



Entryway Corridor

- CL zoning should not apply to housing
- Riverside feels like a back door to Old Town
 - Needs wayfinding
 - Gateway treatment
- Art in Public Places feature planned for Riverside & Mulberry
- Need pedestrian continuity from Mulberry Bridge → West
- Move RR tracks over
- Bike plan shows protected bike lane on Riverside

- Need to understand what space the railroads control
- Remove access to Riverside to free up space for landscaping/pedestrians
- Most of the pedestrian stretch is in streets/driveways (no sidewalk)
- Landscaping with rythem on southwest side of street
- Access Control Plan (1998) addresses access to Riverside

Historic District

- Downtown Strategic Plan – “remain historically authentic” and a center for all types of activity
- Walkability – generally pretty good in this area – challenges on edges and in other character districts.
 - Property owner maintenance of sidewalks
 - More tree plantings to provide shade
- Patio culture is good, at the same time trying to manage items – plantings, bikes/bike racks, boards, etc. – What is the vision about encroachments?
- Preference for smaller, more distributed bike racks – closer access to destinations. Balance on-street bike racks with sidewalk racks, bike parking in garages
- Some pedestrian congestion is a part of Downtown character (vibrant)
- Car-free areas? Linden → River District (see also DDA design that removes curbs; funded in BOB 2.0, similar to Fillmore in Cherry Creek)
- Business starting to face (improved) alleys
 - 11 alleys total – design schedule reflects adjacent development
 - DDA discussing priorities at retreat next month
- Jefferson – lower vehicle speeds/speed limit – widen sidewalk? Make Jefferson/Linden easier to cross for bikes and pedestrians.
 - Parking can help calm traffic, provide a buffer. Question about number/% of semis, other options.
 - Enhancements (e.g., ped lighting, planters) would help
 - Could be a gateway (to downtown, garage, etc.)
 - Artist space?
- Parking garages – impact on shading?
- Redevelopment potential:
 - in the vicinity of College/Maple/Jefferson
 - Mason/Oak
 - Jefferson/Pine
 - Old Elks Lodge – street parking? Use rooftop?
- Event location options
 - Oxbow
 - Old Town Square + Linden St – new design will increase capacity
 - Legacy Park

- Woodward
 - CSU
- Events downtown are good for people new to town and good for vibrancy
 - Some merchants feel we have too many, not seeing the benefits. Though they recognize the increase in exposure, it's hard to measure.
 - Consider mentioning capacity in the plan?
- Inclusivity
 - Consider people in mobility devices, with strollers – wide sidewalks
 - Challenges with disruptive behavior
- 1989 Plan vision has been successfully realized
- Refresh corners – furniture, etc.
- Maintain District 1 police presence
- Mountain/Walnut – potential single-lane roundabout – works for hotel-related cars and could do within existing pavement. De-emphasize vehicles on Walnut?
- Redistribute parking – example: shared use with churches, etc.
- Consistent wayfinding for specific needs in the area (e.g. to taxis, CSU buses)
 - Signage and space for transportation services (taxis/uber, car share, pedicabs, Transfort/DTC, bike wayfinding)
- Car share for employers
- Improve crossing near La Luz? Slight dist. challenge with northbound right turn motorists
- College/LaPorte – “sea of asphalt”
 - Do advanced pedestrian phase? (like testing at College/Laurel)
 - Bulbouts to shorten crossing distance (like @ Mountain) – could decrease pedestrian time – maybe include pedestrian time with each cycle? 2-stage southbound left turn for bikes? Bike Box?
- Bike rack utilization data
 - Where do we need more? (ex: bikes parked on trees)
 - Operations & Management policies about rack maintenance: private v. public
 - On-street parking – how to manage with festivals? Challenge for Traffic Ops
 - Consider design of rack that works well – high capacity without damaging bikes – portability?
 - Bulb out from southwest for racks (helps with plowing, etc.)
 - Equinox – plenty of racks, security camera
- Get bike racks as close to destinations as possible
- Opportunity for solar access on roofs, tops of parking garages (solar provides shade)

North Mason/Civic District

- Civic Center – How to give it life after 5pm?
 - Integrate other concepts/uses – activate

- Core land use occupied only 9-5 is a missed opportunity
- “Oval” concept may not fit civic center vision
- Safety later at night – large dead spaces don’t feel safe – think about use of space beyond 9-5
- Important to keep civic/government uses downtown, civic pride
- Need critical mass of residential to support office & retail
- Stone, brick, parks, setbacks feels like a more residential than commercial character
 - Support businesses in Old Town rather than trying to expand
- Civic and residential uses a good fit together – a unique feature of Fort Collins
 - Municipal buildings should be close to people rather than set far away
- Howes Street – like Portland’s “green mile”
- Civic Center may be too big – bringing civic uses close together would provide more land for private development
- Context – transit center will always attract transit dependent populations – need to provide for diversity of uses/people
- More space(s) needed for open air markets, large events
 - But risk being “empty” at night
- Need big green spaces integrated with residential development
- Mixed income and affordable residential
- Approachable buildings – less formal
- Mixed use City buildings (e.g. retail/restaurant first floor)
- Residential – opportunity for variety of building types (apartments, townhomes, etc.)
- Civic uses very compatible with residential
- Opportunity for a coordinated streetscape along Howes
- Civic Center
 - Programmable space for recreation/sports to bring people in at other times of day/week
- Future performing arts center
 - ~1800 seats and ground level retail
 - Preserve civic spine? Already fragmented/hasn’t been successful
- Live/work and studio spaces would be a good fit with civic areas
- Should Howes be the pedestrian spine instead? – Boulevard
 - Bikes, pedestrians, green space, slow traffic
- Mason as a bike/ped/bus spine? Significant constraints (RR)
- Internal block circulation more important than “civic spine”
 - More opportunity for surprises, internal gathering, art, organic
- Howes – farmers market/booths – or along civic spine
- Innovative environmental projects
 - Solar vs. tree canopy – taller buildings
 - Microgrids, DC power

- Railroad abandoned ROW by Dazbog – wasted potential → previous plan for a parkway, solar canopies would provide connectivity to civic spine
- Affordability – requires subsidies, smaller units, efficiency studios
- Trolley barn
 - Community marketplace
 - Winter crafts/farmers market
- Need land use code to support mixed uses (require it)
 - Need density to support other uses
 - Plan for flexibility
 - Office → retail over time? Live-work?
 - Form-based rather than use-based? (open, transparent first floor – strong base) – don’t preclude other uses
- North Mason character
 - Townhomes, urban living lofts, single-family attached
 - Cherry St. lofts
 - Owner-occupied > rental
- Does zoning need to be “right-sized” to better fit the market/expectations (what site can actually accommodate, how compatibility can be achieved, etc.)
- Use city-owned land for affordable housing? Leverage for more diversity/affordability
- How to incentivize/require a range of building heights, variety
- Changes to allowable density could also change level of investment in transit, infrastructure, energy efficiency, etc. (in a negative way)
- City Plan – most people don’t realize the development potential, could change with next update
- Clarify compatibility standards – massing more relevant than height
 - Establish more grounding/reality for developers
 - What can you do vs. what can’t you do
- Large \$\$ difference from ~5 stories to taller buildings (material/construction type)
- Energy efficiency/sustainability an important consideration
- Diagonal streets – allow for different building types
- Rather than maxing out building envelope...podium w/spires
- Taller buildings = more parking requirements, can no longer do podium parking only
- Paris, Santa Barbara, other cities don’t have very tall buildings – e.g. consistent 5-6 stories
- Biking
 - Mason = long-distance through route
 - Howes – low stress parkway
- Street for alternative vehicle types – carshare, EVs, etc.?
- Disguising railroad tracks on Mason
- Need education for community about plan, expectations post-adoption (lack of awareness)
- Decouple conversation of density and intensity
- Losing ways for developers to be creative – code doesn’t allow for it

Lincoln Corridor

- Funding for corridor west to bridge
- Maintain connectivity along corridor
 - Wide tree lawn
 - Parkway
- Industrial with attraction/activation
- Explore bike path and/or sidewalk @ west of Odell
- Non-homogenous → mixed uses, flexibility
- Don't constrain industrial use
- Explore 300 ft. buffer change → smaller buffer, higher quality habitat?
- Lemay/Mulberry
 - Design vocabulary like Lincoln
 - REI as example (Denver – addresses the river), hotel
 - Destination use
- Downtown circulator
- Connection from Woodward to Home Depot plaza
- Connection to Poudre Trail (e.g. Taku hydro redevelopment)
- Wayfinding/branding
 - Bus stops
 - Sensitive to neighborhoods
- No 'glacial speed' beer bikes

Canyon Avenue District

- Route to parking? → free up Mason, Remington for other modes
 - Conduit – better use of existing parking
 - Signage, wayfinding, etc. – take pressure off College
- Gateway to Downtown
- Quiet street – opportunity for bike/pedestrian enhancements
- Hard to access (e.g. from Mulberry) – crossing Canyon/Mulberry
- Linear park connecting Lincoln Center and Courthouse – promenade w/ Art in Public Places projects?
- Redevelopment potential in corridor
 - 7+ stories
 - Incentives for development – can go higher if provide additional parking?
- Parking
 - Shared parking (i.e. residential + commercial)
 - Parking structure at Lincoln Center – shared with Blue Ocean

- Transit: straight shot to DTC?
 - Car and bike share – identify hot spot locations
 - EV charging locations? Business incentives to install? People don't know where these are located, need wayfinding signage.
- Floodplain challenges – Magnolia
- College/Mulberry, Mason/Mulberry
 - College/Mulberry – gateway
 - Redevelopment opportunity
 - Needs to accommodate all users better
 - Street interactive development – create more density within these blocks, can still include existing buildings, if desired
- Shared parking opportunities
 - Lincoln Center
 - Civic Center
 - Old Steele's – Mountain/Howes or next to Key Bank
 - Consider transition/sensitivity to neighborhoods, church
- Mason – enhance for transit, bikes, pedestrians
 - Users will make more stops at businesses than drivers
 - Shift parking away from high-stress locations
- Businesses think of public parking spaces in front as “theirs” – need a way to offset changes: add wayfinding to better use existing garages/spaces
 - Help manage employee parking
 - Educate about the value of a car parking space vs. bike parking space(s)
 - Decrease suburban style parking (large surface parking lot with small buildings)
- Howes – heavily used for cycling (but bike lanes/areas are in door zone)
 - Find the right balance – parking, bike facilities, travel lanes within right-of-way
- Magnolia – good east-west bike corridor, except challenging at Canyon. Greenway?
- Example: Canyon as festival street – food trucks, farmers market, art
 - Canyon – shared street (like Linden plans) – cars are accommodated but not the primary user
 - Hybrid street – hook-ups for food trucks/events, traffic normal throughout the day or when events aren't happening
 - Downtown circulator
 - Great opportunity to be creative
- Re-imagine Canyon to get back to original intent: align w/ Horsetooth Rock. Can we bring back/realign this viewshed?
- Intersection of Canyon and Howes also needs attention
 - Opportunity for gateway
 - Permeable entries from multiple places
- Building Heights

- Seems unfair to tell developers they have the heights as listed in the code – identify areas that require more sensitivity – needs more clarity
- Good location for affordable housing, especially with higher heights allowed in this area
- Concern: wind tunnel from 10-12 story buildings
- Where should height go relative to the street? Back/away from pedestrian street areas
- Step-backs: opportunity for views, green roofs, patios, rooftop decks...build a great city higher up. Parks on top of parking structures. Solar combined with green space.
- Preserve connectivity with the street
- “soft density” will keep MAX alive – provide density in a softer way
- Variety in massing is important (from building to building)
- Significant tree canopy is unique here. Need to retain while adding density
- Nature – some spaces exist (Lincoln center patio, for example) but are underutilized
 - Programming?
 - People visit small outdoor spaced because they’re near something else (coffee shop, etc.)
 - Mixed-use, locate pocket parks etc. at intersections of bike/ped corridors
- Opportunities to incorporate art?
 - Art distinguishes Canyon by block
- Canyon is not as active due to other spines in town
- Otterbox activates the area to the west of downtown
- Thinking about this area as employment (esp. office) and housing, less commercial/retail
 - Traffic counts are low for retail...but could work as time goes on. Think about transition from ground-floor office/residential to retail over time
- Sherwood – becoming a popular path to CSU
- Need for basic merchandise and essential services – small-format general merchandise
- Glass brings a “lightness” to a building
- Offset buildings to preserve views

Poudre Natural/Oxbow District

- Reality of Poudre district? What is available for development given the floodplain, protected land, etc.
- Lemay → Riverside on Mulberry
 - Visual and physical access to the river
- Connections between downtown and airpark area (e.g. for live/work or creative spaces)
 - Poudre River/Lincoln corridor/Vine Dr/North College/etc.
- Connection between Oxbow and Innovation District – arts-focused
 - Combo of fine arts and creative industry/sector
- Mobility needs
 - Bike walk, transit

- Hard to get north safely and comfortably
- River District
 - Historic Mill Race – celebrate with Willow improvements
 - Expose Mill Race for interaction with water – restore old one
- New Belgium = major destination
- Transition between Innovation and Oxbow – what happens to the mini storage?
- Oxbow area – industry not out of context with historic neighborhood
 - Enhanced river frontage – more plaza areas, more public access
- Wayfinding from river to destinations (e.g. Steamboat path)
- Discovery Center – what is within walking distance?
- Circulator to bring people down Linden
- More residents in the area – Legacy, Millhouse, Block 1
- Walking on Linden – not inviting (Jefferson Park, Rescue Mission)
- Education, interpretation, branding
- Need flexibility for more interesting signage
- Interpretation near Powerhouse
- Need more areas “stitched together” for pedestrians (e.g. across river)
- Connection from Hotel to river
- Oxbow one of the most beautiful areas of town with groves of trees
 - Protect some open space
 - Important themes – history, nature
- Design
 - Horizontal roof lines (e.g. Lincoln corridor graphics)
 - Emphasis on open space
- Residential development – is it possible for new development here to be affordable (like Buckingham)
 - Mobility for residents is critical (e.g. Capstone Cottages)
- Oxbow – potential for large employer campus (a la Woodward) – preference for a large project rather than piecemeal
- Gustav Swanson – not desirable/comfortable for walking around (homeless camps)
 - Connection between NA and new development at storage units
- Fort Ram – opportunity site
- Quonset huts – reuse and redevelop – could be very interesting
 - Waive parking/infrastructure needs to make more affordable? Need to overcome the infrastructure burden/cost
- Buildings on Riverside – prime for redevelopment
- Need traffic calming, improve safety and comfort on Riverside (Mulberry → Mountain)
 - Drop 1 lane?
- Art along Riverside to celebrate river, history – interpretive art along scenic byway
- Barstown Rd in Louisville – look at example
- Theme – Utilities (River Natural District)

- Solar power, water treatment, stormwater management all exist here
- Parallel trails on both sides of river (i.e. Udall Natural Areas)
- Education/interpretation focus
- Salida riverwalk example – balance
- Oxbow – buildings fronting on Linden
 - Interesting architecture to draw you in
 - Programming
 - “urban forest”
- How realistic is “affordable living and working spaces for creatives”? Can we deliver on that vision?
 - Shared workspaces
 - Gathering spaces, energy

Innovation District

- Floodplain constraints
- Innovative businesses: RMI, New Belgium, Engines Lab, Museum...
- Public art to brand innovation
- Showcase innovation/sustainability through site and building design
 - Home for green building
 - District energy
 - Solar gardens
 - Innovative agricultural concepts where development can't happen: park with innovation, floodplain agriculture
- Buildings/sites that engage the river
- Capitalize on sports element: kayak park, running, bike
- Water history/info – energy tour (MAX too)
- Solar garden on corner lot: Cherry/College w/public art
 - Connected to rail-trail: sculptural
- Energy gateway
 - Hydro power with river
 - Geothermal
- Interactive solar gardens/energy intallments
- Showcase vs. utility
- Parking shade/solar ports
- Landscaping on College Ave (Legacy Park Ridge) → Gateway
- Safety: small hiding places
 - Transportation needs to be improved
 - Residential (24-hour activity)
- Naturalistic river = homeless habitat

- Homeless in the area as a complement to the district
- Security: no dead ends, call boxes
- Services: restaurant etc.
- Residential? Does the district need 24 hour activity?
- Innovation campus: employment and residential

River District

- “alley” network (vacated right-of-way) – pedestrian access
- Pedestrian crossing of river
- Connect to Lincoln – Linden
- Quonset huts – container arch (Jefferson Street)
 - Artist: live/work
 - Fabrication
 - Artist alley
 - Pedestrian alleys
- Mid-block crossing: flasher at Chestnut
- History celebration
- Vine Drive site planning: suburban? (RMI)
- Can we embrace the railroads and celebrate innovation?
- Mini-storage may have a long timeline before redevelopment
- Working farm/restaurant
- Mission/Jefferson Park could redevelop
- Industrial – where will it go?
- Jefferson intersections with Mountain and Linden need to be pedestrian friendly
- Consider where the Parks Shop will be located – could it be close to Old Town Historic District?
- Northside Aztlan and park for events
 - Alcohol?
 - Infrastructure: H2O, electric
 - Policy
- Celebrate the River
 - “we have a river”
 - Signage
 - Branding
- Streetscape
 - Linden (water theme)
 - Bridge gateway (Linden)
 - Wayfinding
- Affordability
 - Taller buildings

- Not a matter of how high but massing
- Design and height
- Code expectations
- Design guidelines
- Height and open space/air
- “Fort” – signage/monument: north corner of Willow and Linden (Park)
- Transition between River District and Historic Core?
- Gateways and Branding
 - Linden (both ends)
 - Lincoln
 - Willow
- Bike share
- Trucks on Jefferson (CDOT)
 - Character feels overwhelming
 - Design and speed reduction
 - Parking doesn’t feel safe but creates a buffer
- “Welcome to Downtown!” wayfinding

Campus North District

- Overall
 - Hasn’t ever had/been part of a master plan
 - Significant tree canopy
 - Little on-street parking
 - A “mishmash” → design/character
- Potential for Redevelopment: 5-10 years, maybe stable. 10-20 years, might see more redevelopment
 - Howes – stable residential area...a few spots possible
 - Fair number of 40-50 year old, 2-3 story apartments. What about those?
 - Why are the blocks near CSU (Howes/College/Mason) low potential? (according to “stability map”)
- Mason
 - Goal to advance MAX quickly through the corridor, more quickly than now. More bike/pedestrian access, less car access/parking
 - Perhaps Mason is a more urban corridor character
 - Mason for bikes – good route, but not comfortable
 - Direct trail connections
 - Supports mixed use along corridor
 - Connections between CSU and downtown

- How to fix comfort level: better clarity (what do I do?), remove cars, add bike lanes, add bus islands (avoid crossing bike lane)
 - BUT...on-street parking is GOLD
 - AND...we need north-south access to destinations; one on east and one on west side of College ave
 - Opportunity for bike trail/cycle track along Mason?
 - What are the ramifications of removing parking on Mason? Opportunities for shared parking?
 - Impacts to business if remove on-street spots
 - There are proposed plans to stripe bike lanes throughout Mason corridor downtown. Some loss of parking on 3 block faces for 5-ft lanes, some buffered and some not. Tessa @ FCMoves has more info.
 - Sharrows used only at intersections; Transfort has signed off on this
 - Plan is an ongoing process, currently working on engagement of business owners
- Opportunities for alley improvements between Laurel and Mulberry
- College Ave – parkway character
 - Setbacks, median enhancements
 - Gateway
 - Realistic to have 5 stories?
 - 2-3 story podium adjacent to neighborhoods, build in height/intensity as you move north on College, approaching Mulberry
- Defining Campus North – “keep Campus North weird”
 - Gateway
 - College Ave wayfinding – get people ready to turn for parking, campus, other destinations
 - City facility (DDA/DBA/Welcome Center) to welcome people?
 - Intersection @ College and Mulberry
 - Campus West is well-recognized as a place...how can we do that here?
 - Alleys – near Alley Cat, 24 hour activity
 - Ethnic food destination
 - Eclectic nature, college atmosphere, “hippie, bohemian, college feel”
 - Hip, approachable, funky
- How do we get people (especially CSU staff) off campus? College and Shields are barriers. People are comfortable leaving via Laurel and Mason
- Transportation
 - Howes: express route to Old Town from CSU Transit Center?
 - Meldrum usually preferred because of the Oval on Howes, destinations on Meldrum like Lincoln Center and post office
 - Car-share: expanding on campus, but need more locations where students live (60-70% live off campus)

- Bulb-outs to help pedestrians feel safe
- “Urban Funky” for redevelopment?
 - Step backs on taller buildings, have program on them
- College Ave sidewalk – west – widen sidewalk to create space for cycletrack, connect with future cycletrack on CSU campus → reestablish historic setback on College
 - FYI: 1,000 bikes on Mason Trail @ CSU per day → only saw increase of 200 bikes when school came back in session. These are commuters.
 - More bike counters coming on Mason this week
- Opportunity at Presbyterian Church lot – daytime/nighttime shared use parking
- Also opportunity for bike and car share throughout area
- Building character on Mason
 - Doesn’t necessarily need same setbacks as College
- Alleys – intended outcome of improvements is to connect all the way to downtown
- Energy and Environment; Nature
 - LED lighting
 - Parkway – encourages good stormwater management and pedestrian comfort
- Arts and Culture
 - More murals (light or rain-activated)
 - Train music
 - Plant murals/living walls
 - What works on an east-facing wall? A west-facing wall? Urban Lab wants to study this.
 - Pocket sculpture parks/plazas off alleys or streets – very small
- Urban Lab design competition for Mason – “Railway Design Competition”
 - Ideas from around the world
 - 2 block area of Campus North area
 - March-May of 2016, estimated timeframe
- Note: this area is outside of city maintenance area – think about this when considering parks, flowers, etc.
 - Parks Department maintenance ends near Olive
 - Private owner responsibility
- Building heights – CSU-owned properties held to same standards?