



Old Town Neighborhoods Plan



DRAFT

Phase 1 Report

2015
Old Town
Neighborhoods
Plan

Phase I: Discovery – Where are we Now?

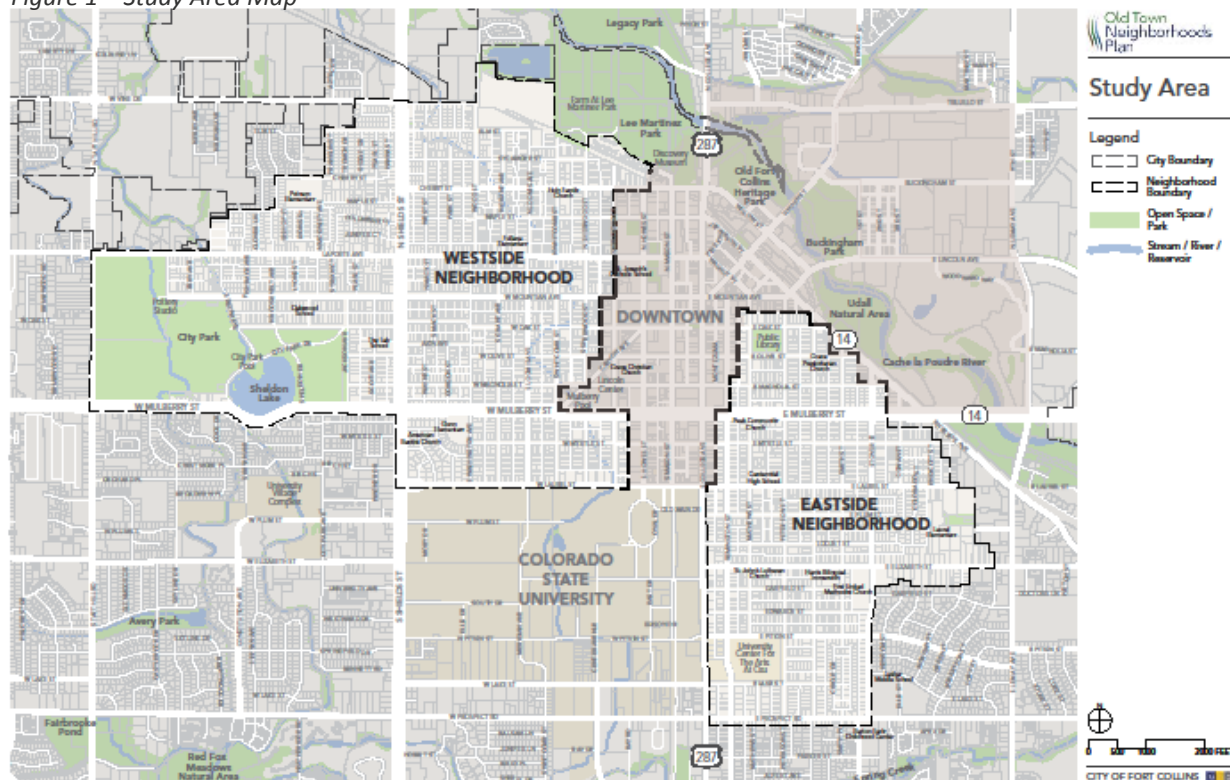
A. Introduction and Overview

Purpose of Update

The purpose of the Old Towns Neighborhoods Plan is to update the original Eastside and Westside Neighborhood Plans by revisiting the original visions, policy directives, and implementation actions within the existing documents and revising these elements based on emerging issues and trends. As part of this new update process, the current plans for both the Eastside and Westside Neighborhoods will be combined into a single plan document and planning process. The plan will fulfill the subarea plan recommendation as requested in City Plan. Once the plan is adopted, it will be considered an amendment to City Plan and its recommendations will supersede City Plan recommendations within this study area.

While this new approach will result in a single plan, each neighborhood will receive the appropriate level of in-depth analysis and evaluation throughout the planning process. The similarities between neighborhoods means they will share many desired outcomes and the combined neighborhood effort will provide more efficiency of resources, effective community engagement, and opportunity for collaboration of stakeholders. The outcomes of this project will include increased awareness and agreement on appropriate change in the Old Town Neighborhoods. Ultimately, a clarified set of strategies will be developed through this process to help implement Plan action items and facilitate compatible development and public investment in the area.

Figure 1 – Study Area Map



Study Area

The Study Area for the Old Town Neighborhoods Plan is comprised of the two distinct neighborhoods of Old Town West (Westside Neighborhood) and Old Town East (Eastside Neighborhood). In total, the two neighborhoods account for approximately 1,520 acres – 5% of the overall city area (see Figure 1).

The Eastside Neighborhood is east of both downtown Fort Collins and the Colorado State University (CSU) campus. College Avenue and Remington Street form the neighborhood's western edge, separating it from downtown and the campus. East Prospect Road (From South College Avenue to Stover Street) and East Elizabeth Street (from Stover to approximately South Lemay Avenue) represent the southern edge. Riverside Avenue runs along the northeast border of the Eastside Neighborhood and extends as far north as East Mountain Avenue. Mulberry Street is the primary east-west arterial passing through both the Eastside and Westside Neighborhoods.

The Westside Neighborhood is west of Downtown and north of CSU, including City Park at its western end formed by Taft Hill Road. The eastern border runs primarily along Howes and Meldrum Streets, while Lee Martinez Park serves as a northern boundary of the neighborhood – following an irregular step pattern from the City of Fort Collins Utilities Service Center southwest to the Grandview Cemetery. Mulberry and Laurel Streets form the neighborhood's southern boundary and serve as major east-west corridors through the City. Shields Street is the primary north-south arterial bisecting the Westside Neighborhood.

Centered on both sides of College Avenue between CSU and Downtown Fort Collins, the neighborhoods are diverse, with a range of existing character and contexts. These conditions help shape development and may influence development's perceived

compatibility. Understanding neighborhood characteristics, including physical conditions and dynamic aspects such as past and existing conditions, are an important part of this update process.

Planning Background

The Eastside Neighborhood Plan and the Westside Neighborhood Plan were the first neighborhood or subarea plans for the City of Fort Collins. Adopted in the mid to late 1980's, these neighborhood plans included a neighborhood vision, policies, and implementation strategies that responded to the concerns, issues, and pressures identified during each planning effort. Although the original neighborhood plans led to rezoning actions, new development regulations, and other implementation measures, neither plan has been formally updated. As the Eastside and Westside plans both approach nearly 30 years in service, conditions have changed in and around the neighborhoods, and extensive new information needs to be incorporated into the Old Town Neighborhoods Plan to remain relevant and useful. This planning effort intends to explore issues, clarify the vision, update the City's policy approach toward the next 10-20 years, and identify needed actions to implement the updated plans.

Process and Project Schedule

The Old Town Neighborhoods Plan began in January of 2015 and is envisioned as a 14-month, five-phase planning process (see Figure 2).

The initial phase of the project is described in this report and includes: planning context from recent planning efforts, the community engagement process, land use and urban design, neighborhood character and compatibility, zoning and transition areas, transportation and mobility, and analysis of each neighborhood's market conditions.

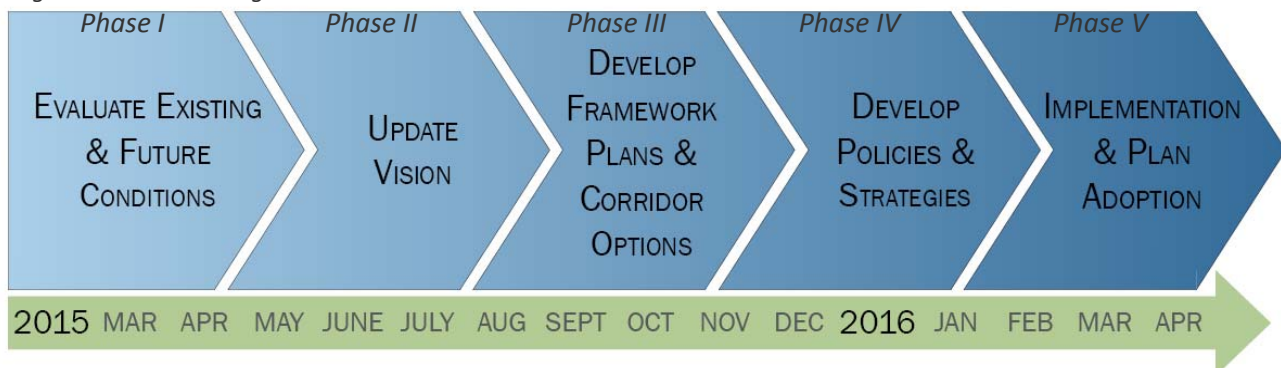
The remaining phases of the planning process will also be described in future summary reports and will address: reconfirming of the plan vision and framework; establishing policy frameworks and corridor alternatives; developing potential strategies, policies, and solutions; and creating a plan for implementation and adoption.

environmental health, and economic health of the neighborhoods and the larger Fort Collins community.

Community Engagement Process Overview

The community engagement process played an important role in the first phase of this project and will include on-going efforts for the

Figure 2 – Plan Phasing and Timeline



Planning Objectives

The planning objectives developed for the Old Town Neighborhoods Plan were defined by members of the project team at the beginning of the planning process and represent desired outcomes both during the planning process itself and following plan adoption.

- Examine & address current neighborhood issues and opportunities
- Encourage a neighborhood-supported vision for the future
- Develop policies & implementation strategies to support the neighborhood vision
- Guide future decisions on public & private development, infrastructure improvements, and related planning efforts
- Foster neighborhood & stakeholder participation throughout planning process
- Understand how the plan's policy and program choices will affect the social equity,

remaining phases of this planning process. Engaging the community helps to build community support for the project by encouraging community members to identify their issues, vet potential solutions, and invest in the final plan.

Community Engagement Strategies

Neighborhood Listening Sessions: Facilitated discussions were held with members of both neighborhoods in small break-out groups designed to encourage residents to express the problems and needs of the community and to respond to potential plan elements.

Open Houses: Initial open house events were held during this early phase to provide additional opportunities for the community to learn about the planning effort, ask questions about current conditions, and share their input through a comment card based questionnaire. Future open houses, community workshops, or intercept events will be held as necessary.

On-going updates to the Project Webpage: Over the course of the project, the webpage will be kept up-to-date with announcements for upcoming meetings and events, background information for the Old Town Neighborhood Plan planning process, and latest documentation for public review and record.

Online Surveys: Online surveys are also located on the project website to allow community members who are unable to attend public meetings to be involved in the planning process and provide critical feedback.

Technical Advisory Committee (TAC) Meetings: A committee of 17 members made up of key city staff will be consulted throughout the project to gain efficiencies through related city projects and planning efforts and to seek technical support for developing a viable plan.

Neighborhood Stakeholder Group Meetings: Two neighborhood stakeholder groups are utilized, representing the Eastside and Westside Neighborhoods. The neighborhood stakeholder group meetings will be held periodically throughout the public outreach process to advise the project team and offer feedback. Interviews with individual stakeholders may



Figure 3: Stakeholder Meeting

also be held, if necessary.

Walking/Biking Tours: Staff facilitated walking and biking tours of the Old Town Neighborhoods that allowed residents and



other stakeholders to give on-the-spot feedback to existing conditions in the neighborhood and ways to improve the neighborhood through the planning process.

Board and Commission Work Sessions: The City's Planning Commission and other City boards will be directly involved with the adoption of the Old Town Neighborhoods Plan. Work sessions with these groups will allow them to review and comment on the Plan before the document and recommendations are finalized.

City Council Work Sessions and Hearing: The City Council will be directly involved with the adoption of the Old Town Neighborhoods Plan. City Council work sessions will allow the Council to review and comment on the Plan before the final adoption.

Results from this initial community engagement process and a summary of identified key issues and opportunities can be found in Section D of this report.

B. Planning Context

Relation to Existing Plans

The Fort Collins Old Town Neighborhoods Plan will build upon previous planning efforts including those which are specifically tailored to the Old Town Neighborhoods, those relating to neighboring subareas, and City-wide comprehensive plans. Across the spectrum of existing plans, certain recommendations were consistently made for the Old Town Neighborhoods:

- **Accommodate housing for all.** The Old Town Neighborhoods contain a mix of housing types and demographics. Planning efforts continue to highlight this diversity as a distinctive feature of the neighborhoods, and recommend that future development recognize and attempt to maintain this diversity.
- **Maintain low density-character.** Every plan relating to the Old Town Neighborhoods recommends the neighborhoods retain a residential, low-density character. Uses may include office, retail, or multi-family housing, so long as the character remains the same.
- **Renovate and preserve existing buildings.** Owing to the historical and unique nature of buildings in the Old Town Neighborhoods, previous planning efforts continually recommend that demolition of existing structures be minimized and, instead, old buildings be renovated and adapted to new uses. Some plans point out existing historical homes could be adapted into offices or multi-unit housing.
- **Require new development to be compatible.** Much of the Old Town

Neighborhoods were built in the early settlement of Fort Collins, and therefore have unique historical value. Previous planning efforts strongly recommend new or renovated buildings conform to the neighborhoods' historic look and feel. While the feel of the neighborhood should remain the same, proposed recommendations do not expect the neighborhoods to be uniform or frozen in time – new or renovated buildings are encouraged to be unique. City Plan applies this recommendation to the entire City, encouraging stable neighborhoods City-wide.

- **Utilize buffer zones for transition:** Previous plans recognize the need for a buffer zone along neighborhood edges, especially where the neighborhoods are adjacent to high-intensity uses such as Downtown and CSU – the intent of the buffers is envisioned to allow for use and character to gradually step up or transition to more intense adjacent areas.
- **Foster a human scale with multi-modal access and new development.** In order to encourage pedestrians and cyclists on the streets, previous plans recommend that the Old Town Neighborhoods maintain a human scale through integration of other modes of transportation and smaller scale development.
- **Create a sense of place through design guidelines.** Consistently, recommendations of previous plans suggest the Old Town neighborhoods create guidelines to establish a distinctive neighborhood character.

Previous and Current Plan Summaries

As indicated by the above recommendations, previous planning efforts relating to the Old Town Neighborhoods have a lot in common. However, each plan also has recommendations that are unique to its individual scope or time. Recommendations unique to these planning efforts (and relating to the Old Town Neighborhoods) are included in the following plan-specific sections.

Eastside Neighborhood Plan (1986)

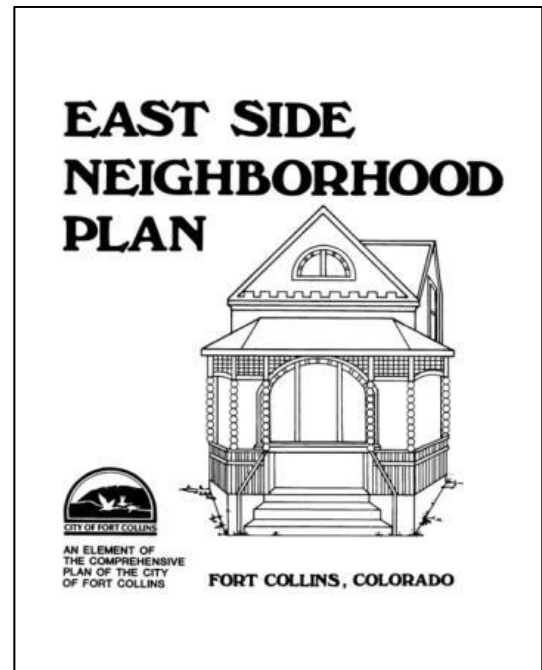
Plan Overview: The Eastside Neighborhood Plan was the first subarea or neighborhood plan developed by the City and was adopted in 1986. While a neighborhood vision was not developed, the Plan included initial policies and implementation strategies in response to concerns, issues, and pressures at that time.

Plan Purpose: The primary purpose of the Plan was to create a tool to help preserve and enhance the existing quality of life in the neighborhood. The intent was to help create stability for all the varying points of view of the existing neighborhood - home owners, renters, landlords, students, and businesses - while not forcing any changes to existing residential or conforming nonresidential uses. The Eastside Neighborhood Plan included policies addressing the major concerns identified by the neighborhood.

Plan Policy Direction: The primary policy categories included in the Eastside Neighborhood Plan were land use, transportation, maintenance of private property, historic conservation, open space, and public facilities and infrastructure. At the time the plan was written, the primary policies were intended to be consistent with the City's comprehensive plan (Pre-City Plan).

Key Recommendations:

- **Enforcing a property maintenance policy and preserving all flagstone paver sidewalks** in the neighborhood.



- Recommendations for **transportation** were addressed in the plan and some have been implemented, but traffic patterns have changed and further study would be required before implementing any of the remaining recommendations.
- **Mulberry Street** has always been a heavily-used street in the Old Town East Neighborhood. It was identified as a charged topic at the time of the 1986 plan and subsequently excluded from any of the plan's recommendations.
- Creation of **Conservation Zoning Districts** were introduced to preserve neighborhood buildings, character and scale in development and redevelopment.

Westside Neighborhood Plan (1989)

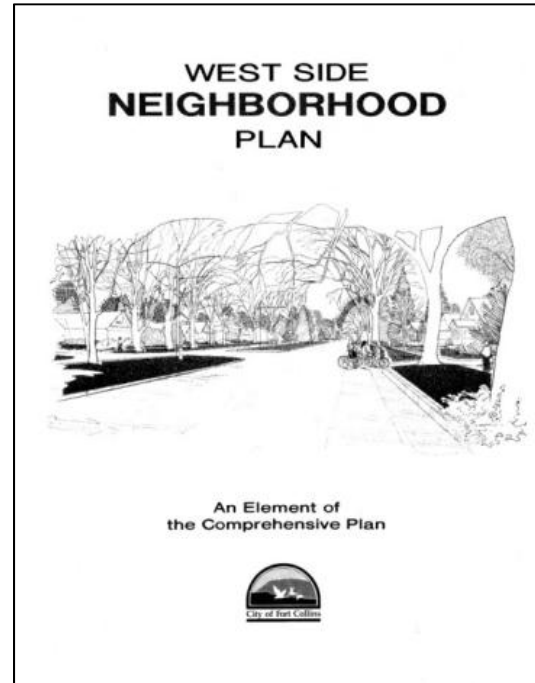
Plan Overview: The Westside Neighborhood Plan was the first subarea plan for the Old Town West Neighborhood which followed the development of the Eastside Neighborhood Plan. The Plan was adopted in 1989 and included vision, policies, and implementation strategies as a response to concerns, issues, and pressures at the time it was written.

Plan Vision: The vision put forth in the Plan saw the neighborhood as more traditional in style - contrasting to the style of newer suburban communities. This elements of the vision for the Westside Neighborhood included:

- A residential area easily accessible by foot, bicycle, and automobile to parks, schools, and small family-owned stores;
- A preservation of human scale of the past with a tree-lined street grid, setback front porches, alley facing back yards, and pedestrian scale homes.
- A continuation of vitality and variety of uses with housing adjacent to shopping Downtown and cultural opportunities happening at CSU;
- A maintenance of the socio-economic mix within the neighborhood - the diversity of ages, ethnic mixture, incomes, family composition, and renter/owner mix of residents; and
- The offering of a full range of well-maintained community facilities and services that would be expected in the quality neighborhoods of Fort Collins.

Key Recommendations:

- A **neighborhood organization** was envisioned as a representative group of residents to serve as liaison to the City. The City would inform the organization of



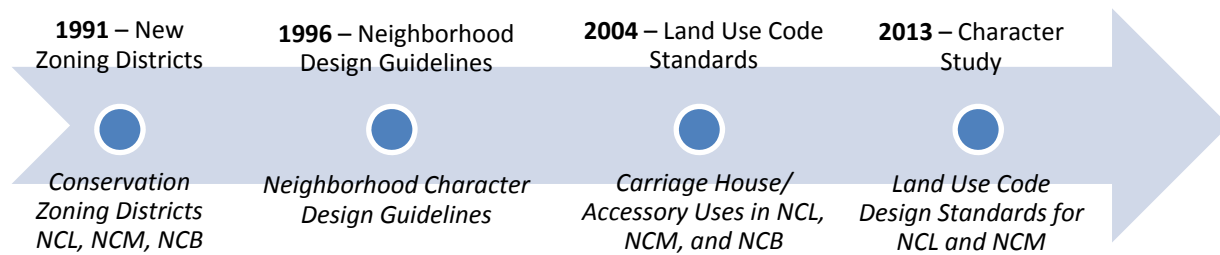
all potential development, redevelopment, land use changes, or zoning in the neighborhood to get a quick reaction to proposed changes and the organization would (in turn) inform other residents of the proposed change.

- Parking recommendations proposed **parking in the rear** of structures whenever possible (except in buffer areas) and a ban on razing properties to **discourage surface parking** lots.
- Design Guidelines were proposed as a **branding strategy** to establish a lasting image for the Old Town West Neighborhood.

Implementation Timeline for Both Plans:

Since the adoption of both the Eastside Neighborhood Plan and the Westside Neighborhood Plan, multiple implementation actions have taken place to bring these plans to fruition. The following includes a timeline of actions to date:

Figure 5: Implementation of Eastside and Westside Neighborhood Plans

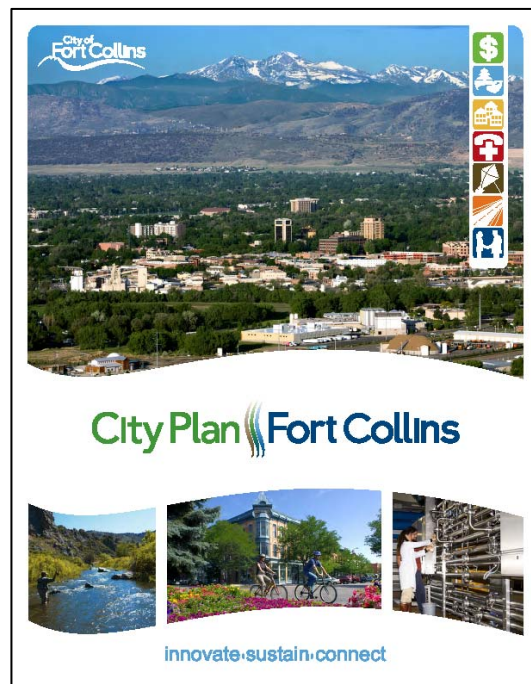


City Plan (2011)

Plan Overview: City Plan is the City of Fort Collins Comprehensive Plan, covering planning issues over the entire City and areas which may be annexed to the City in the future. City Plan was last updated in 2011, and includes the vision, policies, and implementation recommendations for the entire City.

Future Growth: City Plan acknowledges the need to promote neighborhood stability and preserve and maintain neighborhood character across the entire city. Compatible uses are encouraged in current low intensity residential neighborhoods (including the Old Town Neighborhoods). The Plan notes that any changes to current neighborhood character will be carefully planned and will result from initiatives by residents or from a specific subarea plan prepared in collaboration with residents.

Specific development frameworks found within City Plan that support these particular housing needs include: Targeted Infill and Redevelopment Areas and The Transit Oriented Development Overlay. Both development framework areas touch the edges of the Old Town Neighborhoods and create a “community



spine” along the College Avenue and Mason Corridor that spans Fort Collins north and south from Wilcox Street to Harmony Road.

The **Targeted Redevelopment Areas** are established to:

- Promote the revitalization of existing, underutilized commercial and industrial areas.
- Concentrate higher density housing and mixed-use development in locations that

are currently or will be served by high frequency transit in the future and that can support higher levels of activity.

- Channel development where it will be beneficial and can best improve access to jobs, housing, and services with fewer and shorter auto trips.
- Promote reinvestment in areas where infrastructure already exists.
- Increase economic activity in the area to benefit existing residents and businesses and, where necessary, provide the stimulus to redevelop.

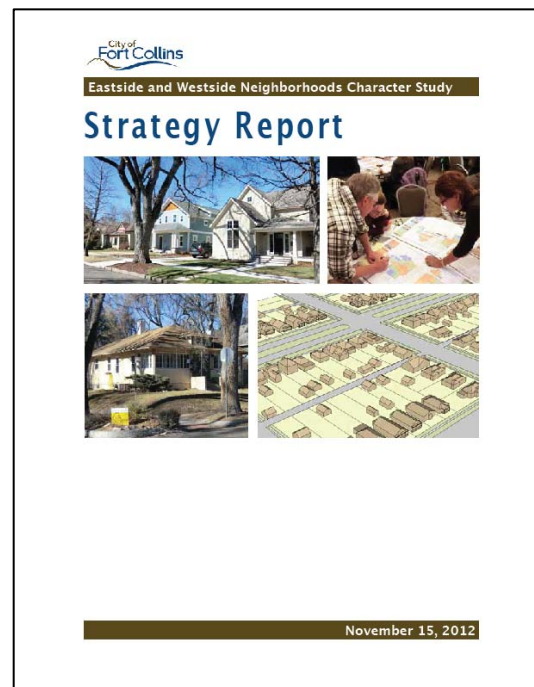
The **Transit Oriented Development Overlay zone** is intended to:

- Promote transit ridership
- Encourage transit-supported, compact, and walkable infill and redevelopment.
- Encourage subarea plans to adjust zoning standards to accommodate such compact development patterns

Accessory dwelling units are also strongly encouraged in City Plan for all neighborhoods throughout the City. Accessory units are defined as “a second dwelling unit either in or added to an existing single-family detached dwelling or business or in a separate accessory structure on the same lot as the main building.” In the Old Town Neighborhoods, such structures would likely be located at the rear of the property along alleys.

Eastside Westside Character Study Strategy Report (2013)

Plan Overview: The Eastside Westside Character Study was initiated to address resident concerns over remodels, demolitions and new development in the Old Town Neighborhoods that did not conform to existing neighborhood



character. The focus of the study included an assessment of the single-family neighborhoods within the NCL and NCM zoning districts. Information in the Strategy Report is included in this plan, establishing a basis for implementation.

Key Recommendations: The Eastside Westside Character Study Strategy Report included a combination of voluntary and regulatory implementation actions, including:

- **Utilizing Fort Collins’ design assistance program** which provides free or reduced cost architectural services to applicants seeking assistance with compatible design.
- **Adjusting height measurements** to the existing grade at the parcel boundary to more fully reflect intended height limits.
- **Expanding the notification distance of variance requests** to nearby residents and placing a notification sign in the yard when a property has requested a variance.

- **Creating new voluntary design guidelines** to replace the Design Guidelines of 1996.
- **Reducing massing and scale of guidelines** to address issues with **solar access** and new development that were casting shadows over smaller buildings located on lots to the north.

Implementation:

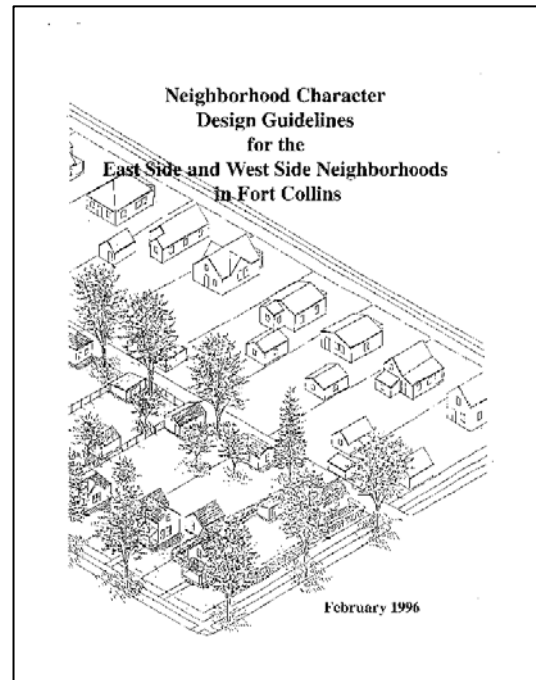
- Measurements in the Land Use Code for Old Town Neighborhood zones (NCL, NCM) have been updated to reflect the recommendations in this plan.
- Solar access and massing is now addressed in the Land Use Code for Old Town Neighborhood zones (NCL, NCM).
- The code requirements for notice of variance requests have been increased from 150 feet to 500 feet (in NCL and NCM zoning districts).
- New design guidelines identified in the Strategy Report will be developed concurrent with the Old Town Neighborhoods Plan process.

Neighborhood Character Design Guidelines (1996)

Plan Overview: The 1996 Design Guidelines are the community's currently-adopted policies concerning design in the Old Town Neighborhoods. The guidelines specifically focused on alterations to existing structures and new development. According to the design guidelines, neighborhoods were not intended to be frozen in time: creative solutions (compatible with the desired character) were strongly encouraged.

Key Recommendations:

- **Encourage a similar character for new and altered structures** through materials, mass,



and size to reflect the existing neighborhood

- **Articulate larger structures to maintain a low-density residential character** when buildings are built on larger or over multiple lots
- **Assure solar access** by limiting building heights along north sides of properties
- **Place all garages and parking to the rear of the property** preventing driveways from connecting to the front of the property as much as possible

Implementation:

- **Solar access and massing** is now addressed in the zoning code (NCL, NCM, and NCB zones).
- **Articulation of larger structures** is required as part of the current zoning code in the Building Standards Division.
- **Similar character, materials, mass, and size** are encouraged for all new and altered structures in every neighborhood through the City zoning code.

Nature in the City Strategic Plan (2015)

Plan Overview: The Nature in the City Strategic Plan was created to encourage access to high-quality nature areas for all residents of Fort Collins and directs all future planning efforts in their consideration of nature.

Plan Vision: The plan vision incorporates three principles to encourage community open space. These principles include: easy access to nature, high quality natural spaces, and land stewardship. From these principles, three goals are derived and include:

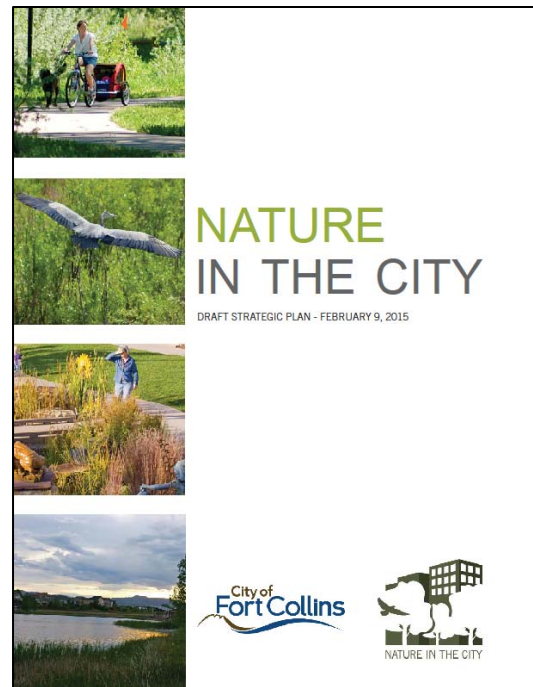
- Ensure every resident is within a **10-minute walk to nature** from their home or workplace.
- Conserve, create, and enhance natural spaces to **provide diverse social and ecological opportunities**.
- **Shift the landscape aesthetic to more diverse forms** that support healthy environments for people and wildlife.

Key Recommendations: To accomplish these goals, the plan suggests the following.

- **Increase connections** to existing natural areas
- **Add urban agriculture** to expand access to healthy food
- **Transform ditches into greenways** to enhance green infrastructure
- **Diversify streetscapes** with natural habitat

Colorado State University Campus Master Plan (2012)

Plan Overview: The Colorado State University Campus Master Plan directs on-campus development. The University is involved in and respects the City of Fort Collins' various planning efforts. The Transit Oriented



Development Overlay zone and the City's current zoning are reflected in the CSU Master Plan reference maps.

Key Findings:

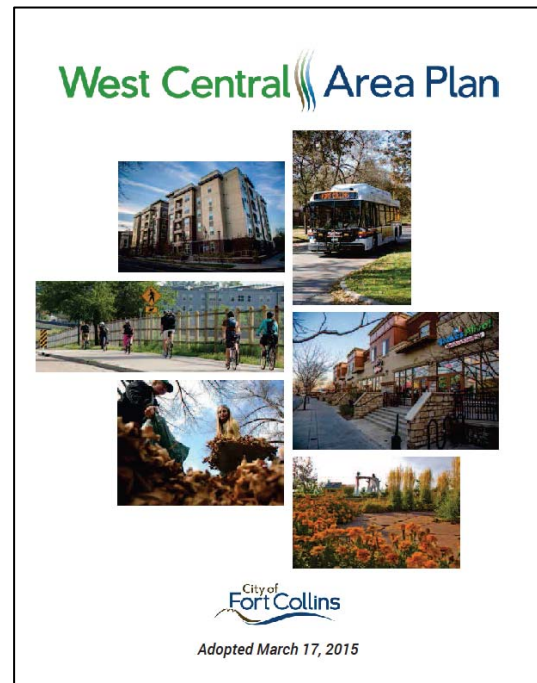
- **The University is increasing in size, and anticipates housing a priority** for the future 35,000 students on the main campus.
- **The northern housing district** on main campus - abutting Laurel between Sherwood and Shields - **is anticipated to accommodate one third of the total new beds** proposed on the main campus.
- CSU will maintain a 40-foot minimum buffer between Laurel and any new on-campus development.
- Further studies done by CSU have found **many single family home properties north of the university are rented out to students**.

West Central Area Plan (2015)

Plan Overview: The West Central Area Plan revisited and refined the original vision and goals, policy directives, and implementation actions of the original West Central Area Plans. Based on emerging issues and trends, the updated Plan incorporates new information from related planning efforts in the area and provides direction on a number of related topics. The plan relies on past planning efforts specific to the neighborhood, is given direction by the 2011 City Plan, and was developed in close collaboration with CSU and its previous planning efforts.

Key Recommendations: The West Central Area Plan builds on many of other previous planning efforts with a targeted and implementable list of recommendations including:

- Maintain a diverse neighborhood character.
- Support multiple modes of transportation.
- Encourage an open space network.
- Encourage Prospect corridor to become a functional, integrated, mixed use corridor.



C. Existing Conditions Assessment

Thirty years occurred between the adoption of the Eastside and Westside Neighborhood Plans and the creation of the Old Town Neighborhoods Plan. Changing conditions in the City and neighborhoods required a current assessment of existing conditions to be performed. Future phases of the plan will be guided by the land use, design and character, zoning, transportation data, and current economic and demographic trends gathered in this existing conditions assessment.

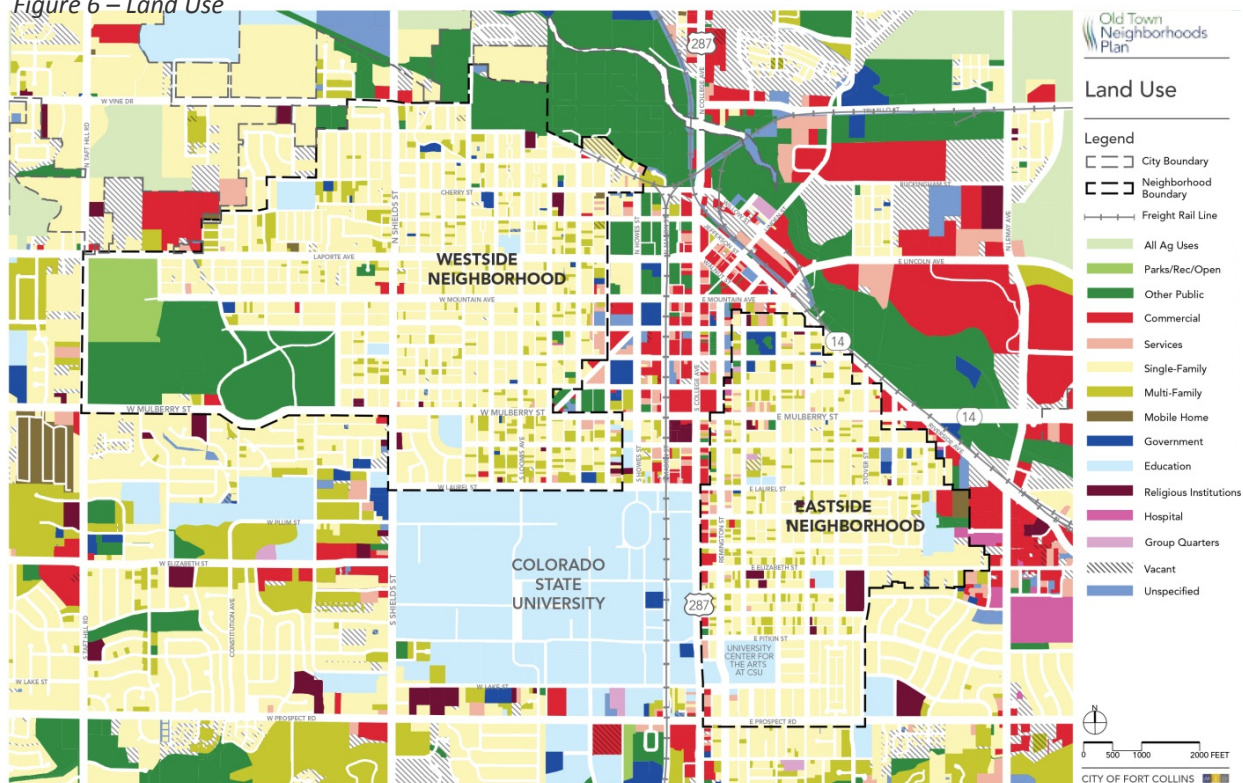
Land Use

Land Use and Urban Design provide the physical foundation for any place and help define a place's character. The mix of uses in a neighborhood, the block structure and street grid, and the relationship between open space and intensely developed areas build a vibrant diversity of uses and help make a place memorable.

Existing Land Use

Within the Old Town Neighborhoods, over half of all parcels are occupied by single-family residential uses which are distributed throughout both neighborhoods (Figure 6). About one-tenth of the parcels are multi-family residential and located predominately near downtown and the CSU campus. Schools and religious institutions are also prevalent in both neighborhoods, combining for another one-tenth of the parcels within the neighborhoods.

Figure 6 – Land Use



Public parcels called “other public” are the next most common land use and located primarily in the Westside Neighborhood, making up the majority of City Park. Commercial uses, while only a small proportion of the land in the neighborhood boundaries, are the dominant use between the two neighborhoods. These uses are comprised primarily of downtown retail, restaurants and offices, but also include fast food restaurants, convenience stores, grocery stores, and service commercial. A greater share of these commercial uses are located in the Eastside Neighborhood than in the Westside Neighborhood because the Eastside borders College Avenue, a major commercial corridor.

Parks and Open Space Network

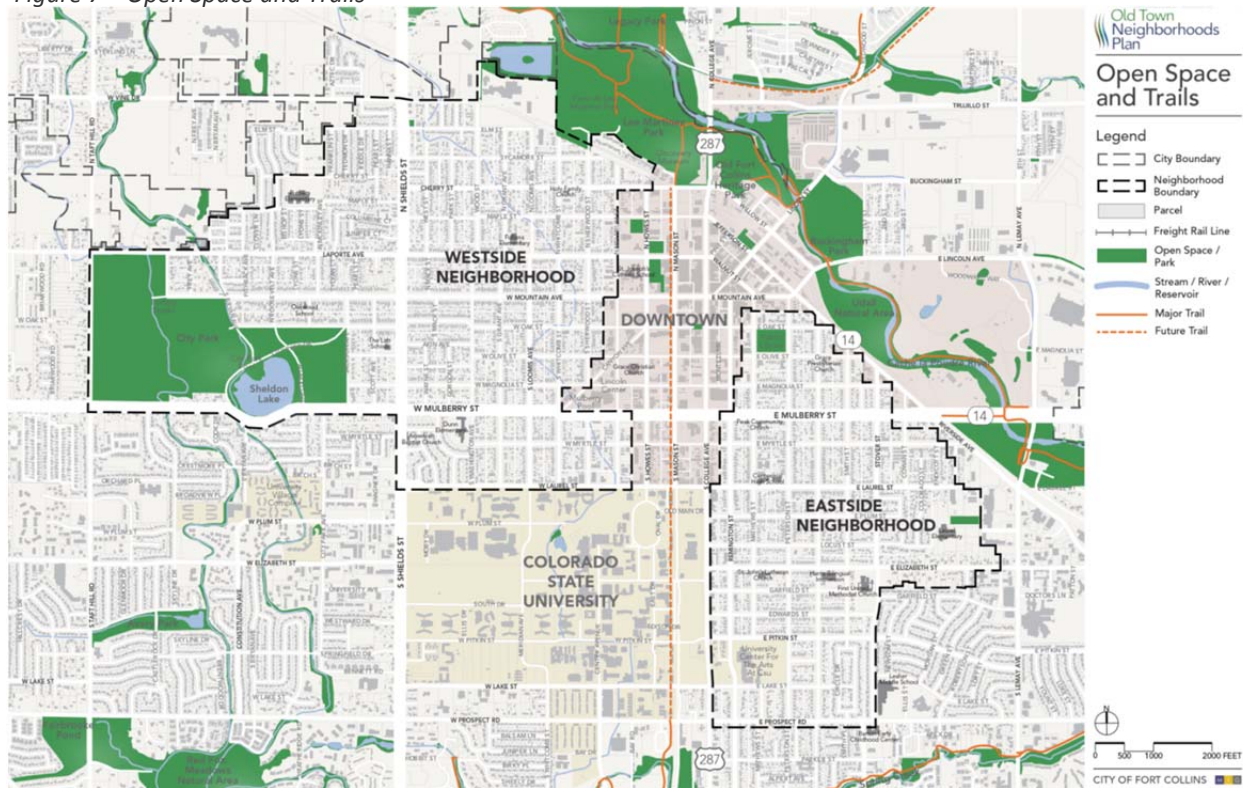
The Old Town Neighborhoods are in close proximity to natural areas, parks and regional trails (Figure 7). The Cache La Poudre River runs

northwest to southeast through Old Town, and the multi-use Poudre River Trail Corridor runs alongside the river. The trail is not only an important local recreational trail, but also a regional trail that stretches from Fort Collins southwest to Greeley. Within the river corridor there are numerous natural areas owned and managed by the City of Fort Collins. These natural areas provide opportunity for park uses, walking trails, education, and fishing spots.

Parks within or adjacent to the Old Town Neighborhoods study area include City Park and Lee Martinez Park in the Westside Neighborhood and Library Park, Eastside Park and the CSU Trial Gardens in the Eastside Neighborhood.

Recently, the City adopted the Nature in the City Comprehensive Plan (see Section B). This planning effort encourages stronger connections to nature and the surrounding open spaces for all Fort Collins Neighborhoods.

Figure 7 – Open Space and Trails



Neighborhood Design and Character

The Eastside and Westside neighborhoods are two of the oldest residential neighborhoods within Fort Collins. With that comes a wealth of significant historic properties that provide the foundation for each neighborhood's defining historic neighborhood character. Overall, the Old Town Neighborhoods reflect an eclectic mix of housing age, size, and architectural styles and character.

Such a rich resource of historic and traditional residential properties is cherished by the diverse community that calls these neighborhoods home. Despite a nearly 30 year hiatus from updating the current neighborhood plans, community members have shown strong resolve in participating in various planning efforts over the past five to ten years.

The four-year long planning effort for the Eastside Westside Character Study (2013) provided important information on neighborhood character and compatibility. The first part of the study included a neighborhood profile of community identified features within the single-family neighborhoods. The study developed descriptions of overall development patterns, and explored the concept of six distinct character areas within the neighborhoods to distinguish various nuanced sub-districts. The Character Study identified strategies for implementation ranging from voluntary design guidelines to developing new design standards. Information in this existing conditions assessment is generated in part from the 2013 Character Study and analysis as part of this Plan process.

Study Area Profile

The Eastside and Westside Neighborhoods are diverse, with a range of existing character and contexts. These conditions help shape

development and may influence its perceived compatibility. Understanding neighborhood characteristics, including physical conditions and dynamic aspects such as past and future changes, is important. A range of variables related to development patterns were analyzed in order to gain an understanding of the degree of consistency and the range of diversity that exists. When these variables are considered at a neighborhood-wide level, they yield an understanding of the general characteristics of the neighborhood. Then, when these variables are examined at a finer-grained degree, they suggest a series of smaller character areas, with shared characteristics.

Buildings

Building age: The first major period of construction in the neighborhoods date from the 1890s - 1920s. The portions of the neighborhoods built during this time period include E Myrtle Street, Peterson, Whedbee, Smith and W Mountain Ave close to downtown. Many block faces have a high degree of similarity in building age in these areas.

The second major period of construction occurred between the 1940s and the 1960s. During this time period, the edges of the neighborhoods furthest from downtown developed in a shorter amount of time. This condensed period of construction resulted in less variety in building types in these areas.

Recent construction is sparse and scattered throughout the plan area. Note that between 2001 and 2011, nearly as many new homes were built as in the previous two decades combined in the Westside (1981-2000).

Building remodels: This building remodels information is from construction permit records, and therefore may not capture all alterations that property owners have made. A

few remodels are documented from before 1980 through 1989, more remodels occurred during the mid-90s, and the majority of remodels were done after 2000. They are generally evenly distributed throughout the neighborhood. Building remodels in the plan area are predominantly from between 2000-2009 with a heavy concentration along W Mountain Ave.



Figure 2. Remodeled Historic Home

House size: House size is measured in square footage of floor area. The homes throughout the neighborhoods are predominantly 1,500 square feet or less. Of these, many are less than 1,000 square feet. However, there are several homes that are in the 2,000 square foot range. Only a few are 2,500 square feet or more. The areas with a noticeable concentration of larger homes include Elizabeth Street, east of Stover Street and along W Mountain Ave.

Floor Area Ratio: The proportion of house size to lot size is expressed as a Floor Area Ratio (FAR). The majority of homes in the Eastside Neighborhood have a floor area ratio (FAR) of between 0.11 and 0.2. That is, a typical home has a floor area that is 11% - 20% of the land area of its lot. Relatively few homes have an FAR greater than 0.3.

Building height: Building height is classified in full story and half-story increments. A half-story is one in which the floor is partially contained within the roof form. The vast majority of homes are one story in height throughout the neighborhoods. However, there are several one-and-a-half story homes, as well as two-story homes, which are distributed rather widely throughout the area. Buildings above two stories are very rare. Concentrations of taller homes occur along and near W. Mountain Avenue as well as in a sub-development at the northern edge of the neighborhood on Hanna Street.

Lot size, frontage, and coverage: Lot sizes are expressed in increments of 1,000 square feet. The most frequently observed lot sizes in the neighborhoods are between 9,000 and 9,999 square feet. More variety in lot size within a block occurs in areas with curvilinear street patterns and where there are smaller or subdivided corner lots. Areas with H-shaped alleys will also have a large range in lot sizes, typically with several larger lots along a block of smaller lots. However, there are a substantial number of smaller lots in the Eastside between Smith and Mathews Streets, from Locust to Pitkin, and another in the Circle Drive area. Larger lots, those of 11,000 square feet or more, appear scattered in the northern parts of the Eastside, and there are concentrations of these sizes along the southern boundaries of the Eastside as well.

Lot frontage patterns describe the width of lots throughout the neighborhoods, measured in 50-foot increments. Combined with lot size, the frontage dimension determines the potential to be sub-divided. The typical lot front width is 75 feet or less. Exceptions occur on corner lots, along curvilinear streets, and where H-shaped alleys occur. Large lot widths occur near E. Elizabeth Drive and Mathews Street. Narrow

lot frontage occurs along several areas on W Mountain Ave.

Lot coverage patterns are measured in percentage of covered lot throughout the neighborhood. Lot coverage typically varies throughout each block within the neighborhoods. Most lots are less than 50% covered. Blocks along W. Mountain Avenue and those developed in the 1950s, 1960s and 1970s have a higher average lot coverage than is typical of the rest of the neighborhood.

Overall neighborhood observations

Building size and dispersion is consistent throughout both neighborhoods. Both neighborhoods are dominated by residential housing, mostly single-family, free-standing homes. Multi-family housing is present throughout, but is more concentrated in the south side of the Westside and along the west side of the Eastside Neighborhood.

Lot sizes in the Westside Neighborhood are on average 1,327 SF larger than lots on the Eastside. In general, lots are deeper than they are wide along the street frontage in both neighborhoods. Parcels lacking in building coverage include parks, schools and other public uses. Most lots have between 11-14% coverage by buildings (See Table 1: Average Building Size, Lot Size, and Lot Coverage).

Table 1: Average Building Size, Lot Size, and Lot Coverage¹

Neighborhood	Avg. Bldg. Size (SF)	Avg. Lot Size (SF)	Avg. Lot Size (acre)	Avg. Lot Coverage (%)
Eastside	1,266	9,255	.21	14%
Westside	1,123	10,582	.24	11%

Character Areas

While the Eastside and Westside Neighborhoods exhibit many features that may be considered universal, there are in fact distinct differences in development patterns that exist in individual subareas. These differences contribute to the perceived sense of diversity that is often mentioned when describing these neighborhoods. These differing characteristics are important to consider when developing a design for new construction that will be compatible with its context.

Some areas, for example, have a very consistent range of building sizes, or a uniform range of lot coverage percentages. In other places, diversity exists, but nonetheless within a defined range. Other variables, including building height, floor area ratio, lot size and building age contribute to the differing contexts.

¹ Old Town West's lot area was averaged without including the five city-owned park parcels (at 411 S. Bryan Ave), which are outliers in terms of size.

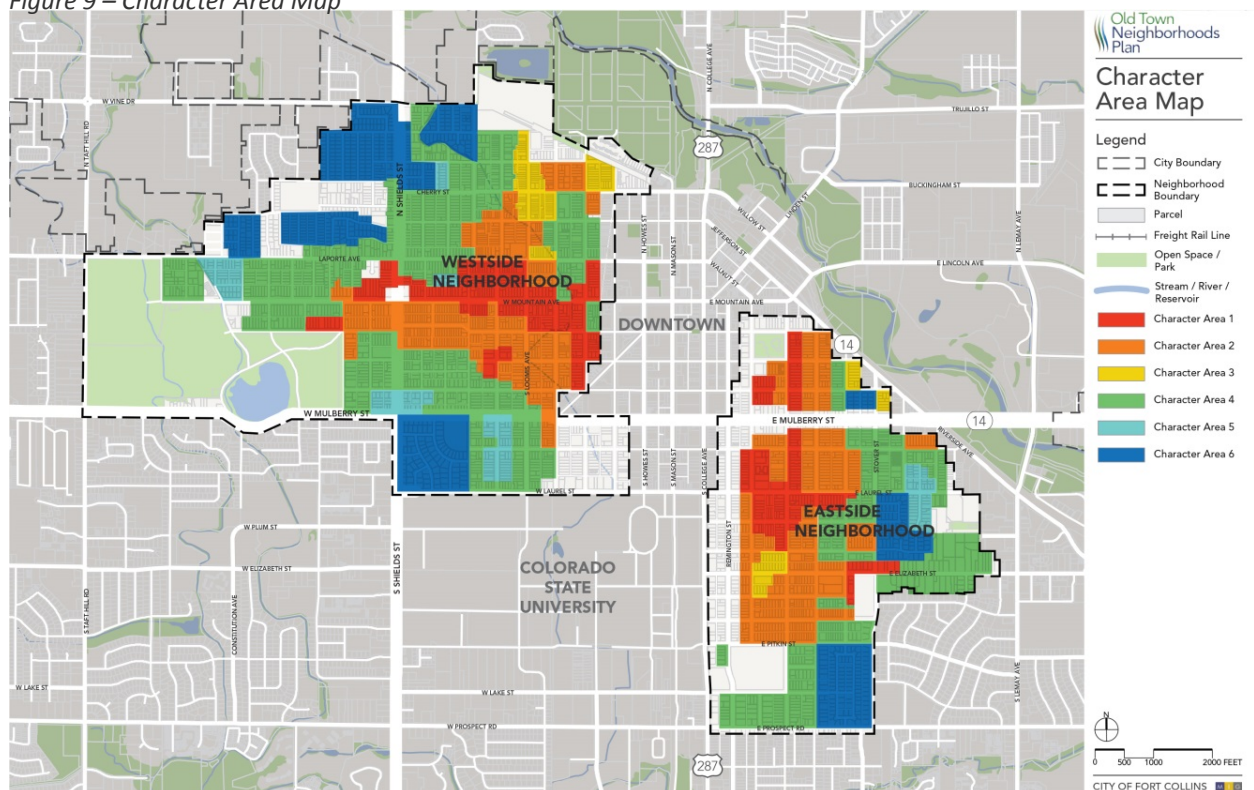
Those variables were considered in setting forth the different character areas developed as part of the 2013 Character Study. A total of six distinct character area types are defined. These areas occur multiple times in both the Eastside and the Westside Neighborhoods. Each area has a unique combination of variables, but it also shares several similarities with at least one (and often more) of the other character areas.

The character areas can help to inform discussions about existing context, which is a key consideration in designing improvements that will retain and enhance the unique character and context of the neighborhoods as they continue to change. They may serve as the foundation for an informational design handbook that property owners could use in

developing design concepts for additions and infill. They also could be used in considering the appropriateness of allowing variances from existing development standards, or in determining how any potential refinements to development regulations might be tailored to settings with special sensitivity.

The Character Areas map that identify the location of the character areas uses a hard line, which follows the edges of streets, alleys and property lines. But these boundaries may in some cases be more “fuzzy,” where transitions in character occur. In this sense, the boundaries help to define general concentrations of distinctive characteristics, but should not be considered to be definite, in contrast to zoning boundary lines.

Figure 9 – Character Area Map



Zoning

The Zoning Map shows the current zoning for the neighborhoods (Figure 10). Based on existing zoning, residential-related zoning districts have the largest share of land within the neighborhood boundaries, at about 85% of the total. Of that 85%, 80% are zoned as part of a neighborhood conservation zone district intended to preserve the existing residential character of the neighborhoods.

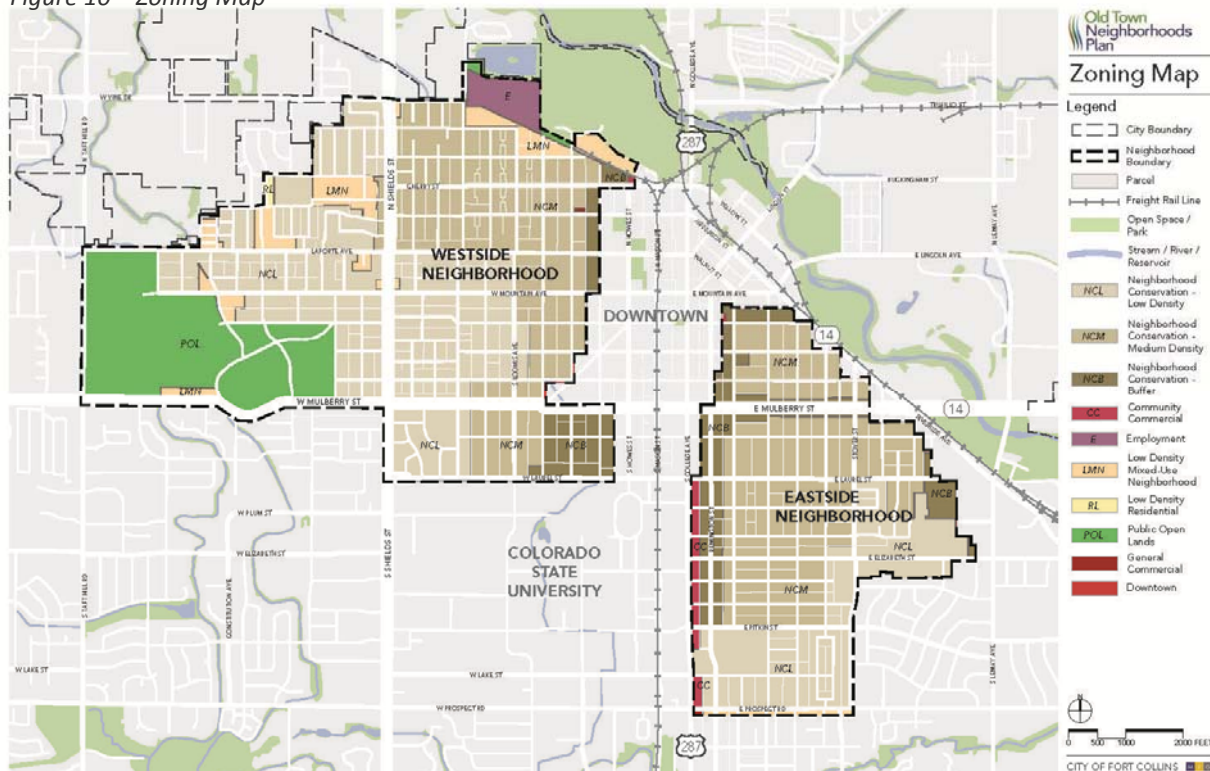
There are 11 zoning districts within the Old Town Neighborhoods. Each of the zones has different descriptions and land use standards outlined below. For a breakdown of the size of each zone district within the study area, please refer to Appendix A. Within the largest two zoning districts by land area (NCL and NCM), there are development restrictions for building

units. Various uses are conditionally permitted within these districts, subject to Planning and Zoning Board review.

Residential Zoning Designations within the Study Area

The study area is predominantly comprised of the Neighborhood Conservation - Low and Medium Density (NCL and NCM) zone districts. These zone districts were established as a response to the original East and Westside Plans. The NCL and NCM zones allow single-family homes with limited opportunities for carriage houses and small scale multi-family. The study area also contains small pockets of Low-Density Residential (RL) and Low Density Mixed-Use Neighborhood (LMN) zones. The RL zone allows for single-family homes and other low intensity uses while the LMN zone allows

Figure 10 – Zoning Map



additions, new construction and accessory

for small multi-family, mixed-use and office

uses. A detailed description of each zone district can be found in Appendix B.

Other Zoning Designation within the Study Area

Beside the residential zone districts, the study area contains a small amount of other zone districts that lend themselves to more intense uses. The Employment (E), General Commercial (CG), Community Commercial (CC), and Limited Commercial (LC) provide opportunities for various scales of commercial and limited industrial use. All of the commercial oriented zone districts comprise less than 40 acres of the study area. The Neighborhood Conservation - Buffer (NCB) zone district acts as a transition between the residential areas and the City's core including Downtown, CSU and commercial corridors along Mulberry and College. The study area also contains City Park, which is zoned as Public Open Land (POL). A detailed

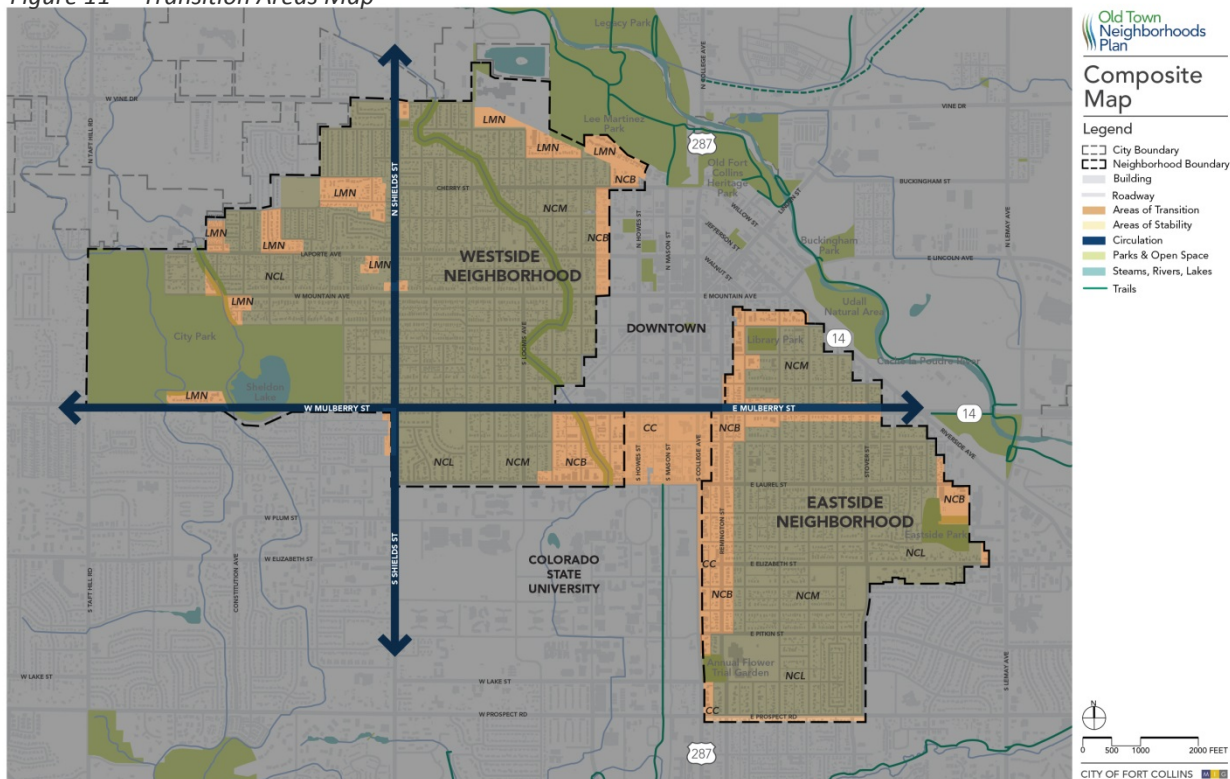
description of these zone districts can be found in Appendix B.

Transitional Area Assessment

The Eastside Westside Character Study focused primarily on the single-family residential areas to define each neighborhood's character. It did not address the edge condition where the neighborhoods abut more intense development, such as Downtown Fort Collins. Specifically, it did not address the Neighborhood Conservation, Buffer (NCB) zoning areas that are intended to serve as a transition between the single-family residential neighborhoods and Downtown or the CSU campus (see Figure 11).

A key focus of the Old Town Neighborhoods Plan includes an assessment of the transition areas located along the edges of single family neighborhoods, Downtown, and CSU. The transition areas in both the Eastside and

Figure 11 – Transition Areas Map



Westside Neighborhoods are defined by the Neighborhood Conservation Buffer zone district. Exploring various compact development patterns in the NCB district may help create a compatible transition of development along the neighborhood edge while increasing density without threatening the character of the Old Town Neighborhoods.

Typical Existing Development in NCB

The NCB district is present in two areas of the **Westside Neighborhood**. The first area is a half block long strip along the west side of Meldrum Street from Cherry Street to Mountain Avenue. Mostly single family homes with average size lots between 9,000 to 9,500 square feet, the area has a mix of housing types, including several older two to three story multifamily buildings. The east side of Meldrum Street is mostly large, publicly owned parcels and buildings. There has been limited development activity in the area with only one permitted new single family since 2005.

The second area is bounded generally by Mulberry Street on the north, Whitcomb Street on the west, Laurel Street on the south, and the alley between Meldrum and Howes Streets on the east. This area is bordered by the CSU campus on the south which has generated development activity along Laurel Street, and has had six multifamily projects permitted since 2005.

In the **Eastside Neighborhood** there are also two areas with NCB zoning. The first is along Mulberry Street from the alley between Stover and Cowan Streets on the east to Matthews Street on the west. This area is mainly single

family homes where either the front or side of the house face Mulberry Street. Since 2005, there has been only one permitted building in the area.

The second area occurs along Remington Street from Pitkin Street on the south to Laurel Street on the north. This area is predominately single family homes with many identified as renter occupied. The average lot size in the two areas is 7,000 square feet and there was one project permitted in the area in 2014.

Potential Development Trends relevant to NCB

Building denser multi-family buildings is a development trend that is already happening in some NCB areas, specifically north of CSU in the Westside area. Further opportunities may exist to increase density in the NCB, especially on larger parcels in the study area.

Combining single family lots to build a larger multifamily project is a potential future trend. However, most lots contain single family homes that may prove too costly to make multifamily projects feasible.

Providing smaller than average units and renting by bedroom for student housing are two current development trends. This is attractive for developers because student housing currently produces the highest return on investment which can command top of the market rates within smaller apartment projects.

Note: Key issues and opportunities pertaining to zoning and the transition areas can be found in Section D: Summary of Key Issues and Opportunities.

Transportation & Mobility

This section provides an overview of the current and planned conditions for walking, bicycling, accessing transit, and driving in the Old Town Neighborhoods. This is commonly called “multimodal” transportation. A multimodal transportation system provide safe and convenient transportation choices for people of all ages and physical abilities. This section of the Plan provides the following details:

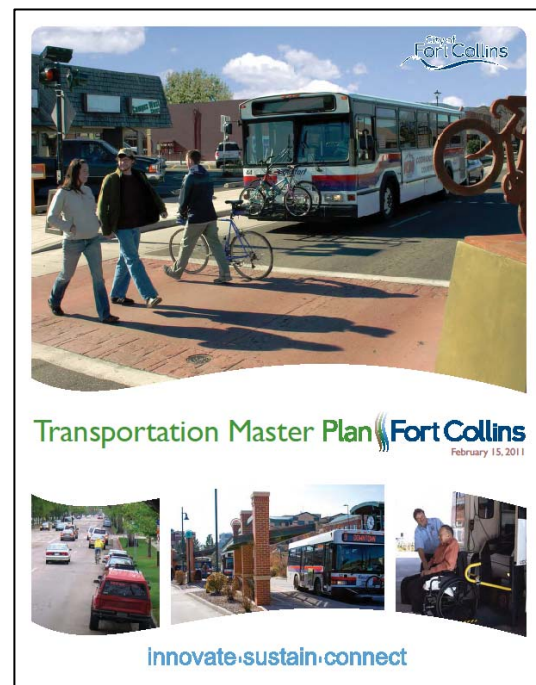
- Summarizes how citywide planning documents apply to the Old Town Neighborhoods,
- Analyzes the current conditions and planned transportation investments that will be made to the local street network,
- Identifies how the neighborhood’s multimodal transportation system currently connects to downtown and CSU, and
- Provides a multimodal transportation assessment of the arterial travel corridors in the Old Town Neighborhoods.

Relation to Existing Plans

Transportation Master Plan (2011)

The *Fort Collins Transportation Master Plan (TMP)* is a vision document that defines the long-term transportation system in Fort Collins. The *TMP* also provides policy direction for implementing the transportation system identified by the community at various outreach events in 2011.

The *TMP* reaffirms the City’s commitment to providing a multi-modal transportation system in and around the Old Town Neighborhood to continue maintaining a high quality of life. A key feature for arterial and collector roadway corridors in the Old Town Neighborhoods are Enhanced Travel Corridors (ETC). The ETCs are major transportation corridors that have enhanced sidewalks, pedestrian crossings, medians, public art, bikeways, transit services, and traffic signal equipment.



Bicycle Master Plan (2014)

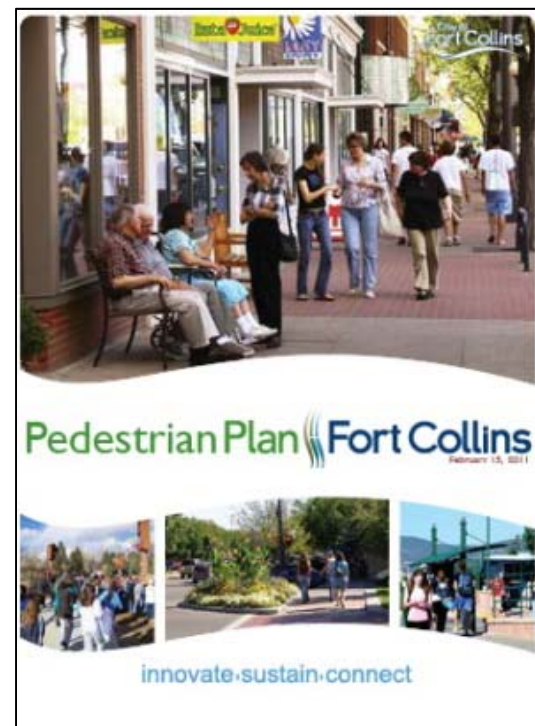
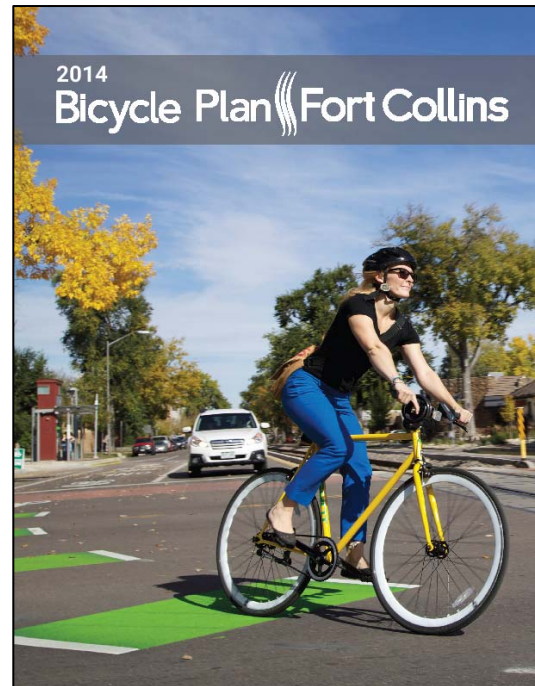
The *Bicycle Master Plan* envisions Fort Collins as a world-class city for bicycling, where one in five people will ride a bike by the year 2020. It is a city where people of all ages and abilities have access to a comfortable, safe, and connected network of bicycle facilities, and where bicycling is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

The *Bicycle Master Plan* outlines yearly action items for completing a “low stress” bicycle network in the Old Town Neighborhoods. The network consists of new treatments on collector and arterial streets that provide physical separation between moving vehicles and bicyclists. The network also includes a wide range of intersection improvements to provide additional visibility and accommodations for people riding bicycles through arterial and collector street intersections. The *Bicycle Master Plan’s* schedule includes demonstration and safety projects in the neighborhoods that will be completed by 2020.

Pedestrian Plan (2011)

The *Pedestrian Plan* outlines issues and proposes solutions to problems for people walking in the City and establishes goals for safe pedestrian travel. The *Pedestrian Plan* summarizes existing opportunities to complete, repair and enhance the walking conditions for people as the City grows and changes.

The Old Town Neighborhoods are identified in the *Pedestrian Plan* as a “Pedestrian Priority Area”. This is an area that has priority over other areas to complete, repair and enhance walking infrastructure for people of all ages and levels of mobility. The Old Town Neighborhoods were identified as a priority due to the current conditions of the walking network and most



residents' short walking distance to shopping, entertainment, recreational areas, bus service, schools, and cultural destinations.

Transfort Strategic Plan (2009)

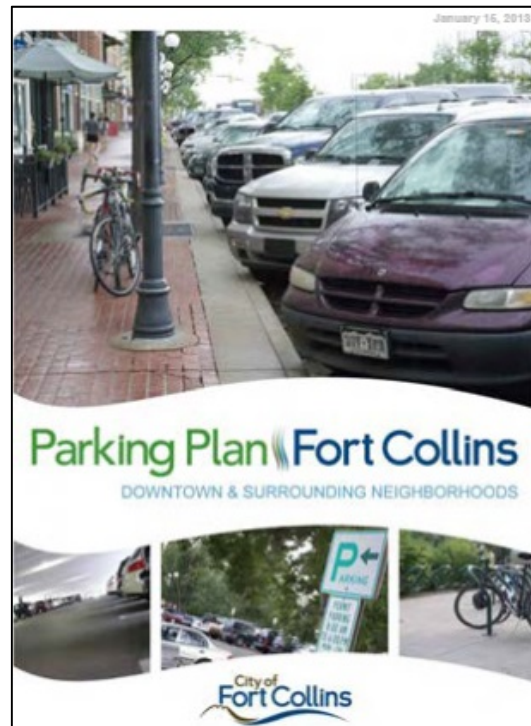
Transfort is the City's primary public transit and paratransit service provider. Transfort operates 23 routes that transported approximately 10,000 people on a daily basis in 2014. The *Transit Strategic Plan (TSP)* addresses the coordination of transit service within the City and to adjacent areas.

The *TSP* outlines new service changes and infrastructure investments that have been or will be made near the Old Town Neighborhoods. The investments made along and near the MAX BRT between 2011 and 2014 are the primary outcomes from the *TSP*. This includes changes to local routes that connect the Old Town Neighborhoods to MAX stations. Other proposed adjustments include a new route that would connect the Downtown Transit Center to Poudre High School along a portion of Mulberry Street.

CSU/City Parking Plan (2013)

The *Parking Plan* addresses a wide range of parking program elements including parking management strategies, organization, planning, operations, communications, technology, and others across the City. The primary objective of this planning effort was to align parking system philosophies and programs to be more supportive of the larger community's strategic goals.

The Parking Plan's guiding principles have direct actions that will change the current parking conditions on the edges of the Old Town Neighborhoods to address on-going quality of life issues. This includes the following action items: management of on-street parking,



management of employee parking, and residential parking permit programs. Each of these actions was identified as a priority between 2013 and 2015.

Arterial Intersection Prioritization Study (2011)

The *Arterial Intersection Prioritization Study* evaluated arterial streets in the City and ranked locations based on necessary safety and operational improvements for all modes of travel. This study included an analysis of over a dozen arterial corridors to evaluate significant congestion during peak hour, higher than average vehicle accident rates, and overall intersection delay.

Funding for these on-going arterial intersection projects comes from the voter approved Building on Basics (BOB) quarter-cent sales tax. Additionally, the City has secured several federal grants to pay for the construction for the top ranked priorities. The preliminary work that is completed for the Shields and Mulberry

corridors for the *Old Town Neighborhoods Plan* will be used to inform possible next steps for both corridors.

Other Completed and On-going Plans

The City has completed several recent planning efforts near the Old Town Neighborhoods that provide context to the current Old Town Neighborhoods Plan. In addition, there are concurrent planning efforts underway that have similar timelines.

Completed Plans

- Lincoln Corridor Plan (Bus trolley extension to east neighborhoods)
- West Central Area Plan (Shields Corridor “right sizing”)
- Bikeshare Master Plan (possible locations in Old Town Neighborhoods)

On-Going Plans and Programs

- Downtown Plan (with parking plan update)
- Transfort Bus Stop Design Standards
- Safe Routes to Schools Plan
- Safe Routes to Everywhere
- Remington Neighborhood Greenway Demonstration
- Pavement Management Plan

Local Street Network Conditions

Places Within the Neighborhood

The Old Town Neighborhoods are oriented to a grid street pattern that has cultural, civic, commercial, recreational, and educational destinations.

Table 2: Old Town Neighborhoods - Destinations

Westside	Eastside
Neighborhood Landmarks (local + citywide trips)	
City Park	University Center for the Arts
Dunn Elementary	Old Town Library
Adjacent Destinations (local, citywide, and regional trips)	
Colorado State University	Colorado State University
Downtown Fort Collins	Downtown Fort Collins
Lincoln Center	CSU Test Gardens
Discovery Museum	
City Hall	
Lee Martinez Park	
Poudre High School	
Neighborhood Destinations (local trips)	
Putnam Elementary	Laurel Elementary
Fullana Elementary	Leshar Middle School
The Lab School	Harris Bilingual School
Various religious institutions	Various religious institutions

Walking to Places

The Old Town Neighborhoods have a connected street grid that is documented in the City's *Pedestrian Plan*. This grid has abundant routes and choices for people of all abilities navigating

the neighborhood by foot, wheelchair, or personal mobility device. Prior planning and engineering projects have outlined a series of systematic improvements that will improve and maintain walking in the neighborhood. This includes updates to existing curb ramps and construction of new ADA accessible curb ramps, increased separation from sidewalk and moving traffic, new medians that calm traffic and provide mid-block crossings, crosswalk striping maintenance, pedestrian signal timing demonstrations, and intersection changes to reduce crosswalk width.

A field audit to assess current walking conditions in the Old Town Neighborhoods was conducted in spring 2015. The audit identified several potential improvements to the pedestrian environment: closing gaps in the sidewalk network, widening narrow sidewalks, and addressing arterial crossings were all noted as potential improvements that integrate well with priorities listed in the *Pedestrian Plan*. The summary points of the audit are listed in Appendix C.

Bicycling to Places

The bicycle network in the Old Town Neighborhoods has a mixture of on and off-street bicycle routes that provide connection to destinations within and around the neighborhood. This includes routes to schools, shopping, MAX BRT, Downtown, and City parks. The network includes on-street bicycle lanes that are oriented to experienced or intermediate bicyclists given the roadway volumes, limited separation from motor vehicles, and current lane widths. There are also a series of routes (designated and informal) used by novice and beginner bicyclists to travel within and across the neighborhood based on their lower vehicle speeds and volumes.

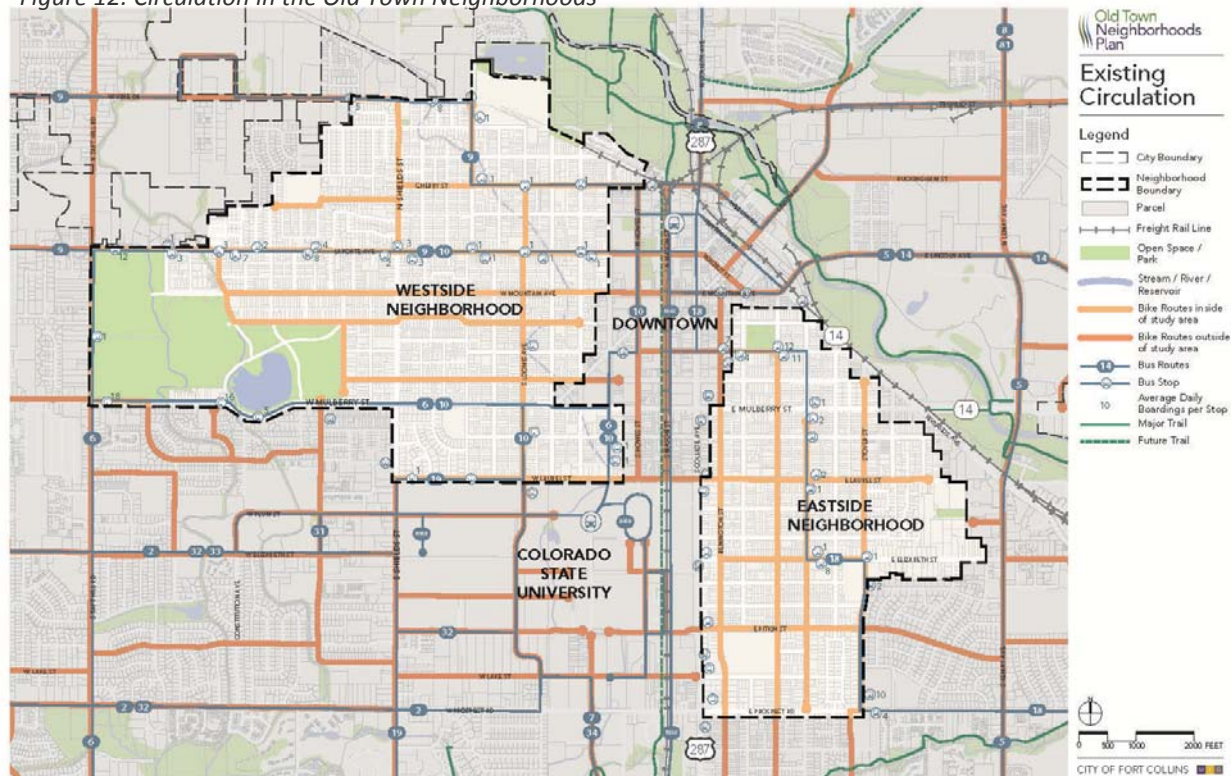
The recently approved *Bicycle Master Plan* outlines a new network of bicycle improvements on several streets in both Old Town Neighborhoods, which includes enhanced bicycle lanes that provide additional protection from moving traffic. The *Bicycle Master Plan* also outlines priority intersections that will have intersection improvements to increase awareness for all people navigating an intersection.

A field audit to assess current bicycling conditions in the Old Town Neighborhoods was conducted in spring 2015. The audit identified several potential improvements to the bicycling environment. In particular, the potential for “right sizing” demonstrations and projects on arterial streets was noted as an area of overlap with the priorities of the recently adopted *Bicycle Master Plan*. The summary points of the bicycle audit are listed in Appendix C.

Riding Transit to Places

The Transfort system provides connectivity to destinations within the Old Town Neighborhoods, Citywide via MAX BRT, and to the region via FLEX. There are approximately 30 bus stops in the Westside Neighborhood that serve 5 Transfort local routes and the MAX BRT. There are approximately 6 bus stops in the Eastside Neighborhood that serve one Transfort local route and the MAX BRT. The service frequency is one hour. The Transfort local routes in the Westside Neighborhood are located on Vine, Laporte, and Mulberry and provide a 10-minute ride to the Downtown Transit Center. The Transfort local routes in the Eastside Neighborhood are located on Stover and Whedbee and provide a 10-minute ride to the Downtown Transit Center. Most residents in the Old Town Neighborhoods are located within a 10 minute walk of a Transfort bus stop.

Figure 12: Circulation in the Old Town Neighborhoods



Driving to Places

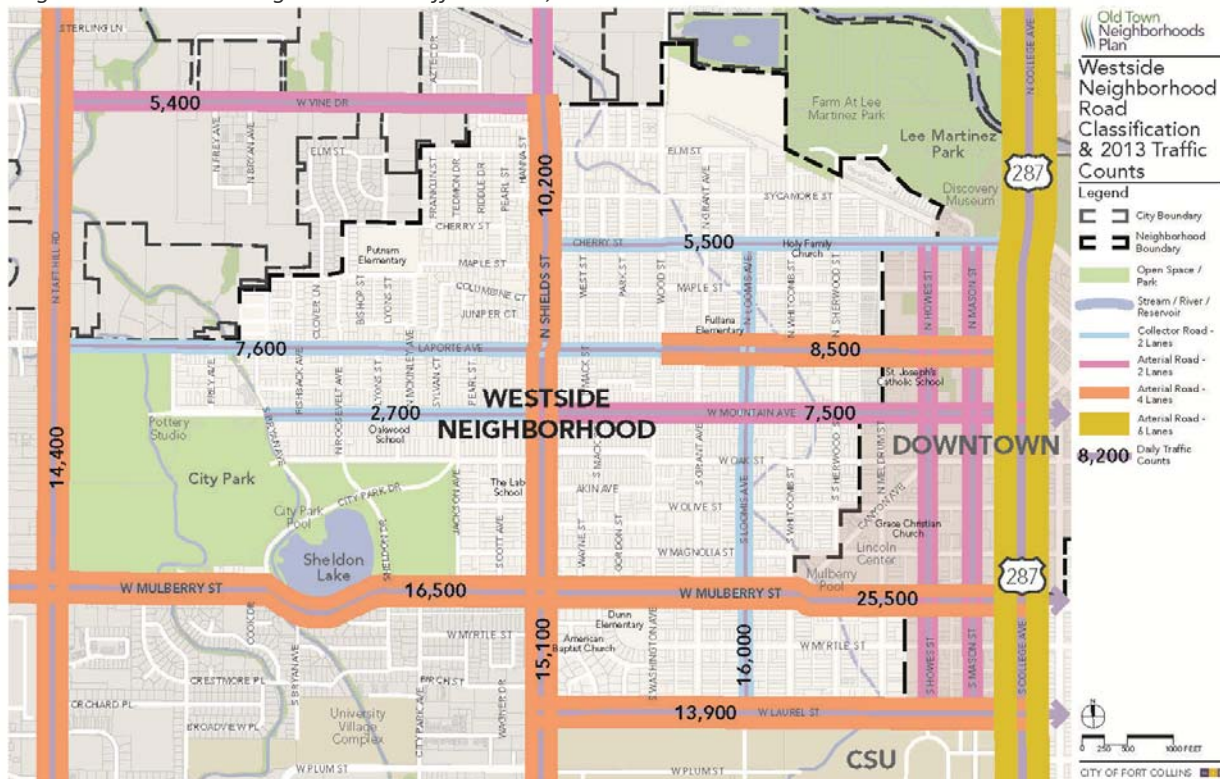
The Old Town Neighborhoods have a network of alley, local, collector, and arterial roadways that connect the neighborhood to destinations that are part of daily life. People drive on the network during all times of day, but the busiest travel times occur between 8:00 – 9:00 AM and then between 4:30 – 5:30 PM. People driving in the neighborhoods can experience some congestion on local streets right before and after school releases.

The Old Town Neighborhoods have a considerable amount of motor vehicle traffic traveling across and within the neighborhoods. On a daily basis there are over 100,000 motorized vehicles traveling around the Westside Neighborhood, and over 79,000 motorized vehicles regularly travel at the edges of the Eastside Neighborhood (see Figure 13

and Figure 14). In the Westside Neighborhood, the east-west collectors and arterials have approximately 65,000 vehicles on a daily basis. The north-south collectors and arterials have approximately 45,000 vehicles on a daily basis. The internal traffic on the collector streets in the Eastside Neighborhood is a lot lower and reaches approximately 10,000 average daily vehicles on four collectors. However, the traffic within and at the edges of the Old Town Neighborhoods has a noticeable impact on the quality of life in the neighborhood as identified in the *Transportation Master Plan* and *Climate Action Plan*.

Collector Roads: The collector roads in the Westside Neighborhood have daily traffic volumes that range from 2,700 to 16,000 average daily vehicles. A recent conversion of underutilized travel lanes to bicycle lanes on Laporte in the Westside Neighborhood has not resulted in significant travel time delays and has

Figure 13: Westside Neighborhood Traffic Counts, 2013



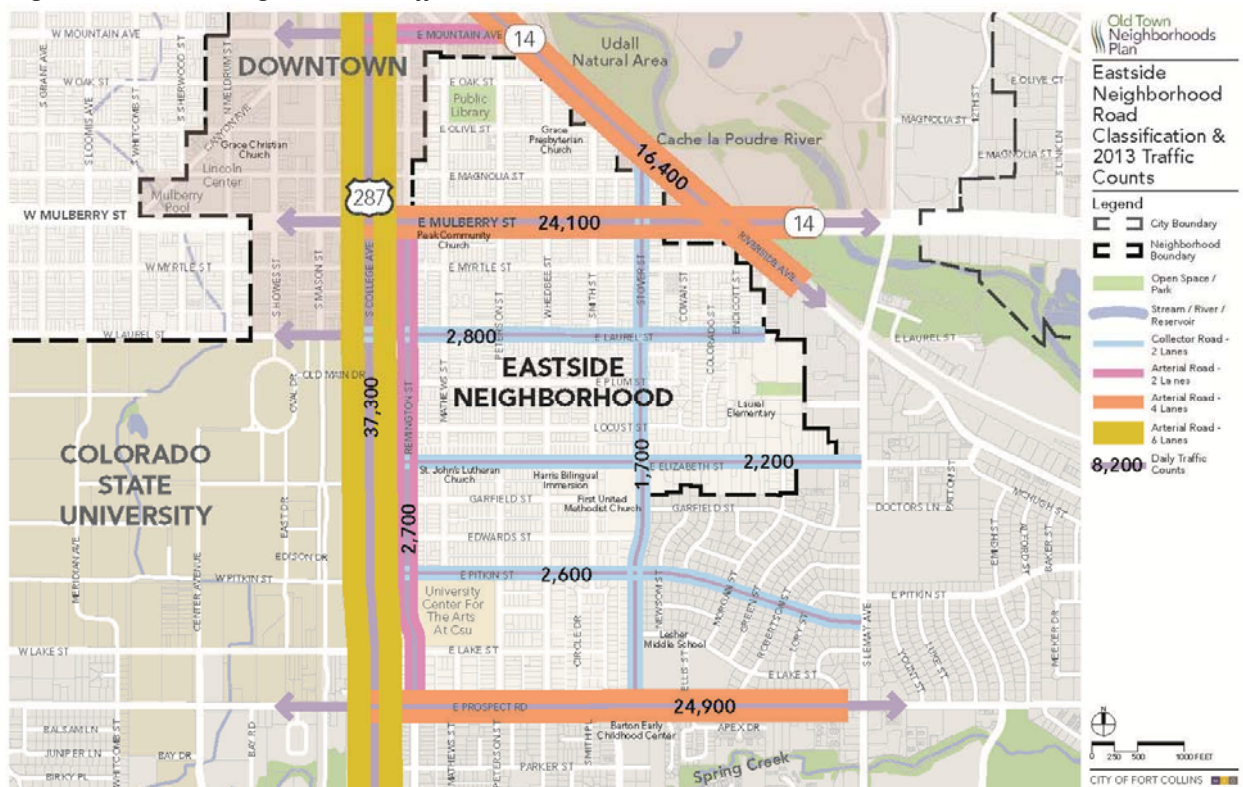
minimized mid-block interactions between bicycles and motor vehicles. The collector roads in the Eastside Neighborhood have daily traffic volumes that range from 1,700 to 2,700 average daily vehicles. This level of traffic is consistent with the classification for collectors.

Arterial Streets: The Westside Neighborhood has several arterial streets that provide automobile connections in all directions. The average daily traffic volumes on these roadways range from 8,500 to 25,000. The Eastside Neighborhood has several arterial streets that provide automobile connections in all

directions. The average daily traffic volumes are near 25,000. There are many sections of the arterial roadway that have additional capacity that has been identified for possible “right sizing” in the *Bicycle Master Plan* and the *Pedestrian Plan*.

Alleys: The alleys in both neighborhoods provide a vital automobile function to the Old Town Neighborhoods. The current alleys have a mix of paved and unpaved surfaces. Some alleys provide access to parking for residential garages and trash/recycling services. The alleys vary in width and character.

Figure 14: Eastside Neighborhood Traffic Counts



Parking in the Neighborhoods

The Old Town Neighborhoods have a mixture of on street and off street automobile parking spaces in the neighborhoods. The on-street automobile parking in the neighborhoods is dynamic and has areas of higher demand at the southern edges near Colorado State University and along the neighborhood edges near downtown and the Old Town Library.

Westside: A single day of field observations conducted in spring 2015 identified that on-street parking along the interior blocks of the neighborhood was 30% to 50% utilized after 8:00 PM. During the same field study it was observed that parking on some blocks near the transition zones with Downtown and Colorado State University was 50% to 60% utilized around 1:00 PM.

Figure 15: In the Westside neighborhood, parking along the interior blocks is usually available.



Eastside: A single day field observation was conducted in spring 2015 and identified that on-street parking along the interior blocks of the neighborhood was 60% to 70% utilized after 8:00 PM. During the same field study it was observed that parking on some blocks near the interface zone with Downtown and Colorado State University was 70% to 80% utilized around 1:00 PM.

The City has a Residential Parking Permit Program (RP3) that is designed to make Fort Collins neighborhoods safe and pleasant places to live, work and attend school by reducing on-street parking congestion. The program provides close and convenient on-street parking for residents by reducing the volume and impact of non-resident vehicles in neighborhoods. It protects residential streets by using a system that limits parking in a neighborhood to only those residents and their guests with permits during the posted time limits. Each neighborhood in the program has its own unique parking requirements, and solutions are tailored to each area to take into account the neighborhoods' particular needs.

The Residential Parking Permit Program (RP3) is voluntary and is only established in neighborhoods where residents request the program and there is a measurable parking problem. The Mantz Neighborhood in the Westside Neighborhood currently has an RP3 program to manage parking near the interface with the Colorado State University. There is currently no operating RP3 program in the Eastside Neighborhood.

Parking Near the Neighborhoods

The Old Town Neighborhoods are a composite of two individual neighborhoods centered on both sides of College Avenue, between Downtown and Colorado State University. These major destinations and the corridors that connect each of the neighborhoods generate significant vehicle traffic in and around the Old Town Neighborhoods. The following provides an overview of the existing parking conditions in the Downtown area and at Colorado State University.

Downtown Fort Collins Parking

Downtown Fort Collins is a major social, cultural, and entertainment center for travelers, an economic center for business, and a place for the community to gather. Downtown is also a multimodal transportation hub that provides both neighborhoods access to local and regional destinations via bike, walking, MAX and Transfort service in addition to vehicular travel.

There are 9,711 parking spaces in the 48-block "Downtown" area. Of these, 3,149 are on-street and 6,562 are off-street. Of the off-street spaces, 1,697 are public (structures and surface lots) and 4,865 are private spaces (private parking lots or private parking areas behind buildings, usually accessed through an alley.) The total public parking supply is 4,846 spaces (3,149 on-street and 1,697 off-street) which represents about 50% of the total downtown parking supply.

The pending *Downtown Plan* update will build on the parking solutions identified in the *Parking Plan*. The recommendations for those plans will be integrated with the Old Town Neighborhoods Plan as they are made available.

Colorado State University Parking

The Colorado State University (CSU) main campus is located between the Old Town Neighborhoods. CSU is a place for work, play, learning, research, and commerce. This includes year round activities that generate walking, bicycling, delivery, and motor vehicle trips. The CSU main campus generates travel demands that have visible interactions with the Old Town Neighborhoods.

CSU's recently completed *Parking and Transportation Master Plan* identifies several trends and action items that will affect parking on and around the CSU campus in the future.

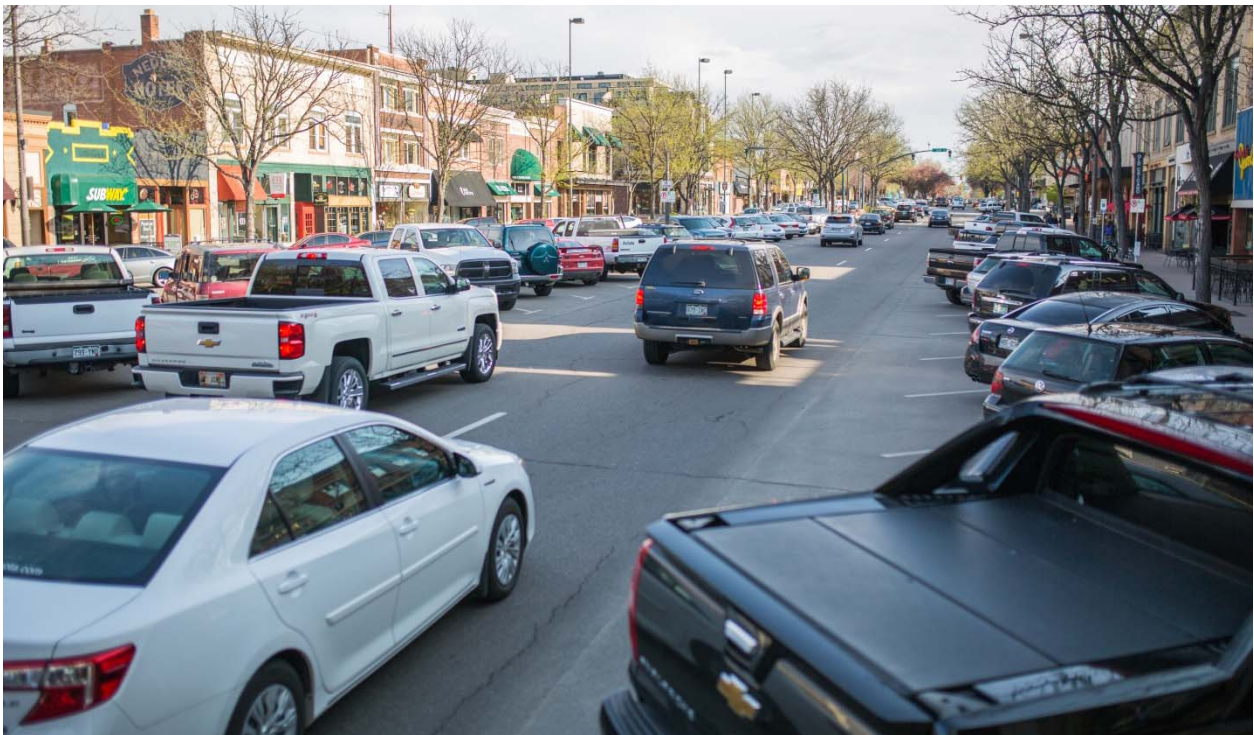


Figure 16: Trips to Downtown and Colorado State University generate vehicle traffic and parking impacts at the edges of the Old Town Neighborhoods.

Arterial Street Corridors Assessment

The arterial streets are major travel corridors that provide access to destinations citywide. Arterial streets in the Old Town Neighborhoods have a wide range of function, purpose, and identity. Many of the arterial streets in the neighborhoods have been identified for improvements that will enhance their attractiveness, provide protected bicycle lanes, reduce crossing distances for people at major intersections, provide new amenities for passenger waiting areas at Transfort stops, and use leading edge technologies to safely manage traffic.

The following section provides a multimodal assessment of the Mulberry and Shields arterial corridors in the Old Town Neighborhoods. Each corridor includes an assessment of safety for all travelers, intersection improvements, walking, bicycling, riding transit, and driving in the corridors. Specifically, this analysis builds on the work that was conducted for the southern part of the Shields corridor in the West Central Area Plan.

College Avenue is another major arterial, 6-lane roadway that connects the Old Town Neighborhoods to destinations Citywide and across the region. Though an assessment of College Avenue is outside the scope of the Old Town Neighborhoods Plan, plans for College Avenue as they impact and relate to the Old Town Neighborhoods will be coordinated throughout the Old Town Neighborhoods Plan process.

Mulberry Street

Mulberry Street is a 4-lane arterial corridor that connects the Old Town Neighborhoods to each other and destinations to the east. The Old Town Neighborhoods area along Mulberry is approximately 2.7 miles long. The Mulberry

corridor is a critical transportation link in the City's multimodal transportation network. Average daily traffic volumes on Mulberry Street are 25,000 vehicles on the east side of College Avenue and 17,000 on the west side of College Avenue. The predominant land use along Mulberry Street in the Old Town Neighborhoods is single family residential. The corridor has some notable destinations that attract walking, bicycling, transit and driving trips. These destinations include Poudre High School, City Park, Dunn IB World School, and the Lincoln Center and Mulberry Pool.

A summary of the actions and policies that are planned or existing are noted below. Corridor mapping in this section provides additional details.

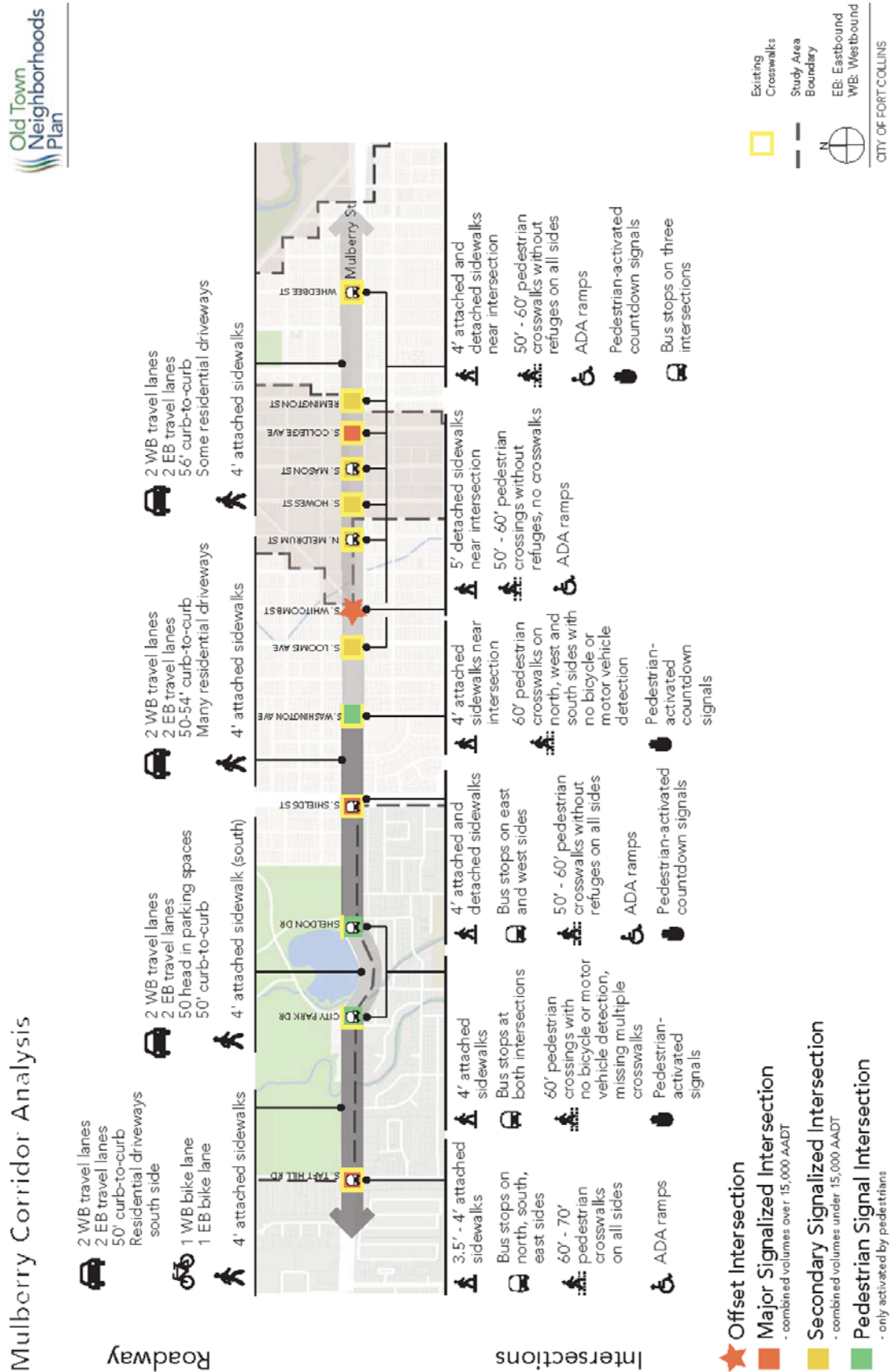
- **Walking in the corridor east of College Avenue.** The sidewalks in the corridor, east of College Avenue, have separation from moving traffic and directional curb ramps that meet ADA standards. The east side of the corridor has a posted speed limit of 35 MPH. 2 of the 8 intersections along the east side of the corridor have crosswalk treatments. Both of the intersections that have crosswalk treatments are at signalized intersections (Whedbee and Remington). There are sections of sidewalk on the east side of the corridor that do not meet the City's current standard of 6-foot widths for arterial roadways.
- **Walking in the corridor west of College Avenue.** The sidewalks in the corridor, west of College Avenue have separation from moving traffic and directional curb ramps that meet ADA standards. The sidewalks west of College Avenue have some areas that lack separation from moving traffic. The west side of the corridor has a posted speed limit of 35

MPH. Ten of the 20 intersections on the west side of the corridor have crosswalk treatments. Nine of the 10 intersections with crosswalk treatments have a signalized intersection. The crosswalk at South Sherwood Street near the Mulberry Pool does not have a signalized crossing. There are sections of sidewalk on the west side of the corridor that do not meet the City's current standard of 6-foot widths for arterial roadways.

- **Future walking in the corridor.** A portion of the Mulberry Street corridor is identified as a "Pedestrian Priority Area" in the *Pedestrian Plan*. This is the section between Meldrum and Taft Hill Road. This designation is due to the hourly Transfort service provided by Routes #6 and #10 in the corridor. The *Pedestrian Plan* also identifies sidewalk improvements between Shields Street and City Park Avenue due to the high volume of traffic and minimal separation from moving traffic. This project will require adjusted lane widths and reconstruction of the current curb and gutter pans.
- **Riding bicycles in the corridor.** Mulberry Street currently has bicycle lanes from Overland Trail to City Park. West of City Park there are parallel streets that allow people riding bikes to make connections to downtown using West Magnolia Street. The recently adopted *Bicycle Master Plan* identified new buffered bicycle lanes on Mulberry Street from City Park to Overland Trail on the west side of the City. The buffered bikes lanes will require adjusted lane widths to achieve the buffered bikes lanes within the current curb lines of Mulberry Street (see Mulberry Corridor Analysis).
- **Riding Transfort in the corridor.** Transfort bus service is provided hourly at 7 east bound stops and 5 west bound stops in the corridor between Meldrum and Taft Hill Road. Route #6 provides hourly transit connections to the CSU Transit Center, MAX BRT, and destinations along Taft Hill, Drake, and College Avenue. Route #10 provides hourly transit connections to the Downtown Transit Center, MAX BRT, and destinations along Taft Hill and Laporte Street. An average of 105 people get on and off Transfort bus service along the Mulberry corridor each weekday. The combined average weekday ridership of both routes is 867 passengers.²
- **Driving in the corridor.** The corridor has a posted speed limit of 35 MPH and has 11 signalized intersections. There are 9 signalized intersections west of College Avenue and 2 east of College Avenue. The width and presence of center turn lanes varies in the corridor. Recent reviews of travel time data for trips between Taft Hill Road and Riverside range from 7 minutes off peak to 9.5 minutes during the peak travel period.

² Data for Transfort ridership is based on passenger counts from January 19-May 15, 2015. Note that times when CSU is not in session likely result in lower ridership numbers in the Mulberry corridor.

Figure 17: Mulberry Corridor Analysis



Shields Street

Shields Street is a 4 lane arterial corridor that connects the Old Town Neighborhoods to each other and destinations to the north and south. The Old Town Neighborhoods area along Shields is approximately 1.2 miles in length. The Shields corridor is a critical transportation link in the City's and Colorado State University's multimodal transportation network.

Average daily traffic volumes on Shields Street are 15,000 vehicles on the south side of Laporte Street and 10,000 on the north side of Laporte Street. The predominant land use along Shields Street in the Old Town Neighborhoods is single family residential. The corridor has some notable destinations that attract walking, bicycling, transit and driving trips. These include a few neighborhood shopping destinations and the main Campus of Colorado State University. The City of Fort Collins has identified short and long term action plans for safety and multimodal transportation improvements in this corridor. Corridor mapping in this section provides additional details.

- **Walking along the corridor.** The sidewalks in the corridor have minimal separation from moving traffic and lack directional curb ramps that meet ADA standards. The corridor has a posted speed limit of 30 MPH with a school zone at Maple Street that as a 20 MPH zone before and after school. Nine of the 21 intersections on the west side of the corridor have crosswalk treatments. Seven of the nine intersections with a crosswalk treatment have a signalized intersection. The crosswalk at Myrtle Street does not have a signalized crossing. A special signalized crossing at the intersection of Akin Street is activated by pedestrians and optimizes the flow of traffic. A pedestrian activated signal is also present at Maple Street. Most of the

sidewalks in the corridor do not meet the City's current standard of 6-foot width and setbacks from arterial roadways.

- **Future walking in the corridor.** The entire Shields Street corridor in the Old Town Neighborhoods is identified as a "Pedestrian Priority Area" in the *Pedestrian Plan*. This designation is based on Shields Street's ¼ mile distance to several schools and City Park. The *Pedestrian Plan* also identifies sidewalk improvements between Laurel and Mulberry due to the high volume of traffic and minimal separation from moving traffic. This project will require adjusted lane widths and reconstruction of the current curb and gutter pans.
- **Riding bicycles in the corridor.** Shields Street does not have bicycle lanes between Laurel and Vine in the Old Town Neighborhoods. There are parallel streets that allow people riding bikes to make connections between CSU and the Poudre River Trail (using Loomis Avenue and Wood Street). The recently adopted *Bicycle Master Plan* identified protected bicycle lanes on Shields Street from the north to south side of the city. The protected bikes lanes will require adjusted lane widths to achieve the protection within the current curb lines of Shields Street (see Shields Corridor Analysis).
- **Driving in the corridor.** The corridor has a posted speed limit of 30 MPH and has 11 signalized intersections. There are 7 signalized intersections between Vine Drive and Laurel Street. The width and presence of travel lanes varies in the corridor. There are no center turn lanes in the corridor. Recent reviews of travel time data for trips between Vine Drive and Laurel Street range from 3 minutes off peak to 5.5 minutes during the peak travel period.

Figure 18: Shields Corridor Analysis

Shields Corridor Analysis

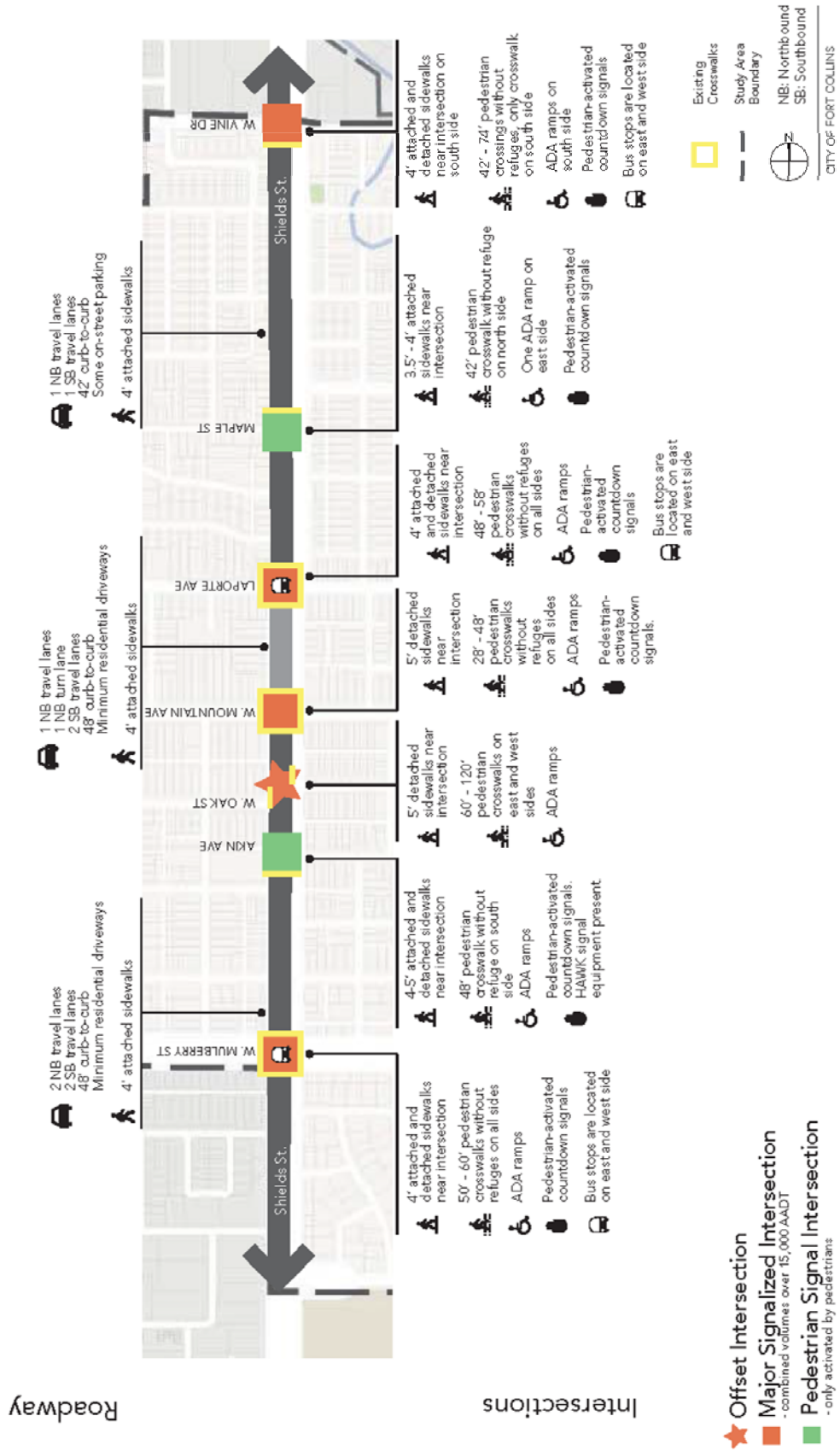




Figure 19: Multifamily housing in a transition area between Colorado State University and the Old Town Neighborhoods

Market Conditions and Demographic Trends

Economic Drivers

The Eastside and Westside Neighborhoods border the two main economic engines in Fort Collins; Downtown Fort Collins and Colorado State University. In addition to their economic influence, Downtown and Colorado State University offer a high nearby concentration of entertainment, recreational, and cultural activities that have a major impact on the Old Town Neighborhoods.

Downtown Fort Collins includes a diverse array of employment, retail and entertainment uses. There are an estimated 14,000 jobs in the Downtown area including administrative offices for the City of Fort Collins and Larimer County. The Downtown area has an estimated 2 million square feet of retail space and 1.9 million square feet of office space. The main campus for Colorado State University is located south and west of the neighborhoods. The main campus has an enrollment of 25,600 students, an estimated 1,700 faculty members, and

approximately 5,000 other employees, making it the largest employer in Fort Collins.

The Westside and Eastside Neighborhoods also contain community-wide civic and cultural assets, including The Lincoln Center for the Performing and Visual Arts, the University Center for the Arts, and City Park. These civic, cultural, and community institutions generate visitor traffic from across the City.

Housing Market Analysis

The focus of the market conditions analysis for the Old Town Neighborhoods is on housing conditions and trends. Within the predominantly single family neighborhoods are three major arterial corridors (College Avenue, Mulberry Street and Shields Street), which include a mixture of housing, retail, and office uses. As well, portions of the neighborhoods bordering Colorado State University and Downtown are impacted by the demand for uses driven by these two areas and serve as buffer zones between the stable, residential neighborhoods beyond.

Housing Conditions

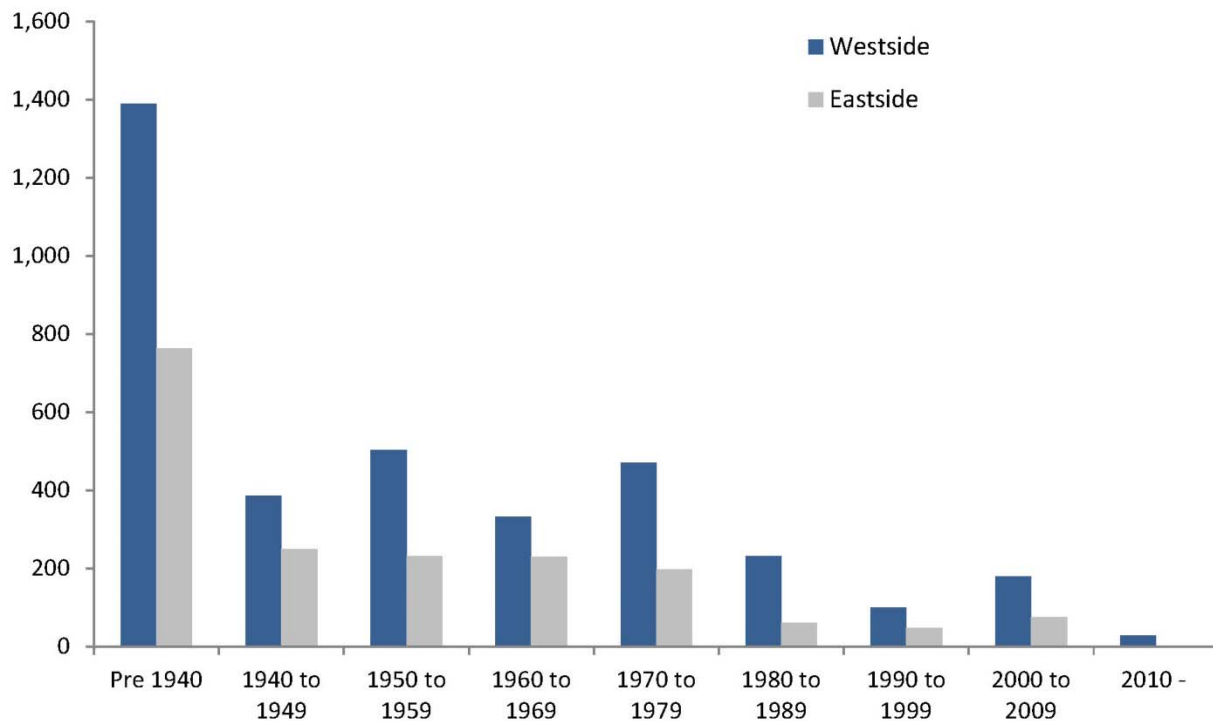
The primary land use in the Eastside and Westside Neighborhoods is single family residential. Single family homes, both detached and attached, constitute 75 to 80 percent of the housing units in the Old Town Neighborhoods. The Westside Neighborhood has a greater proportion of single family homes, while the Eastside Neighborhood has more multifamily units.

Table 3: Housing Units by Units in Structure, 2014

	Eastside	Westside
Single Family Detached	59.1%	60.3%
Single Family Attached	14.1%	21.7%
3 or 4 Units	6.2%	3.9%
5 to 19 Units	9.6%	5.7%
20 plus	10.9%	6.8%
Mobile Home	0.1%	1.6%
Source: ESRI; Economic & Planning Systems		

Approximately 40 percent of units in both neighborhoods were built before 1940. The number of units built per decade has continued to decrease as the neighborhoods have become fully built out. Redevelopment and infill are the only way to add additional units, and account for an increase in development activity in the past decade. The least active building period in the Old Town Neighborhoods was during the 1990's when only 148 total housing units were added.

Figure 20: Housing Units by Year Built, 2012

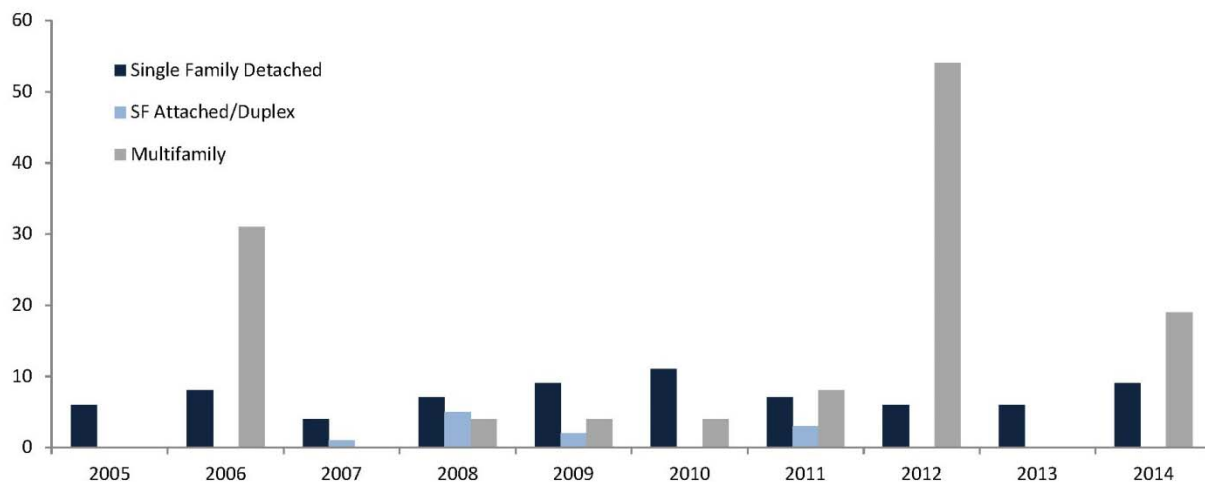


Recent Building Trends

Between 2005 and 2014, there were 208 housing units permitted in the Eastside and Westside Neighborhoods. Of the 208 units, 174 units were permitted in the Westside Neighborhood and 34 units in Eastside Neighborhood.

The number of units permitted per year has been fairly consistent for single family homes, with an average of 7 units permitted per year. There were large multifamily projects permitted in 2006, 2012 and 2014.

Figure 21: Permitted Residential Units by Type, 2005-2014



The Westside Neighborhood has captured a greater share of new units, given the relative size of each neighborhood. This is partially due to the fact that a majority of recently-permitted multifamily projects were in the Neighborhood Conservation, Buffer zone district bordering the CSU. Of the 124 multifamily units permitted, 105 are within this area near the CSU campus.

Properties within the two neighborhoods have experienced a significant amount of investment over the past 10 years. There were 243 residential additions permitted between 2005

and 2014. The additions averaged 637 square feet in size and had an average valuation of \$92,500. There were 217 new secondary buildings in the neighborhoods. The secondary buildings had an average size of 531 square feet. For reference, a typical two car garage is 400 to 500 square feet in size. It is likely many of the additions were garages, as many of the older homes were originally built with no garage or with a small car port that no longer meets modern needs. See Figure 22 for details about permitted units and additions in the Old Town Neighborhoods between 2005-2014.

Figure 22: New Building Permits Map, 2005-2014

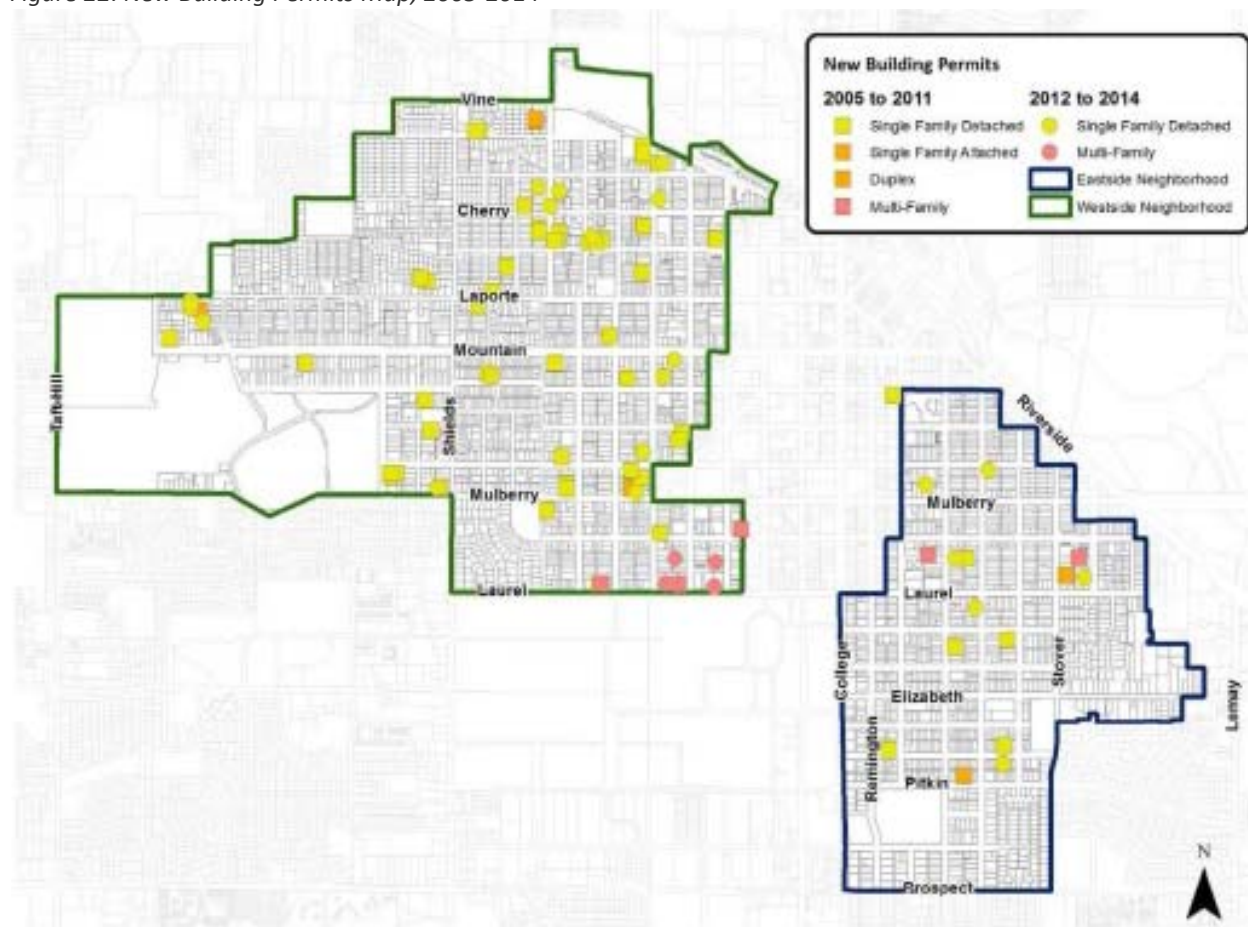


Table 4: Permitted Units and Additions, 2005-2014

Submarket	2005-2011	2012-2014	Total (2005-2014)
Single Family Detached			
Number of Permits	52	21	73
Annual Permits	9	7	8
Average Size	2,020	2,014	2,018
SFA/Duplex			
Number of Permits	7	0	7
Number of Units	11	0	11
Annual Permits	1	0	1
Average Size (sf per unit)	1,251	0	1,251
Multifamily			
Number of Permits	8	4	12
Number of Units	51	73	124
Annual Permits	1	1	1
Average Size (sf per unit)	1,014	1,082	1,054
Secondary Buildings			
Number of Permits	92	30	122
Annual Permits	15	10	14
Average Size	530	539	532
New Additions			
Number of Permits	176	67	243
Annual Permits	29	22	27
Average Size	651	602	637
Average Valuation	\$73,228	\$143,174	\$92,513

Source: City of Fort Collins; Economic & Planning Systems

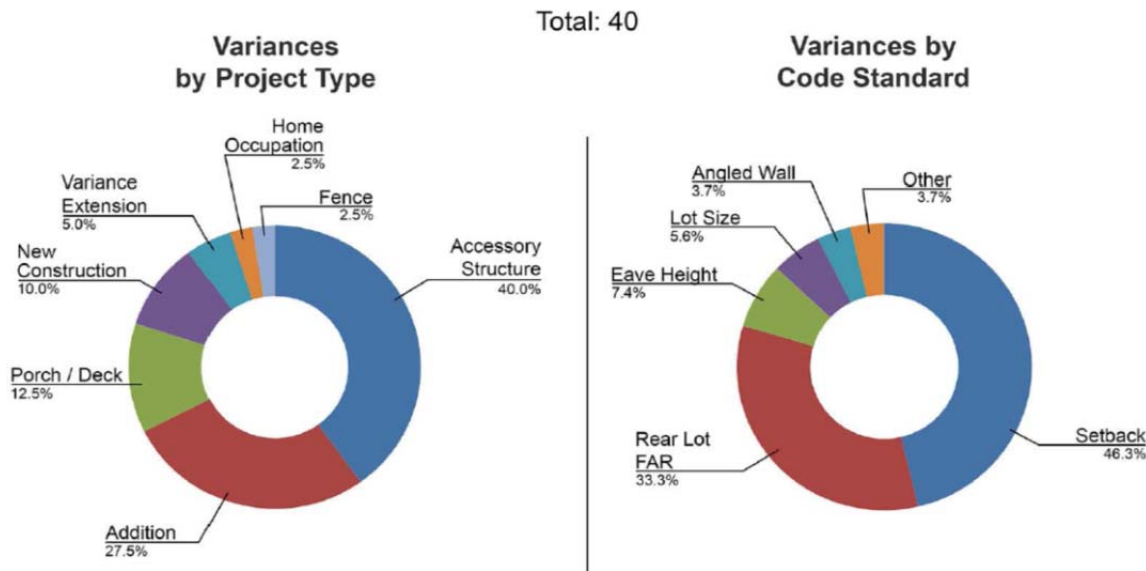
Impact of the 2013 Character Study

In 2012, the Eastside Westside Character Study was completed, providing design guideline recommendations for new additions and new homes built in the Old Town Neighborhoods. A primary goal of the study was to reduce the largest examples of new homes or home additions that were seen as incompatible with existing neighborhood character and building sizes.

Analysis of the permit activity between 2005 and 2011 was compared to the years since the character study, 2012 to 2014. There does not appear to be any major changes in permit activity or sizes for both new homes and additions; however, this may be partially due to the fact the character study's recommendations were not adopted until May 2013. The only noticeable change is a reduction in the average size of new additions, which decreased from 651 to 602 square feet. It is unclear if this decrease is a result of the character study.

An analysis of variance requests since 2011 was also completed to see if variances are being granted for only larger homes, which are more likely to be out of character. The analysis revealed that there is no correlation between variances that are approved and larger additions or new homes. The impact of the character study is more likely seen using qualitative analysis.

Figure 23: Old Town Neighborhood Variances, 2012-2014



Recent Market Trends

Housing Prices: The Eastside and Westside Neighborhoods are two of the most desirable neighborhoods in Fort Collins. There has been a significant amount of recent sales activity within the neighborhoods. Between 2005-2014, an average of 140 homes sold each year in the Old Town Neighborhoods. In the past three years, there have been between 178 and 209 home sales per year. The number of home sales in the neighborhoods did not decrease due to the economic recession in 2008 and 2009, which is atypical of the City and the state as a whole. There does not seem to be a greater demand for one Old Town Neighborhood over another based on sales volume. (See Figure 24)

Over the past decade, the average price per home was \$279,000. Single family homes, both detached and attached, have commanded a higher price and price per square foot. The average sale price for homes in the two neighborhoods has grown approximately 30 percent: from \$242,000 in 2005 to \$342,000 in 2014, as shown in Figure 25. The average sales price per home has been comparable between the two neighborhoods.

As illustrated by the building permit data in the previous section, there has been a significant amount of new-home construction in both Old Town Neighborhoods over the last decade. The majority of these new homes have been built on lots that had an existing home demolished to make way for the new home. The new homes built in the neighborhoods are larger and more expensive than the homes they replaced. Eighty one homes that were built after 2000 and sold between 2005 and 2014 were identified in the assessor parcel data. The average sale price for these homes was \$418,000 and had an average size of 1,907 square feet. The average sales price per square foot was equivalent to the price for other units but the sales price was substantially higher.

Table 5: Single Family Home Sales, 2005 to 2014

	# of sales	Avg. Price	Avg. SF	\$ per SF
All Units	1,106	\$278,989	1,286	\$227
Built Since 2000 (Finished Home)	81	\$417,697	1,907	\$219

Source: Larimer County Assessor; City of Fort Collins; Economic & Planning Systems

Figure 24: Residential Sales per Year, 2005-2014

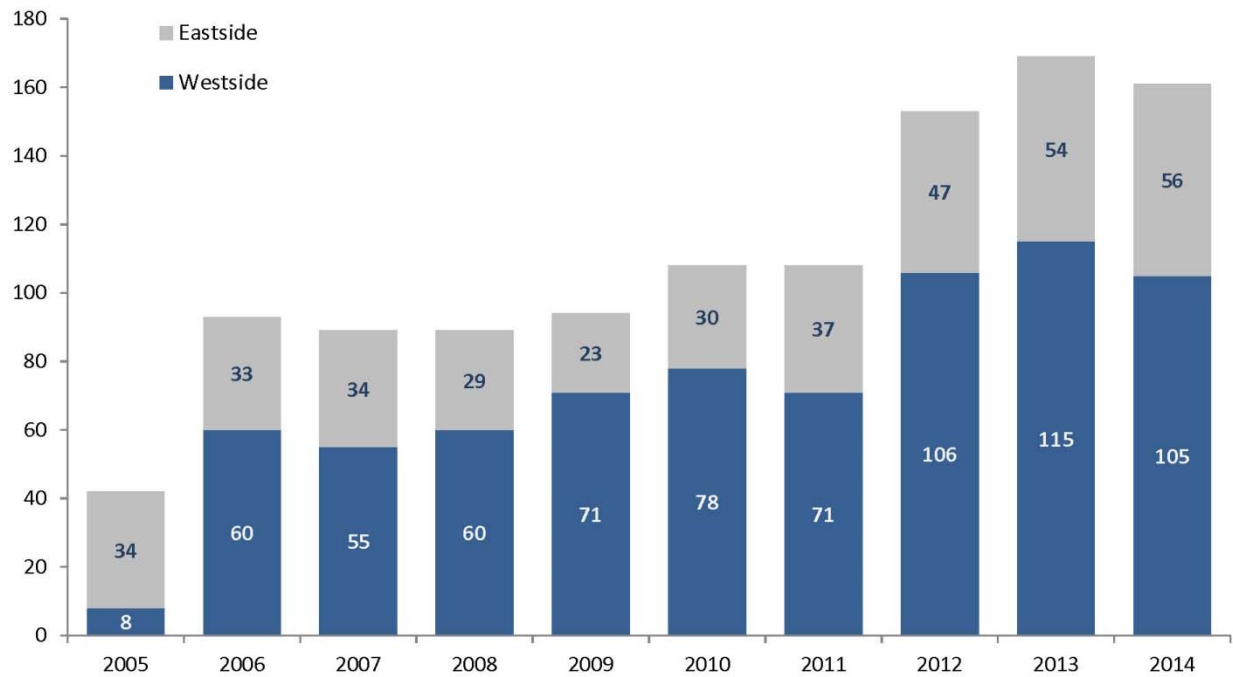
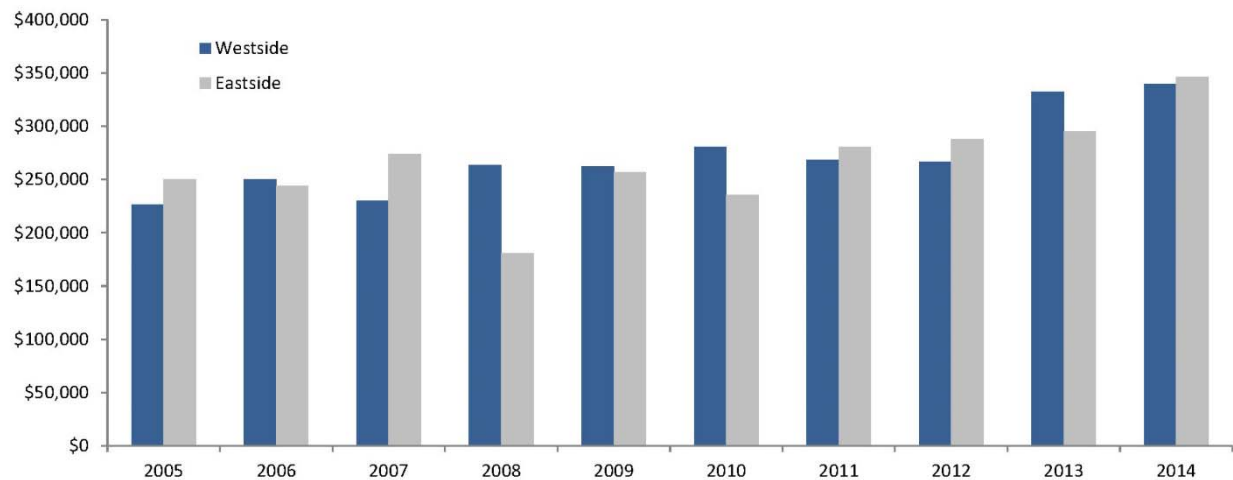


Figure 25: Residential Sale Price, 2005-2014



Rental Prices: The rental housing market in Northern Colorado and Fort Collins is reaching historic highs for rents and lows for vacancies. The apartment vacancy rate in the 4th quarter of 2014, according to the State of Colorado survey of apartment vacancy and rents, was estimated to be 1.0 percent. The Northwest subarea in Fort Collins has an estimated vacancy rate of 0.2 percent. Typical equilibrium for apartments in most markets is 5 percent. These extremely low vacancy rates indicate major demand for rental units in the City.

The Old Town Neighborhoods' proximity to Downtown and the CSU campus makes these areas very attractive for prospective renters. Housing tenure data indicates there are many single family homes serving as renter-occupied households in the neighborhoods. These homes are not captured in the rent survey but are likely renting for higher rates and have similar vacancy rates. The high demand for rental housing may lead to increased speculative home buying by investors who are looking to buy homes to rent. If this trend is present, which is likely due to the rental rates and demand, this could lead to further decreases in owner occupied units in the neighborhoods. As well, long-time renters in the neighborhoods may be priced out of the area due to a jump in rental rates.

Table 6: Fort Collins Apartment Vacancy and Rents, Quarter 4 2014

Submarket	Avg. Rent	Vacancy Rate
FC Northwest	\$1,233	0.2%
FC Northeast	\$813	1.1%
City of Fort Collins	\$1,210	1.0%
Fort Collins/Loveland Region	\$1,203	1.2%

Source: ESRI; Economic & Planning Systems

Utilities and Housing Costs: The costs of utilities are another important consideration in the overall cost of housing. In the Eastside and Westside Neighborhoods, many of the homes were built before building and energy codes required efficient construction techniques. While some older homes are highly efficient, many in these neighborhoods are lacking sealing, insulation, and modern fixtures that can lead to high utility costs. Initiatives to improve efficiency and generate renewable energy on-site have potential to help offset utility costs, but need to be aligned with efforts to preserve historic character.

Retail and Office Market Analysis

The Eastside and Westside Neighborhoods have small pockets of retail embedded within their boundaries. These small pockets of retail exist despite now only being allowed in a limited number of areas within the Eastside and Westside Neighborhoods. The focus of the retail and office market conditions analysis is on the impact of non-residential development on the edges of the neighborhoods.

Retail

According to CoStar, the Eastside Neighborhood has 106,730 square feet of retail within it, located along College Avenue and along Mulberry Street. The strip of retail along College Avenue is within a Community Commercial zoning district and is an allowed use. The retail along Mulberry is within the Neighborhood Conservation Buffer District and new retail is no longer allowed.

The Westside Neighborhood has 48,509 square feet of retail. The retail uses in the neighborhood are located in scattered pockets along Laurel Street, Mulberry Street and Shields Street. The largest retailer in the Westside Neighborhood is the Beaver's Market located at the intersection of Shields and Mountain, which is a locally owned market opened in 1977.

Table 7: Retail Inventory

Retail Space	Square Feet	Avg. Rental Rate	Vacancy Rate
Eastside	106,730	\$18.10	12.0%
Westside	<u>48,509</u>	<u>\$12.00</u>	<u>0.0%</u>
Combined	155,239	\$16.19	8.3%
City of Fort Collins	10,928,117	\$13.83	5.8%

Source: ESRI; Economic & Planning Systems

The neighborhoods residents' retail purchases are made primarily outside of the neighborhoods. Residents in the Old Town Neighborhoods generate a demand for retail of 270,000 square feet. Retail spaces within neighborhoods serve mainly the convenience retail and eating and drinking needs of residents. Grocery needs of the residents are met by a variety of grocery stores including Beaver's Market, Safeway at Mountain and College, and other stores further away from the neighborhoods. There are limited opportunities for future retail development within the neighborhoods due to lack of adequately sized sites and zoning restrictions, as well as competition from retail in Downtown. However, there will continue to be demand for space along the arterial corridors in the neighborhoods, which will impact the transition areas to the neighborhoods.

Office

There is a total of 123,183 square feet of office space within the neighborhoods according to CoStar. The office spaces within the neighborhoods are located in the same areas as the retail spaces, which are primarily along the arterial corridors. Unlike retail, office uses are a permitted use within the Neighborhood Conservation Buffer Districts. The vacancy rate of the office space at 6.3 percent is relatively low, but higher than the city-wide average of 4.5 percent.

Table 8: Office Inventory

Office Space	Square Feet	Avg. Rental Rate	Vacancy Rate
Eastside	75,220	\$21.18	5.4%
Westside	<u>47,963</u>	<u>\$21.23</u>	<u>7.6%</u>
Combined	123,183	\$21.20	6.3%
City of Fort Collins	7,001,487	\$20.12	4.5%

Source: ESRI; Economic & Planning Systems

There is a growing demand for employment and office uses in and near Downtown. The majority of new development is occurring to the northeast of Downtown, including the new Woodward Inc. headquarters. Otterbox recently built their headquarters by expanding an existing office building on Meldrum Street on the edge of the Westside Neighborhood. The continued success of Downtown will increase demand for redevelopment of existing uses Downtown and within the transition areas of the Eastside and Westside Neighborhoods.

Employment

An estimated 1,800 jobs are located in the Eastside and Westside Neighborhoods. The majority of jobs are within the retail, food service, real estate, and professional services industries. Professional services jobs (e.g., real estate, accounting) are typically household serving businesses that often locate in non-traditional office space such as converted residential homes and single story, retail-style buildings.

Table 9: Employment, 2011

	#
Eastside	1,163
Westside	<u>635</u>
Combined	1,798

Source: US Census LEHD; Economic & Planning Systems

Demographic Trends

Population

The combined population of the Eastside and Westside Neighborhoods decreased between 2000 and 2014 by 368 people. The Eastside grew slightly by 106 residents while the Westside Neighborhood decreased by 474 residents. During the same time period the City of Fort Collins grew by 24,552 residents at an annual rate of 1.3 percent. The decrease in population in the Eastside and Westside Neighborhoods was not caused by a lack of demand for the neighborhoods but rather a shift in the size of households.

Age: The median age of residents of the Eastside and Westside Neighborhoods is similar to the City as a whole. The median age in the Eastside Neighborhood is 29.6 years old, while the median age in the Westside Neighborhood is 30.7 years old. The City-wide median age is 30.6 years old. The Eastside and Westside Neighborhoods have a higher percent of residents between the ages of 15 to 34 than the City. Over half the residents of the Eastside are in this age cohort, and 46 percent in the Westside Neighborhood are as well.

Table 10: Population Age, 2014			
	Eastside	Westside	Fort Collins
Under 15	10%	13%	16%
15 to 24	25%	22%	23%
25 to 34	26%	24%	18%
35 to 44	13%	14%	12%
45 to 54	9%	10%	11%
55 to 64	9%	9%	10%
65 to 74	5%	4%	6%
Over 75	5%	3%	5%
Median Age	29.6	30.7	30.6
Source: ESRI; Economic & Planning Systems			

Population in school: The percentage of the population of the neighborhoods enrolled in school illustrates the impact Colorado State University (CSU) has on the two neighborhoods. Twenty eight percent of residents in the Eastside Neighborhood and 33 percent of residents in the Westside Neighborhood were enrolled in undergraduate or graduate school.

Race: The racial and ethnic composition of the residents of the Eastside and Westside Neighborhoods matches closely with the City of Fort Collins as a whole. Ninety percent of the residents of the neighborhoods are white, while the remaining 10 percent are mixture of several racial groups. The number of residents that are of Hispanic origin is 7 percent in the Eastside Neighborhood and 11 percent in the Westside Neighborhood.

Households

While population has decreased in the Eastside and Westside Neighborhoods since 2000, the number of households has increased by 142. The increase in the number of households is evenly split between the two neighborhoods. Despite an increase in the number of households in the Westside Neighborhood, a slight decline in population indicates a shift to a smaller household size.

Household size: The average household size of the Westside Neighborhood decreased from 2.29 persons per household in 2000 to 2.16 persons per household in 2014. The Eastside Neighborhood experienced no change in household size during the same period.

Table 11: Household Size, 2000-2014		
	2000	2014
Eastside	2.02	2.02
Westside	2.29	2.16
Fort Collins	2.47	2.35
Source: ESRI; Economic & Planning Systems		

Household composition: The Eastside and Westside Neighborhoods have a mixture of households with different compositions. Thirty nine percent of households in the Eastside Neighborhood are single person households, while 35 percent of households are family households (15% with children) and 26 percent are non-family households with more than 1 person. The Westside Neighborhood has more family households (42 percent) and households with children (19 percent) than the Eastside. Both neighborhoods have a lower percent of family households and households with children than the city as a whole. In Fort Collins, 28% of households are single person households, 54% are family households (27% with children), and 18% are non-family households.

Household tenure: Within the Eastside and Westside Neighborhoods and the City, the percent of owner-occupied units is decreasing. Two out of three households in the Eastside Neighborhood are renter-occupied units, which is higher than in 2000. The Westside Neighborhood has slightly more owner-occupied units, 40 percent, than the Eastside. Both neighborhoods have a higher percentage of renter-occupied units than the City.

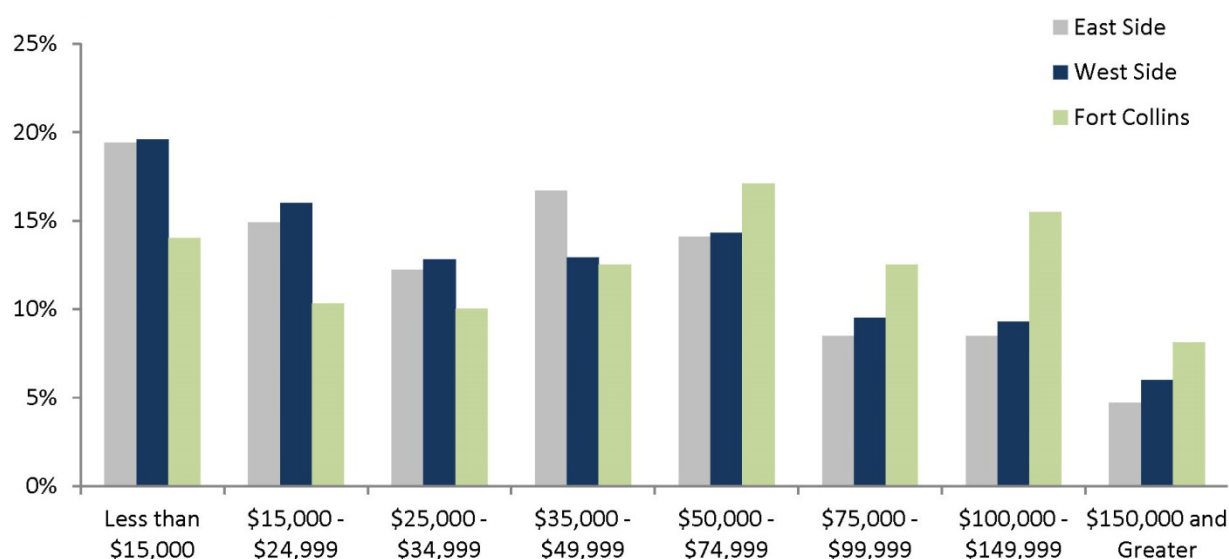
Table 12: Household Tenure, 2000-2014

	2000	2014
Eastside		
Owner Occupied	40%	34%
Renter Occupied	60%	66%
Westside		
Owner Occupied	45%	40%
Renter Occupied	55%	60%
Fort Collins		
Owner Occupied	59%	52%
Renter Occupied	41%	48%

Source: ESRI; Economic & Planning Systems

Household income: The average household incomes of the Eastside and Westside Neighborhoods are lower than the City-wide average. The average household income in the Eastside Neighborhood is \$52,115 and the average household income in the Westside Neighborhood is \$55,647. The city-wide average is \$71,408. The average household income for the neighborhoods is lower due partially to the number of college students in the neighborhood. A high proportion of households, nearly 20 percent, earn less than \$15,000 per year, which is largely attributed to the student population.

Figure 26: Average Household Income, 2014



D. Summary of Key Issues & Opportunities

Outreach & Engagement

Phase 1 of the Old Town Neighborhoods Plan began in February 2015 and ran through early summer. The purpose of the phase was to work with neighborhood stakeholders to identify new or ongoing issues and opportunities to be addressed as part of the Old Town Neighborhoods Plan. Outreach during Phase 1 engaged hundreds of residents and stakeholders at a series of public events, neighborhood tours, online activities, and updates to community organizations and City Boards & Commissions.

Phase 1 also saw the formation of two neighborhood stakeholder groups, one each for the Eastside and Westside Neighborhoods. The stakeholder groups will meet throughout the Old Town Neighborhoods Planning process and represent a consistent group of residents, property owners, and business interests to help interpret feedback and guide the development of the Old Town Neighborhoods Plan.



Stakeholder group members on a neighborhood tour

Events & Activities

A variety of events and interactions were utilized throughout Phase 1 to engage with stakeholders including:

- Neighborhood Listening Sessions
- Project Open Houses
- Online Survey & Wiki-Map
- Neighborhood Walking & Bicycle Tours
- Stakeholder Group Meetings
- Postcard Mailings & Email Newsletters
- Board & Commission & Community Group Updates

Organizing Themes

Participants at Phase 1 events and activities were asked to identify and prioritize neighborhood issues and opportunities in three neighborhood and plan theme areas:



Neighborhood Character & Compatibility

The unique and defining characteristics of the neighborhoods and buildings



Land Use & Transition Areas

Neighborhood zoning, density, and the transition areas near Downtown & CSU



Circulation & Mobility

Travel within the neighborhoods and study of the Mulberry & North Shields arterial corridors



Neighborhood Character & Compatibility

Key Issues

-  Design & size of new construction & home additions
-  Restrictive standards; loss of private property rights
-  Decreasing affordability & options to age-in-place
-  Maintenance of rental or vacant properties

Key Opportunities

-  Developing & promoting incentives for compatible development
-  Recognizing & celebrating historic resources & districts
-  Maintaining neighborhood diversity
-  Protecting & enhancing landscaping & tree canopy

New construction size & style

Although Old Town Neighborhood homes feature a diversity of architecture and building sizes, concerns remain that some new construction look or feel incompatible. At the same time, many comments were also received that new standards would only restrict private property rights further, and that opportunity exists to promote and encourage compatible development through incentives.

“The character of this historic area, treasured for its uniquely smaller homes, sense of our past, and the sense of community is being systematically diminished by a multitude of poor city planning and unbridled growth.”

- survey respondent

Affordability & Diversity

As desirable neighborhoods, rents and home prices are rising at an outsized pace compared to the rest of the community. Many are worried rising prices are leading to a lack of diversity in new home sizes and familial patterns and the neighborhoods are losing both their building size and demographic diversity.

“Old Town has charm that isn’t found in newer developments. It is interesting, unique, and beautiful with its wide streets and diverse appearance.”

- open house written comment

Neighborhood Charm & Historic Resources

The architectural styles, street pattern, and tree canopy are unique features of the Old Town Neighborhoods that cannot be easily recreated elsewhere in the community. Residents have expressed that care should be taken to protect and preserve these neighborhood features. Many also feel there are prospects to prominently identify the many historic properties and districts located within the neighborhoods and to celebrate the history of the area.





Neighborhood Quality

Trends show areas within the neighborhoods continue to see an increase in student and rental housing, which may lead to relaxed property maintenance, upkeep, and pride of ownership. Many respondents expressed interest in finding solutions to incentivize maintenance and upgrades to keep the neighborhood a beautiful and attractive place to live. In particular, the neighborhood tree canopy was specifically called out as an aspect for private and City monitoring and maintenance.







Land Use & Transition Areas

Key Issues

-  Impacts from continued growth near Downtown & CSU
-  Lack of flexibility for new accessory dwelling units
-  Development impacts & standards in transition areas (NCB zone)
-  Development review process (APU, notifications, variances)

Key Opportunities

-  Protecting the integrity of the single-family neighborhoods
-  Education of neighborhood norms and standards
-  Aligning the standards & land-uses in neighborhood transition areas
-  Proactively anticipating changes near Downtown & CSU

Integrity of the residential neighborhoods

With continued growth near Downtown & CSU, there has been an increase in larger multifamily and non-residential development near or abutting traditional single-family areas. Finding ways to protect these lower density areas and to compatibly transition between higher intensity areas like Downtown & CSU is an important opportunity the Old Town Neighborhoods Plan should explore.

Accessory Dwelling Units

Some residents highlighted that accessory dwelling units like carriage houses or in-law apartments could be a way to help long-term residents age-in-place within the neighborhood or offer more affordable housing choices in a more compatible neighborhood development pattern.

Transition areas

Staff and residents are asking what are the types of standards, incentives, and land-uses that may be appropriate to help create a transition between the lower intensity residential neighborhoods and areas near Downtown & CSU with taller buildings, higher densities, and commercial/retail land-uses.

"The buffer areas between the two neighborhoods will be the focal point of residential vs. commercial. The integrity of the Eastside/Westside Neighborhoods needs to spill over into these areas."

- survey respondent

Development standards & education

Neighbors, builders, and realtors voiced that the standards for buildings and construction in the neighborhoods are constantly changing or hard to understand, and better clear and concise information is needed. If more compatible development is sought, all parties need additional details on standards, historical building patterns and styles, and ideas on how to incorporate modern amenities in older homes.







New developments near neighborhood edges tend to be taller and more dense







Circulation & Mobility

Key Issues

-  Missing or insufficient bike/ped facilities on Mulberry & Shields
-  Safety and convenience crossing arterial streets
-  Spillover parking near Downtown & CSU
-  Incomplete neighborhood sidewalk & bicycle network

Key Opportunities

-  Improving safety & convenience for all travel modes
-  Better connections and access to nearby natural areas & trails
-  Flexible & comprehensive parking strategies
-  Increasing neighborhood connectivity with arterial crossings

Mulberry & Shields

Stakeholders identified a number of issues and opportunities for travel along the Mulberry & North Shields corridors:

- It feels uncomfortable and unsafe to walk or bike along many sections of these arterials.
- Both arterials lack proper bikes lanes and wide or detached sidewalks.
- A lack of turn lanes means many turning movements stop traffic and create unsafe conditions.
- More crossings may be needed to enhance connectivity, or existing crossings could be improved.

"Improving crossings of major arterials will aid pedestrians in getting to and from Downtown, CSU, and City Park."

- survey respondent

Intra-neighborhood travel & trail connections

Travel within the neighborhoods functions well for different travel modes, but there is still opportunity to continue filling in missing sidewalk gaps, performing routine maintenance, and adding connections to nearby parks and trails. Many residents cited the need for easier connections to the Spring Creek Trail across Prospect Road, a sidewalk down Sherwood to Lee Martinez Park, and better crossings near Riverside to the Poudre Trail.



Travel within the neighborhood on local streets works well for cars, pedestrians, and bicyclists

Parking

For those living close to Downtown, CSU, or the library, spillover parking is frustrating. Residents believe there is opportunity to explore parking options and flexibility as more and more neighborhoods elect to participate in the Residential Parking Permit program.