

# West Central Area Plan



## Stakeholder Committee

Meeting #4

November 19, 2014



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# Welcome

Welcome to Stakeholder Meeting #4! Thank you for your continued commitment to the West Central Area Plan process.

This packet provides a summary of the work completed on the West Central Area Plan since the last Stakeholder Committee meeting (September 2014). Based on input from the last Stakeholder Committee meeting and recent public outreach, staff and the consultant team are currently drafting policies and strategies for the draft Plan. The recommended designs for Prospect Road and Lake Street continue to be evaluated and refined.

The focus of this meeting will be on specific policies and strategies that require additional discussion, as well as the latest designs for the Prospect Corridor. Your feedback will directly influence the development of the draft West Central Area Plan.

As a reminder, these packets will also be made available online so others can participate in the process and provide additional input. We highly encourage you to talk with your neighbors, friends, family, and colleagues about their ideas for the future of the West Central Area.

# Meeting Guidelines

*Creating a forward-looking plan requires a commitment to the process and respect for other participants. Please keep in mind the following “ground rules” during meetings:*

This is about what you collectively want for your community

*City staff and consultants are here to listen*

*These meetings should be less about the past  
and more about the future*

Focus on being proactive, not reactive

*There are some ‘givens’ that we must work within*

We must show respect for private property, present & future neighbors, & the West Central Area as a whole

*Listen to understand*

*Allow everyone an opportunity to participate*

# Process & Schedule

Planning Phase	Date	Stakeholder Committee Activities	Public Activities & Events
Phase 1: Evaluate Existing & Future Conditions	Mar - June 2014	Stakeholder Committee Selection	Listening Sessions; Walking Tours; WikiMap
Phase 2: Update Vision	Apr - July 2014	Stakeholder Committee Meeting #1 ( <i>May</i> )	Visioning Events; Online Survey
Phase 3: Outline Plan & Develop Prospect Design Options	July - Nov 2014	Stakeholder Committee Meeting #2 ( <i>July</i> )	Community Presentations & Listening Sessions; Presentations to Advisory Boards & City Council
		Stakeholder Committee Meeting #3 ( <i>September</i> )	Open House; Prospect Design Workshops; Online Survey
Phase 4: Develop Policies, Action Items & Draft Plan	Oct - Dec 2014	Stakeholder Committee Meeting #4 ( <i>November</i> )	Prospect Corridor Survey
Phase 5: Plan Adoption & Implementation	Dec 2014 - Mar 2015	Stakeholder Committee Meeting #5 ( <i>January</i> )	Draft Plan Open Houses; Online Survey; City Council Adoption Hearing

# Recent & Upcoming Outreach

## Recent Outreach

- **Open House - September 18**  
Nearly 80 people attended a drop-in open house at the Senior Center to share their thoughts on the Plan.
- **Prospect Corridor Workshops - September 22 & October 27**  
Two workshops were held on the Prospect Corridor Design. The first focused on gathering feedback on the range of alternatives for both Prospect and Lake. At the second workshop, the draft designs for Prospect and Lake were presented to residents and property owners along the corridor for their input.
- **Online Survey**  
Launched in conjunction with the open house and Prospect Corridor Workshop, and was open for approximately 3 weeks. 263 respondents total.
- **Advisory Boards & Community Groups**  
In September, October, and November, City staff provided updates to a number of advisory boards, commissions, and community groups.

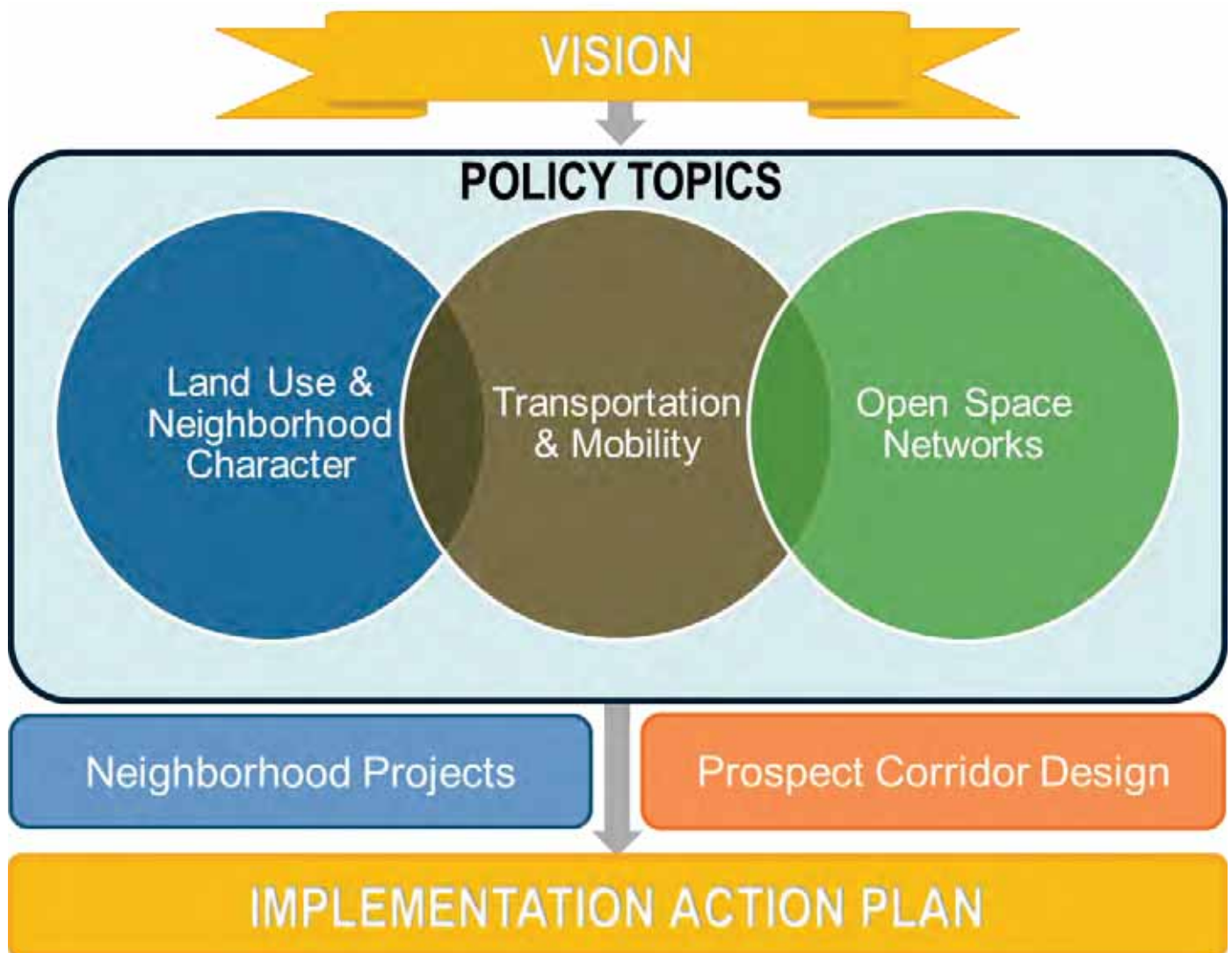
## Current/Upcoming Outreach

- **Prospect Corridor Design - Online Survey**  
Survey focused on the draft designs for the Prospect Corridor. The survey will be open through December 7.
- **City Council Work Session - Tuesday, November 25**  
Presentation of preliminary policy recommendations and the Prospect Corridor recommended design.
- **Draft Plan Outreach - January/February 2015**  
Additional events and outreach will be conducted once the draft Plan is ready for public review.



# Plan Organization

The updated West Central Area Plan should be easy to read and use by residents, developers, City staff, and decision makers. *Do you have any comments related to the organization and “usability” of the Plan?*



## Appendices to the Plan

- Public Involvement Summaries
- Existing Conditions Reports
- Other Supporting Documents



# Land Use & Neighborhood Character

## Policy Direction

Below is the preliminary policy direction for Land Use & Neighborhood Character. Please review the following pages, keeping these questions in mind:

- *Does this accurately reflect and address issues we've heard?*
- *Is there anything missing?*

## Areas of Stability, Enhancement & Development

- **Areas of Stability (yellow):** Focus on protecting existing neighborhood character and limiting new development. No change in zoning anticipated.
- **Areas of Enhancement (orange):** Additional neighborhood services and physical enhancements to upgrade quality of life and overall appearance of neighborhoods.

Programs: Proactive code enforcement, new/expanded education programs for landlords and renters, CSU partnership programs, new police substation and collaborative enforcement strategies

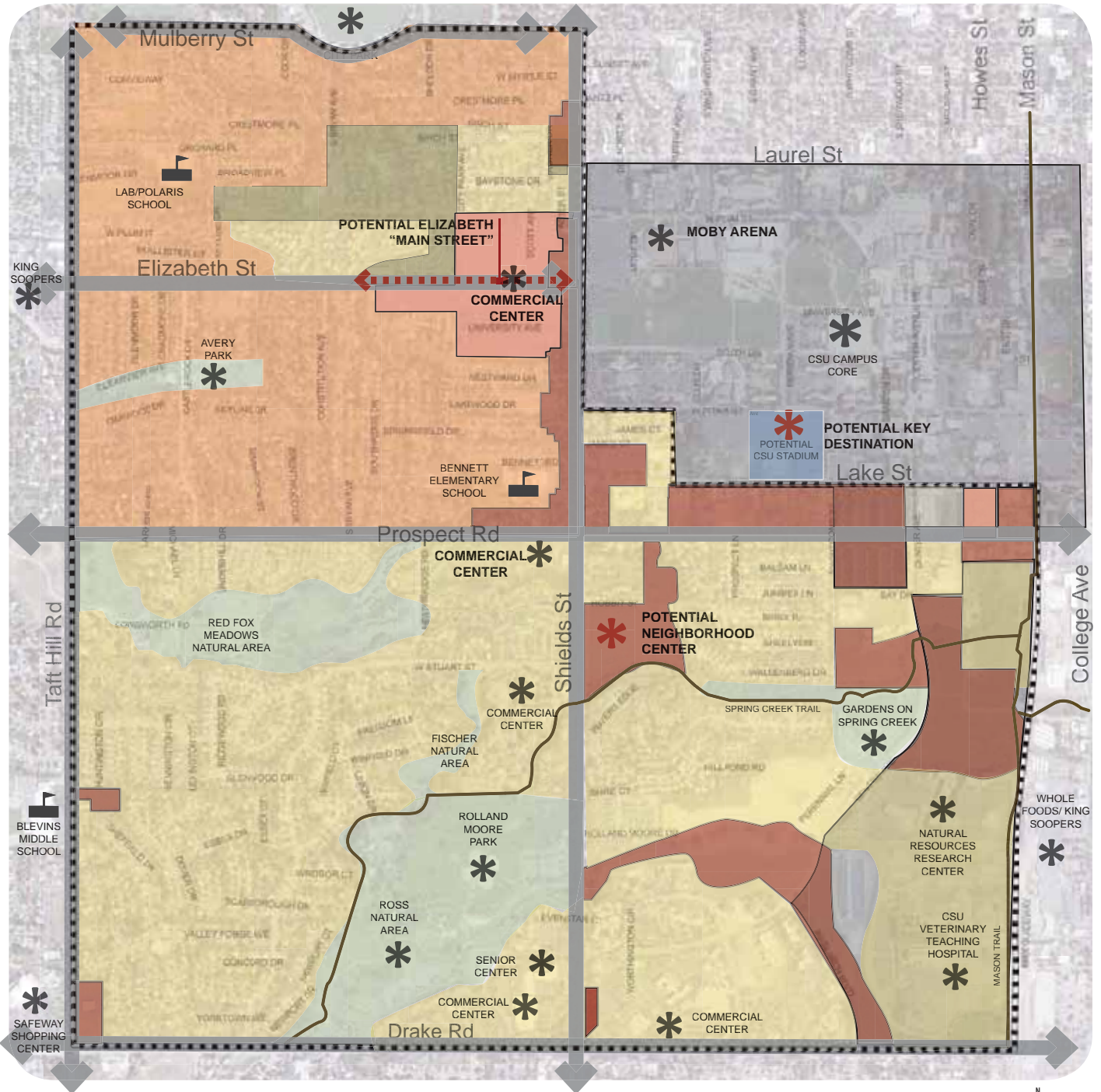
Physical Enhancements: improved street lighting, neighborhood entry signage, street tree plantings, ditch crossings, sidewalk improvements.

- **Areas of New Development/Redevelopment (pink/red):**

HMN Zone: Appropriate for redevelopment/infill of additional student-oriented housing. Existing zoning is considered sufficient, with additional design guidelines to ensure compatibility.

Along Arterials: The existing Conditional Rezoning process gives City Council the authority to impose reasonable conditions relating to use and development when a parcel is rezoned. Could be used to permit only those uses that are suitable for the parcel given the context of the surrounding area based on collaboration among the land owner, neighborhood, and other affected parties.

## Areas of Stability, Enhancement, & Development



## Legend

### Existing Elements

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

### Potential Opportunities

#### AREAS OF STABILITY, ENHANCEMENT & DEVELOPMENT:

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

- Potential Elizabeth "Main Street"
- Potential Key Destinations



# Land Use & Neighborhood Character (Continued)

## Design & Compatibility

- Establish expectation for a high level of collaboration to achieve compatible overall design so that new projects are considered beneficial to neighborhoods.
- Architectural styles such as Craftsman, Prairie, and Mid-Century Modern are well-accepted and will serve as a starting point for achieving neighborhood compatibility.
- Design forums, charrettes, multi-family design competitions, and other approaches would allow for collaboration and increase predictability for both developers and neighborhood residents.

## Preserving Neighborhood Heritage

- Recognize each neighborhood's unique overall heritage and to direct efforts to preserve this existing character.
- Promote design scenarios that help homeowners visualize ways to expand and alter their homes without losing the unique character of their neighborhood.
- If a property is deemed eligible for historic designation, then the existing Land Use Code standards would continue to apply. The creation of historic or conservation districts is not included in the current recommendations.



# Transportation & Mobility

## Policy Direction

Below is the preliminary policy direction for Transportation & Mobility. Please review the following pages, keeping these questions in mind:

- *Does this accurately reflect and address issues we've heard?*
- *Is there anything missing?*

## Related Planning Efforts

Several planning efforts that relate to the West Central area have recently been completed or are close to completion, including:

- Arterial Intersection Prioritization Study (anticipated completion December 2014)
- Bicycle Master Plan (anticipated adoption December 2014)
- CSU Parking and Transportation Plan (April 2014)

These studies recommend a variety of projects throughout the West Central area (page 12). The map also shows additional intersections and roadway segments that have arisen as a part of the WCAP technical analysis and public input process. A list of specific projects will be developed for the plan, including a corridor analysis of Shields Street between Laurel Street and Prospect Road. The Bicycle Master Plan Full Build Network (page 13) provides the framework for bike-related improvements within the area.

The Vision includes the retrofitting of collector and local streets for traffic calming and to better allocate space for all users, particularly for bicyclists and pedestrians. Page 14 shows an example of the retrofitting approach.

## Transit Improvements

Initial ideas related to future transit service in the West Central area include:

- Additional transit service between CSU and the neighborhood west of Shields and north of Prospect
- Additional transit service in southwest part of campus (e.g., along Lake)
- Connections to MAX via Lake Street and/or Prospect Road
- Shared parking arrangements to provide off-campus “remote” parking supported by transit service to and from campus

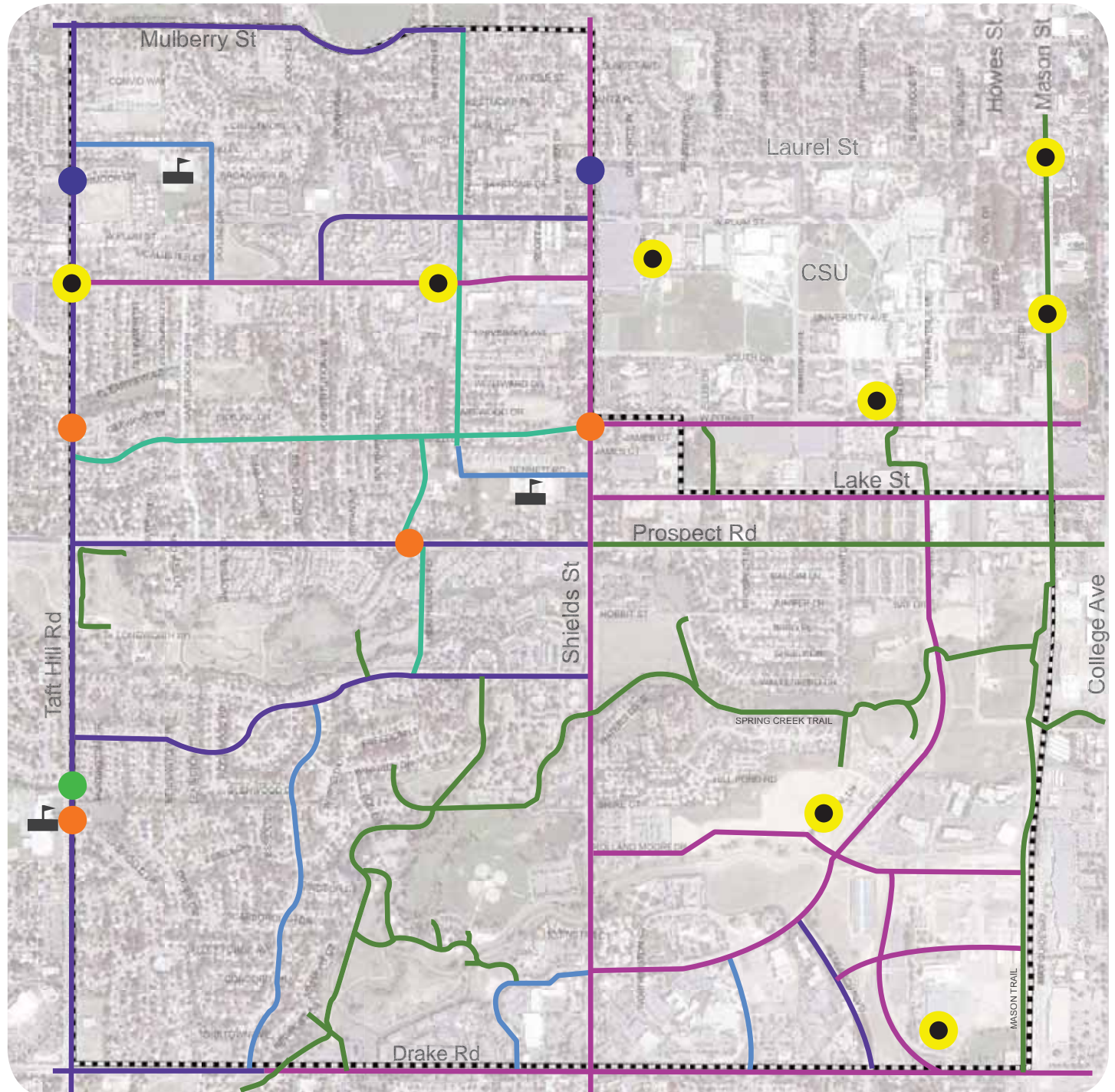




## VISION

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

## Bicycle Master Plan - Full Build Network (WCAP Area)



## Legend

- West Central Area Boundary
- Paved Trails/Shared-Use Paths
- Bike Lane
- Buffered Bike Lane
- Protected Bike Lane
- Priority Shared Lane
- Two-Way Sidepath Segment
- Add Median
- Signal Improvement
- Planned Bike Share Station
- School

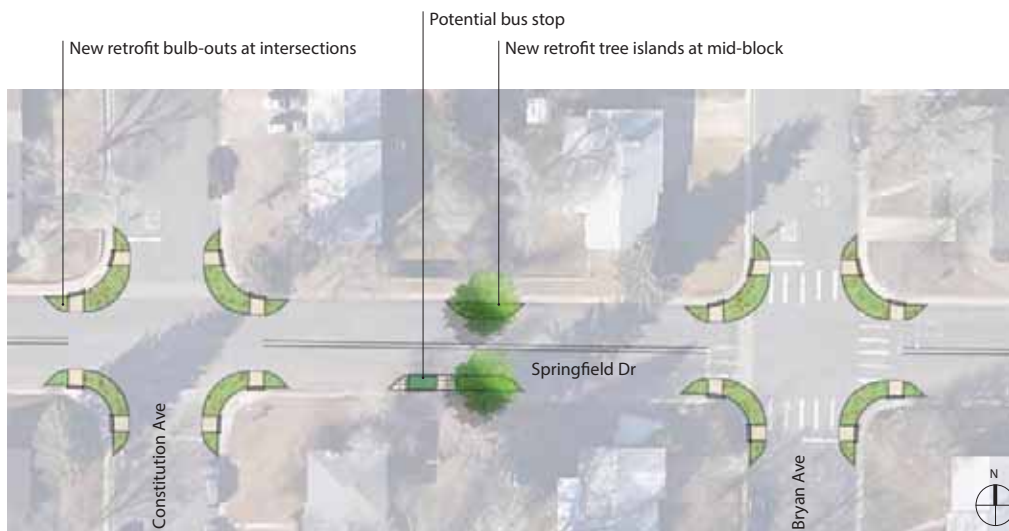
source: Bicycle Master Plan (2014)



## VISION

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

### Street Retrofit Example



Before



Current intersection condition - Springfield Dr and Constitution Ave

After



Retrofit bulb-outs at intersection condition - Springfield Dr and Constitution Ave



Current street condition - Springfield Dr and Constitution Ave



Retrofit tree islands at midblock condition - Springfield Dr and Constitution Ave



# Open Space Networks

## Policy Direction

Below is the preliminary policy direction for Open Space Networks. Staff is closely coordinating the open space policies and recommendations with the Nature in the City project. Please review the following pages, keeping these questions in mind:

- *Does this accurately reflect and address issues we've heard?*
- *Is there anything missing?*

## Connectivity

Connectivity - both for wildlife habitat and recreational access - has been the most prevalent theme throughout the process. The Open Space Networks map (page 16) reflects the vision for a connected, high-quality open space system within the West Central area. Specific recommendations include:

- Ensure all residents live within a 10-minute walk to nature
- Create additional guidelines and/or incentives to improve the quality and type of open space provided by new development
- Construct ditch crossings in key locations to improve bike and pedestrian connectivity
- Enhance wildlife habitat along ditch corridors
- Provide additional wayfinding to parks and open space
- Ensure adequate access to nature via transit
- Additional trail connections (especially north-south)

## Range of Settings & Experiences

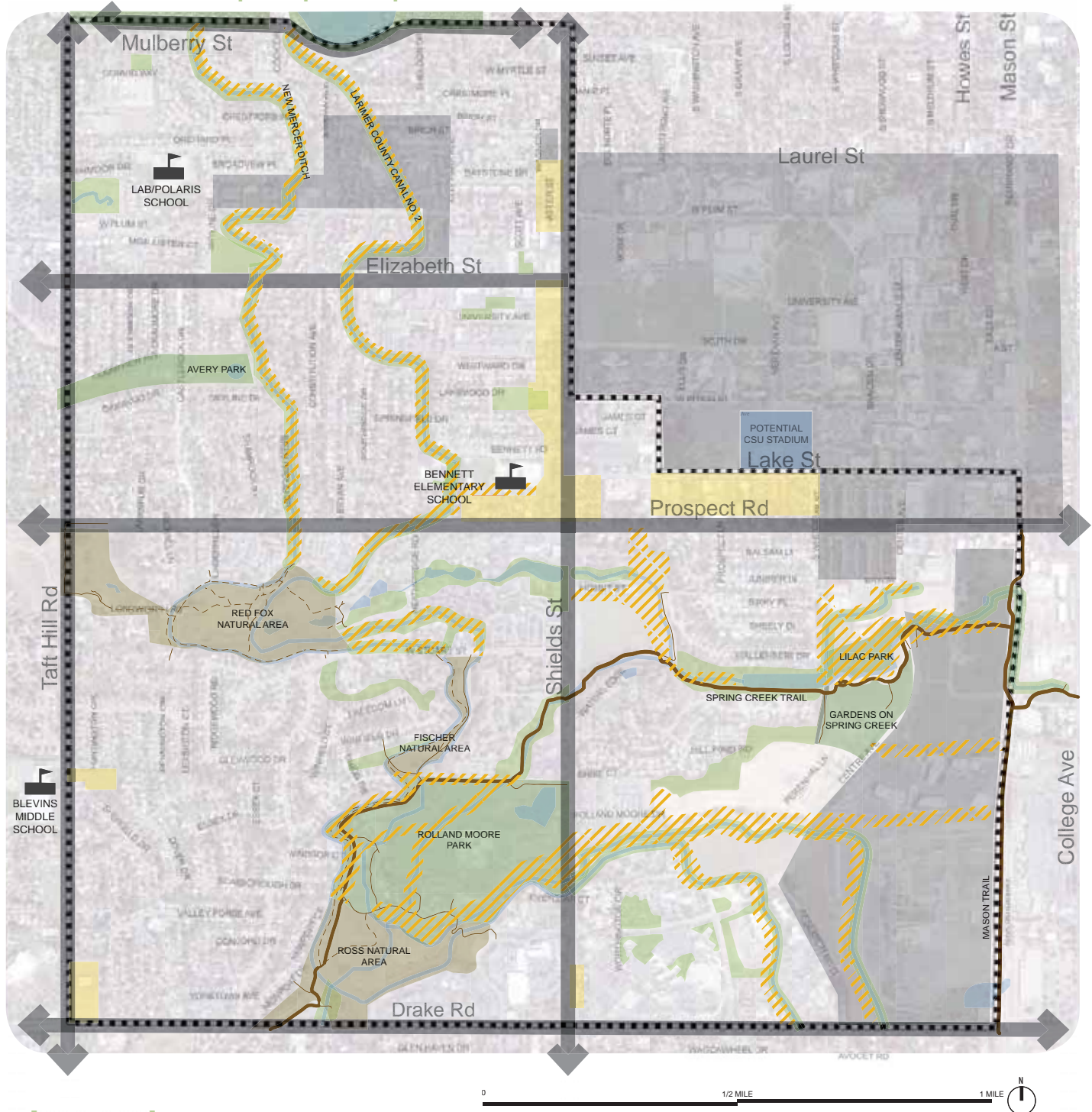
Based on feedback from the online survey, it is clear that people are interested in a range of natural settings within the West Central area. Additions and enhancements to the open space network will focus on providing a range of experiences.

## Enhancements to Existing Parks & Open Space

Enhancements to existing parks and open space will be recommended for a number of specific sites, including:

- Lilac Park (immediately north of the Gardens on Spring Creek, along the Spring Creek Trail)
- Existing detention pond at West Elizabeth & Skyline
- Informal open spaces on public, private or HOA land

## Areas of Potential Open Space Improvements & Additions



## Legend

- |  |                            |  |                                       |  |   |
|--|----------------------------|--|---------------------------------------|--|---|
|  | West Central Area Boundary |  | Major Paved Multi-Use Trail           |  | Opportunity for Open Space Improvements & Additions             |
|  | Arterial Road              |  | Minor Paved Multi-Use Trail           |  | Opportunity for Open Space/Pocket Parks Provided by Development |
|  | Existing Open Space        |  | Natural Surface Trail                 |  | Schools   |
|  | Existing Park              |  | Existing Water Body                   |  |   |
|  |                            |  | Existing Fort Collins Natural Area    |  |   |
|  |                            |  | Existing Irrigation Canal and Habitat |  |   |
|  |                            |  | CSU Property                          |  |   |





## VISION

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

### Open Space Improvements



Stormwater Habitat Enhancement



Stormwater Bioswale along Roadway



Enhanced Neighborhood Stormwater Mitigation



Low Water Use Landscape



Irrigation Canal Habitat Enhancement



Trail Network Habitat Enhancement



Courtyard Neighborhood



Multi-family Courtyard



Small Courtyard Facing Road



Pocket Park in Mixed-Use Development



Neighborhood Pocket Park





# Prospect Corridor Draft Designs

## Draft Design Review - Prospect and Lake

Based on the input on the alternatives that were developed for Prospect Road and Lake Street, as well as technical and operational analyses of the various options, draft designs have been developed for both streets. These designs were developed using elements from the alternatives, and were further refined based on feedback from property owners and residents at a workshop in October.

### Overall Design Strategy:

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

### Prospect Road - Design Elements:

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

### Lake Street - Design Elements:

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

## VISION

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

## We aspire to achieve:

P  
1

Safe and comfortable corridor for all modes of travel



Well-Marked Bike Facilities



Comfortable Sidewalks



Traffic Safety and Efficiency

P  
2

Safe crossings



Automatic Detection of Cyclists at Intersections



Pedestrian Refuges



Grade Separated or Enhanced Crossings

P  
3

Attractive gateway to campus, downtown, and midtown



Welcoming Intersections



Gateway Treatments



Street Trees and Medians

P  
4

Seamless connection to MAX



Walk



Bike



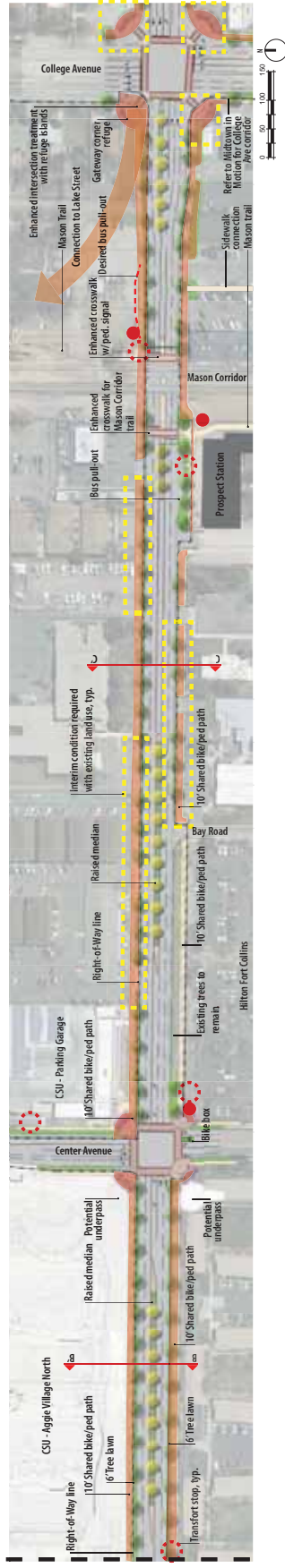
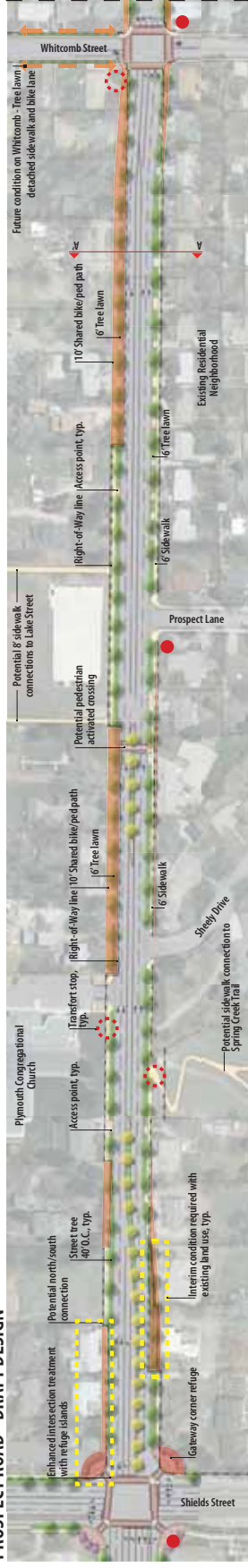
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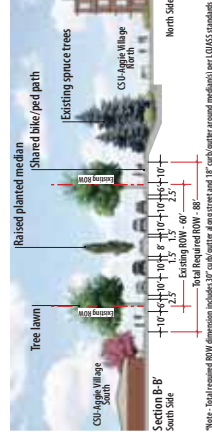
**VISION**  
Attractive and  
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Attractive and functional, well-integrated, mixed-use corridor that serves the mobility needs of nearby neighborhoods, CSU, and the community

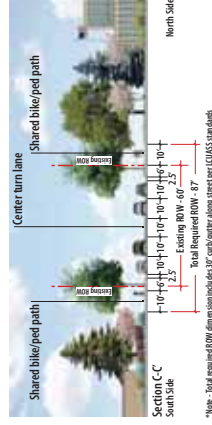
## PROSPECT ROAD - DRAFT DESIGN



\*Note - Total measured ROW dimension includes 30" curbside gutter along street over CMAA SS standards



$\text{Total required ROW} = 88$



\*Note: Total measured ROW dimension includes 10" curbs/cutler along street per CHASS standards

Shields Street to Whitcomb Street					
Motor vehicle	Ped	Bike	Transit	Impacted Properties (North)	Impacted Properties (South)
4 Travel Lanes 1 center turn lane Raised median	10' Shared path (North) 6' Sidewalk (South) 6' Tree Lawn	10' Shared Path (North) 6-8' Sidewalk (South)	Stops	15 Properties: 15-High 6-8' Sidewalk (South)	13 Properties: 7-Low 6-Medium

Whitcomb Street to Center Avenue				
Motor Vehicle	Ped	Bike	Transit	Impacted Property
4 Travel Lanes Raised median	10' Shared Path 6' Tree Lawn	10' Shared Path	Stops	2 properties: 2-

	Center Avenue to College Avenue		
	Bike	Transit	Impacted Properties (North)
Major Vehicle	Ped		Impacted Properties (South)
4 Travel Lanes	10' Shared Path	Stops	15 Properties: 15-High
1 center turn lane	6' Tree Lawn	Pollcuts	6 Properties: 6-Medium
raised median			



### Legend

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

Transfort Stop

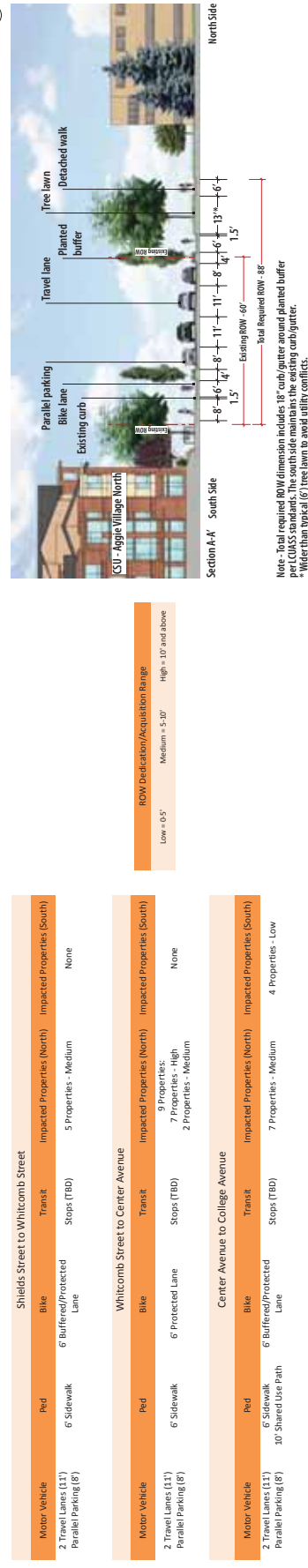
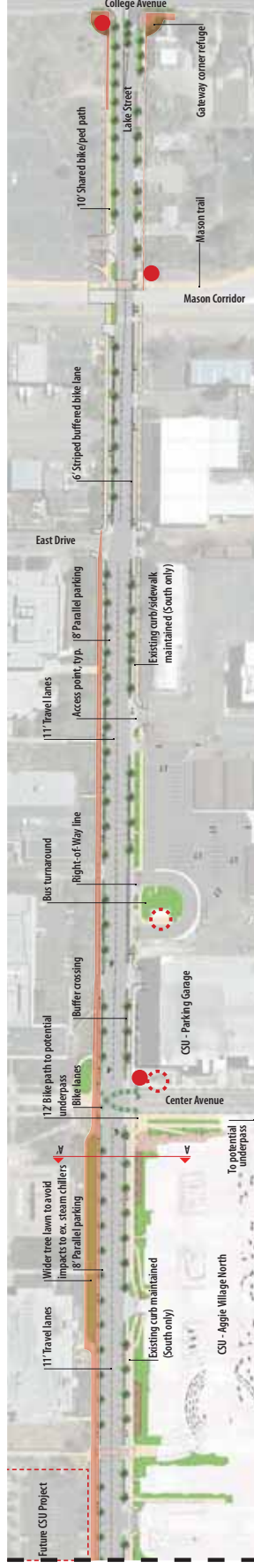
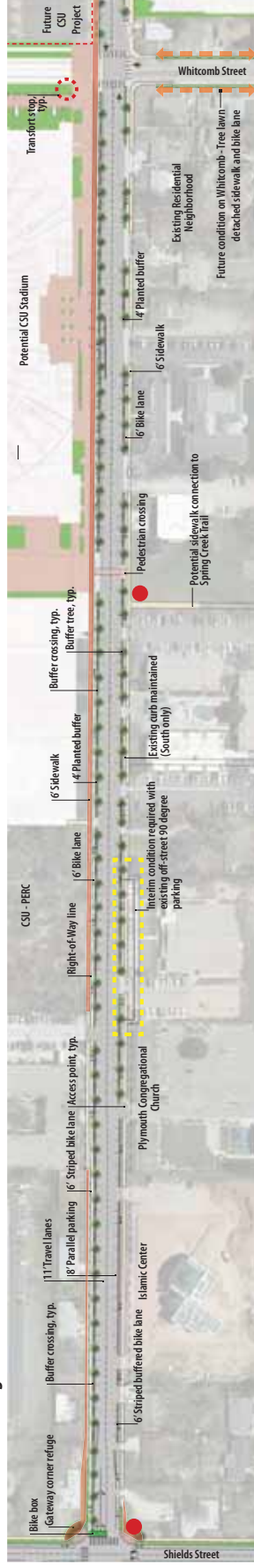
Interim condition required with existing land use



Draft - 11/13/2014

**VISION**  
Attractive and  
the mobility

## Lake Street Draft Design



Note - Total required ROW dimension includes 18" curb/gutter around planted buffer per LCUASS standards. The south side maintains the existing curb/gutter.  
\* Wider than typical (6') tree lawn to avoid utility conflicts.

**Legend**

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

## ● Pedestrian Wayfinding



Transfort Stop

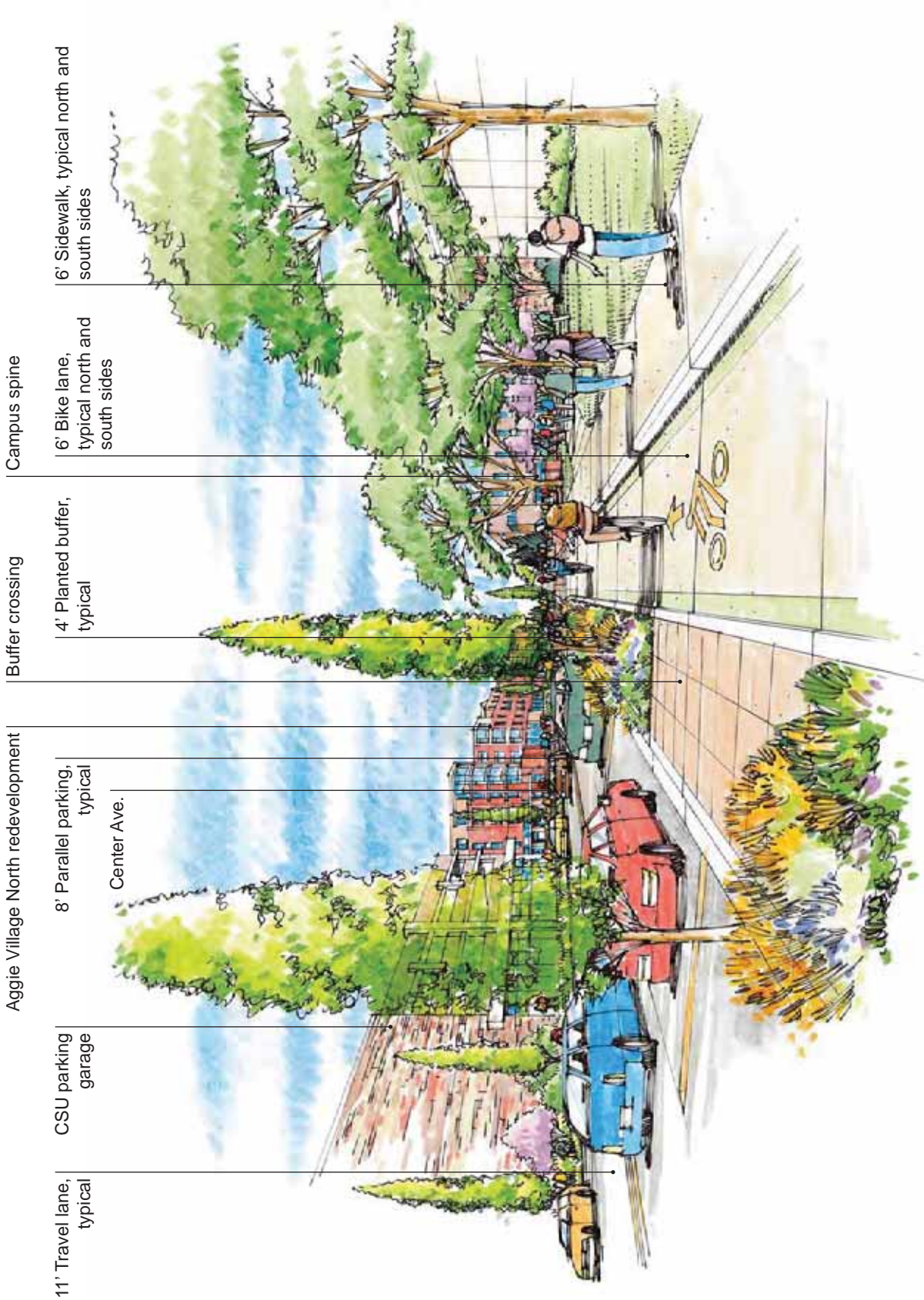
**Interim condition required with existing land use**



Prospect Road - View looking west near Prospect Lane intersection



# Lake Street - View looking west near CSU Parking Garage





# Next Steps in the Planning Process

- Draft policies and recommendations for the Plan
- Prepare Draft Plan document
- Refine Prospect and Lake designs
- City Council Work Session - November 25
- Ongoing public outreach

## Comments

[illegible]

## **APPENDIX 1:**

### **Stakeholder Committee Meeting #3 - Summary**



## Stakeholder Committee Meeting #3

West Central Area Plan  
September 10, 2014 – 5:30-7:30 p.m.

### Present

Sue Ballou  
Rick Callan  
Susan Dominica  
Colin Gerety  
Carrie Ann Gillis  
Per Hogestad  
Ann Hunt  
Greg McMaster  
Tara Opsal  
Andy Smith  
Logan Sutherland  
Lloyd Walker  
Nicholas Yearout

### Absent

Lars Eriksen  
Becky Fedak  
Kelly Ohlson  
Jeannie Ortega  
Jean Robbins  
Steve Schroyer

### Staff & Consultants

Ted Shepard, Chief Planner  
Amy Lewin, Transportation Planner  
Rebecca Everette, Associate Planner  
Craig Russell (*Russell + Mills Studios*)  
Paul Mills (*Russell + Mills Studios*)

### Notes

1. Welcome/Introductions
2. Project Updates
  - a. Process and schedule update
  - b. Recent and upcoming outreach
  - c. Final Vision Statements
3. *Discussion:* Draft Introductory Text (prepared by Lloyd Walker for the Stakeholder Committee to review)
  - a. Discussion about the purpose of the text and how it should be incorporated into the plan.
  - b. Clarification by Lloyd Walker that this is an updated version of the introduction from the previous plan, and the vision statements reflect his own understanding of the vision for the area.
  - c. Decision by the committee to review the text individually and send any comments to staff. Staff will then incorporate the text into the draft plan as appropriate.
4. *Keypad Polling:* What topics would the group like to focus on tonight?
  - a. Group could select from 1) Land Use & Neighborhood Character, 2) Transportation & Mobility, 3) Open Space Networks, and 4) Prospect Corridor
  - b. Land Use & Neighborhood Character was the top choice overall, and was discussed first

- c. Following the discussion of Land Use & Neighborhood Character, the committee broke into small groups to focus on the other topics
- 5. *Large Group Discussion: Land Use & Neighborhood Character*
  - a. Areas of Stability, Enhancement, and Development Map
    - i. Should the Sheely neighborhood be classified as “Neighborhood Enhancements” rather than an “Area of Stability?” There is development pressure within and surrounding the neighborhood, which causes tension. The Sheely Historic District is stable, but remodels and additions might be appropriate in the rest of the neighborhood.
    - ii. Is this map descriptive or prescriptive? We want to show what we would like in these areas, not just what we expect to see.
    - iii. Just because there are rentals in a neighborhood doesn’t mean the character isn’t good.
    - iv. High intensity/density development and small-scale single family homes can co-exist in close proximity. There are examples in other cities with historic neighborhoods adjacent to new development.
    - v. Even taller than 5 stories might be appropriate in some areas.
    - vi. Add Safeway at Taft Hill/Drake to map.
    - vii. Spring Creek Medical Park may be outdated.
  - b. Affordable Housing
    - i. Concern about affordability in the West Central area. Investors out-compete families looking for more affordable housing (e.g., starter homes or homes for families).
    - ii. Staff commented that the City is currently working on a Housing Affordability Policy Study, and will send follow up information on that effort.
    - iii. Should be recommending affordable housing in the Areas of Development on the map
  - c. Neighborhood Character
    - i. There are a lot of locational advantages to the West Central area. A lot of people live here for the location.
    - ii. Consider a tax-credit, deed restrictions, or other incentives and requirements for owner-occupied homes in areas currently dominated by rental houses (e.g., Avery Park).
    - iii. Enforcement of ordinances helps keep neighborhoods desirable and affordable. This requires active involvement and cooperation from neighbors.
    - iv. Some portion of neighborhoods needs to be stable/owner-occupied. Is there a standard percentage for what is considered stable?
    - v. Don’t want to get rid of the students; that’s part of the diversity, part of what we like about the neighborhood.
  - d. Student Housing
    - i. West Elizabeth corridor and the HMN zone are good for new student housing.



- ii. New student housing developments – consider an incentive for developers to include an affordable component for students with lower incomes. This might help attract students away from rental houses in the neighborhoods.
    - iii. It would be nice for CSU to build more housing for their students.
    - iv. MAX and transit are changing where it's convenient for students to live.
    - v. If CSU continues to grow, it will be distributed throughout the city, not that many more students could be fit into this area.
  - e. HMN zone
    - i. It's about choices. The HMN zone is a good place for high-density student housing, but it also has historic properties.
    - ii. Good, high-quality design is key in the HMN zone.
    - iii. Consider greater design standards for particular areas (e.g., HMN) or uses (e.g., multi-family housing).
  - f. Growth and Density
    - i. Fort Collins is a landlocked community that will only continue to grow. We've gone way beyond being just a college town.
    - ii. More density means more intense use in this area, which will stress services, infrastructure, parks, etc. Need to figure out how to address that.
    - iii. Density feels dense when it is underserved.
    - iv. Encourage and facilitate good non-residential uses, bike and pedestrian connections, and open space to serve the neighborhoods.
  - g. Open Space
    - i. When new development comes in, how are they going to provide open space outside the dwellings?
6. *Small Group Discussions:*
- a. Land Use & Neighborhood Character (continued discussion)
    - i. Don't lose focus on redevelopment opportunities on West Elizabeth.
    - ii. Land Use #5 "Well-integrated campus community" should be supplemented with a reference to such attributes as safety and well-being, or somehow promoting a "good neighbor policy."
    - iii. Support for the Police Sub-District.
    - iv. Recommend the formation and active use of a Neighborhood Design Review Advisory Committee to advise on design issues but would not function like an H.O.A. This was recommended in the 1999 Plan but never implemented. Such committee could work in conjunction with the Landmark Preservation Commission or the Planning and Zoning Board and would not apply to single family detached homes.
    - v. Recommend the new development be guided by established design that reflects the vernacular of the neighborhoods. Design styles should be identified and encouraged such as mid-century modern, craftsman, prairie, but not the international style.

- vi. The mass of large buildings must be mitigated and not over-power the neighborhoods.
- vii. Compatibility should be emphasized when evaluating new development.
- viii. The 20-acre Blue Ocean property should be allowed to focus on compatibility, sensitive design, forms that are the appropriate scale, avoiding huge blocks of apartments, and that there should be flexibility to allow the developer to accomplish these objectives.
- b. Transportation & Mobility
  - i. Need better updates for changes in Transfort routes for students.
  - ii. Need to prune trees on the sidewalk on City Park Ave.
  - iii. Don't focus on just bikes, pedestrians are important too.
  - iv. Crossing Shields needs improvement – look at an underpass.
  - v. Safety and maintenance concerns for underpasses and overpasses, especially in the winter.
  - vi. There are accidents all the time at Drake and Raintree, add to the map to consider improvements.
  - vii. Prospect and Shields intersection – it is difficult for bikes to safely turn northbound from Prospect, as they have to cross multiple lanes to get into the turn lane.
  - viii. Shields and Elizabeth intersection – bicyclists don't always look back for cars, and cars aren't always paying attention; need more awareness where the bike lane meets the turn lane.
  - ix. Support for newly installed buffered bike lanes on Shields, Stuart, etc.
  - x. A crossing from Hill Pond to the Spring Creek Medical Park would improve safety.
  - xi. Support for the green bike lanes and bike box. Bike boxes at Prospect & Shields and Prospect & Center were suggested. Concern that the paint gets slippery in wet/snowy conditions.
  - xii. Support for the corner and mid-block bulb-outs to increase the visibility of pedestrians and encourage drivers to slow down. Support for the use of reflectors in conjunction with these.
- c. Open Space Networks
  - i. No discussion occurred on this topic.
- d. Prospect Corridor
  - i. Overall support for concepts shown in Alternative B above other alternatives.
  - ii. Support for on-street bike lanes as shown in Alternative B for efficiency and ease of movement for bicyclists. This is especially important from Whitcomb to Shields due to excessive access points and concern for bike/vehicle conflicts.
  - iii. Medians are a positive addition in all alternatives, particularly Alternative B. Include medians throughout corridor wherever possible.
  - iv. Support for pedestrian/bike crossing between Whitcomb and Shields. Need to integrate with a pedestrian refuge if possible.

- v. Need to improve Mason Trail crossing and overall configuration for wayfinding, ease of movement and safety.
- vi. Street trees are desirable to create a corridor with consistent character.
- vii. Support for including bicycle facilities as depicted in Alternative B and C.
- viii. Ensure corridor designs are acting as a catalyst for new development.
- ix. Support for Lake Street Alternative B and/or C. The two-way bike lane on the north side of the street is positive because it has fewer access points and easier access to the CSU campus than the south side.



## **APPENDIX 2:**

### **Online Survey #2 - Summary**



## **West Central Area Plan – Outreach Summary September – October 2014**

### **Background**

The purpose of the West Central Area Plan (WCAP) update is to revisit and update the 1999 West Central Neighborhoods Plan based on emerging issues and trends. The Plan will incorporate new information from related planning efforts and will serve as a guide for:

- Land Use & Neighborhood Character
- Transportation & Mobility
- Open Space Networks

The project also includes new conceptual designs for Prospect Road and Lake Street (from Shields Street to College Avenue) that are functional, safe, and well-marked for pedestrians, bicycles, buses, and cars.

The WCAP process began in March 2014. The plan is anticipated to be presented to Council for consideration for adoption in early 2015.

### **Open House**

City staff held an Open House on September 18<sup>th</sup> to refine the vision and gather input on potential policies and action items for the West Central Area Plan and Prospect Corridor Design. The Open House built upon the input received from previous outreach efforts.

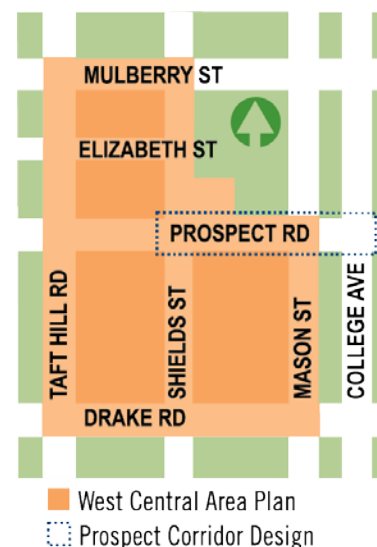
Event	Event Details	Participants
<b>Open House</b>	Sept. 18, 4:00 - 7:00 p.m. Fort Collins Senior Center	79
<b>Prospect Corridor Design Workshop</b>	Sept. 22, 5:30 - 7:30 p.m. Plymouth Congregational Church	58
<i>Total</i>		<i>137</i>

### **Prospect Corridor Design Workshop**

Additional input on the proposed design alternatives for the Prospect Corridor was sought at a workshop on September 22<sup>nd</sup>. The goal of the Prospect Corridor Design Workshop was to have more focused conversations about the design options for Prospect Road and Lake Street. The various design alternatives were presented, followed by facilitated small-group discussions for each proposed alternative. Responses from a questionnaire and feedback from the facilitated discussions informed additional updates to the Prospect Road and Lake Street designs.

### **West Central Area Plan Online Survey #2**

An online survey gave those interested in the plan an opportunity to share their ideas on more specific components of the Plan's vision, regardless of whether they were able to attend one of the events. The survey was advertised on the WCAP website, a postcard mailing, and through multiple newsletters and email lists. In total, 263 people provided feedback through the survey. The survey questions are provided in Appendix A.

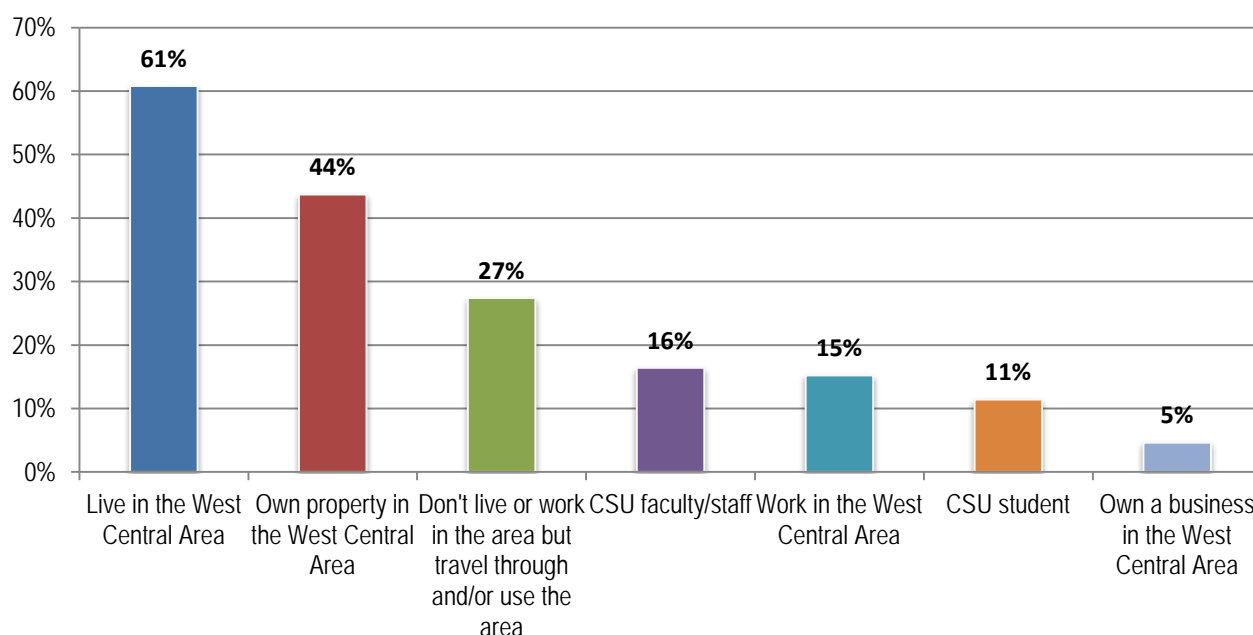


## Survey Results

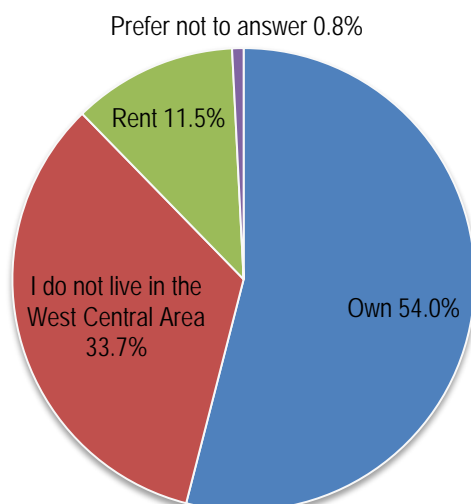
The results of Survey #2 are summarized by question below. Some questions allowed for open-ended comments or “Other” responses, which have been summarized narratively. The full survey results can be found in Appendix B.

### SECTION A. INTEREST IN THE WEST CENTRAL AREA PLAN

**Q1. Using the map [of the West Central Area], which of the following apply to you? (Please select all that apply.)**



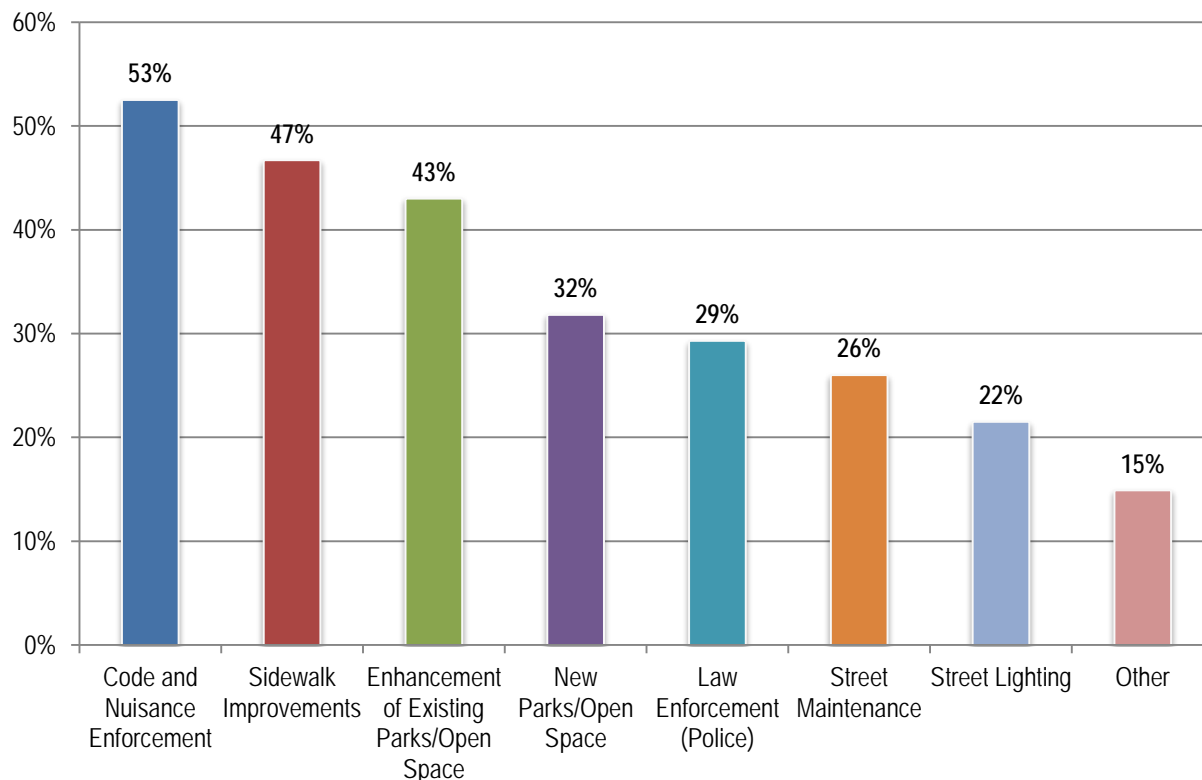
**Q2. If you live in the West Central Area, do you own or rent your residence?**





## SECTION B. LAND USE & NEIGHBORHOOD CHARACTER

**Q3. What types of additional services or improvements related to land use and neighborhood character should be considered in the West Central Area (select up to 3)?**

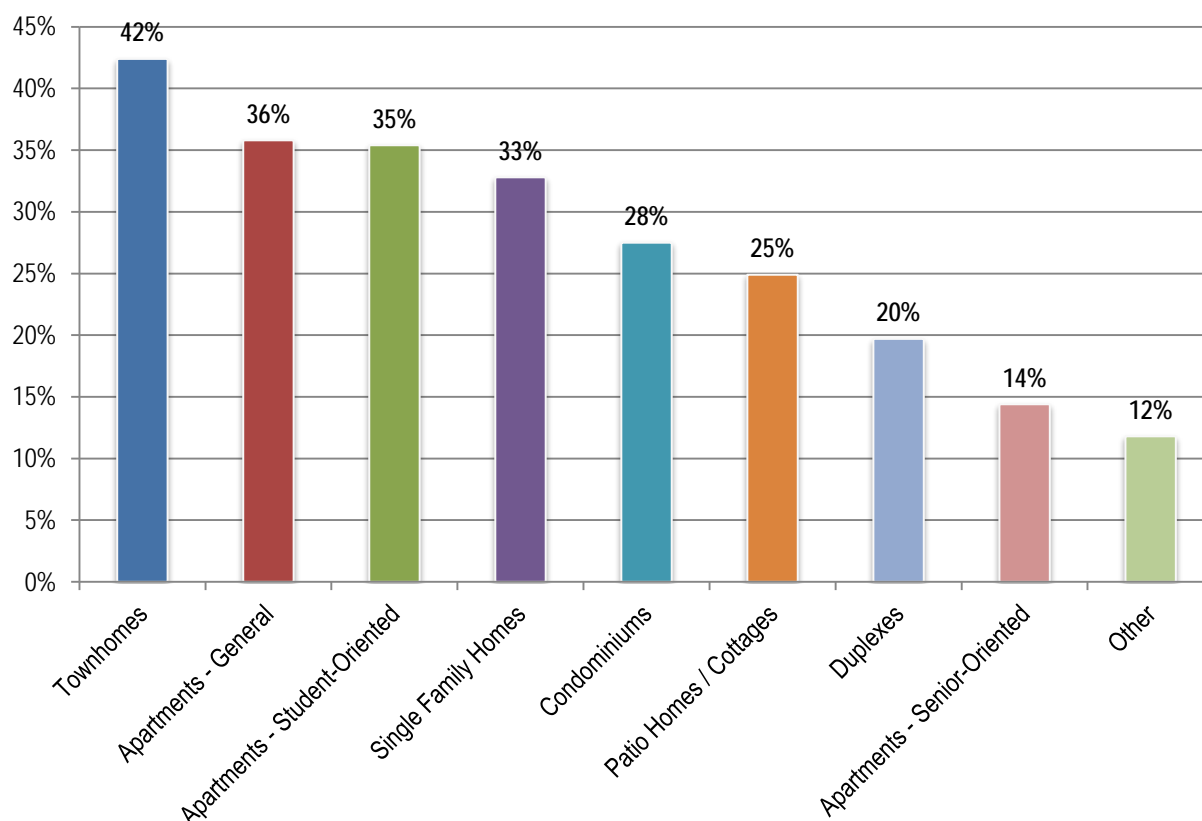


The most common theme from the open-ended comments was **making the area more bike and pedestrian friendly**. Specific ideas ranged from dedicated bike lanes to buffered bike lanes along major arterials, and even a dedicated bike-only road. Comments related to pedestrian improvements focused on safer sidewalks and crossings at arterials, including suggestions for overpasses and/or underpasses at key locations to make crossings easier and safer.

**Preserving the single-family character of the area** was another common theme. Several commenters shared concerns about the increasing prevalence of student-oriented housing in the area. Other commenters feel the City should find ways to encourage more families settle in the area. Some suggested that property owners and tenants of rental housing need education on property maintenance, which contributes to the character of neighborhoods.

**Safety** was also a shared concern. Many commenters asked for improved lighting to enhance the safety of streets and parks. Others think that traffic calming measures like speed bumps should be implemented, where appropriate, to reduce travel speeds on neighborhood streets.

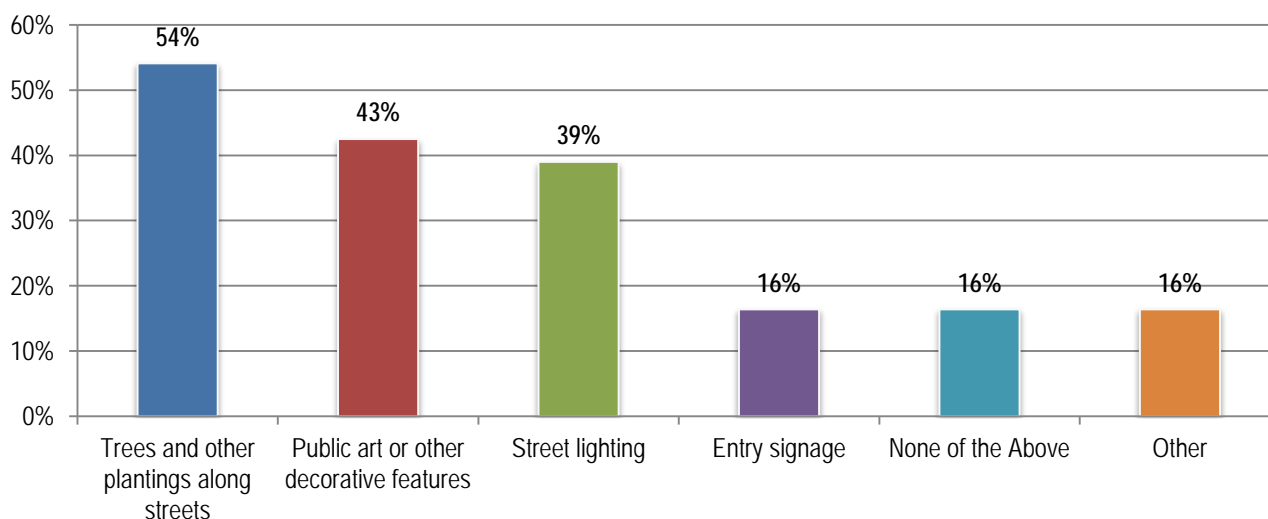
**Q4. What types of development are most appropriate in the Areas of Development in pink and red on the map (select up to 3)?**



Many commenters expressed an interest in a **mix of housing types and/or uses** within the Areas of Development. Some participants wrote in that they would welcome commercial uses in the Areas of Development, as well. Others felt that a mix of residential unit types would bring more diversity to the area. Some commented the student-oriented residential developments should be located near the CSU campus.

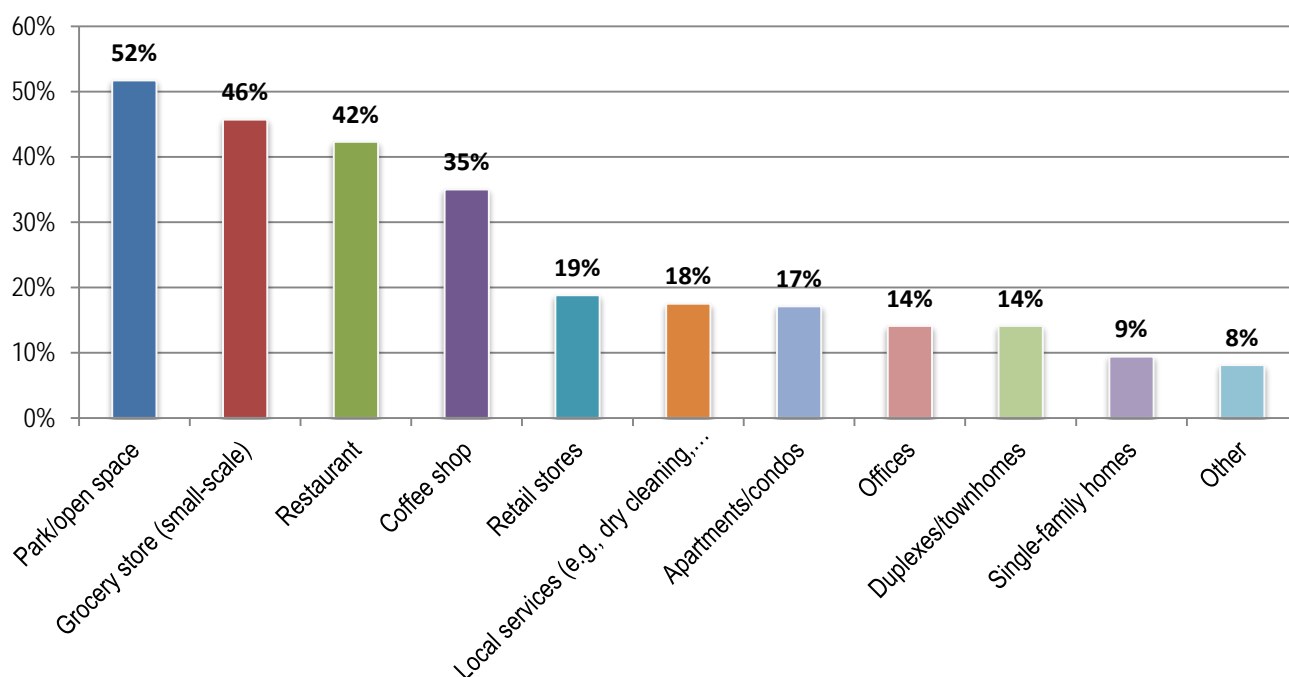
Another prevalent theme was that of **minimizing development**, particularly given increased traffic and other issues in recent years. Some commenters do not support additional student-oriented housing, and others felt that vacant should remain undeveloped or turned into Natural Areas.

**Q5. Which of the following identifying features or neighborhood character enhancements would you like to see in the neighborhood in which you live (select up to 3)?**



There was little consensus amongst commenters regarding identifying features or neighborhood enhancements. Many commenters feel their neighborhood is fine the way it is. Some commenters noted a preference for more street trees and public art, especially between Shields and Taft Hill on Prospect. Others would prefer better sidewalks as an enhancement to their neighborhood.

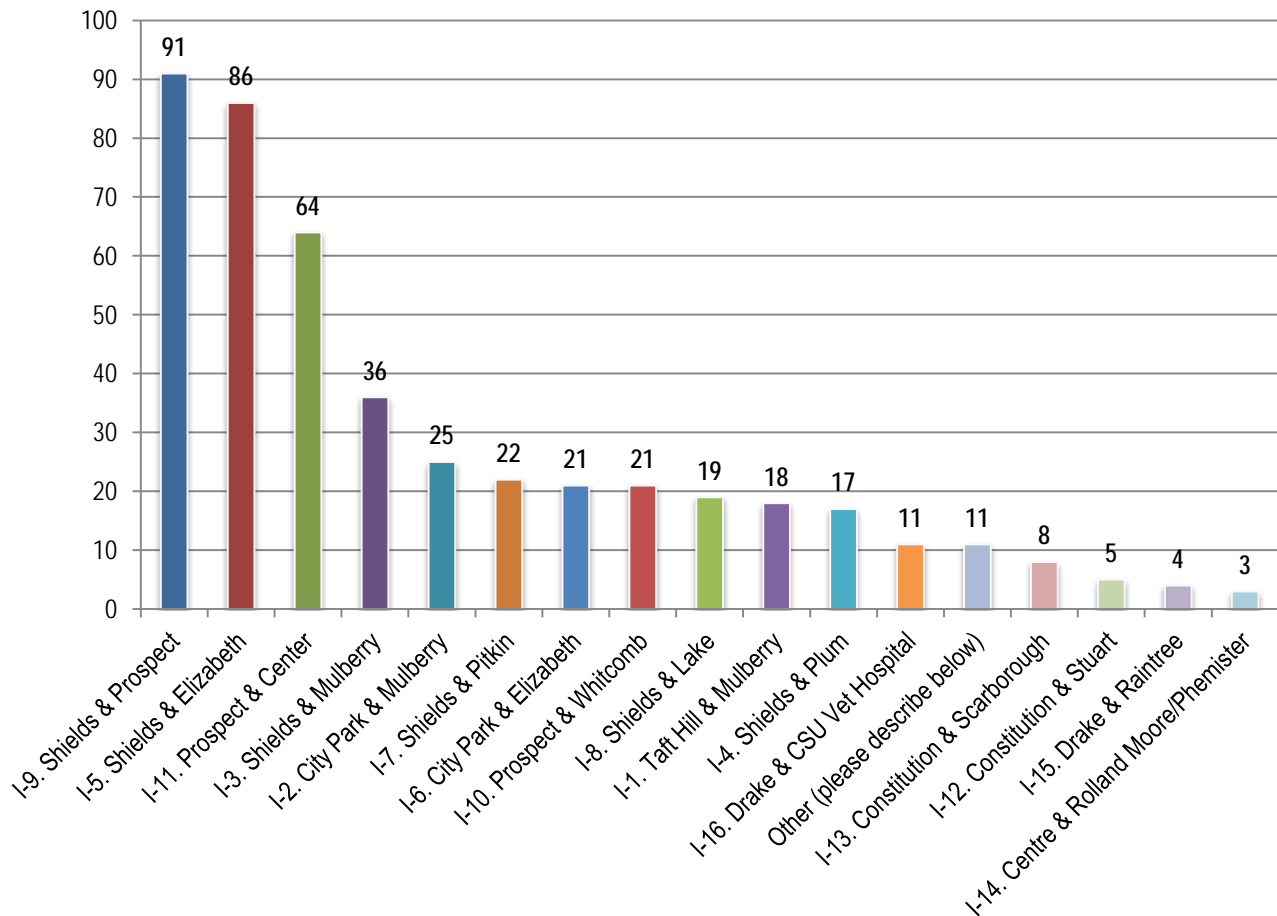
**Q6. If a new neighborhood center is developed in the West Central area, what are the top 3 features or land uses that should be included?**



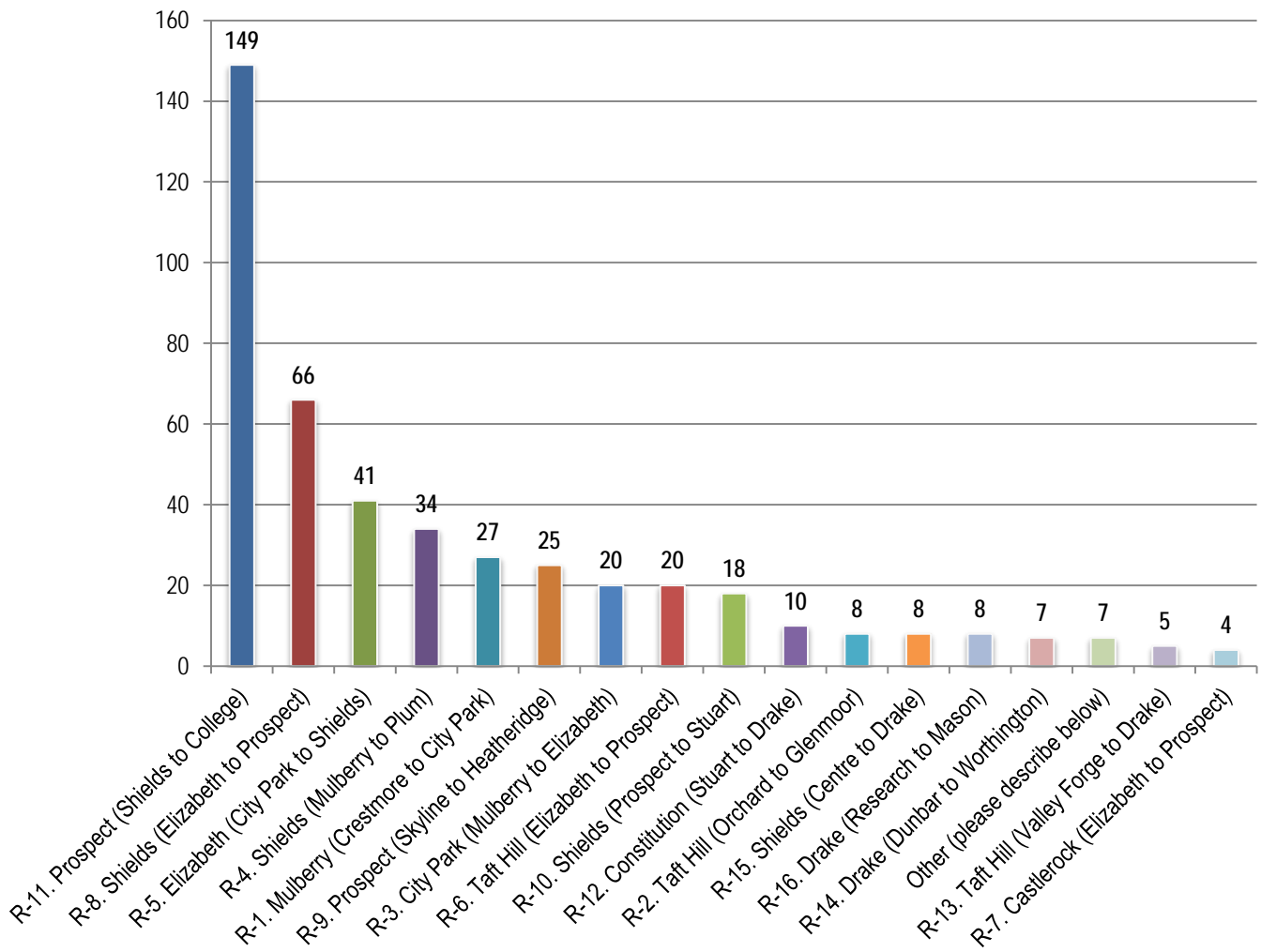
A large number of commenters **did not want a new neighborhood center**. A number of respondents would prefer the land remain open space or be converted to a park. A group of commenters noted that there are already neighborhood centers within the West Central Area that have many vacancies and that those vacancies should be filled before a new neighborhood center is developed.

## SECTION C. TRANSPORTATION & MOBILITY

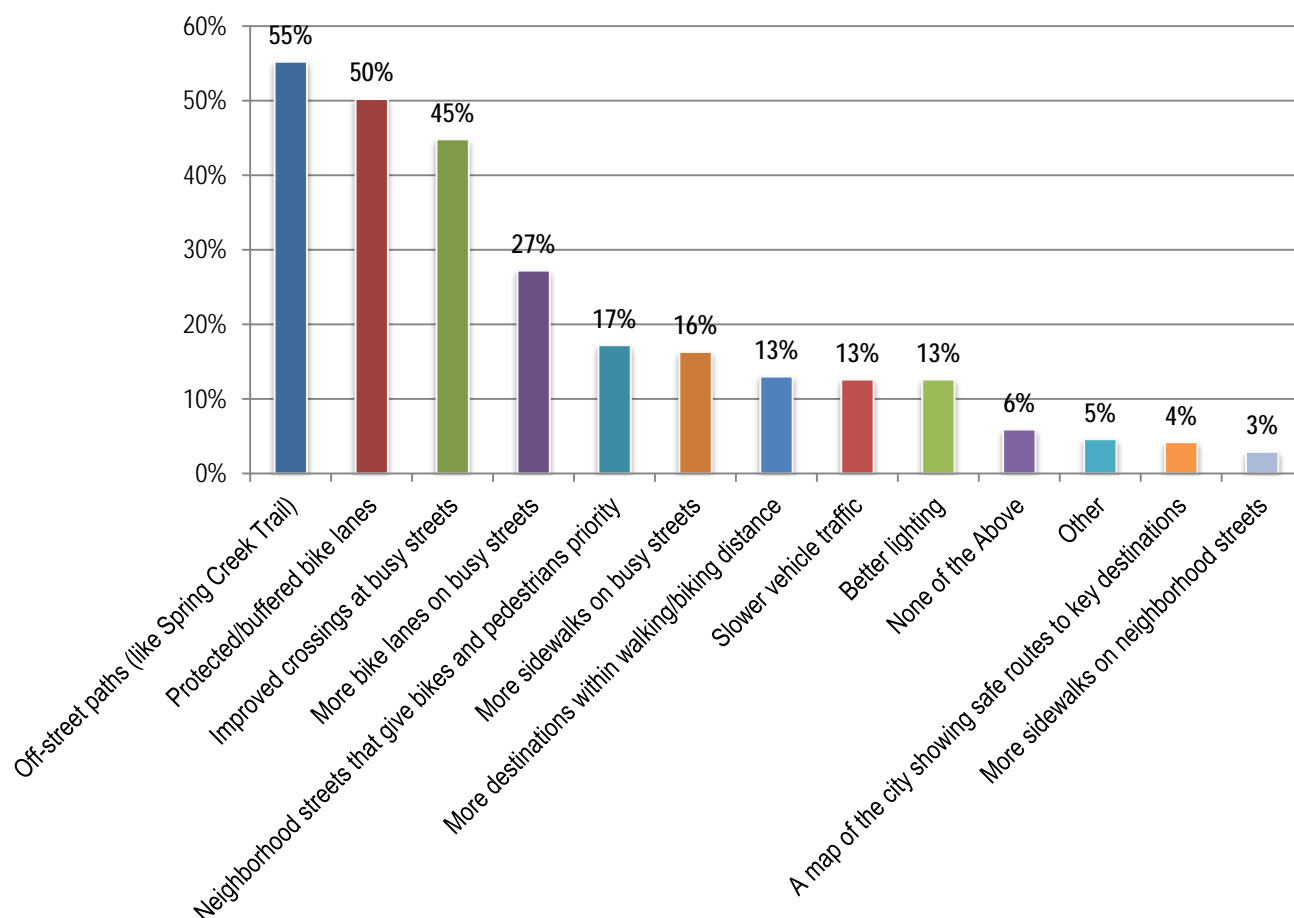
**Q7. What are the top 2 intersections that you think should be considered for safety improvements?**



**Q8. What are the top 2 sections of road that you think should be considered for safety improvements?**



**Q9. What would encourage you to walk or bike more often in the West Central area (select up to 3)?**

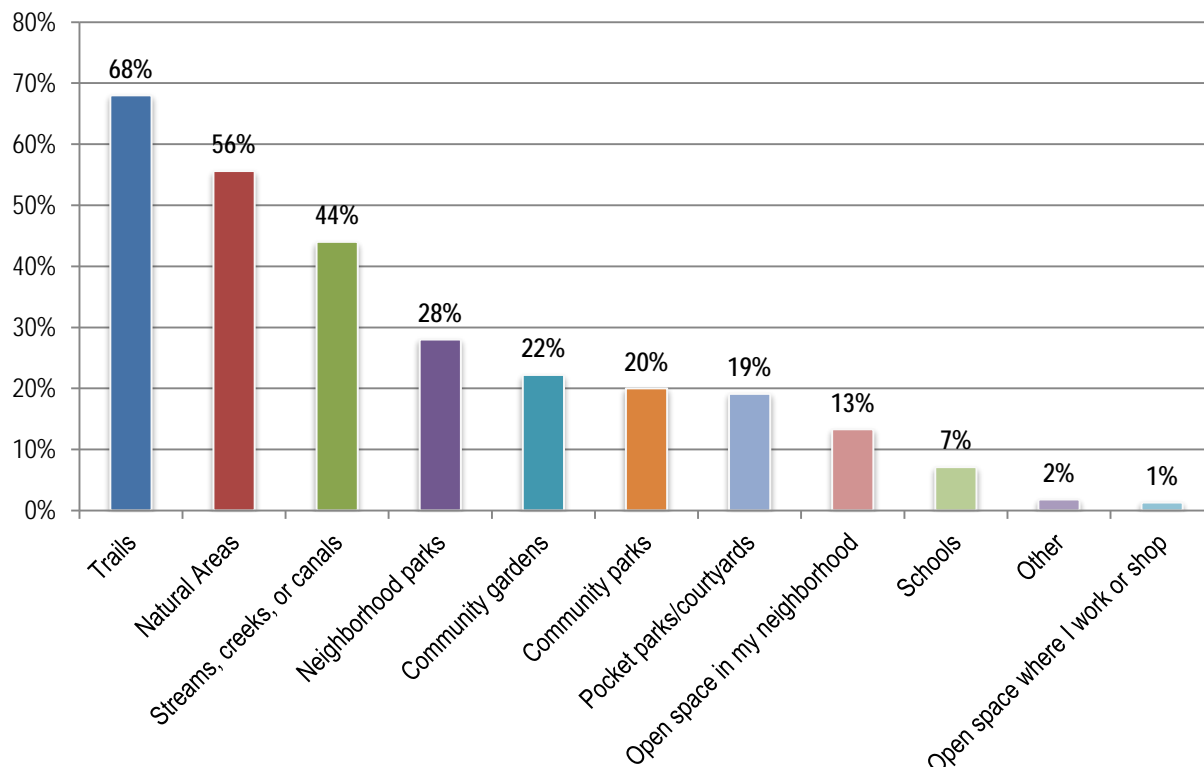


The majority of comments dealt with **ways to improve biking on major streets**. Many commenters expressed an interest in buffered bike lanes on major streets such as Shields, Prospect and Drake. Commenters noted that they currently take alternate routes to avoid those streets and that buffered bike lanes would make their commutes shorter and safer. Others noted that many cyclists use sidewalks in these areas, creating a dangerous situation for pedestrians. These commenters requested better separation of pedestrians and bikes. Their suggestions for achieving this separation included wider sidewalks, better education and buffered bike lanes.

A group of motorists shared the concerns of cyclists and suggested **ways to improve driving** through the area. Some commenters suggested using bike lanes, as opposed to shared lanes. These respondents pointed out that drivers do not understand the markings on the road and it creates safety issues for drivers and cyclists. Others suggested widening travel lanes for cars and bikes to minimize conflicts.

## SECTION D. OPEN SPACE NETWORKS

**Q12. I would like to see open space improvements that focus on the following types of features or facilities (select up to 3):**



Most commenters expressed an interest in **improving connectivity** between existing parks and open space. Some felt that the existing trail network does an inadequate job of connecting the various open spaces together. Suggested improvements included converting informal paths into formal connections, creating naturalized pathways, and developing more trails.

**Q13. Please complete the following sentence: "My ideal nature experience in the West Central area looks like..."**

The following word cloud summarizes the comments for this question. Many commenters emphasized their desire for trails that allow them to enjoy open space, natural areas and/or parks comfortably on foot or bike. Other desirable features identified by commenters include wildlife, safe and easy access and nature that is in the neighborhood or close by. Many commenters described the experience or setting they prefer when spending time in nature.





**Q15. Please rate each of the median options on a scale of 1 (least preferred) to 5 (most preferred).**

Median Options	Average Rating (1-5)	Rank
Wide median with trees	3.6	1
Wide median with hardscape/ plantings	3.5	2
Painted center turn lane	2.8	3
Narrow median	2.5	4

While most respondents desire a wide median of some sort on Prospect, some commenters noted caveats. Many were **worried about traffic flow** with a center median, some noting that they would prefer a median so long as traffic flow was not constricted. Others preferred the median but were concerned that it would come at the expense of a travel lane, thus constricting traffic flow.

Other commenters preferred a wide median with trees or plantings but were **concerned about maintenance**. In order to minimize upkeep, some suggested using drought tolerant plants, xeriscaping, or tall grasses that can go dormant in the summer months.

Some were **skeptical of adding medians** due to the limited space on Prospect. Some felt that wider sidewalks should be prioritized over medians. Others preferred a center turn lane throughout the corridor to handle traffic backups, allow better access for emergency vehicles, and make it easier for bicyclists to cross.

**Q16. Please rate each of the bike facility options on a scale of 1 (least preferred) to 5 (most preferred).**

Bike Facility Options	Average Rating (1-5)	Rank
Shared off-street bike/ ped path	3.7	1
Two-way protected bike lane	3.6	2
Protected bike lane	3.4	3
Buffered bike lane	2.8	4

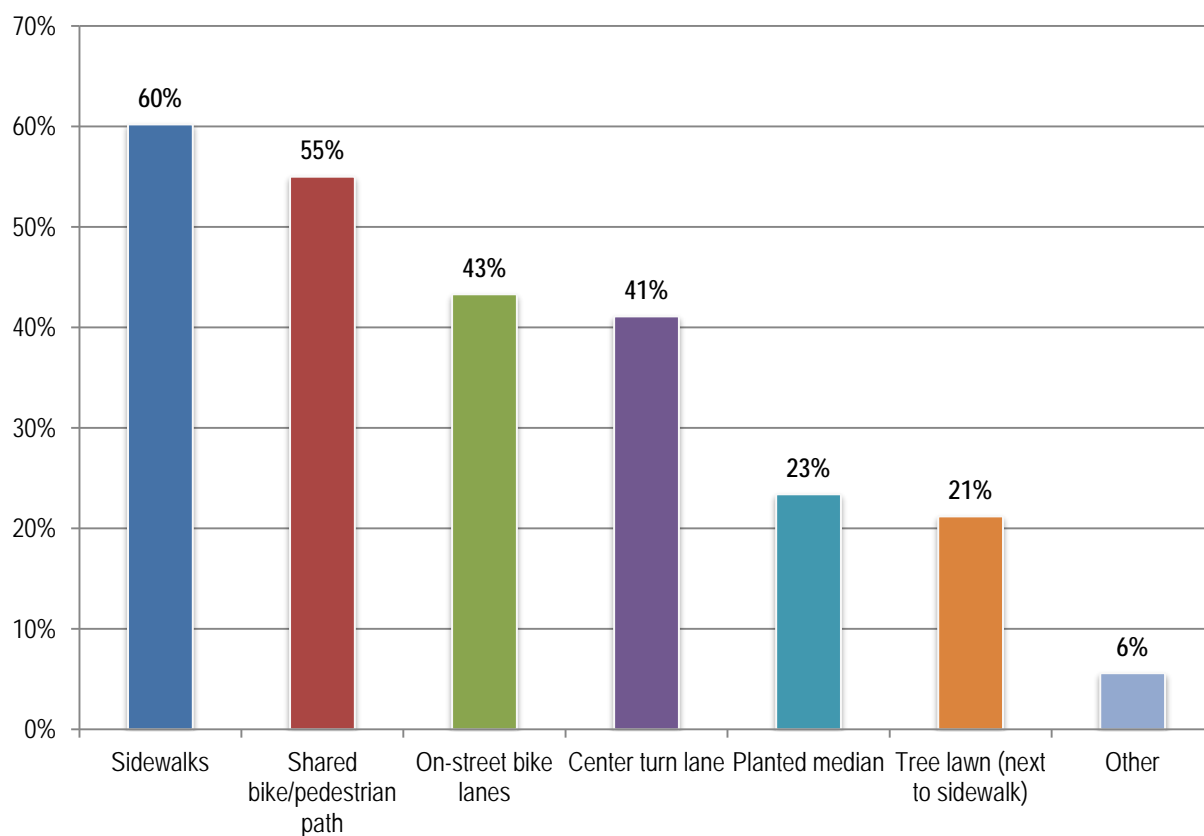
Opinions on bike facilities varied. Most respondents agreed that some sort of separation for bikes and cars would be preferable on Prospect, and some commenters noted that any of the options would be preferable over existing conditions. Other commenters did not like the idea of bikes and pedestrians sharing a path, since it creates an uncomfortable environment for both cyclists and pedestrians. Others thought physically separated bike and automobile facilities make more sense than just a painted buffer.

Some commenters did not support any bike facilities on Prospect, due to lack of space or concerns about feasibility. Others questioned the cost and ability to maintain bike facilities in the winter months due to snow.

**Q18. Rank the following modes of travel in order of priority for improvements on Prospect Road (rank from 1 (most important) to 4 (least important)):**

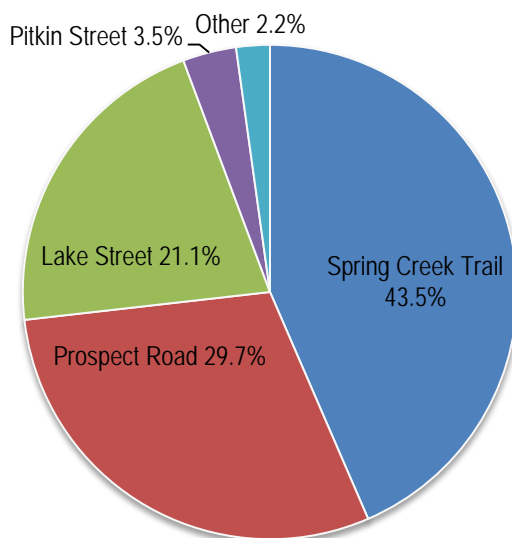
Travel Mode	Score	Rank
Bicycle	690	1
Automobile	614	2
Pedestrian	565	3
Public Transit	423	4

**Q17. Which roadway design elements are most important on Prospect Road (select up to 3)?**



Many commenters were concerned about traffic flow and lose space for vehicles if any of the above design elements are implemented. Some commenters requested wider travel lanes to improve vehicle flow.

**Q19. Considering the potential improvements to Prospect Road and Lake Street, which east-west route are you most likely to walk or bike along in the future?**



Comments for this section varied, as they tended to focus on the specific corridor chosen and thus no larger themes emerged from the comments.

## **SECTION F. GENERAL COMMENTS**

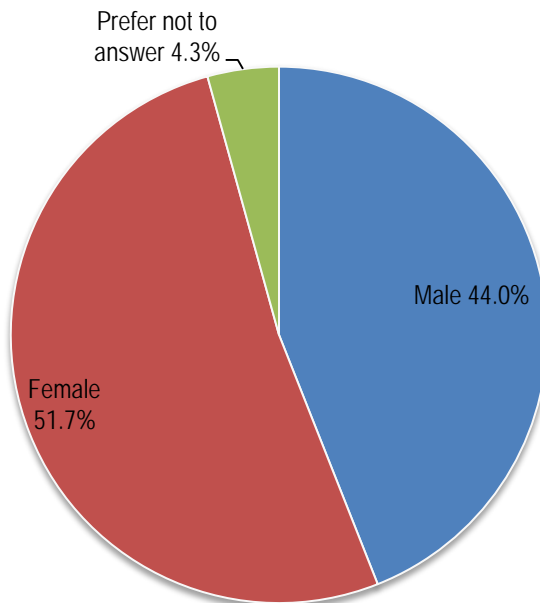
**Q20. Do you have any additional comments or thoughts for the West Central Area Plan and/or Prospect Corridor Design?**

Comments were wide-ranging due to the nature of the question, but responses tended to focus on a few key issues. The potential on-campus stadium at CSU concerned many commenters. Some felt that this planning effort should be delayed until after the stadium issue is resolved as it will potentially have a significant impact on the area around campus. A related theme that was echoed in many comments was the need to preserve the character of the West Central area. A number of commenters worried that the single-family character of the area is being eroded and that the West Central Area Plan should address ways to preserve the character of the area. Others noted that rental properties are not always well-maintained and that the plan needs to address property maintenance. Others called for fewer student housing developments to ensure the character of the area is protected. Many commenters weighed in on the U+2 ordinance and called for its continued enforcement.

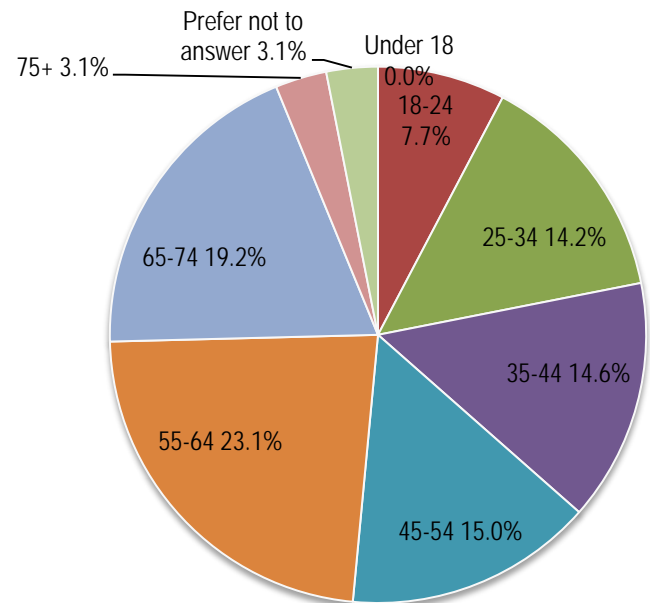
Similar to the comments on other survey questions, many commenters asked for better pedestrian/bike connectivity. Some automobile users commented on improving traffic flow in the area, especially on Prospect. However, these commenters expressed a desire for improved bike and pedestrian infrastructure as well. Others advocated for more over/underpasses to enhance pedestrian and bike connectivity. A number of commenters requested increased parking for new student-oriented housing developments.

## SECTION G. DEMOGRAPHICS

**Q20. What is your gender?**



**Q21. What is your age?**



**Q23. What is your annual household income?**

