in the northwest, the third quadrant known as the Holy Family Neighborhood is located in the area north of LaPorte Avenue and west of Mason Street. The neighborhood gets its name from the Holy Family Church, which is located on the southeast corner of Whitcomb and Cherry Streets. This area developed between about 1900 and the 1930's as a predominantly working class neighborhood of modest sized houses. The homes are simply styled (vernacular) and only vaguely reflect the architectural styles popular at that time. Most of the houses are of wood frame construction although brick was also used. The most common architectural types in the Holy Family

Neighborhood are the Hipped Roof Box and the Classic Cottage, although houses based on the California Bungalow as well as earlier Victorian styles are also common. While the houses in the neighborhood are modest in size, they have generally been placed on fairly good sized lots. This, combined with the wide streets, tends to give the area a gracious air which is not often found in working class neighborhoods.

The fourth quadrant to develop is the area south of LaPorte Avenue and west of College Avenue. This area, not far behind the Laurel School Neighborhood in its development, extends west to Shields Street and south to the CSU campus. Referred to as the Southwest Side, the area is predominantly residential in character, with development beginning in the 1880's, but mostly built up after the turn of the century by Fort Collins' merchant, professional, and middle classes. The Loomis Addition in 1887 was the first annexation to the original town plat. The houses in this area are generally larger than those found in the Holy Family Neighborhood, and are built in a variety of architectural styles. The styles include the American Foursquare, Classic Cottage, Bungalow, Hipped Box, Queen Anne, as well as other post-Victorian and revival styles.

While the area west of Shields Street is also predominantly residential in character, this area did not develop until much later than the four quadrants just described. There are only a handful of 19th century structures located west of Shields Street, and most of the pre-World War II homes are found along Mountain Avenue, LaPorte Avenue, and around City Park.

The historical information presented in this Plan was compiled from two sources: "Fort Collins Yesterdays" and "Holy Family Neighborhood Architecture and History, A Fort Collins Neighborhood History Project."

#### Type and Extent of Historic Buildings

As a result of the pattern of development, most of the older, historic buildings in the WSN are located in the roughly triangular shaped area having its base along College Avenue and its apex at Grand View Cemetery. Mountain Avenue is the spine running down the middle of this triangle. While most of the historic buildings in the WSN are single family residential, there are several important commercial structures, mostly to the east near downtown. There are also several older public buildings, such as schools and churches, located throughout the area.

Age of Structures

The WSN presently has 3,505 year-round housing units which are located in 2,968 structures. Almost 30% of the structures were built before 1920, and almost 50% were built before 1940. By 1979, the WSN was essentially built-out. New residential construction has primarily been multi-family redevelopment as replacements for older structures.

Between 1980 and 1987, 52 new structures were built in the WSN. Ten of these units are in one townhouse Planned Unit Development (PUD) located on Mountain Avenue. Two other new multi-family structures (10+ units) are both located near Myrtle Street between Whitcomb and Sherwood Streets. The remaining 20 structures are single family or duplexes/triplexes.

Table 4-1  
Year of Construction  
For Residential  
Structures

<u>Year</u>	<u>Number</u>	<u>Percent</u>
Pre 1900	117	3.91%
1900-1919	770	25.77%
1920-1939	573	19.18%
1940-1959	862	28.85%
1960-1979	614	20.55%
1980-1987*	52	1.74%
Total	2,988	100.00%

\* Figures include January through August of 1987.

Source: Residential property printout provided by the County Assessor's Office.

Number of  
Housing Units

Between 1970 and 1987, the number of housing units in Fort Collins grew from 13,838 to 32,823. However, the total number of housing units in the WSN only increased slightly between 1970 and 1987 because there was little vacant land remaining. According to the 1970 Census, the neighborhood had 3,457 year-round housing units; it now has 3,505. However, the total number of year-round housing units in the neighborhood was actually higher in 1980 than in 1987. As Table 4-2 shows, there was a slight increase in total number of housing units from 1970 to 1980 but the trend has reversed in the last seven years. That is the pattern in two of the three Census Tracts which comprise the WSN, but not in Tract 1. (See Map 2-A.) The total number of year-round housing units in Tract 1 has steadily declined from 355 to 234 in the last 17 years.

## Types of Housing Units

Tract 1, which is in the eastern portion of the neighborhood, has not only shown a decline in the total number of housing units, but has also shown a significant change in types of housing units. There are now fewer single family units than in 1970 as well as fewer two- to nine-unit structures. Thus, the decline in total housing units for that Census Tract has been most keenly felt in single family and small, multi-family units. On the other hand, Tract 4, in the western portion of the WSN, has actually gained single family structures. The central portion of the WSN, Tract 2, has remained fairly stable for single family and two- to nine-unit structures. In that census tract, much of the increase has been in structures that have ten or more housing units. Table 4-2 shows the types and number of housing units for each census tract.

## Ownership Patterns

In 1980, according to the Census information, more than half (53.5%) of the occupied housing units in the WSN were renter-occupied, an increase of almost 8% in the 10 years since the previous Census. The WSN changed from a predominantly owner-occupied neighborhood to a renter-dominant one from 1970 to 1980. Tract 2, the core of the neighborhood, closely reflects the total neighborhood pattern. On the other hand, Tract 4, which is to the west of Shields Street, still remained predominantly owner-occupied as of 1980. Tract 1, adjacent to the downtown area, has been heavily renter-occupied since at least 1970. Less than one-fourth of the occupied housing units in that Tract are owner-occupied. Table 4-3 shows that Tract 2 parallels the WSN owner-occupancy profile while Tract 4 is slightly more owner-occupied than average and Tract 1 is significantly more renter-occupied.



Table 4-2  
Year-Round Housing  
Profile By Census  
Tracts for 1970,  
1980 and 1987

	Tract 1		
<u>Housing Units</u>	1970	1980	1987
1 unit	196	191	158
2-9 units	114	51	45
10 or more	45	41	39
<b>Total</b>	<b>355</b>	<b>283</b>	<b>234</b>

	Tract 2		
<u>Housing Units</u>	1970	1980	1987
1 unit	1,444	1,728	1,681
2-9 units	495	348	300
10 or more	118	105	181
<b>Total</b>	<b>2,057</b>	<b>2,181</b>	<b>2,162</b>

	Tract 4		
<u>Housing Units</u>	1970	1980	1987
1 unit	733	860	849
2-9 units	271	210	220
10 or more	41	45	40
<b>Total</b>	<b>355</b>	<b>283</b>	<b>234</b>

	Total WSN		
<u>Housing Units</u>	1970	1980	1987
1 unit	2,373	2,779	2,688
2-9 units	880	609	565
10 or more	204	191	260
<b>Total</b>	<b>3,457</b>	<b>1,115</b>	<b>3,505</b>

Source: The 1970 and 1980 U.S. Census. The 1987 figures are based on the current land use map and a field check of the neighborhood completed by Bramhall and Associates.

Table 4-3  
Ownership Patterns  
For Occupied Housing  
Units By Census  
Tracts For 1970  
and 1980

	Tract 1	
<u>Occupied Units</u>	1970	1980
Owner	100	61
Renter	240	199

	Tract 2	
<u>Occupied Units</u>	1970	1980
Owner	1,104	967
Renter	868	1,095

	Tract 4	
<u>Occupied Units</u>	1970	1980
Owner	601	547
Renter	417	519

	Total WSN	
<u>Occupied Units</u>	1970	1980
Owner	1,805	1,575
Renter	1,525	1,813

Source: The 1970 and 1980 U.S. Census.

**Average Rent and Value**

The City of Fort Collins had an average housing unit value of \$67,800 in 1980. The WSN at that time had values which were considerably lower. The western portion had an average housing unit value of \$56,200 and the eastern portion had an average value of \$51,100 according to the Census. Average rent figures also followed the east/west pattern with rates lowest near downtown and highest west of Shields Street. In fact, average rent in Tract 4 was higher than for the City of Fort Collins. Table 4-4 shows the pattern of average rents and values.

**Table 4-4  
Average Rent and Value of Housing Units By Census Tracts For 1980**

<u>Rent/Value</u>	<u>Tract 1</u>	<u>Tract 2</u>	<u>Tract 4</u>	<u>Ft. Collins</u>
Rent	\$ 175	\$ 209	\$ 255	\$ 232
Value	\$51,100	\$51,800	\$56,200	\$67,800

Source: The 1980 U.S. Census.

**Transactions**

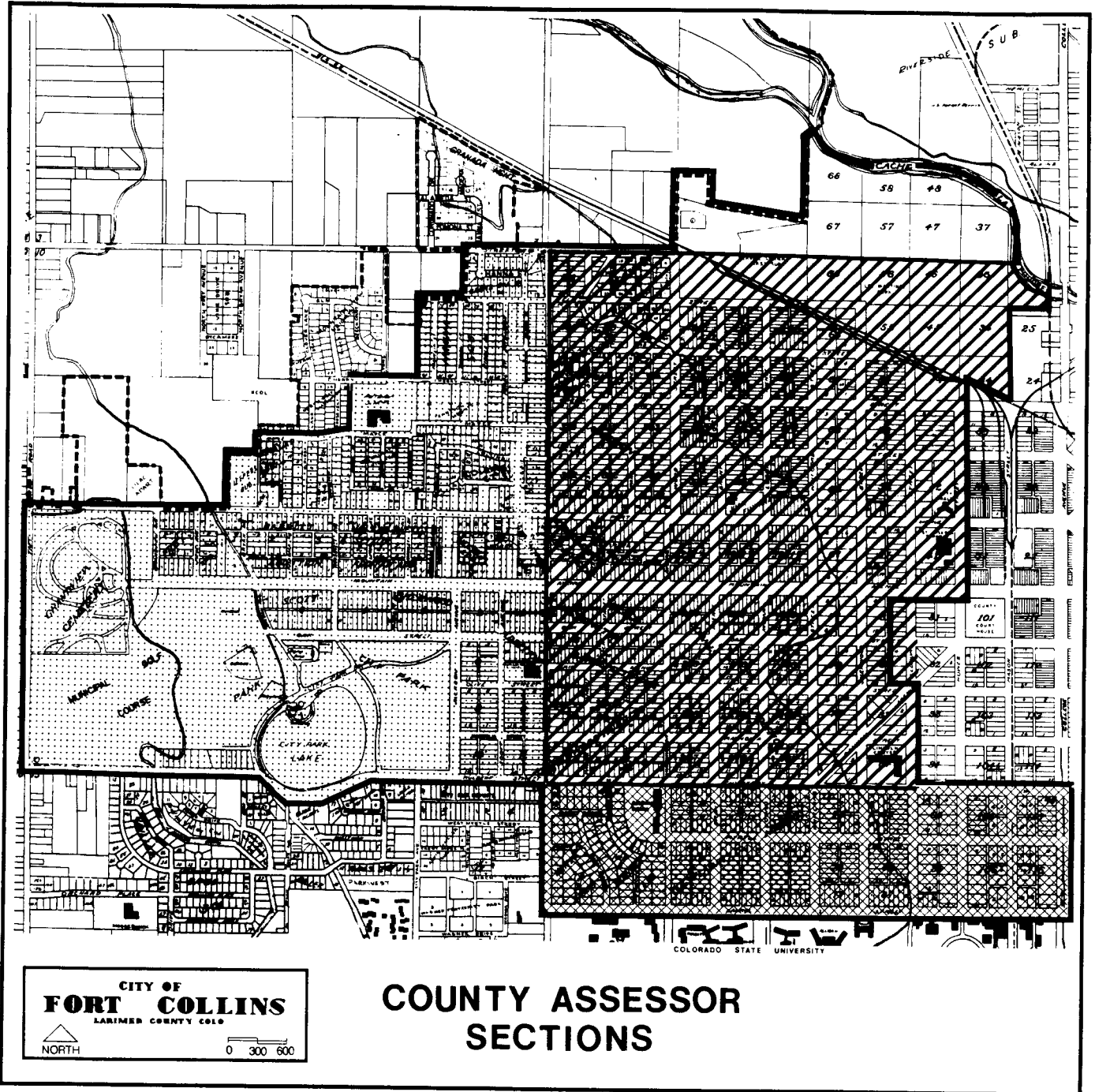
Between 1980 and 1987, according to the County Assessor's information (See Map 4-A.), the average transaction values in the WSN ranged from approximately \$43,500 in sub-section 11-2, which is to the southeast of Vine Drive and Shields Street, to \$64,300 in sub-section 10-4, near City Park. (The \$78,300 value for sub-section 10-2 is skewed because there were several large parcel transactions.) Figures in Table 4-5 are based on recording fees and do not include properties which were quick-claimed or in other ways transferred because there was no recording fee on which to base their sales price.

Between January and August of 1987, the transaction values of residential property in the area just south of Vine Drive and east of Shields Street, for which there was a recording fee, continued to be the lowest in the WSN. The western portion continued to have the highest sales values.


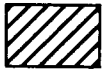

**Table 4-5  
Sales Transaction Values By Sub-Sections For January 1980 to August 1987**

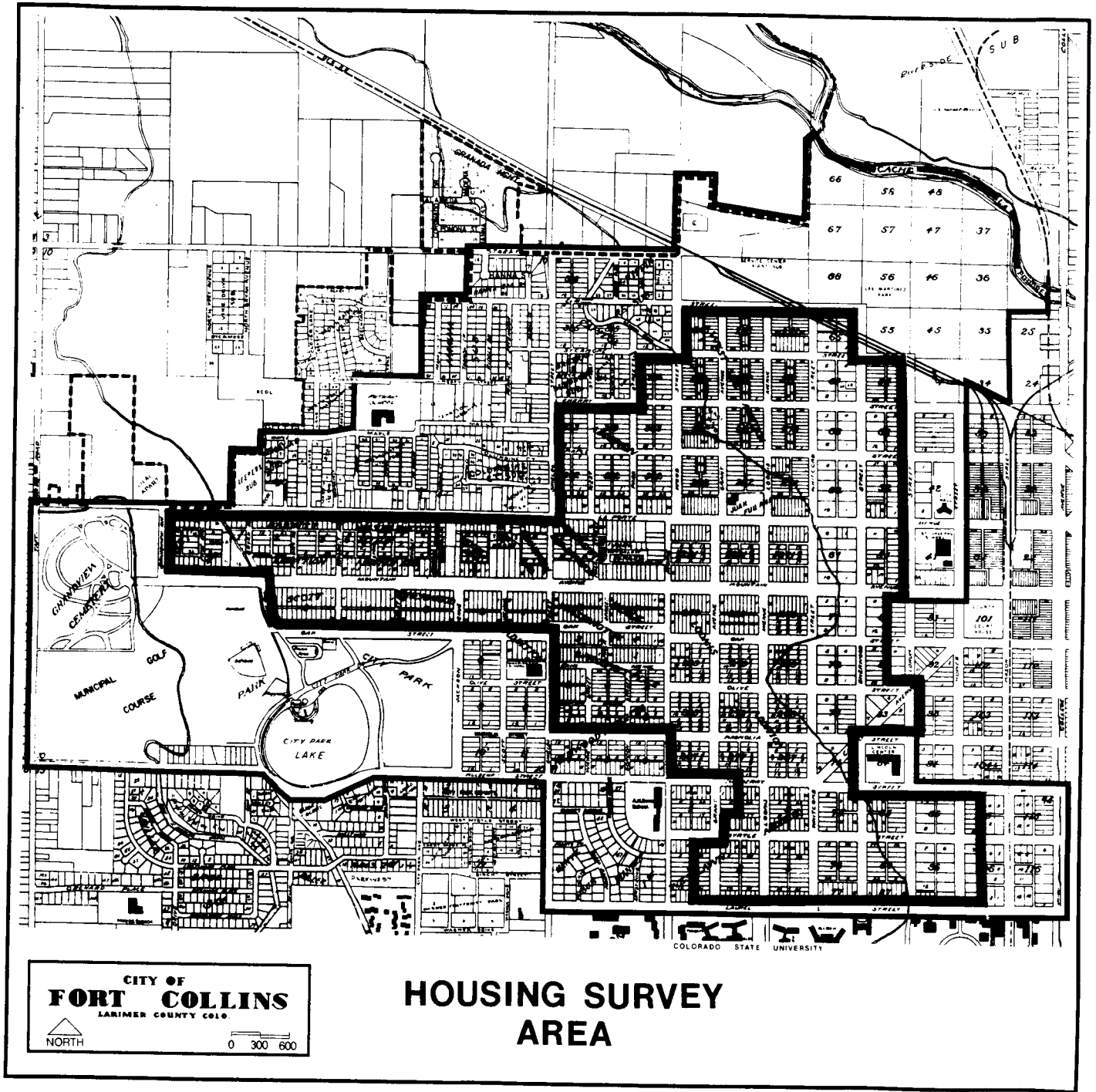
<u>Sub-Section</u>	<u>1980-1987</u>	<u>1987</u>
10-1	\$51,800	51,700
10-2	\$78,300	65,000
10-3	\$55,000	53,300
10-4	\$64,300	65,000
11-1	\$44,100	30,000
11-2	\$43,500	42,000
11-3	\$50,200	63,100
11-4	\$54,400	53,300
14-1	\$55,600	51,600
14-2	\$62,600	61,700

Source: Residential property printout provided by the County Assessor's Office.



**LEGEND**

-  SECTION 10
-  SECTION 11
-  SECTION 14



CITY OF  
**FORT COLLINS**  
LARIMER COUNTY COLO.



NORTH

0 300 600

**HOUSING SURVEY  
AREA**

**LEGEND**



**SURVEY AREA**

**Condition of Housing**

Of the nearly 3,000 structures in the WSN, the exteriors of 1,619 were examined by a windshield survey in November 1987, using the U.S. Department of Housing and Urban Development "Housing Inspection Manual; Section 8 Existing Housing Program" guidelines. The area surveyed was the portion of the WSN with 50% of the structures built before 1940 (See Map 4-B). The standards used to determine the appropriate category for each of the structures were:

1. The roof must be structurally sound and must be weather-tight.
2. The exterior wall structure and the exterior wall surface must not have any serious defects such as serious leaning, buckling, sagging, large holes, or other serious damage to the structure or defects that would result in air infiltration.
3. The condition and equipment of exterior stairways, porches, walkways, etc., must not present a serious danger of tripping or falling, such as broken or missing steps, loose boards, etc.

The overwhelming majority of structures observed are in good to excellent condition. Less than 1% are considered to be in poor condition. The 13 structures which are rated as poor are located throughout the neighborhood; however, more of these are in the eastern portion of the WSN.

One area of concern is adjacent to downtown where commercial uses are gradually eroding the residential character, and where many buildings still in use as residential structures have been converted from single family use to multi-family apartments. The other area of concern is between Laurel and Mulberry Streets where the need for student housing has caused similar problems of single family to multi-family conversions and inadequately maintained rental units.

**Table 4-6  
Condition of  
Housing In the  
Surveyed Portion**

<u>Condition</u>	<u>Number of Structures</u>	<u>Percent</u>
Good/Excellent	1,455	89.9%
Fair	151	9.3%
Poor	13	0.8%
<b>Total</b>	<b>1,619</b>	<b>100.0%</b>

Source: Field survey completed by Bramhall and Associates in the fall of 1987.

Whereas the WSN has remained relatively stable and prosperous over the years, prosperity has introduced a problem for the historic character of the homes in the neighborhood. Home ownership and prosperity has generally meant that owners were able to afford to "update" and "modernize" their homes as the years progressed. While this has resulted in a stable and well maintained neighborhood, from an historic preservation viewpoint it also means that historic buildings have been altered in ways that have often destroyed the original architectural integrity of the buildings. For example, throughout the area there are numerous homes that have had inappropriate siding materials installed, original wood windows replaced by aluminum windows, or that have seen the construction of incompatible porches or other additions. In the cases of the simple houses that make up much of the WSN, these changes can destroy identifying features, leaving the structures with virtually no historic integrity.

## FINDINGS AND ANALYSIS

### Introduction

The WSN is, by and large, composed of relatively stable residential areas, the character of which should be maintained and preserved. However, certain parts of the WSN are threatened by changes in use, poor maintenance of existing structures, and new construction that is incompatible with the existing residential character.

The WSN is experiencing substantial pressure from surrounding areas. The total number of housing units is declining, especially in the portion of the neighborhood that is closest to downtown office and retail use. New construction near CSU has primarily been apartment complexes to serve students.

The trend is for more of the housing units to become renter-occupied. The most stable portion of the neighborhood is in the western part, near City Park. There are also pockets of stability to the east of Shields Street, primarily near Mountain Avenue and the Mantz Subdivision. Conversely, the area surrounding Canyon Avenue is most heavily renter-occupied.

The Holy Family portion of the WSN has the lowest rents and housing values. The renter-occupancy rate is growing and there is some evidence that housing conditions are in a state of transition.

The residential area between Laurel and Mulberry Streets is experiencing considerable pressure due to its proximity to CSU. While the renter-occupancy rate is currently comparable to the WSN as a whole, there is a higher incidence closer to the campus shopping area. There is also more "fair" and "poor" condition housing toward the eastern portion. At this time, the area bounded by Mulberry, Whitcomb and Laurel Streets, and Washington Avenue appears to be comparable to the total WSN but it is strongly influenced by pressures to the east and by student housing needs.

The WSN is one of the oldest in Fort Collins. Almost 50% of the housing stock was built before 1940 and one-fourth was built before 1920. In general, the condition of structures is good, but there is evidence of change. The total number of units is decreasing and the type of unit is becoming more multi-family. The neighborhood is strongly influenced by internal pressures associated with aging structures and by external pressures threatening the neighborhood's continuation as a single family residential area.

**Options for  
Historic  
Preservation**

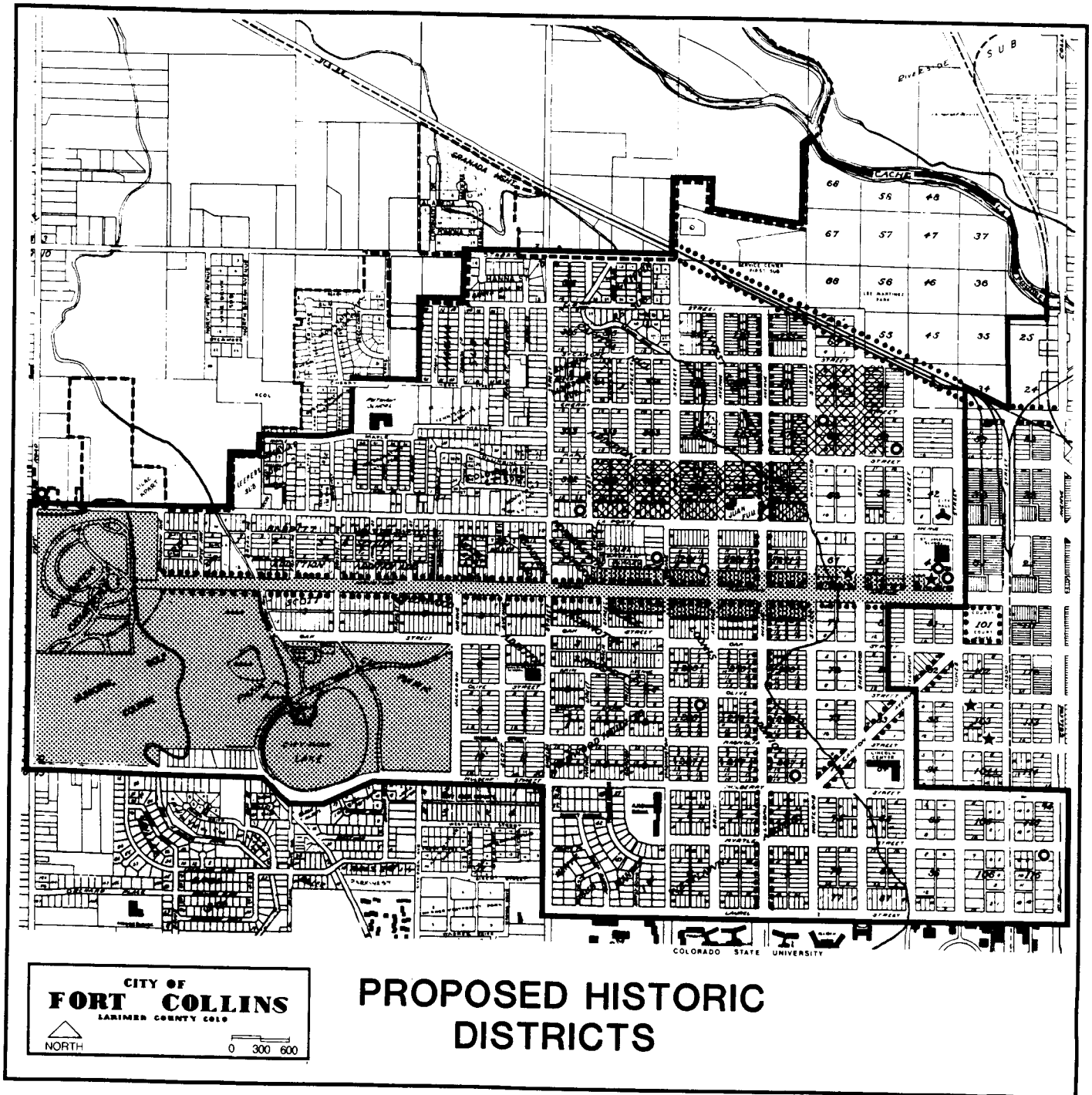
Unfortunately, only a very small percentage of the structures in the WSN qualify, either individually or in districts, for historic designation. The protections usually afforded by historic designation, therefore, simply cannot be made available to much of the WSN. This is in contrast to the east side, a large part of which is already on the National Register of Historic Places. It is, therefore, important to keep in mind that when the need to preserve the existing residential character of the neighborhood is discussed, historic designation cannot be sought as a major solution to this problem. Other solutions are needed.

While historic designation cannot solve all the problems in the neighborhood, there are a number of individual structures and at least three districts that meet the qualifications of eligibility for listing on the National Register of Historic Places or for designation as local Landmarks.

In the City of Fort Collins there are two types of designation for historic sites, structures and districts. One listing is the National Register of Historic Places. This is a nationwide list of historic and archaeological resources which are of national, regional, or local significance, maintained by the National Park Service in Washington, D.C. The other type of listing possible in Fort Collins is the program for designating Landmark structures or districts. Such local landmarks are designated by City Council upon the recommendation of the Cultural Resources Board. Sites, structures, objects, or districts which are of historical, architectural, or geographic importance are eligible for such designation. Neither local nor national designation affects ownership of property or requires that designated properties be open to the public.

The National Register of Historic Places offers a number of financial incentives for preservation, but places no restrictions on private property. Owners of National Register properties can receive Federal income tax benefits in the form of tax deduction for the donation of preservation easements, or, in the case of an income-producing property, a 20% tax credit on the cost of a certified, substantial rehabilitation. Owners of National Register properties may also qualify for federal matching grants for rehabilitation if and when this grant program is again funded. Another important advantage of National Register listing which should not be underestimated is the status and recognition afforded to a property or district by being entered on this prestigious nationwide list. National Register listing is often considered a first step before the real protections afforded by local designation are put in place.





**LEGEND**



POTENTIAL NATIONAL REGISTER \*



POTENTIAL LOCAL LANDMARK



PARKWAY (existing/proposed)



EXISTING LOCAL OR NATIONAL REGISTER



ELIGIBLE FOR LOCAL OR NATIONAL REGISTER

\* Although all of City Park is shaded, the preference would be only to designate those portions which are relatively undeveloped and in a natural state.

It is only through local Landmark designation, however, that properties can be truly protected. National Register listing cannot prevent a property owner from demolishing a historic structure or from making historically incompatible alterations. Local Landmark designation under the Fort Collins Landmark Structures and Districts Ordinance does, however, offer such protections. In fact, Fort Collins has a very strong ordinance, requiring owners of designated Landmarks to obtain the approval of the Landmark Preservation Commission before undertaking any form of construction or alteration of the exterior, or the demolition or relocation of Landmarks. While local Landmark designation can truly protect cultural resources, the strong controls that come with Landmark designation often raise the objections of property owners. Since designation is made by the City Council, Landmark designation against the wishes of the property owner may not be politically feasible.

The qualifications and criteria of eligibility for both National Register listing and local Landmark designation are very similar. In most cases, a structure or district that qualifies for one will qualify for the other. Generally, the reason that a property appears on one list and not on the other has more to do with the wishes of the owner (since the owner's consent must be requested prior to either type of listing) than it does the qualifications of the property. There are occasionally some important exceptions, however, as will be noted in the next section.

**Currently Designated Sites, Structures and Districts**

At the present time, only individual properties in the WSN appear on either the National Register or the local Landmark lists. In other words, there are currently no historic districts in the WSN. The following individual sites have, however, been entered on one or both lists:

**National Register**

Avery House, 328 W. Mountain Avenue  
 Montezuma Fuller House, 226 W. Magnolia Street  
 R. G. Maxwell House, 2340 W. Mulberry Street  
 Fort Collins Birney Safety Streetcar #21

**National Register Only and Local Landmark**

Bouton (Boughton) House, 113 N. Sherwood Street  
 Peter Anderson House, 300 S. Howes Street

**Local Landmark Only**

Sarchet House, 930 W. Mountain Avenue

**Potentially Eligible  
Sites, Structures  
and Districts**

The City of Fort Collins has been undertaking a program for the survey and identification of cultural resources on a city-wide basis. To date, the areas of the WSN that have been included in this program are the Holy Family Neighborhood and the Southwest Side. While the data on the Holy Family Neighborhood is fairly complete, the Southwest Side has not had its survey data evaluated and there is virtually no data for the area west of Shields Street.

Utilizing the available data, the following lists have been developed for both individual properties and districts which appear to meet the criteria of eligibility for listing on the National Register of Historic Places or designation as local Landmarks. Unless otherwise stated, eligibility would be for both forms of designation. Since additional historical research will have to be undertaken before official listing or designation can take place, and since the entire WSN has not been surveyed, researched or evaluated, these represent only preliminary findings.

**Individual Properties**

Avery Moore House, 316 W. Mountain Ave.  
Beebe Clinic, 605 S. College Ave.  
Canino's House, 613 S. College Ave.  
Empire Grange, 2303 W. Mulberry St.  
Forney House, 309 S. Grant Ave.  
Havener House, 147 Washington Ave.  
Holy Family Church (local only), 326 N. Whitcomb St.  
Mallaby Store, 313 N. Meldrum St.  
Old Trolley Car Barn, 382 N. Howes St.  
Patterson House, 121 N. Grant Ave.  
Reinholtz House, 309 S. Grant Ave.  
St. Joseph's Church, 308 W. Mountain Ave.  
St. Joseph's School, 127 N. Howes St.  
Schoolhouse, 2540 LaPorte Ave.  
Sheldon House, 616 W. Mulberry St.  
Toliver House, 1102 LaPorte Ave.

In addition to the above listed properties, the two properties that are currently only on the National Register (the Bouton and Anderson Houses) would be eligible for local Landmark designation. Similarly, the one property that is currently only locally landmarked (the Sarchet House) would be eligible for the National Register.

**Districts**

Findings of potential eligibility, especially in the districts, were made primarily on the basis of historic integrity, that is, the extent to which the building's original historic character is retained rather than obscured by inappropriate or incompatible changes. Before any of the following districts can be designated either nationally or locally, additional historical research will have to be undertaken, and each struc-

ture will have to be surveyed and evaluated, if this has not already been done. The district boundaries suggested here and illustrated on Map 4-C are approximate and preliminary only, and should not be considered as final boundaries for any of the potentially eligible districts.

1. Holy Family Neighborhood. This potential district encompasses about eight square blocks and includes approximately 180 structures. The area is significant locally for its fine examples of vernacular architecture typical of working class neighborhoods during the first three decades of the 20th century. The area is also significant for its importance in more recent years to the Fort Collins Hispanic community.

This district appears to be eligible for local designation only. Although the district was officially determined eligible for the National Register in 1985, a recent re-evaluation of the area by the National Register Coordinator at the Colorado Historical Society has indicated that the number and extent of alterations to the original structures would disqualify the area for actual National Register listing. Since the area was recommended for listing by the City of Fort Collins, and since the integrity requirements for local Landmark designation are not as rigid as are those for the National Register, this district appears to qualify for designation as a local Landmark district, if not as a National Register District.

2. Mountain Avenue. There are two distinct parts to this district. The eastern portion of the district, which runs from Howes to Mack Streets, includes both Mountain Avenue itself as well as the historic buildings which line the street. From Mack Street west to its terminus at the Grandview Cemetery, the potential district does not include any of the homes lining Mountain Avenue. In this area, the district covers only the area from sidewalk to sidewalk, in other words, only the streetscape and landscape elements.

The reason the district narrows down west of Mack Street is that the number of more recent or incompatibly altered homes along this stretch of Mountain Avenue would prohibit the inclusion of the architecture as part of the historic district. Nevertheless, the historic landscape features of

Mountain Avenue with its planted median would probably make the street itself eligible for designation, much as the parkways in Denver have been so designated.

The Mountain Avenue District, therefore, has two distinct areas of significance. First is the historic landscape just described, which runs from Howes Street west through the entire length of the street. Since very little is known about the history of this landscape, this finding of significance must remain somewhat tentative until the needed historical research can be undertaken. The other area of significance is for the historic architecture which can be found between Howes and Mack Streets. This area includes about 95 structures and contains many fine examples of the Queen Anne, American Foursquare, Bungalow, and other styles popular from around the turn of the century through the 1920's. These homes were typical of those built by Fort Collins' merchant, professional, and middle classes. This area also contains a number of structures which are associated with persons who were important to the early history of Fort Collins, such as Franklin Avery.

3. City Park/Golf Course/Grand View Cemetery. The third potential district in the WSN encompasses another area which is significant for its historic landscape. The Grand View Cemetery was established in 1887 when it was well outside the city limits of Fort Collins. As the city's oldest cemetery, and an example of 19th century landscaping, it is clearly eligible for designation. Likewise, City Park, first acquired in 1907, with its lake, paths, mature trees, and other landscape features, would also be eligible. Although additional research will be required before the eligibility of the Golf Course can be formally determined, preliminary findings indicate that it would probably qualify. The Fort Collins Landmark Preservation Commission will need to have a significant input into this designation, should it occur.

#### Options for Neighborhood Conservation

As was pointed out previously in this section, historic designation and the preservation options available to historic districts and buildings can not help in any large way to maintain the overall character of the WSN. The number of truly historic resources are simply too small. If all the potential structures and districts discussed above were designated as local Landmarks,

this would provide protection for less than 300 buildings, out of a total of 2,968 structures in the WSN. If neighborhood character is to be preserved or conserved in the WSN, other options must be explored.

The term "conservation" rather than "preservation" should be used in connection with neighborhood character for two reasons. First, its use helps to avoid confusion with traditional historic preservation concerns; and secondly, the term "conservation" implies a slightly more lenient view toward structural changes. When traditional historic preservation is attempted, there is often more emphasis on details rather than the overall character and spirit of the area.

If the need, then, is to conserve the residential, neighborhood character of the WSN, there are two ways to accomplish this. One is through the controls and restrictions which can be accomplished through zoning. The other is through economic incentives which will encourage property owners to undertake projects that will help to conserve neighborhood character. Since the concept of neighborhood Conservation and Buffer Zones was discussed previously in Chapter 3, this chapter will consider some of the incentives which might be developed to encourage neighborhood conservation. The need for incentives is especially strong in the Neighborhood Buffer areas, where existing older buildings which are residential in scale and character are threatened with demolition or neglect until such time as the property owner can redevelop the property for its "highest and best use". Clearly, if enough financial incentives could be offered to owners to re-use and rehabilitate older residential buildings which are residential in form and scale if not in use, these structures would be preserved rather than destroyed or neglected.

Unfortunately, no such incentives currently exist in Fort Collins. And any incentives which might be offered in the future could, realistically, probably not be made substantial enough in and of themselves to assure that buildings will not continue to be lost, especially in the neighborhood Buffer areas. Incentives must, therefore, work in conjunction with fairly strict zoning if neighborhood conservation is to be assured. It is the "carrot" offered by the incentives that will make the "stick" of zoning a little more acceptable to affected property owners.

There are three areas in which incentives should be considered to be made available to property owners for the rehabilitation of structures which contribute to character of the neighborhood: low interest loans, tax breaks, and building code requirements. All of these incentives may not be acceptable at this time.

Low Interest Loans. A program of low interest loans, similar to those currently available through the Local Development Corporation (LDC), could be made available for rehabilitation on a competitive basis. The program could, in fact, be an expansion of the existing program with its own pool of funds. Seed money could be made available through Community Development Block Grant funds, as it was for the current program.

Tax Breaks. In addition to the 10% federal income tax credit currently offered on the costs of rehabilitating older buildings, the City of Fort Collins could offer some additional breaks of its own. A model for such local tax incentives was recently enacted by the City of Manitou Springs, Colorado. Manitou Springs offers what they call a value added incentive which amounts to 50% of the City's share of the increase in property taxes resulting from the increased assessed valuation after rehabilitation. In addition, Manitou Springs offers a "use tax refund" which amounts to a rebate of 50% of the City's share of the sales tax paid for materials and fixtures used in the rehabilitation. Although the tax breaks in Manitou Springs only apply to local Landmark buildings, there would be no reason that the same concept could not be applied to specified buildings which are identified as contributing to the character of the neighborhood Buffer Zone, for example. Fort Collins' City government may wish to monitor the progress of this program in Manitou Springs before trying it out locally.

Building Code Requirements. While the Uniform Building Code allows for the granting of exceptions to historically designated structures, there is no such provision for other older buildings, nor is there any single forum to hear the arguments of owners and architects who are faced with the often onerous task of making older buildings conform to current code requirements. The possibility of creating a forum, such as exists through Denver's Code Chapter 31, should be explored. It would certainly make the task of rehabilitation much easier if those who are rehabilitating older buildings could present their case to a single, consistent body who would have the authority to waive certain code requirements provided that basic life and safety needs are met.

## HOUSING AND HISTORIC PRESERVATION PLAN

### Introduction

The WSN is a significant part of the City of Fort Collins, both historically and for its ability to house a segment of the city's population. The neighborhood makes a substantial contribution to the vitality and diversity of the city. Every effort should be made to preserve the existing, stable, residential character of the neighborhood, which in part can be achieved by maintaining the quality of the existing housing stock. Improvements to the housing will have to be made in other instances. In addition, development should be encouraged along the edges of the neighborhood which is compatible with the residential character of the interior of the neighborhood.

This Plan suggests policies and implementation actions for conservation of the existing residential character of the neighborhood by encouraging rehabilitation rather than demolition of older buildings wherever feasible. It also presents policies and actions for assuring the preservation of historic sites, structures, and districts within the neighborhood.

This housing and historic preservation plan must be enforced in concert with the goals, objectives and policies described in the Land Use and Urban Design chapters. Strong, strictly enforced zoning, combined with a clear image for the neighborhood as a whole, is the only way to assure that the character of the WSN will be preserved.

### Goal Statement

In order to preserve the residential character of the neighborhood and provide a wide variety of housing opportunities, housing renovation and rehabilitation will be encouraged. The emphasis must be placed on neighborhood conservation. New construction, where deemed appropriate, will be designed to enhance the existing residential character of the WSN.

The outer areas of the WSN pose a significant opportunity for both conservation and development. Developers in the eastern edge of the neighborhood should be encouraged to build compatible housing. The buffer and conservation areas pose a particularly sensitive opportunity and will be treated as such. The area adjacent to CSU is largely residential and should remain so. Therefore, every effort will be made to maintain the residential quality and character adjacent to the university. Rental housing is a continuing issue for the neighborhood. Rental housing development in the fringe areas should be encouraged to relieve pressure for rental housing in the neighborhood interior.



The goal of the Plan is to conserve the residential character and quality of the WSN by alleviating internal pressures associated with age and external pressures, such as proximity to the downtown area and CSU.

## Policies

H-1. The quality of single-family housing in the neighborhood should be maintained and improved by creating financial and other incentives to encourage the rehabilitation of existing structures that are over 40 years old, single family residential in scale and character, and either located in the neighborhood Buffer and Conservation areas or designated local Landmarks.

H-2. Demolition of residential property in the Conservation areas should be discouraged.

H-3. New construction in the Conservation areas must be residential and conform to the surrounding neighborhood in scale, design, and other physical characteristics.

H-4. In the Buffer area, new construction of residential units may prove to be the least profitable use; therefore, there should be incentives for housing developers.

H-5. The residents of the neighborhood need to organize and sustain strong, ongoing neighborhood organizations.

H-6. Establish a Housing Trust Fund using one or more funding sources.

H-7. Nominate to the National Register of Historic Places all historic sites, structures, and districts identified in the Findings and Analysis section of this chapter, as well as any others identified through the utilization of the architectural survey and historic research on the WSN.

H-8. Designate as local Landmarks all sites, structures, and districts determined feasible and desirable for designation by obtaining feedback from affected property owners, including affected City agencies in the case of City owned properties. (See Map 4-C.)

H-9. The historic character of neighborhood streets, especially streets like Mountain and Loomis, should be preserved and enhanced including building preservation, landscaping, street lighting, and other improvements which define the unique character of these streets.

## Implementation Actions

Generally, the expertise of private developers and lenders and organizations such as Neighbor to Neighbor, Inc., and the Fort Collins Housing Authority should be used in implementing housing programs. A public awareness program will be needed to inform residents about available tools. The following suggested actions are presented as options, some of which will need further evaluation before being officially adopted and implemented.

1. Vigorously enforce the existing building and zoning regulations, including code enforcement to assure that no more than three unrelated adults occupy single units except with special approval, that the units are in safe and sanitary condition, and that the height of weeds is not excessive. (Determine whether existing ordinances and regulations are sufficiently severe to accomplish the task.)
2. Encourage private investment for home improvement to historic residential structures through the creation of financial and other incentives such as:
  - o Development of a loan fund with at least \$250,000 available at less than market rate interest to be available on a competitive basis to owners or developers of eligible structures.
  - o Development and enactment of a use tax refund amounting to at least 50% of the City's Use Tax collected on the price paid for building materials and fixtures incorporated into the rehabilitation of an eligible structure. (A list should be developed of structures which are over 40 years old, of single family residential scale and character, and located within the proposed neighborhood Buffer Zone.)
  - o Development and enactment of a special provision in the building code that would set up a single review body with the responsibility of reviewing plans and specifications for the rehabilitation of eligible structures and with the authority to grant waivers of certain code requirements that might conflict with the existing character of the structure, provided that there be no threat to life or safety as a result of such waiver.
  - o Preparation and printing of a brochure which explains the incentives available for the rehabilitation of eligible structures.

3. Assist single family rehabilitation through taxable and tax exempt mortgage bonds and Community Development Block Grant loans for home improvement. Promote use of these loans in the Holy Family and University sections of the neighborhood. Use program proceed funds from these projects for the City's housing programs.
4. Facilitate resale of existing homes through mortgage revenue bond financing and establishment of private loan pools.
5. Encourage use of available federal Rental Rehabilitation funding by publicizing the program and finding public and private developers with matching private funds. The Fort Collins Housing Authority has used these funds successfully.
6. Strengthen existing posting and other public notification procedures when there is a proposed demolition. Create a subcommittee of the Planning and Zoning Board to approve all residential structure demolition permits, allowing time to review the cause of demolition and assist in securing financing, alternative use or other means of conserving desirable housing.
7. Identify a pool of land developers who are sympathetic to the needs of established neighborhoods for infill development.
8. Through the Fort Collins Housing Authority and Neighbor to Neighbor, Inc., continue to make Section 8 and Community Development Block Grant funds available for appropriate new construction on scattered sites and in redevelopment areas. (One criteria for funding and project approval of these programs should be the long term benefits for the stabilization of the neighborhood, including density, height, and design.) These programs can assure that housing in the neighborhood continues to be available to low-and moderate-income homeowners and renters.
9. In the east buffer area consider offering:
  - o A floor area incentive in which the floor area of residential projects is not counted when calculating the density maximums for any zone lot. This would result in projects exceeding the normal floor area ratio, or this density can be transferred and used to build additional commercial space elsewhere (Transfer of Development Right).

- o An additional Transfer of Development Right incentive as a bonus in appropriate cases to allow the entire density of the housing portion of the project to be transferred once again, thus doubling the total amount of density transferred.
  - o Criteria should include parking on site, height limits of 60 feet and setbacks of 20 feet.
10. In order to insure that at least a minimum of housing will be built in the buffer zone, all land owners should be required to designate 10% of their land for housing. If a land owner proves to the Planning and Zoning Board that his/her property is unsuitable for housing, then the residential requirement can be met by either constructing housing elsewhere in this zone or by paying a fee in lieu of this requirement to a Housing Trust Fund.
  11. The neighborhood organization(s) should develop a mechanism to vigorously monitor rezoning proposals and code enforcement. The organizations' recommendations should be recognized by the City as a necessary component for maintaining the quality of housing stock.
  12. Establish a Housing Trust Fund from several possible sources such as the Colorado State Division of Housing, Colorado Housing Finance Authority, Community Development Block Grants, foundations, the fee paid in lieu of housing in the buffer zone, and collection of a real estate transfer tax on documents recording the sale of non-residential property. The revenue would be placed in a fund to assist low- and moderate-income families to obtain low interest mortgage loans and rehabilitation loans in the East Side and West Side Neighborhoods. The fund would be replenished through loan repayments and administered by a public-private non-profit organization, for example, a Fort Collins Housing Development Corporation.
  13. Complete the architectural survey and conduct additional historical research on the WSN. Evaluate all survey and historical research data in order to identify all sites, structures and districts that might be eligible for listing on the National Register of Historic Places or for designation as local Landmarks.

14. Prepare National Register nomination forms for all eligible sites, structures and districts identified in the Findings and Analysis section of this report and through the previous implementation action. Forward all completed National Register nomination forms to the Historic Society to initiate the nomination process.
15. Contact all owners (including appropriate City agencies in the case of City-owned properties) of individual properties identified as eligible for local Landmark designation in order to determine the owners' willingness to have their property so designated.
16. Conduct public meetings to receive input from owners (including City agencies where appropriate) of properties within identified eligible Historic Districts. Ideally, a consensus decision to designate or not to designate should be reached. If this is not feasible, a vote of the affected neighborhood organization should be encouraged.
17. Staff of the Planning Office, in conjunction with the Cultural Resources Board and the Landmark Preservation Commission, should conduct an evaluation to determine which individual properties and districts not approved for Landmark designation by the affected owners should be considered high priorities for Landmark designation despite owner dissent.
18. Prepare data for submittal to the Cultural Resources Board for all sites, structures and districts which have been approved for Landmark designation by affected owners or have been identified by the City as high priorities for Landmark designation. Such data should include a list of all structures within district boundaries, indicating whether each structure contributes or does not contribute to the historic character of that district. Submit data to the Cultural Resources Board for their decision.

**OVERVIEW**

The quality of living and the stability of neighborhoods within Fort Collins can be greatly affected by city transportation issues. In late 1988, the City began a comprehensive reassessment of its transportation needs within the Urban Growth Area. This work will continue through 1989 and 1990 will undoubtedly influence the outcome of the circulation and transportation section of this WSN Plan.

It is understood that all segments of the community should accept a fair portion of the burdens of growth; no one area should be affected in a disproportionate measure. The issue is one of equity; a fair distribution of the positive and negative impacts of an expanding transportation system should be made.

Transportation planning for the WSN must also consider the opportunities, impacts, and constraints created by the presence of the CSU campus along the southern border of the neighborhood. CSU is the largest generator of pedestrian, bicycle, and motor vehicle traffic in Fort Collins. At present, more than 24,000 people (students, student family members, staff, and faculty) make daily trips on and off the campus. Since there are only 10,000 parking spaces on campus, about 15,000 people must walk, bike, or bus on and off campus each day. Nor is this emphasis on pedestrian traffic likely to change in the foreseeable future -- when campus building plans will compete with existing parking lots for the remaining space within the main campus boundaries (Laurel, College, Prospect, and Shields). Unique challenges and opportunities face planning for the WSN in dealing with the presence of the CSU community. The challenge lies in accommodating growing traffic volumes along arterial streets that are crossed by thousands of collegian pedestrians creating vehicular/pedestrian conflicts. Some of the vehicular/pedestrian conflicts are caused by the pedestrians. College students have always displayed a combination of impatience and boldness when confronted by heavy vehicular traffic volumes. They typically do not use designated pedestrian crossings, or if they do, they will cross against traffic control signals. It will take exceptional planning and implementation to keep accidents and injuries to a minimum. An opportunity exists for possible pedestrian access improvements with the prospect for the expansion or redevelopment of the Laurel/College and West Elizabeth campus towns.

Commercial services and facilities needed in these areas offer excellent opportunities for local entrepreneurs. These areas could grow into distinct cultural centers that are attractive to students, other city residents, and visiting tourists.

The street network of the city is laid out in a grid pattern. Arterial class roadways form the backbone of the system and intersect on a one-mile frequency. Within the one-mile section are found collector streets that serve as a transition and conduit between local residential and business streets and the arterials.

Arterials serve as major intra-city carriers of vehicular traffic. They also connect to the inter-State and County highway systems and serve as major gateways to the city. Because of the grid street pattern, neighborhood planning areas are necessarily criss-crossed by arterial class streets. Ideally, a neighborhood should be bounded by arterials and served by collectors, not divided by arterial streets.

In the case of the WSN, Shields Street, Mulberry Street, and LaPorte Avenue, arterial-class streets, subdivide the neighborhood planning area into a number of sub-units. The external to external, non-neighborhood destined trips throughout the day on these arterial streets is stressful to the residents and disruptive to neighborhood stability.

In older more established neighborhoods, like the WSN planning area, the presence of sub-standard arterial streets in need of improvement creates pressure on the City to take corrective action. Such action can improve the carrying capacity of the street, but it can also alter the character of the neighborhood. This is a major concern of the residents of the WSN and is perhaps the most critical issue to be addressed in this Plan.

The neighborhood is concerned with streets that currently function as arterial streets and pass through the WSN. In some cases these streets are only two lanes wide at the present time. If traffic volumes continue to increase, these streets may need to be widened to four lanes in the future in order to continue to serve and function as arterial streets. The major goal of the WSN Plan is to preserve the residential character of the neighborhood. Increased traffic volumes and proposed widening of streets could have a negative impact on achieving this major goal.

It is evident that several of the arterial-class streets that traverse the neighborhood planning area are experiencing capacity and level of service problems. The following streets are in need of relief due to present or projected volumes of traffic exceeding their respective capacities: Shields Street, Laurel Street, LaPorte Avenue, Mulberry Street, and possibly Vine Drive.

Throughout the neighborhood planning process there has been spirited debate over just what should be done to respond to these mounting problems. The neighborhood rightly does not support an engineered solution that would subordinate the quality of the living environment or change the character of the neighborhood. To equitably resolve this dichotomy will require more extensive analysis of the city's arterial transportation systems than can be provided in this Plan.

A comprehensive transportation plan should cover all modes of transit, including vehicular, bicycle, and pedestrian. The plan's primary focus should be on the arterial street system, its interface with State and County street systems, and the capacity requirements anticipated with development. The plan should also take into account the role of neighborhoods and local business areas so that adequate access is provided and maintained, and the quality of the neighborhoods protected.

In the reexamination of the comprehensive transportation plan, if the plan should recommend that improvements be made to the arterial streets serving the WSN, such improvements should be made in the context of both regional needs and neighborhood preservation objectives. The land use, circulation and transportation, and housing policies and recommendations contained in this Plan should be made a major part of such considerations.

#### **EXISTING CONDITIONS**

The location of the WSN adjacent to downtown Fort Collins and the CSU campus presents both problems and opportunities for circulation and transportation within and among the neighborhoods of this planning area.

In order for Fort Collins residents living to the north, south, and west of the WSN to reach the CSU or the downtown to work or do business, they must pass through the WSN. The character of the WSN is primarily residential with 64.7% of the area devoted to



residential land uses and only 4.6% devoted to commercial and industrial uses (see Chapter 3). Residents drive, bicycle, and walk throughout this neighborhood to their places of employment, to shopping, education, and to meet their daily needs.

There have been a number of community-wide transportation programs in Fort Collins in the past. These programs have attempted to establish the planning and policy parameters to aid in decision making on future street needs throughout the community. The first such effort was a component of the Plan for Progress, a comprehensive plan developed in the mid-1960's. The Plan for Progress established a functional classification of streets designed to handle traffic demands as the community grew to a population of approximately 90,000. Under this plan, Taft Hill Road, Shields Street, LaPorte Avenue, Mulberry Street, and Laurel Street were designated as arterial streets within the WSN, whose functions were to be major traffic carriers for the community. Mountain Avenue, Loomis Avenue, and Roosevelt Avenue were designated as collector streets within the WSN, primarily serving intra-neighborhood circulation needs.

The second community-wide transportation planning effort was conducted in the early 1980's when the City developed the Fort Collins Urban Growth Area Master Street Plan. The Master Street Plan process reevaluated street improvements needed to handle traffic demands as the community grew to a population of approximately 150,000. Under this plan, Taft Hill Road, Shields Street, LaPorte Avenue (from College to Shields), Mountain Avenue (from College to Shields), Mulberry Street, and Laurel Street were designated arterial streets; while Vine Drive (west of Shields), LaPorte Avenue (west of Shields), Cherry Street, and Loomis Avenue were designated as collector streets. The Master Street Plan currently provides the public policy basis for all transportation planning decisions in the city and UGA. A new planning initiative to update the plan will start in late 1988.

A grid street system characterizes development patterns in the neighborhood planning area. Careful planning of the street system and parking regulations to provide greater transportation opportunities while protecting residential uses is a primary consideration of this Plan. In addition, because of its close

proximity to both the downtown and the CSU campus, bicycle and pedestrian circulation is especially important to the WSN. While wide streets, sidewalks, and designated bike routes help support non-motorized circulation, several constraints exist. These include:

numerous jogs in the street system which impede the smooth, safe flow of bicycle traffic across major intersections; high traffic volumes on major through streets including Shields, Laurel, and Mulberry; interface problems both entering and through the CSU campus; high pedestrian crossing volumes, particularly on Mulberry, Laurel, and Shields Streets; and disorganized parking, often on lawns and in driveways blocking sidewalk access for pedestrians in the southern portion of the neighborhood adjacent to CSU.

The existing transportation services and facilities in the WSN consist of the following major components:

- o The roadway network is categorized by the number of lanes and the official classification of streets in the adopted Master Street Plan. Map 5-A depicts this road network along with existing and projected vehicular traffic volumes. Traffic volume projections are based on a transportation study conducted by the City and the Larimer-Weld Regional Council of Governments and a Downtown Circulation Study conducted by the City in the early 1980's. These studies utilized a population projection of approximately 150,000 for Fort Collins. Population was distributed according to historic growth patterns (to the south) with an additional emphasis placed on City land use policies to encourage in-fill development, encourage additional housing in and near the downtown, and encourage residential development to the north and northeast.
- o Transit services consisting of three primary routes serving the WSN with connections available to the rest of the city-wide system. Map 5-B illustrates the transit services in the WSN.
- o Existing bicycle routes categorized by design type and degree of interface with the automobile. These facilities are shown in Map 5-C.

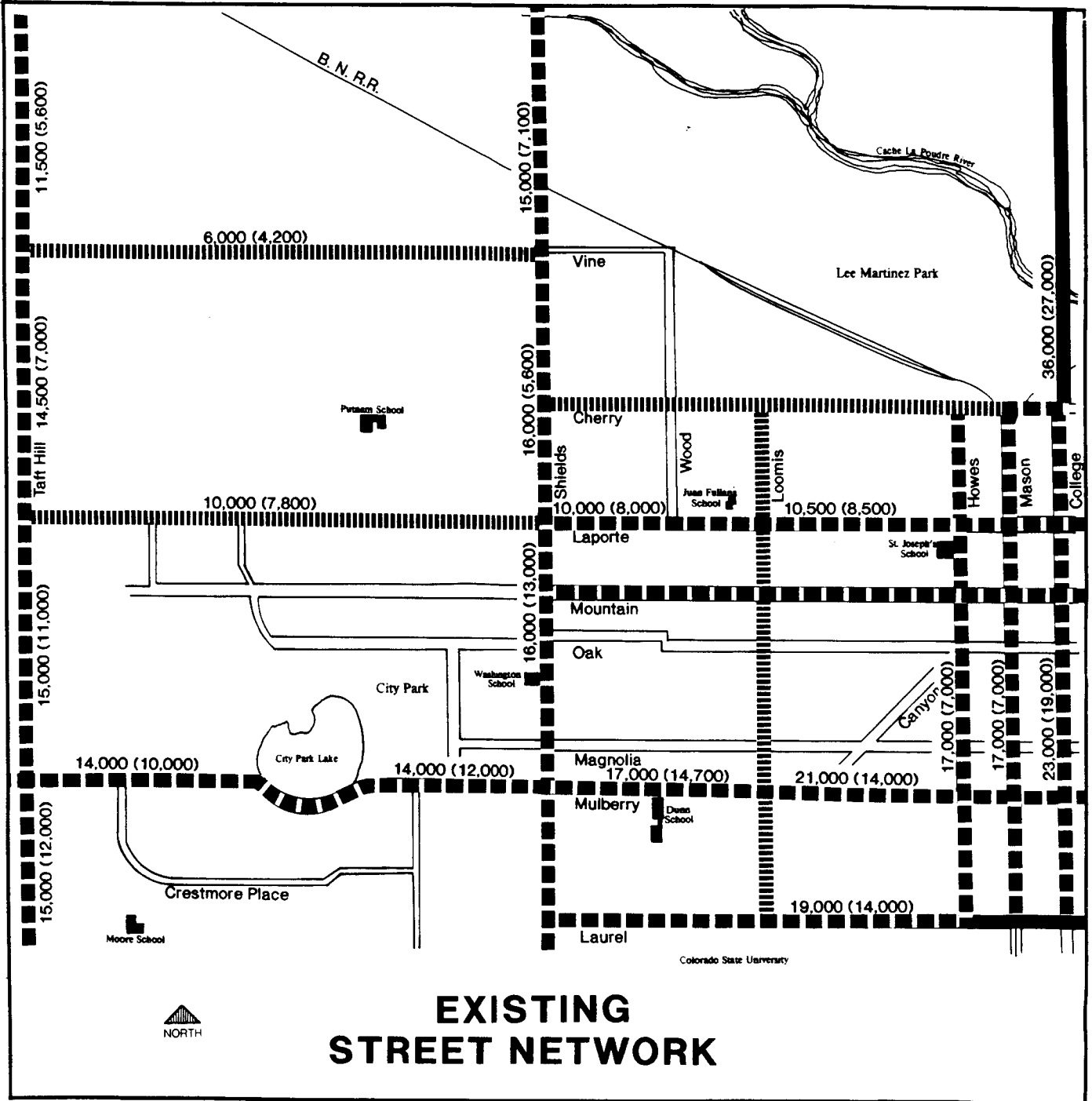
WSN residents recognize the necessity to create development parameters. Residents also recognize that the two transportation studies, mentioned previously, along with the Master Street Plan, reflect data and projections of the early 1980's. However, according to WSN residents, it is inappropriate to use that same

data to support specific WSN recommendations particularly in relation to transportation. The use is inappropriate because: 1) the data are questionable

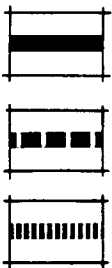
given recent growth percentages and patterns; 2) the basic premises of those studies could be challenged; and, 3) an update of the transportation studies is underway presently by City staff.

Therefore, any recommendations presented in the WSN Plan, because it is substantially based on the data, are preliminary in nature. All recommendations must be:

- 1) examined within the context of the new 1989 transportation study and its resulting data;
- 2) supported by land use criteria as well as transportation criteria --including the recognition that land use need is not inherently subservient to "transportation" needs; and



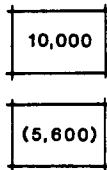
**LEGEND**



**MAJOR ARTERIALS**

**ARTERIALS**

**COLLECTORS**



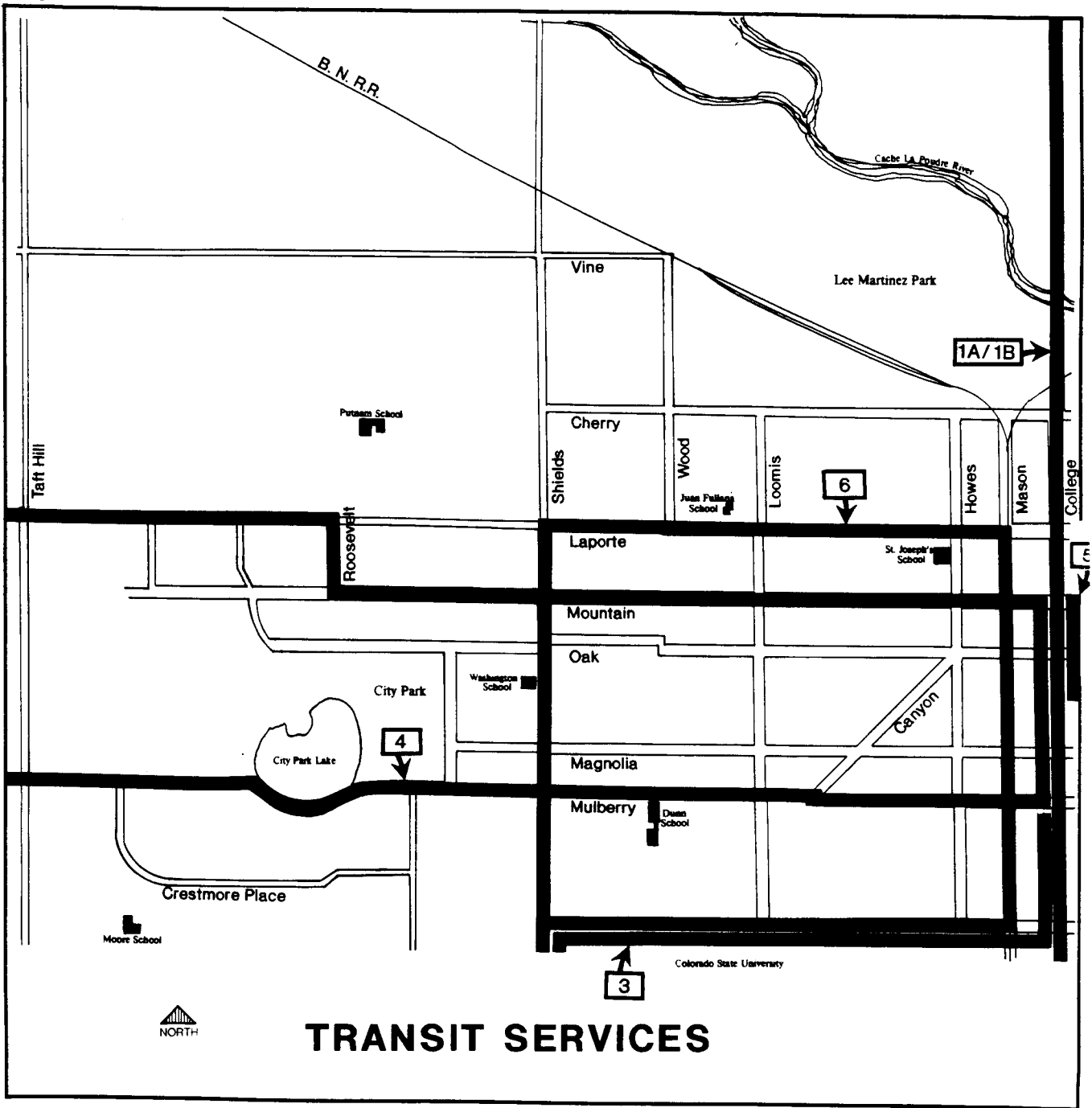
**10,000**

**YEAR 2000 PROJECTIONS**

**(5,600)**

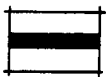
**EXISTING TRAFFIC VOLUMES**

Map 5-B



## TRANSIT SERVICES

### LEGEND

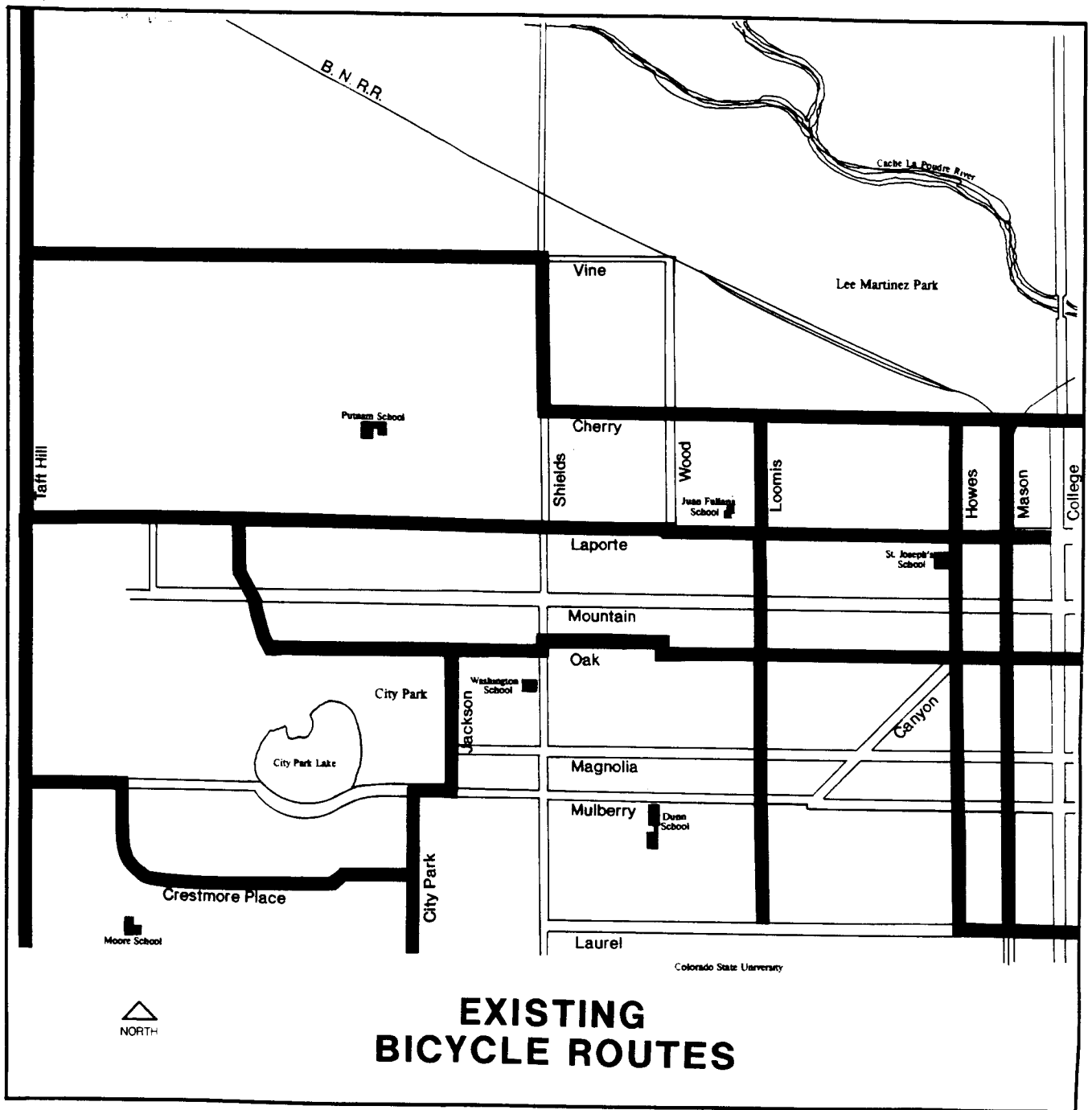


BUS ROUTES



ROUTE NUMBER

Map 5-C



**LEGEND**

 **BICYCLE ROUTES**

- 3) submitted to the WSN residents for a complete and public review during the design phases and prior to any implementation.

Although the overall transportation system functions reasonably well for vehicles, the neighborhood concerns primarily relate to specific operational deficiencies including:

- o Lack of adequate speed control, especially on Shields Street, Laurel Street, Mulberry Street, and LaPorte Avenue.
- o Need for intersection improvements, both capacity and/or safety at the Shields/Mulberry, Shields/LaPorte, and Shields/Laurel intersections.
- o Need for safe crossings of major streets by school children, older people, and CSU students, especially along Shields Street, Laurel Street, Mulberry Street, and LaPorte Avenue.
- o Need for better separation of traffic from pedestrian and bicycle routes.
- o Provision of adequate parking, especially in the vicinity of CSU.
- o Development of a neighborhood-oriented parking management program.
- o Enhancement of overall safety characteristics.
- o Traffic congestion on Oak Street when special events occur in City Park.

These generalized deficiencies were discussed and are documented in great detail in the scoping meeting summaries developed as a part of the citizen involvement process conducted throughout the WSN.

## **FINDINGS AND ANALYSIS**

### **Street Analysis**

The historical development of the west was based on the Township and Range survey system that utilized the basic element of a square mile section to identify areas for settlement purposes. Essentially, along the border of each square mile, a section line road was developed creating a one-mile grid system transportation network. The City of Fort Collins developed along the square mile grid system street pattern. Through the historical development of the community, the section line roads have matured to fulfill the need to function as arterial street traffic corridors.

The city's land use patterns also adjusted to the basic one-mile spacing of arterial streets establishing an overall transportation network that works reasonably well. Arterial streets such as College Avenue, located east of the WSN, Shields Street, which bisects the WSN planning area, and Taft Hill Road, along the WSN western border, are streets that provide north-south continuity throughout the greater Fort Collins urban area and that serve travel sheds of more than 10 miles in length.

The development character of the northern part of the community, using Prospect Road as a dividing line, is different from the southern part. Land uses north of Prospect adjacent to arterial streets essentially use arterial streets for access purposes, while land uses south of Prospect essentially "back up" to the arterial streets and gain access from separate collector and local street networks. Also, the design standards of arterial streets in the north are different from those in the south making the impacts of street improvement projects in the north more significant than those in the south.

An analysis of present and future travel demand characteristics affecting the WSN reveals that several conflicts exist. These conflicts are discussed individually below.

#### North-South Circulation

Taft Hill Road. In some areas, land uses along Taft Hill Road are not as fully developed as those along Shields Street offering opportunities for increasing capacity of this road as development occurs. The WSN is desirous that this road be designated as a priority for vehicle capacity improvements to help absorb pressures for increased capacity on Shields Street in the near future.

Shields Street. The land uses adjacent to Shields Street are essentially the same as those adjacent to other arterial streets north of Prospect with one major consequential difference, Shields Street forms the western boundary of CSU, the community's largest employer and traffic generator. Its adjacency to CSU and connection with Laurel Street, the northern boundary of the CSU Main Campus, and Lake Street, the southern CSU boundary, have made Shields Street an arterial street corridor for people attempting to get to CSU from all parts of the city. In addition, Shields Street's connections with Mountain and LaPorte Avenues have made the street a convenient arterial access to the downtown area, especially from the western portions of the community. Based on traffic studies conducted in the early 1980's, traffic volumes of 16,000 vehicles per day in the WSN and



25,000 vehicles per day (south of Laurel Street) are anticipated to occur on several segments of Shields Street in the future. These projected increased volume demands typically occur in areas where needed right-of-way (ROW) is the most difficult to acquire. Shields Street, as previously discussed, is also a major pedestrian crossing problem for CSU faculty and students walking from home to CSU and to different parts of the CSU campus.

Mason/Howes Streets. These two streets operate as a north-south one-way pair parallel to College Avenue and are intended as downtown access and bypass routes. Mason/Howes Streets physically connect with Cherry Street on the north and Laurel Street on the south. A major issue affecting Mason/Howes Streets is the physical configuration required to accommodate a potential Vine Drive corridor along with improved connections between College Avenue, Mason/Howes Streets and Riverside Drive to the east.

#### East-West Circulation

Mulberry Street. Mulberry Street is the only arterial street within the WSN planning area that provides east-west traffic paths through the Fort Collins urban area including interchange access at I-25. Based on traffic studies of the early 1980's, future traffic volumes in excess of 20,000 vehicles per day are projected within the WSN with even higher volumes outside of the WSN. These traffic studies have also identified a future need for more capacity through the Mulberry Street corridor and capacity problems at the Mulberry/College intersection. City staff has identified two potential options to address these future needs: (1) widen Mulberry Street to increase its carrying capacity or (2) develop a Mulberry/Magnolia Streets one-way pair between Canyon Avenue on the west and Riverside Avenue (or some alternative terminus) on the east. The Mulberry/Magnolia one-way pair has been adopted by the City Council as the potential solution in the Downtown Circulation Study and the East Side Neighborhood Plan (with strong stated concerns of neighborhood residents), and is being proposed in the draft Downtown Plan. The residents of the WSN do not support either solution and strongly suggest that these options, as well as other potential solutions, be thoroughly studied in the context of the update to the city-wide transportation plan. plan. plan. Should that plan favorably consider and recommend either the widening of Mulberry Street or an east-west, one-way couplet involving Mulberry and Magnolia Streets, careful attention must be given to preserving the integrity of the neighborhood through rigid adherence to the land use, circulation and transportation, and housing policies contained in this Plan.

Another factor affecting the Mulberry Street corridor in the WSN is the lack of a parallel east-west arterial to the north. Prospect Road serves an east-west arterial function one mile south of Mulberry Street, but no similar arterial corridor exists approximately one mile to the north. Therefore, through traffic to the north may spill over onto neighborhood streets.

LaPorte Avenue. LaPorte Avenue is an important east-west street that has partial continuity west from downtown but with no corresponding linkage to the east of downtown. Located approximately one-half mile north of Mulberry Street, LaPorte Avenue has evolved into a parallel east-west arterial complimenting the function of Mulberry Street due to the lack of any continuous roadway in the Vine Drive corridor. Such a function on LaPorte Avenue conflicts with other objectives in the WSN (such as conserving single family residential land use along the street) and could also have adverse implications on Mountain Avenue. Whether LaPorte Avenue should maintain its function as an arterial street with four driving lanes from downtown to Wood Street needs to be reevaluated in the comprehensive transportation planning process.

The potential widening of LaPorte Avenue from two to four lanes from Wood Street to Shields Street also needs to be carefully analyzed. Both neighborhood traffic and land use impacts need to be considered before a decision to widen LaPorte Avenue between Wood and Shields Streets is made.

Mountain Avenue. Mountain Avenue is a four-lane east-west street with a wide landscaped median. The street has no inter-city continuity and serves to connect downtown with City Park. Protection of this unique corridor from excessive traffic use over the long term is a major objective of this Plan and is consistent with transportation planning principles which suggest one-mile spacing between arterials. Since Mountain Avenue is less than one-half mile from Mulberry Street and only one block from LaPorte Avenue, Mountain Avenue is not vital to either inter-city or intra-city travel service. Therefore, while this avenue should assume its proportional burden on intra-neighborhood traffic it should also be protected from further large increases in traffic volumes. This can be accomplished by planning and implementing an alternative east/west traffic corridor to the north.

Vine Drive. Vine Drive is currently a narrow two-lane street carrying relatively low traffic volumes due in large part to the discontinuity imposed by Lee Martinez Park. An important characteristic of Vine Drive is that it is located one mile north of Mulberry Street which makes it a prime candidate for an east-west arterial parallel to Mulberry Street. In addition, it is located about one mile south of the proposed Fort Collins Expressway. Partially abandoned railroad tracks intersect Vine Drive and provide a potential connecting corridor to College Avenue along the edge of Lee Martinez Park. Vine Drive could help meet east/west transportation and land use needs. A well designed landscaped arterial parkway could attract multi-family residential development, e.g., townhomes, duplexes, and garden apartments, as proposed in the land use section of this Plan within a corridor including abandoned railroad ROW. Its primary purpose would be to relieve increasing arterial street traffic pressures on Mountain Avenue and, particularly, LaPorte Avenue as growth proceeds.

#### Other Topics

Canyon Avenue. Canyon Avenue is a diagonal corridor extending for three blocks between Howes/Oak Streets and Mulberry/Whitcomb Streets. Its utility as a traffic carrier is minimal and its diagonal alignment creates complex and unsafe traffic operations at two six-legged intersections and two five-legged intersections. The Canyon Avenue ROW is not vital to overall traffic operations in the WSN.

Transfort Bus System. The City bus system provides very good coverage and service frequency within the WSN. Nearly all of the WSN is within one-quarter mile of a transit route and service frequencies are typically 30 minutes and 60 minutes with special peak period services also provided. A major objective within the WSN therefore, is to increase the use of the transit system through a program of passenger amenities and user inducements. (See Map 5-B.)

Tour De Fort Bicycle Program. Fort Collins offers an excellent bicycle program, Tour De Fort, that provides a city-wide network of bike trails, bike routes, and designated bike lanes on existing streets. Within the WSN, bike routes provide access to City Park, Lee Martinez Park, CSU, downtown and numerous other destinations. There exist, however, several locations that require improvements to enhance safety where bike routes parallel or intersect with major streets. These areas include the intersection of Shields and Oak Streets and several locations along LaPorte Avenue, Mulberry Street, Vine Drive, Laurel Street, Loomis Avenue, and Mason and Howes Streets. (See Map 5-C)

Pedestrian Access. Residents of the WSN can walk to City Park, Lee Martinez Park, downtown Fort Collins, the CSU campus, and shopping. Some of the tree-lined streets and sidewalks make pedestrian access to these land uses comfortable, safe, and pleasant. In other cases, sidewalks are inadequate, narrow, irregular, or non-existent. Sidewalks should conform to city standards -- four feet for local streets, four feet for collectors, five feet for arterial streets when detached from the curb, and seven feet for arterial streets when attached to the curb. In addition to pedestrian problems crossing Shields Street, Laurel Street is difficult for pedestrian crossing, creating a barrier between the CSU campus and the residential areas and downtown to the north and east.

The City should review existing engineering standards and identify elements that should be treated differently in older neighborhoods, such as the WSN. Public input into this review is extremely important.

On-Street Parking. A major neighborhood concern relates to on-street parking demands which are heaviest in the vicinity of CSU. On-street parking demands occur because university students, dorm residents, and campus visitors use neighborhood streets instead of campus parking lots for daytime parking, and multi-unit housing developments do not have an adequate parking supply. Similar concerns were identified in a parallel neighborhood study conducted in the East Side Neighborhood. Similar alternative solutions exist in both study areas.

The Housing and Historic Preservation chapter of this Plan shows a well-maintained housing stock in the area of CSU, Laurel to Mulberry Streets and Shields to Whitcomb Streets. However, the pressures created by a large daytime student population within the neighborhood using neighborhood parking spaces while at classes have resulted in a situation that, over time, could tend to drive out remaining owner occupants and result in deterioration of the single-family housing stock. One potential solution is to require that adequate parking supplies are provided by those developments generating the parking demand. While this approach creates special difficulties for CSU, it is a common procedure for other types of developments and land uses. Another potential solution is to institute a parking management program that permits only the residents of an area to utilize the on-street parking supply. Strict enforcement of applicable City ordinances is typically all that is required to eliminate unsightly yard parking and other types of parking violations.

Traffic Violations. Another major neighborhood concern relates to violation of traffic ordinances, especially violation of speed limits on all neighborhood arterials. These violations create dangerous situations for pedestrians, especially children, older people, and CSU students, as well as cyclists. A major premise of the transportation plan for the WSN is that traffic laws be enforced on all categories of streets ranging from arterials to collectors to locals. This includes on-street parking restrictions, speed limits, yielding to pedestrians, and intersection signal stop sign controls. Problem areas identified by the neighborhood should be studied by the appropriate City department and a specific action program should be pursued. The City should particularly concentrate on areas where there have been numerous complaints, specifically Shields Street from Laurel to Mulberry, and around the Dunn and Washington Elementary Schools. In addition, handicapped curbs and enforcement of handicapped parking regulations have been identified as needs throughout the neighborhood.

## **CIRCULATION AND TRANSPORTATION PLAN**

### **Introduction**

Streets serve a multitude of potentially conflicting functions. Typically the traffic problems experienced in communities of all sizes stem directly from the mixing of incompatible functions in the same right-of-way. These conflicting functions most often include:

- o Mobility - The desire to be able to travel between an origin and destination at a reasonable speed and with a minimum of conflicts and delays.
- o Accessibility - The ability to access various land uses which can range from a parking lot at a commercial establishment to the driveway at one's home.
- o Parking - Many streets are used as parking reservoirs, especially in central business districts and around major activity centers and to accommodate visitors in residential areas.
- o Bicycling and Pedestrians - Because of the extensive nature of public ROW throughout all areas of a community, pedestrian and bicycle movements of any significance must necessarily parallel and cross both major and minor roadways to connect an origin and destination.

A review of the above purposes reveals inherent conflicts with each function. The mobility function is never well served when land access becomes excessive. On-street parking often conflicts with pedestrian visibility. Land access is difficult when traffic on the roadway reflects a high level of mobility.

As the level of conflicts increases among these functions numerous negative impacts occur. If mobility is degraded, traffic has a greater tendency to divert from arterial roadways onto residential streets. Accidents and hazards tend to increase throughout the transportation system and neighborhood tranquility is disturbed. Bicycling and walking become less desirable and unsafe.

Therefore, a guiding philosophy of transportation planning is to identify a functional hierarchy of roadways which have, as much as is practically possible, less conflicting functional purposes. Clearly a street whose primary purpose is to provide mobility must have some access provisions; pedestrians must at some point cross traffic; and each functional classification must at some point connect with other functional classes. However, these interfaces and transitions can and should be well defined and incorporate design elements appropriate to the travel functions being served.

#### Goal Statements

Adopt a functional system of local neighborhood serving streets and public transit system scaled to and compatible with the objectives of the neighborhood. Parking regulations and traffic enforcement are needed to protect the residential portions of the neighborhood while enabling residents to meet their travel needs and allowing traffic to pass through the neighborhood with minimal disruption.

Create a safe, efficient bicycle and pedestrian circulation system that provides practical connections, an attractive experience for cyclists and pedestrians, and links key activity centers such as City Park, Lee Martinez Park, the CSU campus, and downtown. Map 6-A illustrates the Bicycle Route Plan for the WSN.

#### City-Wide Transportation Planning Concerns

In addition to the areas of concern specific at the neighborhood level, several issues that affect transportation planning for the community as a whole were identified and discussed by neighborhood residents during review of the WSN Plan. On most of these issues, the neighborhood residents' desires are clear and are stated in the policies presented below. In

other instances, it is more appropriate for the City Council to address the issues from a total community point of view and establish community-wide guidelines.

There is a need for more comprehensive work to develop an understanding of how the transportation system works now and what transportation needs are going to be in the future. Transportation planning is a community effort. Public support is needed to keep it a high priority. A community-wide transportation planning effort will be conducted over the next two to three years. The WSN has devoted a significant amount of time, effort, and energy to provide local direction from a neighborhood perspective. This information should rightfully be incorporated into overall community-wide transportation planning concerns and policy decisions.

Level of Service. From a traffic engineering perspective, the key to a decision on street improvements is related to the level of service provided by that street. An acceptable level of service must be maintained on all streets. Generally, a level of service "C" is the minimum level acceptable for a street, with a level of service "D" for the street during rush hours. The City's Transportation Department utilizes the following information to evaluate the level of service of a street to determine the need for the widening:

- o average daily traffic volumes;
- o daily peak traffic volumes;
- o turning movements at intersections;
- o number of accidents;
- o capacity of the existing street;
- o physical parameters, such as adjacent land uses.

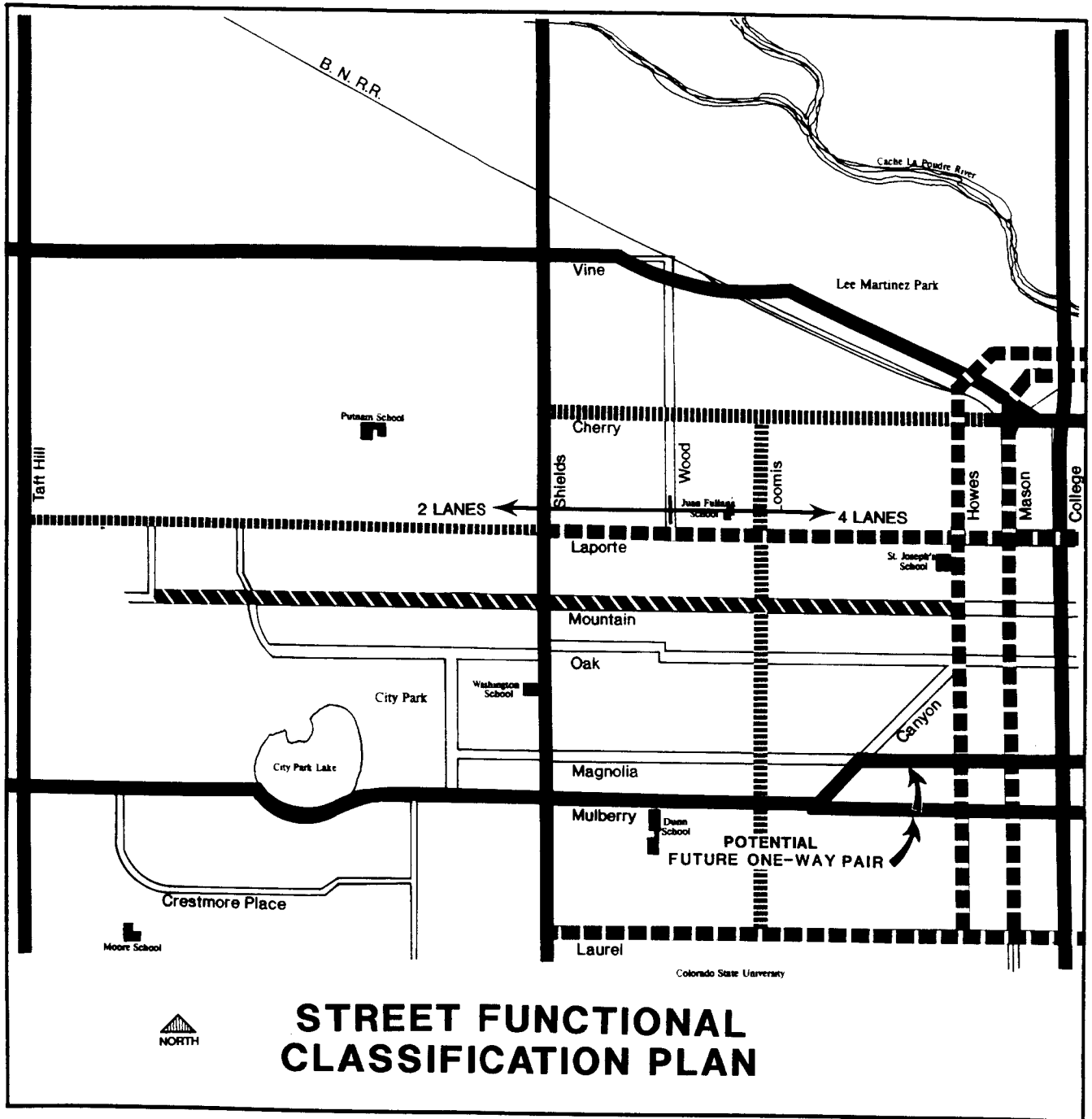
Increased traffic volumes often cause a reduction in the level of service of a street. Increased traffic makes a street less attractive to drive due to congestion, which affects travel times, and concerns for safety from accidents. From a city-wide perspective, increased traffic forces the consideration to widen a street to increase its level of service. There are several alternative options available to increase the carrying capacity of a street and increase its level of service. The City's Transportation Department typically will investigate and propose implementation of

some or all of the following alternative options before a decision is made by the City Council to widen a street. The following alternative options are not in order of priority:

- o remove parking from one or both sides of a street in order to increase the number of travel lanes;
- o consider the use of reversible travel lanes where some lanes are designated "in-bound" during the morning rush hour and "out-bound" during the early evening rush hour;
- o add left and right turn lanes at intersections thereby removing travel delay obstacles for through traffic;
- o make sure traffic signals are working to optimum level to keep high volumes of traffic moving;
- o reduce or eliminate left-turn movements from the street thereby eliminating obstacles to through traffic;
- o evaluate the utilization of other streets to handle increased traffic volumes;
- o eliminate a center left-turn lane where not absolutely necessary to minimize ROW widths.
- o consider reduced lane widths (11 or 12 feet) and reduced roadway amenities such as sidewalks and landscaped areas;
- o utilize attached sidewalks and consider smaller widths to reduce street ROW needs.



Map 5-D



## STREET FUNCTIONAL CLASSIFICATION PLAN

### LEGEND

- |   |   |   |                             |
|---|---|---|-----------------------------|
|  | <b>ARTERIALS - I<br/>(REGIONAL CONTINUITY)</b>  |  | <b>COLLECTORS</b>           |
|  | <b>ARTERIALS - II<br/>(SUB-AREA CONTINUITY)</b> |  | <b>NEIGHBORHOOD PARKWAY</b> |

## Policies

CT-1. Affirm a functional classification scheme for the streets in the WSN that serves neighborhood needs and is compatible with the city-wide transportation system. The roadway functional classification plan for the WSN is presented in Map 5-D.

CT-2. An arterial street system that serves intra- and inter-city travel demands should be established. Arterial streets should be designed to handle the relatively higher volumes of traffic passing through the neighborhood. A reliable arterial street system is needed to meet the mobility function and reduce the likelihood for traffic to short-cut through the neighborhood bringing with it attendant disruption of peace and tranquility. (See Map 5-D).

The primary (inter-city continuity) arterial streets are suggested to include:

- o Taft Hill Road on the westerly limits of the study area.
- o Shields Street.
- o College Avenue supplemented by the Mason/Howes one-way pair.
- o Mulberry Street.
- o Vine Drive extended easterly to College Avenue along railroad right-of-way; to be designated as Vine Parkway.

These arterial streets should have a maximum of two through lanes in each direction. At intersections, when warranted, separate left and/or right turn lanes should be provided.

Minimum ROW could be achieved by utilizing attached sidewalks and reducing landscaping buffer widths. Those decisions are made on a case-by-case basis for each street. Modifications to standards are often made in built-up sections of old cities. The effect of widening ROWs on properties fronting arterial streets requires careful consideration.

Other intra-city arterials in the WSN include LaPorte Avenue from College Avenue to Wood Street and Laurel Street. These arterials should also have one to two through lanes in each direction and left turn lanes at major cross streets. In general terms, the intra-city arterials are anticipated to carry less traffic volume than the inter-city arterials, require less access

control, and serve travel demand having a shorter trip length. Modifications to standards can be made on a case-by-case basis as with inter-city arterials.

CT-3. A system of collector streets should be in place to serve as transition facilities between arterial streets and local streets. To increase safety and efficiency of traffic flow within this system, it is often useful to add traffic diverters, curb extensions, or cul-de-sacs (see Figure 7-10); these structures restrict or block traffic flow where local streets directly adjoin arterials. This cushions local streets from noise and disturbance of adjacent arterial traffic. It also smooths the flow of traffic on arterials by limiting traffic exchanges to collectors. Local mass transit service should also occur on collector streets.

The collector streets in the WSN include Mountain Avenue, Cherry Street, Loomis Avenue, and LaPorte Avenue from Shields Street west. The resolution of LaPorte between Wood and Shields Streets should be made through the update of the Master Street Plan. These roadways serve primarily neighborhood-generated travel and are of generally adequate width.

CT-4. A system of local streets should be in place to primarily serve the accessibility function. The local street classification includes all those streets not designated as arterial or collector.

CT-5. On-street parking on collectors or locals should be preserved for those uses immediately adjacent to the street, especially in residential areas. This can be accomplished through a neighborhood parking permit program in the problem areas.

CT-6. New developments should accommodate parking on their development parcel through structured parking or other means. Purchase of adjacent parcels for conversions to surface parking lots is discouraged.

CT-7. Enforcement of on- and off-street parking regulations is important in all parts of the WSN, but particularly in the residential sections adjacent to the CSU main campus.

CT-8. Bicycle and major pedestrian corridors should be separated from arterial roadways and provided with clearly delineated edges and limits. Bike lanes immediately adjacent to traffic lanes should be restricted to collector and local streets. Bicycle and pedestrian access to City and Lee Martinez Parks should be maintained and enhanced. To enhance bicycle and pedestrian corridors:

- o Sidewalk repair and tree planting programs should be continued and expanded.
- o The Oak and Shields intersection should be improved to facilitate bicycle crossings.
- o Planning for any traffic corridor along the southern edge of Lee Martinez Park must assure safe, easy access and egress between the neighborhood and the park for autos, bicycles, and pedestrians.
- o Any future traffic corridor along the southern edge of Lee Martinez Park must be attractive and integrate the park with the neighborhood rather than separate them.
- o Future improvement projects in City Park or Lee Martinez Park, at a minimum, must preserve present pedestrian and bicycle access to the parks and, whenever feasible, expand that access with additional non-motorized entries to the parks. A new pedestrian- and bicycle-only access should be developed on Loomis Avenue or Whitcomb Street, or somewhere in between, at Lee Martinez Park with the development of the Vine Parkway (see Map 6-A).
- o Safe, pleasant, pedestrian and bicycle circulation between residential areas and major activity centers like the CSU campus, downtown, schools, and the parks should be the first transportation priority in the neighborhood.
- o Expanded access and interconnection to the Poudre River Greenway, the Spring Creek Trail, the Taft Hill Road bikeway, and other regional greenway and trail connections should be provided.

CT-9. The city's bicycle route plan should be modified as per Map 6-A.

CT-10. Speed limits, handicapped parking regulations, and other City parking ordinances should be rigorously enforced.

CT-11. The development of handicapped access ramps from streets to sidewalks should be continued by the City as street improvements are made.

CT-12. The City should enforce the rules for the use of handicapped parking spaces in private parking lots.

CT-13. In considering any circulation and transportation improvements in the WSN, primary concern should be given to preserving the residential character with minimum disruption to the neighborhood.

CT-14. Mountain Avenue should be protected from excessive traffic and preserved as a parkway.

CT-15. Additional right-of-way (ROW) for traffic lanes and other purposes should be required only as a last resort.

#### Implementation Actions

1. The WSN joins the East Side Neighborhood in asking that the existing City engineering standards for arterial and collector streets and sidewalks (as outlined in Design Criteria and Standards for Streets) be modified to accommodate the needs of the older established neighborhoods.
2. Establish a "Neighborhood Transportation Systems Improvement Committee" to work with the City's Traffic Engineer to develop techniques and measures to assure that neighborhood values and desires are considered in city-wide transportation issues.
3. The City of Fort Collins needs to enlist the cooperation and participation of CSU in implementing the circulation and transportation section of the WSN Plan.
4. In a few situations, the implementation of the recommended transportation plan involves obtaining adequate ROW to construct the traffic lanes needed by each functional classification. Without adequate traffic lanes, the arterial streets may not be able to accommodate future traffic volumes which, if they do occur, could have a tendency to divert traffic onto local residential streets. These actions will be selected and carefully implemented through the City's Capital Improvement Program.

All of these actions are subject to the results of the comprehensive transportation plan process which will develop new traffic projections, estimate impacts of accommodating increased traffic volumes at both peak periods and average daily counts, and recommend specific improvements to the arterial street system.

5. If problems begin to be identified with existing arterial and collector streets within the WSN, the review process for proposed changes to such streets shall consist of the following steps:

- A. Conduct neighborhood meetings to discuss with neighborhood residents and property owners possible transportation policy or street functional classification changes and capital improvements projects proposed for the WSN.

Final decisions regarding transportation policy or functional classification changes and capital improvements projects approvals are ultimately made by the City Council after conducting the required public hearings.

- B. Route location studies will be required where necessary. An example of a needed route location study would be for the proposed Vine Parkway corridor between Shields Street and College Avenue. This study would establish a centerline alignment and determine required ROW. Specific design issues regarding use of railroad ROW, access to the City Service Center, access to Lee Martinez Park, and connections to College Avenue and Mason/Howes Streets need to be addressed for the proposed Vine Parkway.

The other arterials in the WSN are already established in terms of route location and can be taken to the next step in the review process.

- C. Preliminary design consists of the determination of the specific physical and operational characteristics of each corridor including access locations, lane widths, turn lane requirements, property acquisition (if necessary), drainage and related civil engineering requirements, and traffic control devices such as signals and related signing. In addition, sidewalks, landscaping, and all related amenity elements are also specified.
- D. Final design and construction involves the preparation of construction drawings, specifications, and related bid documents for the determination of project costs and ultimate construction.

It should be noted that throughout this process numerous technical and neighborhood reviews are included to insure that all issues are adequately addressed.

In locations where the available ROW is restricted by adjacent developments, the City and the neighborhood are faced with a policy issue having three basic alternative courses of action. These alternatives are:

- o Permanently implement a reduced cross-section consisting of sub-standard lane widths and fewer amenities.
  - o Initially implement a reduced cross-section consisting of sub-standard lane widths and fewer amenities. Over time, as redevelopment of existing land uses occurs, additional ROW can be acquired as a part of the redevelopment approval process and the desired roadway cross-section can then be constructed.
  - o Acquire the additional ROW as a part of the City's Capital Improvement Program in order to implement the desired roadway cross section.
6. A comprehensive program is recommended to enhance and preserve the residential areas adjacent to CSU so they can be an asset to the WSN. Parking considerations should be a major factor in this program. The following actions are recommended:
- o A parking study should be conducted by the City to determine the characteristics of those who park in the area. This study should be followed by determination of the appropriate implementation actions (e.g., resident permit parking stickers, parking meters, and/or hourly restricted parking).
  - o In order to help screen parked cars and to make the area more pedestrian oriented, install well designed landscaped areas (e.g., curb bulges at intersections, wider sidewalks, etc.).
  - o Strict enforcement of speed limits and parking regulations.
7. The Planning Department, the Parks and Recreation Department, and the "Neighborhood Transportation Systems Improvement Committee" need to work together on a number of planned improvements to the pedestrian/bicycle system in the neighborhood to better link neighborhood residents with the parks, downtown, and the CSU campus as follows:

- o Preliminary planning of the proposed Vine Parkway corridor along the south edge of Lee Martinez Park as a landscaped parkway with equal attention given to movement of traffic, quality urban design, and accommodation of pedestrian and bicycle movement.
- o Planning, design, and funding of selected enhancements of Loomis Avenue between Lee Martinez Park and the CSU campus, as a parkway with special tree plantings, signage, traffic management and sidewalk improvements to create an integrated street image.
- o Generally working with residents and activity centers, including schools and CSU, to improve pedestrian and bicycle crossings of Shields, Mulberry, LaPorte, and Laurel Streets. Improvements could include additional designated crosswalks and more hand-activated walk signals.
- o Working with university planners to provide workable alternative north-south bicycle routes. Suggested north-south options include Loomis Avenue, Jackson/City Park Avenue, and Bryan Avenue.
- o Working with university planners to provide a safe, efficient north-south route through the campus as an alternative to Shields. This route would, most likely, be an extension of Loomis Avenue and would provide both a link between neighborhoods and between the Poudre River and Spring Creek trails. The Parks and Recreation Department and Traffic and Engineering Department should be consulted in exploring this connection and a new gateway to Lee Martinez Park for pedestrians and bicycles at or between Loomis and Whitcomb Streets in conjunction with designs for Vine Parkway. A new vehicle access point needs to be designed in the vicinity of Howes and Cherry Streets.
- o Addressing the interface of Jackson and City Park Avenues bike-route jog at Mulberry Street. Find a way to avoid putting bike traffic on Mulberry Street between Jackson Avenue and City Park Avenue.



- o Exploring the removal of the bike route designation on LaPorte Avenue and emphasizing the designated bike route along Oak Street. For safety, bikes could also, as they do now, comfortably share one of Mountain Avenue's two lanes from downtown to the cemetery. At a minimum, improve the intersection of Oak and Shields Streets with vehicular warning lights, and a well defined bicycle crossway on Shields Street.
  - o Working with the County and the Poudre River Trust to promote a separate bike-pedestrian path along Vine Drive from Taft Hill Road to College Avenue (via a possible Vine Parkway).
  - o Exploring alternative north-south bike routing to Mason and Howes Streets, perhaps along Meldrum Street with primary emphasis on Loomis Avenue.
8. A multi-year program of sidewalk repair and replacement to pedestrian-oriented standards and landscaping throughout the neighborhood funded by the Capital Improvement Program and Community Development Block Grants.
9. Although some of these recommendations are made elsewhere, it is important to explore a number of options for enhancing pedestrian safety on Shields Street, Mulberry Street, LaPorte Avenue, and Laurel Street in the vicinities of CSU and Fullana, Dunn, and Washington Elementary schools, including:
- o Reduce speed limits at selected intersections.
  - o Use hand-operated walk lights at selected intersections.
  - o Add traffic islands for pedestrians to wait for traffic to pass.
  - o Right-turn lanes at major intersections only.
  - o Add signage which states "Turning Vehicles Must Yield to Pedestrians;" enforce no right turns when pedestrians are present.
  - o Longer walk-light periods at Laurel Street and Shields.

10. Rigorously enforcing regulations concerning parking, handicapped parking, speed limit, and no right turns at pedestrian crossings in the WSN. Enforcement of these regulations is critical to the success of the WSN Plan. Without enforcement, most of the well designed proposals presented here will fail to achieve their intended goals.

## CHAPTER 6.

## COMMUNITY FACILITIES, SERVICES AND UTILITIES

### EXISTING CONDITIONS

#### Introduction

The quality of the public facilities and infrastructure of the WSN is a key ingredient in retaining long time residents and attracting new residents, particularly families with children. City Park, Lee Martinez Park, and the Fort Collins Community Pool at the Lincoln Center are valuable, treasured amenities to the residents of the WSN.

This chapter describes these facilities, as well as public and parochial schools, and services for the elderly and preschool children in the WSN. It also describes services and programs available to improve the public right-of-way (ROW), such as street trees, curb, gutter, and sidewalk maintenance, and alley paving, which are essential programs for the stability of older, urban neighborhoods. Finally, there is a discussion of drainage and public utilities within the neighborhood.

#### Public Community Facilities

The WSN has several important public community facilities including City Hall on its eastern edge. The Lincoln Center, also on the eastern edge, offers cultural opportunities for the neighborhood as well as the city. This facility could be further enhanced by the city acquiring the remaining privately owned structures on the block for additional parking and landscaping. The neighborhood is amply served by several elementary schools; the junior and senior high schools are outside the neighborhood.

Recreational opportunities are available in the WSN. Perhaps the two most important facilities are City Park to the west and Lee Martinez Park to the north. Within these parks are The Farm, at Lee Martinez Park, and a nine-hole golf course at City Park. There is also a pottery studio at City Park. The neighborhood has two public swimming pools, one at City Park and the indoor Fort Collins Community Pool on south Sherwood Street.

There is a great deal of mechanical and structural difficulty with the Lincoln Center Pool which has resulted in temporary closures. The City is currently analyzing the best course of action for the pool. Options include closure, maintenance-level repairs, or a complete redevelopment. Recent studies indicate that pool usage, which is largely by neighborhood and downtown people, is at a significant enough level to

support continued operation. Another center, such as EPIC, is not needed at this time and the Lincoln Center site would not support expansion of facilities.

Based on a review of the Draft Fort Collins Parks and Recreation Master Plan, and comments by the Plan Steering Committee, the WSN generally appears to be well served with park facilities. An exception to this is a need for a small, neighborhood park in the northwest portion of the WSN. The neighborhood enjoys access to the Poudre River trail/greenbelt system at Lee Martinez Park. The Downtown and Northside Community Centers are also within one mile of most neighborhood residents. A unique park for elderly people, Altha Quinby Memorial Park, is planned on a 10,000 square-foot lot at 309 South Sherwood Street.

**Private Community  
Facilities**

Because of its proximity to downtown, the neighborhood has access to several quasi-public and private social service agencies. Some of these facilities are located along Mountain Avenue.

In addition to four public schools in the area, there is a parochial school. Younger children are served by at least two pre-school centers and a few day care homes. There is also a youth center near Myrtle and Shields Streets which is associated with a church.

The neighborhood is well served by churches; one major church is Holy Family located on north Whitcomb Street. Holy Family is the focal point for residents in the eastern portion of the neighborhood and also offers recreational activities.

Senior citizens are served by Catholic Community Services, and The Council on Aging is on Oak Street. There is also an adult day care facility on Shields Street. There appear to be specialized medical services in or near the neighborhood and a supply of health centers within reasonable access. The hospital is located outside the neighborhood.

**Neighborhood-  
Enhancing Public  
Services**

The condition of sidewalks, curbs, gutters, alleys, and the presence and condition of street trees are important issues in an old neighborhood with a grid street pattern. The ability to renovate these parts of the infrastructure is essential to make older neighborhoods competitive with their suburban counterparts. The City of Fort Collins fortunately has a box of tools available to accomplish this renovation in the WSN. Ingredients which require strengthening include

Community Development Block Grants to pay some of the costs for low-income residents and an information campaign to inform property owners about the program and encourage their participation.

Within the City of Fort Collins' administration is a Forestry Division which is responsible for maintaining trees in public areas and working with private property owners on disease control and proper tree maintenance and replacement. This division has a tree replacement program for street trees in front of private property and residents may participate as often as they like. From year to year, certain streets are targeted for major tree planting efforts and all available areas are reforested as necessary.

Curb, gutter, and sidewalk maintenance and replacement is technically the responsibility of the property owner. However, the City operates a program which targets sections of the city each year for a 50/50 construction cost share between the City and the owner for replacement of these items. In recent years this program has been implemented in the WSN and those owners who signed up late or were missed because the allocated funds were exhausted are automatically put on a waiting list for the following year. The replacement of flagstone sidewalks with new flagstone is not a part of this program and the costs of these projects are the responsibility of the property owner.

Street paving and maintenance and alley paving are the responsibility of the City. There are still a number of unpaved alleys in the northern portions of the neighborhood. As a general policy, the City will pave a few alleys city-wide each year as funds are available. Otherwise, property owners need to form improvement districts in order to get alleys paved. This approach, when applied in the older neighborhoods where a number of residents are on fixed incomes, results in no action because of the perceived costs. There is no alley lighting program in the city, but residents may request that lights be installed and the electric costs added to their monthly bill. Usually, a group of neighbors agree to do this and work out a mechanism to share the cost. The City cooperates with neighborhood residents on programs of street lighting and storm sewer clean-out.

#### Drainage and Public Utilities

The WSN is adequately served by electric power and telephone which is to be expected in a community the size of Fort Collins. In terms of drainage, sewer and water, the City maintains these facilities and replaces them periodically when the need arises or during the course of street repaving projects. The existing

conditions of the drainage facilities is known by the City's Utilities Department and plans have been formulated to redirect runoff according to an engineered plan (Old Town Master Drainage Plan) that alleviates identified drainage problems in the neighborhood. Individual property owners' problems with ponding in their driveway approaches is usually taken care of during the course of street paving projects.

## FINDINGS AND ANALYSIS

The WSN is in a most ideal location for access to public facilities. There is a rich mix of cultural and recreational activities, mostly at City Park, Lee Martinez Park, or the Lincoln Center. One weakness may be the lack of small, pocket parks. Over time, a park may be desirable adjacent to Putman School. In the course of the planning process, concern was specifically expressed about loss of open space to buildings and sports facilities in City Park.

The quality of schools in the WSN is important to the attraction and retention of young families. Some concerns have been raised which should be followed up by neighborhood organizations. One concern is the location of the junior high school. Students must walk along the paved edge of Vine Drive. This is potentially dangerous, if Vine Drive is improved to become a parkway arterial, safe, separated, pedestrian access to the junior high school must receive attention in the design of the parkway.

Neighborhood residents perceive that their neighborhood is not receiving community services which are comparable to the rest of the city. There is great concern about the potential closure of the Fort Collins Community Pool. Usage studies indicate that the pool is an important part of the community. Because of its usefulness and importance to the neighborhood, the pool status needs to be resolved as quickly as possible. Capital Improvements Programs offer an opportunity to fund a complete renovation or reconstruction of the pool at a definite date.

The neighborhood has a number of City programs that can be utilized to make improvements to private property that benefit the property owner and the general public. Street trees, sidewalks, curb and gutter replacement programs are typical examples. An effort should be made to find the necessary funds to complete alley and street paving in the neighborhood without resorting to a special improvement district approach that places all of the burden on the property owner.

Underground utility systems in the neighborhood that are old can be replaced on an as-needed basis. These improvements need to be continually funded by the City.

The northwest portion of the WSN needs a neighborhood park. A good location is an extension to the east of the Putman Elementary School playground.

## **COMMUNITY FACILITIES, SERVICES AND UTILITIES PLAN**

### **Introduction**

The WSN of Fort Collins is an older part of the city. Its streets are wide and tree-lined. One senses the history of Fort Collins in the architecture and platting of the neighborhood. However, because it is an older neighborhood, it is vulnerable to decline. In order for the WSN to remain a competitively attractive area, actions must be taken to preserve existing positive features and to correct deficiencies.

### **Goal Statement**

The access by neighborhood residents to important amenities and facilities within and adjacent to the neighborhood must be maintained and enhanced. The infrastructure should be upgraded and maintained to a level comparable to the remainder of Fort Collins. The access to City Park and Lee Martinez Park needs to be preserved and enhanced in harmony with the adjacent residential areas. Map 6-A illustrates the open space plans identified in the policies below.

### **Policies**

CF-1 Maintain existing public facilities, in particular: City Park, Lincoln Center, Fort Collins Community Pool, and Lee Martinez Park.

CF-2. Encourage day and evening uses in the Lincoln Center/Canyon Avenue area.

CF-3. Ensure access by special population groups to services within the neighborhood.

CF-4. Maintain a high quality of public services in the neighborhood.

CF-5. Preserve and enhance the historic, pedestrian character of the WSN by preserving and creating parkway boulevards along appropriate streets which link key activity centers such as City Park, Lee Martinez Park, the CSU campus, and downtown.

CF-6. Future improvement projects in City Park or Lee Martinez Park, at a minimum, must preserve present pedestrian and bicycle access to the parks and, whenever feasible, expand that access with additional non-motorized entries to the parks.

CF-7. Create a linear park or landscaped parkway offering bicycle and pedestrian circulation along the Colorado and Southern Railroad ROW, should the ROW cease to be used for railway purposes.

CF-8. Maintain and upgrade the utilities where needed and the drainage system to a level consistent with the remainder of the city.

CF-9. Upgrade unimproved streets, alleys, sidewalks, curbs and gutters in those areas which do not meet urban standards, particularly Vine Drive, Elm Street, and Sylvan Court, among others.

CF-10. Target the WSN for the completion of alley and street paving.

CF-11. Any new facilities or construction in City Park or Lee Martinez Park should be reviewed with adjacent property owners and neighborhood organizations. Projects which diminish open space, significantly increase the size of the maintenance facility, detract from the historic character of City Park, or adversely impact adjacent residences should be avoided. In reviewing city-wide needs, the Parks and Recreation Department should seek to avoid using City Park as a general maintenance storage area. Every square foot of park land is important for the increasing population of park users.

CF-12. Develop a new public park in cooperation with the school district as an extension of the Putman Elementary School in the northwest portion of the neighborhood.

**Implementation  
Actions**

1. Provide handicapped access ramps at frequently used intersections adjacent to support services within the neighborhood.
2. Continue the new development of government and public facility uses as needed in the eastern fringe area of the neighborhood.
3. Retain, maintain, and improve the Fort Collins Community Pool by designating it as a high priority item in the "Choices 95" plan with adequate capital improvement funding to renovate

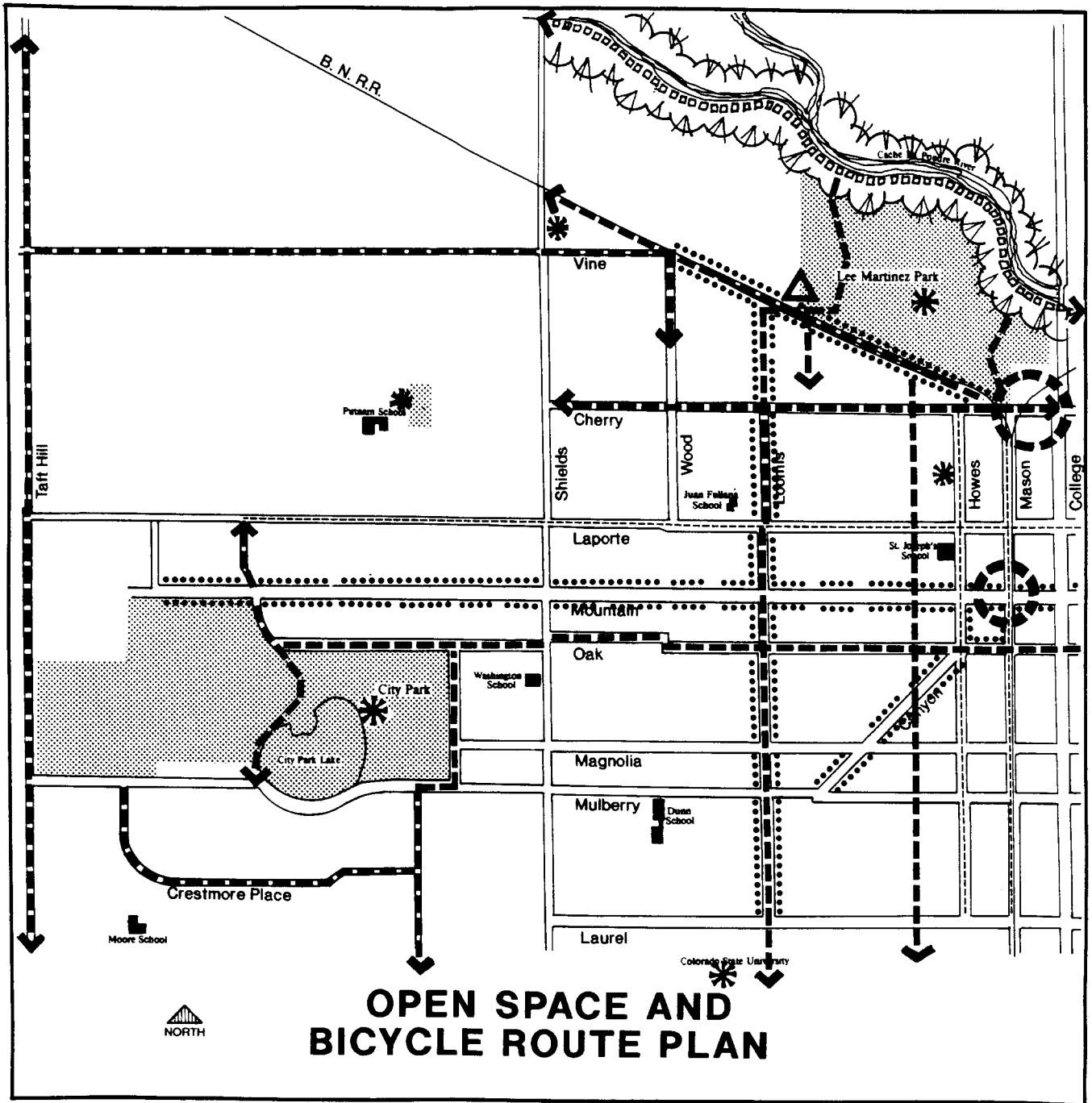


it into a high quality facility or replace it. A study needs to be undertaken to obtain costs for each alternative.


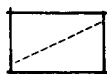

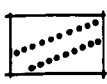
4. Utilize the Capital Improvement Program process to prioritize needed improvements to be completed in the next five to 10 years and alley and street paving to be completed in the next five years.
5. Encourage communication and participation between neighborhood and Parks and Recreation Department in park planning and operations through neighborhood organization liaison with the Parks and Recreation Department administrative staff and the Parks and Recreation Board. A representative of the WSN should be appointed to this Board.
6. Investigate the potential national historic value of City Park and consider this status in future park and adjacent neighborhood development to help preserve, where feasible, the park's character.
7. Link the bicycle trail system to Shields Street at the railroad.
8. Explore, with the Parks and Recreation Department, the possibility of a second Lee Martinez Park entry near College Avenue and Cherry Street for bicycle, pedestrian, and vehicle access. An entry for pedestrians and bicycles only needs to be developed between Loomis Avenue and Whitcomb Street with the development of the Vine Parkway improvements.
9. Explore, with the City Utilities Department, the placement of tree screening along the edges of the Service Center yards.
10. Support the Parks and Recreation Department in the creation of a possible linear park, trailway, and/or parkway along the C&S Railway Corridor when it ceases to be used for railroad purposes, with stubs connecting to Loomis Avenue, Wood and Whitcomb Streets, and a loop trail around the periphery of Lee Martinez Park.
11. Continue to implement and seek to expand programs of leaf pick-up, tree planting, lighting, and storm sewer clean-out in the WSN.

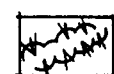


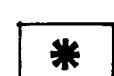

12. Work with the School Board for a joint city-school park development which meets residential neighborhood needs to the east of Putman School. Fund development through Community Development Block Grant funds or the Capital Improvement Program process.
13. Acquire the remainder of the Lincoln Center site for landscaping and additional parking.
14. Develop a unified City information program to communicate information about programs to residents regarding sidewalks, alley paving, lighting, and street trees.

Map 6-A



★  
**LEGEND**

-  PROPOSED BICYCLE ROUTES
-  EXISTING BICYCLE ROUTES TO BE REEVALUATED
-  PARKS
-  PARKWAYS

-  GREENWAY
-  POUDE RIVER TRAIL
-  GATEWAY
-  FOCAL POINT
-  PEDESTRIAN/BICYCLE ONLY PARK ENTRY

## EXISTING CONDITIONS

## Introduction

The WSN of the City of Fort Collins has developed over the past 100 years as a series of subdivision, annexations, and additions to the originally chartered and planned city, with little regard to maintaining the continuity of the original plan. Street offsets and discontinuities create the perception of disunity, causing traffic and orientation problems, and some confusion in spatial relationships, particularly for newcomers to the community. However, at the same time, they reduce the scale of the community fabric, offering the opportunity to develop and define sub-neighborhoods, and humanizing the scale of the city.

Overall, the WSN offers a relatively consistent and healthy mix of residential, residentially-scaled commercial, and institutional buildings. There have been few encroachments of buildings that are out of character with the rest of the neighborhood, in terms of building size or scale. On the other hand, there is nothing providing an alternative scale or drama that acts as a visual or spatial focus to the neighborhood. Also, there is little recognition of the distinctions of time and character of the various subdivisions within the neighborhood.

## University Area

South of Mulberry Street there is increasing pressure for that portion of the neighborhood to change character as a result of its proximity to the CSU campus. CSU's continuing development and the effect of growing numbers of students on the adjacent residential neighborhood are constant forces of change, both in order to respond to the desire for less restrictive and/or lower cost housing for students, and as the result of inadequate on-campus parking.

## Downtown Edge

Well-maintained housing stock in the residential neighborhoods, and the residents' strong commitment to maintain their quality of life, is demonstrated by the resident-initiated down-zoning of a significant portion of the area along LaPorte and Mountain Avenues. The original subdivision of land into single-family residential lots, typical west of Whitcomb Street, has been a fairly effective barrier to commercial encroachment into the neighborhood. The assemblage of land for commercial use is more difficult in fully developed and maintained neighborhoods. At the same time, there appears to have been pressure on land use changes adjacent to downtown, particularly on the most eastern blocks.

**Mobile Home Parks**

There is a widely expressed concern for the maintenance of properties and property values, particularly around the two mobile home parks at the western edge of the neighborhood. Neighbors perceive them as a negative intrusion as a result of their higher density lot coverage, a lower quality of yards, and streetscape and poor property upkeep.

**FINDINGS AND ANALYSIS**

**Residential  
Neighborhoods**

Within several sub-neighborhood areas there is a strong sense of integrity. The Mantz Subdivision, around Dunn Elementary School for instance, has a unified design pattern, but is unrelated to the adjacent Westlawn Addition, which has its own kind of internal design integrity.

**Canyon Avenue**

Canyon Avenue is a special design issue, offering opportunities for landscaping, which can break the street pattern in a dramatic way. As it is now, however, Canyon Avenue creates confusing and dangerous intersections and has the potential for encouraging damaging commercial encroachment into the WSN. The drama of the diagonal vista has been lost as it focuses to the northeast on the relatively undistinguished blind corner of the County Office Building. The adjacent residential areas, particularly the east and south face blocks along the adjacent grid streets to the west of Canyon Avenue, will be impacted by increasing new office and financial development of the downtown area. Street design involving landscaping and other techniques can be used to mitigate these impacts.

**Campus Commercial**

Along the Mason and Howes Streets one-way couplet, the traffic and economic pressures have changed the residential use to CSU student-oriented retail and service shopping. Fortunately, for the most part, the residential character of the buildings has not been destroyed and the pedestrian scale of the neighborhood retains its people-oriented facade and flavor.

**Mountain Avenue  
Neighborhood  
Parkway**

Mountain Avenue, because of its termination at the cemetery, has not developed to its full traffic potential. However, it has a boulevard characteristic which makes it a desirable place along which to live, drive, and walk. It is important to maintain this character and it is suggested that it be used by bicyclists (see Chapter 5).

**Vine Parkway**

There is a need for better present, and future, access to downtown Fort Collins from the city's potential expansion areas to the west and north. The development of a new major arterial along Vine Drive and

its extension along the abandoned railroad ROW into College Avenue, and/or the Mason/Howes Streets, pair offers a realistic alternative. However, there are concerns for that roadway access becoming a barrier to pedestrian and bike access to the Lee Martinez Park. If developed as a parkway, with an appropriately scaled landscaped divider, and provided with appropriate pedestrian crosswalks it could facilitate expanded access to the park.

## URBAN DESIGN PLAN

### Goal Statement

In public and private development, rehabilitation, and maintenance of the WSN, every effort should be made to establish an image and identity and enforce standards which characterize the WSN as a unique historic, Fort Collins neighborhood.

### Policies

UD-1. Residential Design standards should be developed and maintained into the future. Considerations should include:

- o Width and material of sidewalk;
- o Sidewalk location (detached or attached to curb);
- o Standardized handicap curb section/safe crosswalks --provide color/texture change;
- o Consistency in signage and street furniture;
- o Public and private landscaping standards --encourage use of the Fort Collins Landscape Guide;
- o Protection of yards from vehicle intrusion;
- o Establishment and encouragement of common design framework:
  - scale;
  - texture;
  - color;
  - signage;
  - street furniture;
  - setbacks/landscaping.

UD-2. Signage, street furniture, and crosswalks should strengthen neighborhood edges and provide a sense of entry. (See Figures 1, 2, 3 and 7.)

UD-3. Canyon Avenue should be developed as a service commercial area, encouraging mixed-use office and residential development with some retail commercial at ground level which can relate well as a

linkage between the Lincoln Center, as the cultural and recreation center for the community, and the City Hall and County Office complex. It could provide restaurants serving the daytime offices and evening Lincoln Center activities. As such, it could become a pedestrian-oriented linkage, with public art providing a series of public activity nodes, such as benches, throughout its length.

UD-4. Careful consideration should be given to public and street furniture to provide consistent organizing elements within the public space, as well as careful application of building identification and signage respectful of that public space/usage. (See Figures 4, 5 and 6.)

UD-5. Measures to protect the adjacent neighborhood to the west of Canyon Avenue should be incorporated in design guidelines. The quiet nature of the residential streets can be preserved by a program of landscaped berms with an unbroken line of street trees. (See Figure 7).

UD-6. The residential character should be preserved, and combined with the liveliness of retail activity, to provide a counterpoint to the residential nature of the adjacent neighborhood along Canyon Avenue.

UD-7. Commercial design guidelines should be established, addressing issues such as:

- o Profile and scale of shops to preserve pedestrian scale;
- o Encouraging of more pedestrian amenities through the development of public landscaping/street furniture, lighting, seating, and public spaces for activities;
- o Encouraging high quality private development, including signage, lighting, color, and texture, storefronts with visible merchandise;
- o Providing for handicapped access;
- o Reducing impact of autos by controlled access, screening, and internal landscaping within larger lots.
- o Screening of parking, loading, trash containers, transformers, and utilities.

Such design guidelines can encourage the coexistence of both residential and commercial activities in harmony.

UD-8. The provision of bike lanes involves safety (separating two-wheeled vehicles at 12 m.p.h., from 4-wheeled vehicles at 30 m.p.h., and from people at 2 m.p.h.). Bike paths at the side of streets are not ideal, but methods to mitigate conflicts have been devised. At least one set of bikeways north and south, and one east and west, should be provided --that is, separated both from autos and from pedestrians. The provision of street furniture, lighting, etc., which is appropriate to the special needs of bicyclists should be addressed.

UD-9. The planning and construction of a new Vine Parkway offers the opportunity to create separation from vehicles for both pedestrians and bicycles. Special attention to both parallel and intersecting traffic intersections needs can encourage pedestrian and bicycle access from the neighborhood to the Lee Martinez Park. (See Figures 8 and 9.)

**Implementation  
Actions**

1. Work with Canyon Avenue property owners to establish a Property-owners Association and Local Improvement District to define, unify and improve the image and quality of the area and to protect and buffer the residential streets to the west.
2. Work with the Campus Commercial Area owners and merchants to establish a more unified university related retail area.
3. Study, identify, and implement the development of one set of bikeways north and south and one east and west which separate the bike paths from autos and pedestrians.
4. Plan the new Vine Parkway with special attention to environmental and design issues.



Figure 7-1

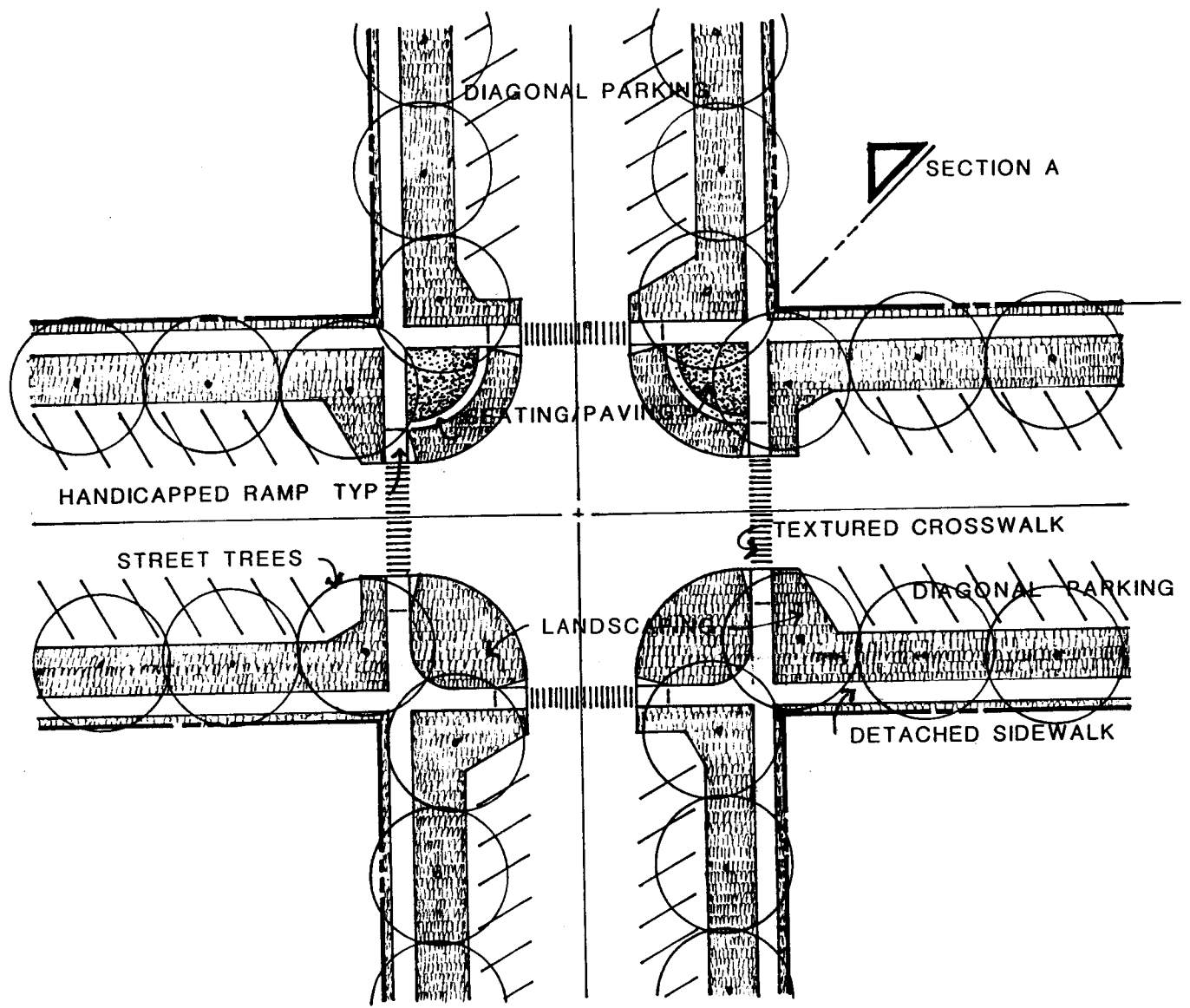


Figure 7-1

**RESIDENTIAL INTERSECTION with  
DIAGONAL PARKING**

Concept Plan

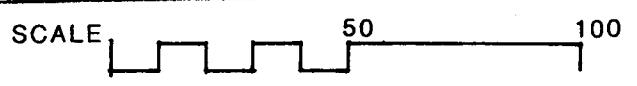


Figure 7-2

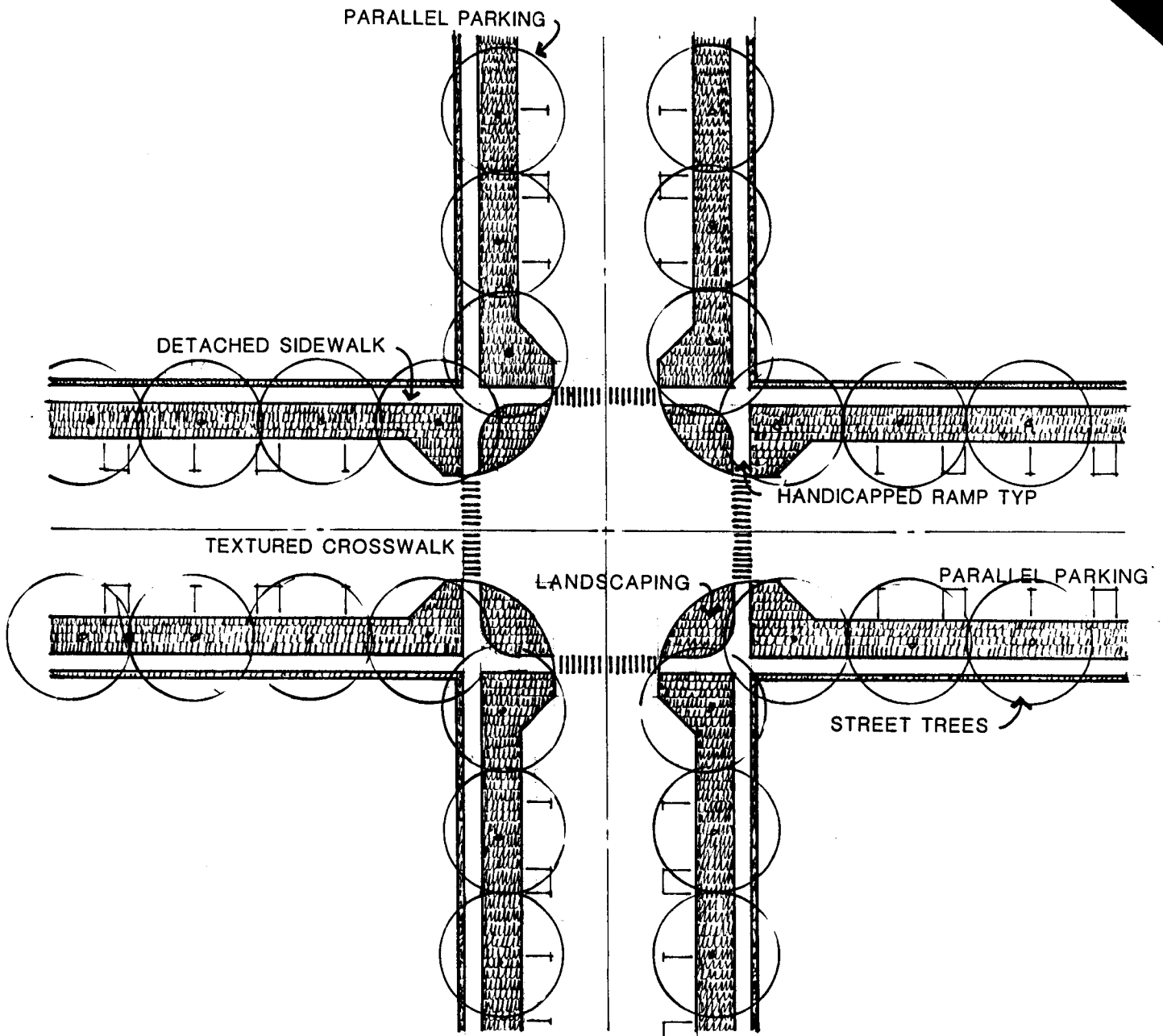


Figure 7-2

**RESIDENTIAL INTERSECTION with  
PARALLEL PARKING**

Concept Plan

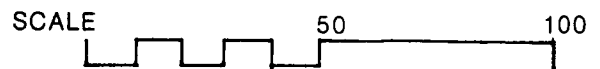


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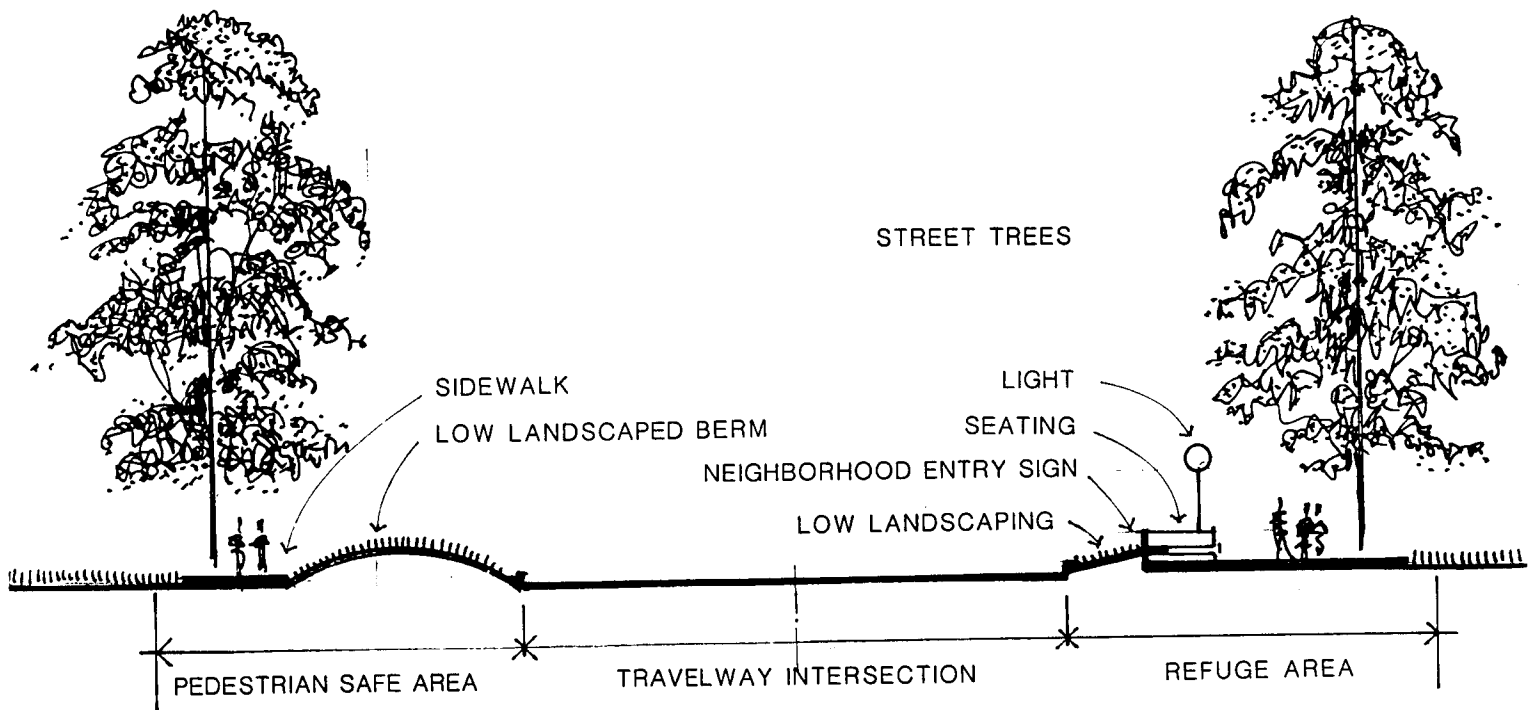


Figure 7-3

**RESIDENTIAL INTERSECTION CONCEPT**

Section A



Figure 7-4

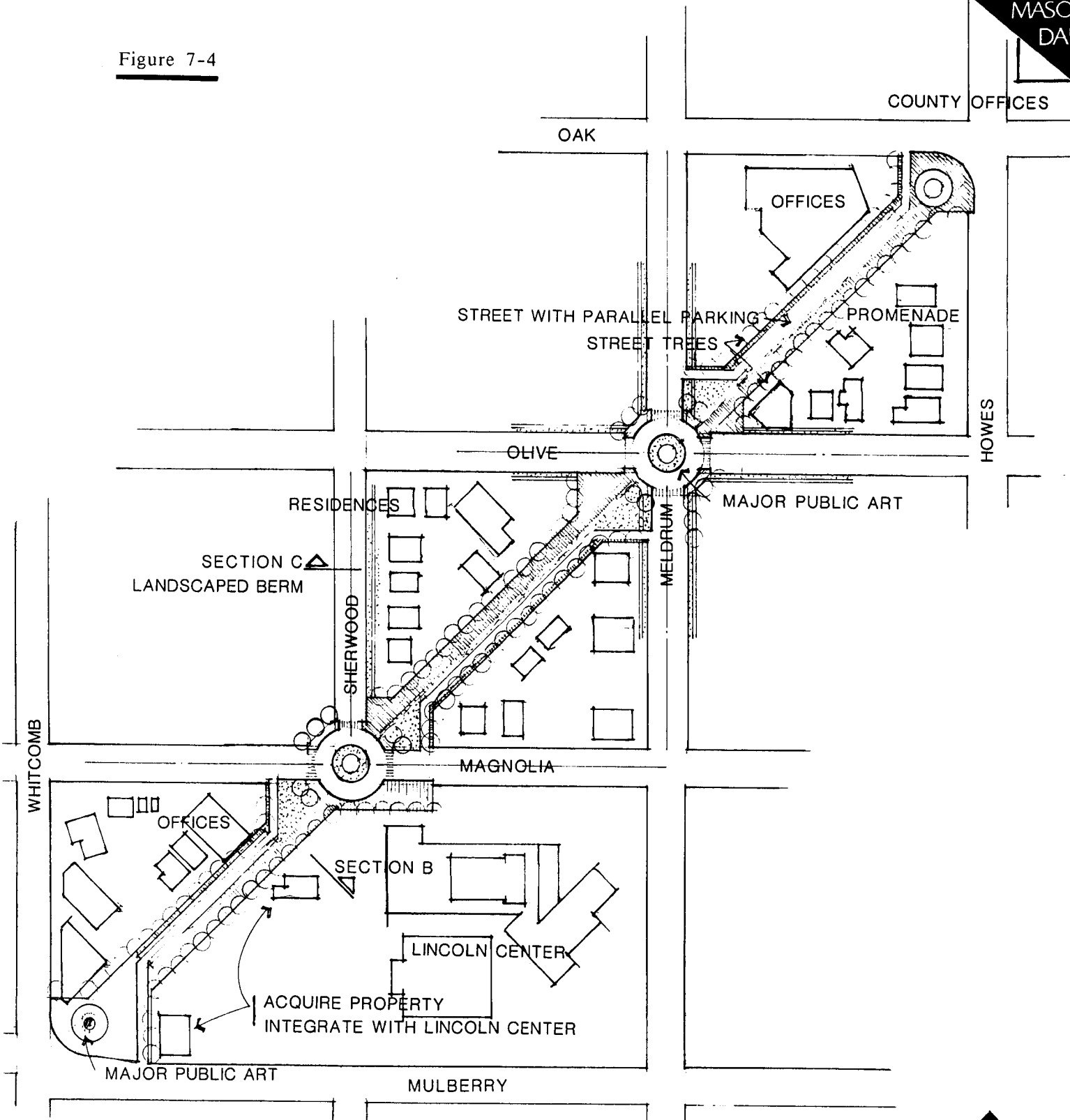


Figure 7-4

# CANYON AVENUE

## Concept Plan

SCALE 100 400

Figure 7-5

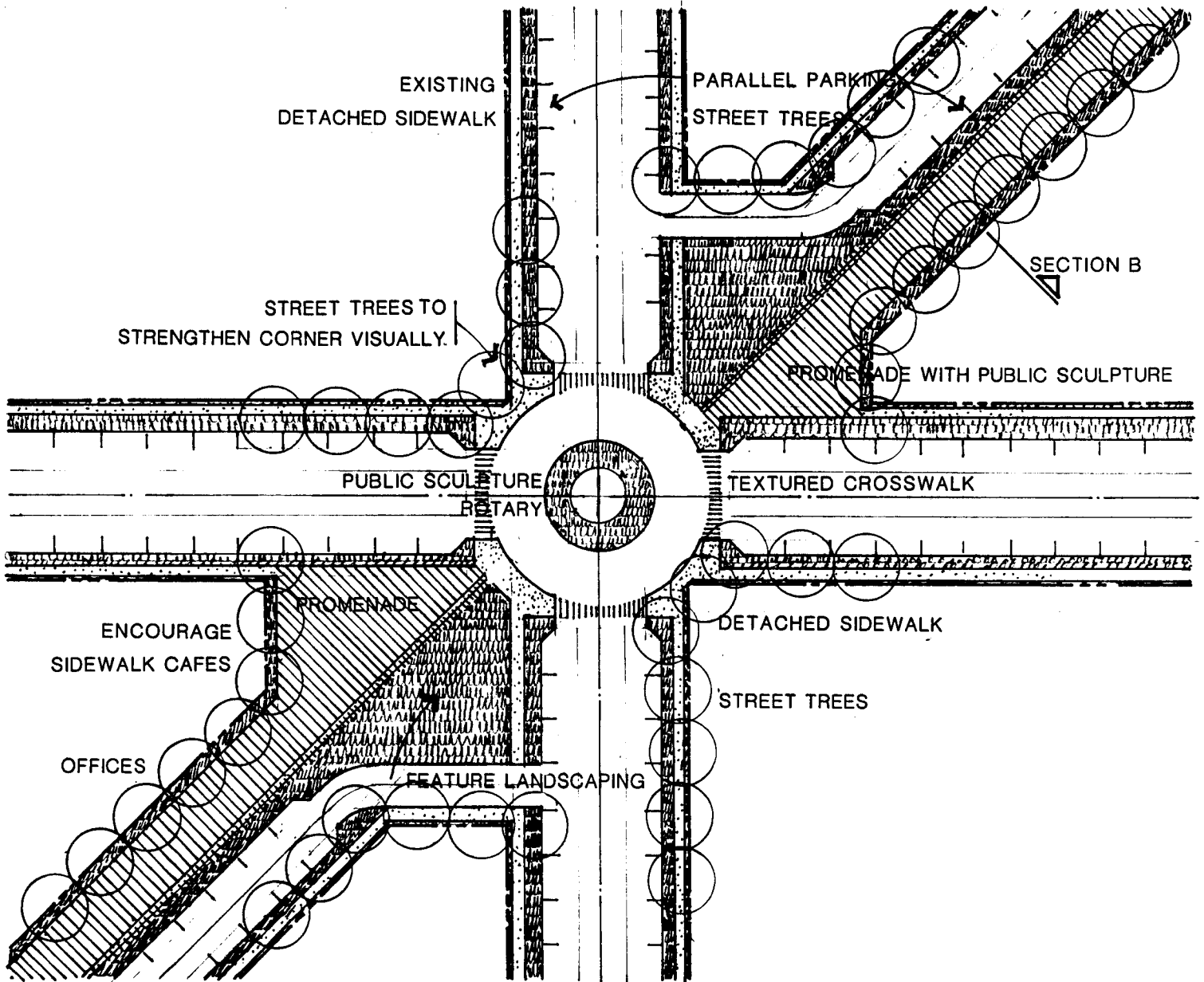


Figure 7-5

**CANYON AVENUE INTERSECTION and PROMENADE**

Concept Plan Detail

SCALE 20 100

Figure 7-6

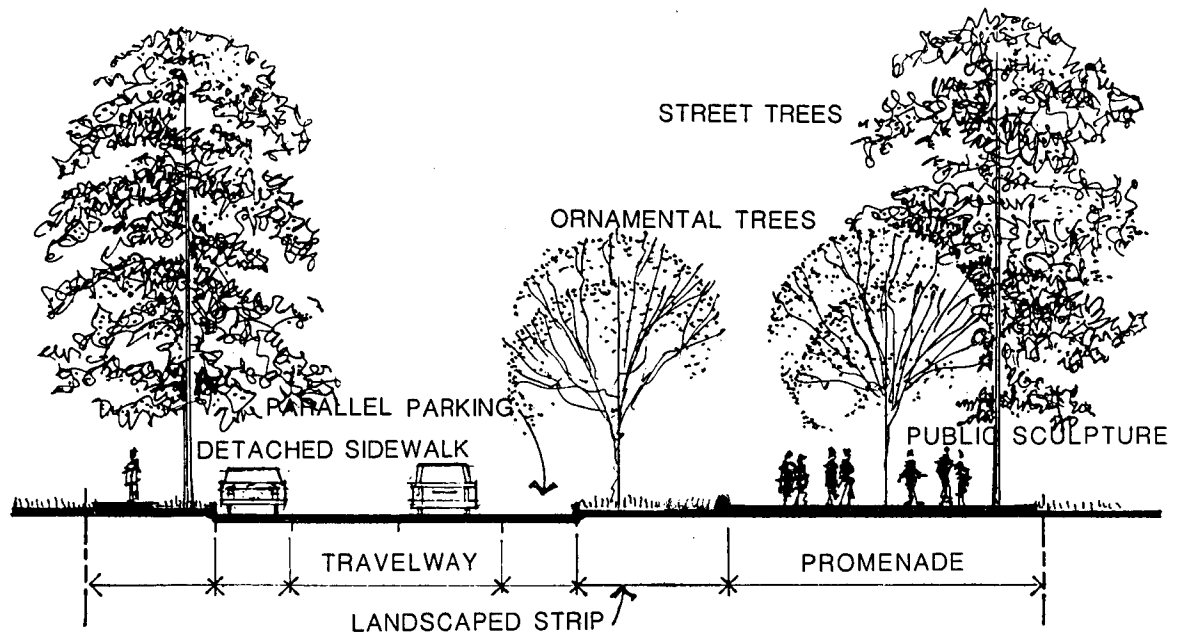


Figure 7-6

**CANYON AVENUE INTERSECTION and PROMENADE**

Section B

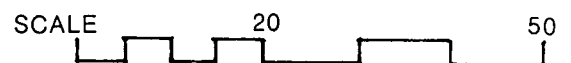


Figure 7-7

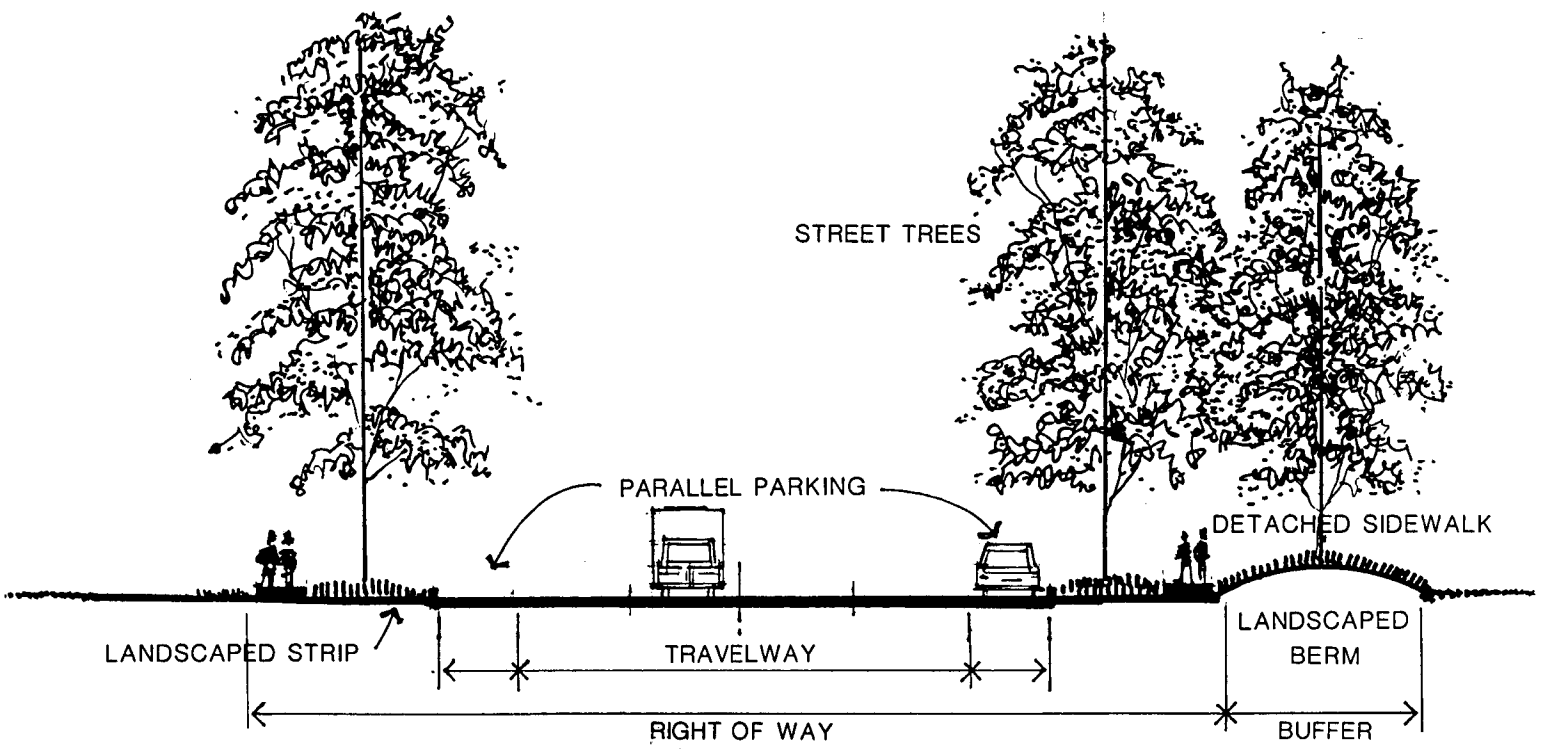


Figure 7-7

**CANYON AVENUE BUFFER –  
SHERWOOD STREET BERM**

**Section C**

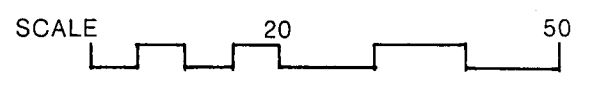


Figure 7-8

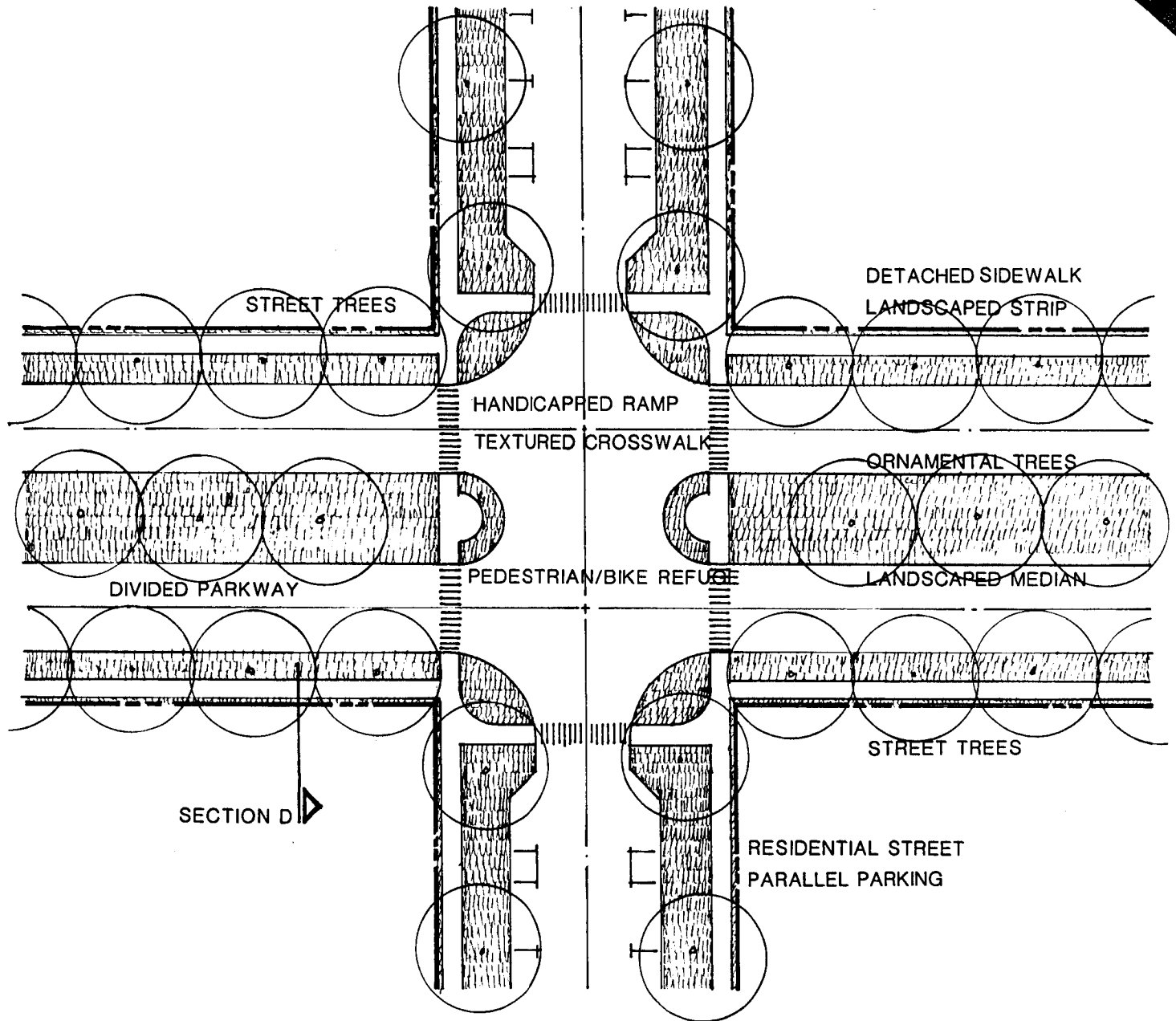


Figure 7-8

**VINE PARKWAY INTERSECTION**

Concept Plan

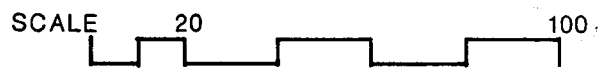




Figure 7-9

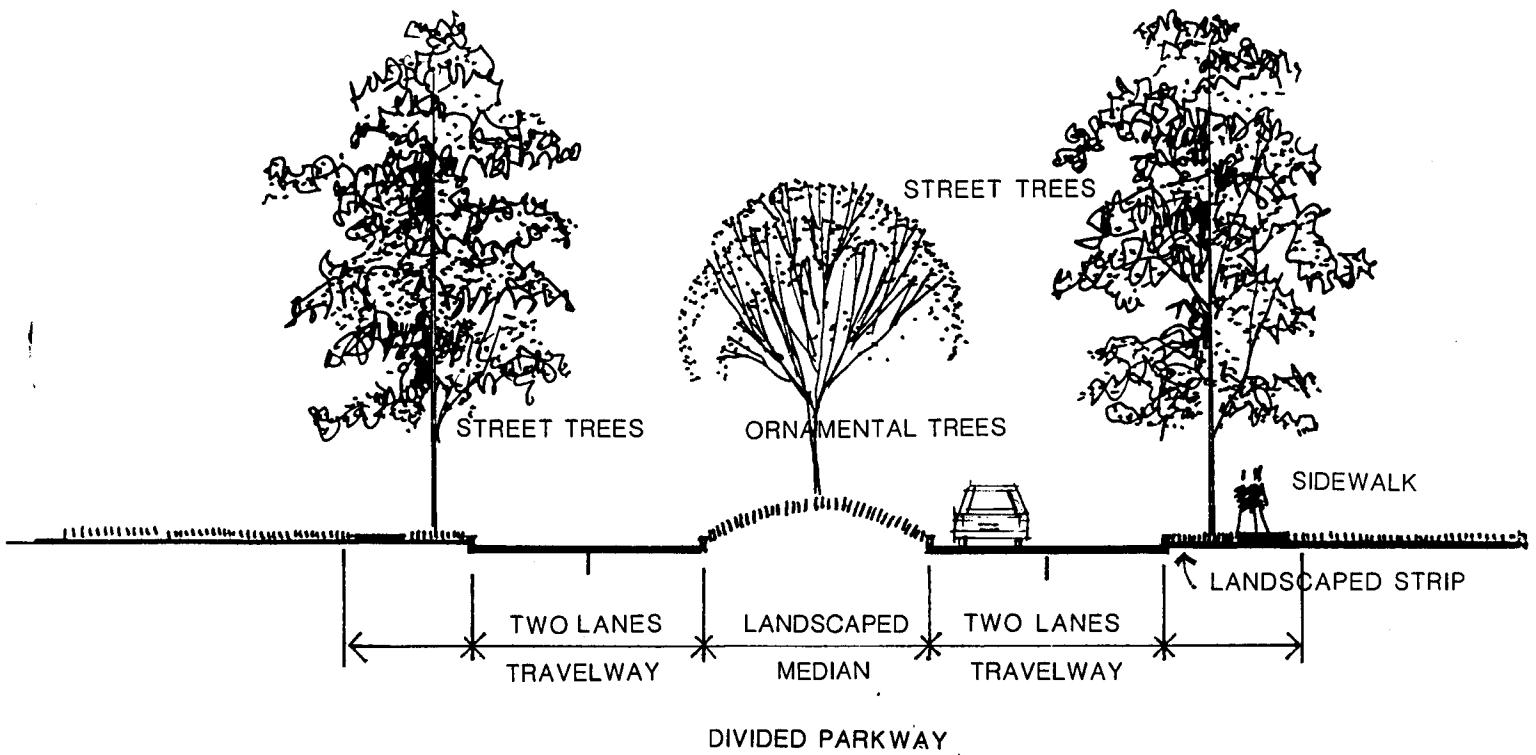


Figure 7-9

**VINE PARKWAY CONCEPT**

**Section D**

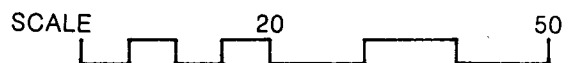
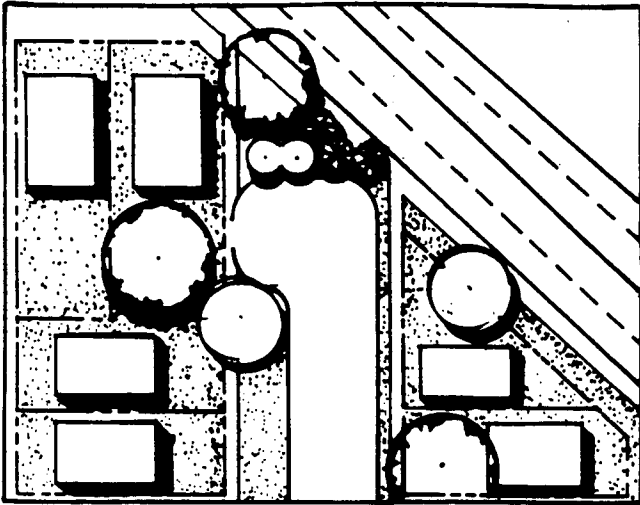
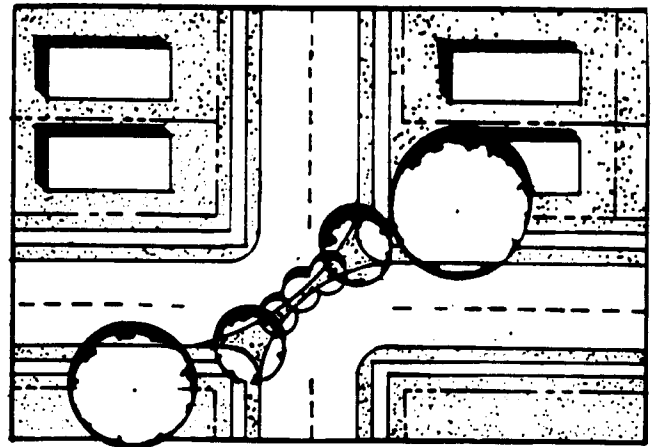


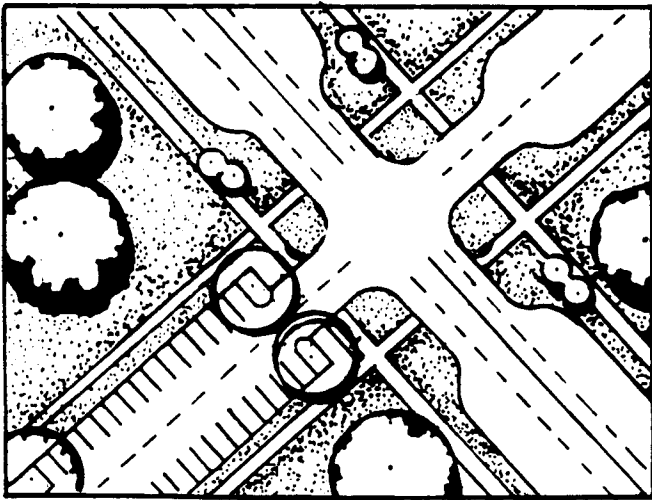
Figure 7-10



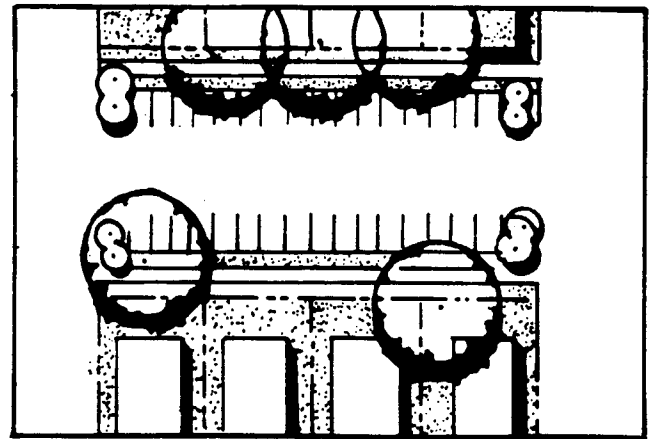
**CUL-DE-SAC**



**DIVERTERS**



**ENTRYWAY  
(CURB EXTENSIONS)**



**90° PARKING**

These concepts are shown as potential options for future changes to neighborhood street patterns.

Figure 7-10

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**SPECIAL STREET TREATMENT CONCEPTS**

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Plan Details

APPENDIX A: DENSITY, HEIGHT, & OPEN SPACE COMPARISONS

WSN - FORT COLLINS, CO

Planning Sub-Area	Gross Parcel Density * (Units/Acre)		Height (Feet)		Examples	Common Open Space (%) ***	
	Current	Proposed	Current	City Requirement		Proposed	Current
East Buffer	S.F. - 5 **	-----	30 - 40 +	40	35	S.F. - 50% + M.F. - --	M.F. - Bldg. Coverage: 40% Drives, Pkng.: 20% Open Space: 40%
Myrtle & Sherwood 24 unit structure Typical Lot Size: 50' x 175' = 8,750 s.f.	M.F. - 26	24					
Conservation	S.F. 5 - 6	4 - 6	~30	40	30	S.F. - 50% + M.F. - 50%	M.F. - Bldg. Coverage: 35% Drives, Pkng.: 15% Open Space: 40%
Whitcomb & Maple duplex Typical Lot Size: 40' - 50' X 175'	M.F. - 13	7 - 8					
Residential M.F.	S.F. 5 - 13	4 - 8	~35	40	35 or 40 if compat.	S.F. - 50% + M.F. - ?	Bldg. Coverage: 35% Drives, Pkng.: 20% Open Space: 45%
Wood & Elm 12 unit structure Typical Lot Size: 25' - 50' X 140' - 175'	M.F. - 16 - 20	15					
Single Family Core	S.F. 4 - 7	7	25 - 35	40	30	S.F. - 50% +	Bldg. Coverage: 25% Drives, Pkng.: 15% Open Space: 60% +
Typical Lot Size: 40' - 50' X 150' - 200'	M.F. - a few 2 - plex	No M.F.					

\* Gross Parcel Density = the density of the structures on the development parcel or lot therefore street right-of-ways and alleys are not included in the calculation.

\*\* S.F. = Single family; M.F. = Multi - Family

\*\*\* Open Space is common or private open space areas in project for use by residents for the project; parking, drives, and building coverage are not included.

**WSN**