

Welcome!

West Central Area Plan

OPEN HOUSE

4:00 - 7:00 P.M.

Open House Stations:

1. Project Overview & What We've Heard
2. Land Use & Neighborhood Character
3. Transportation & Mobility
4. Open Space Networks
5. Prospect Corridor Design

*Visit each station to learn more and share your thoughts.
Use the worksheet provided to record your comments,
and turn it in when you leave to be entered to win a prize!*

WHAT IS THE WEST CENTRAL AREA PLAN?

Adopted in 1999, the West Central Neighborhoods Plan provides a vision and policy guidance for the areas directly to the south and west of the Colorado State University Main Campus. The West Central Area Plan (WCAP) will update the 1999 plan.

The plan will also include a detailed design for Prospect Road from Shields Street to College Avenue.

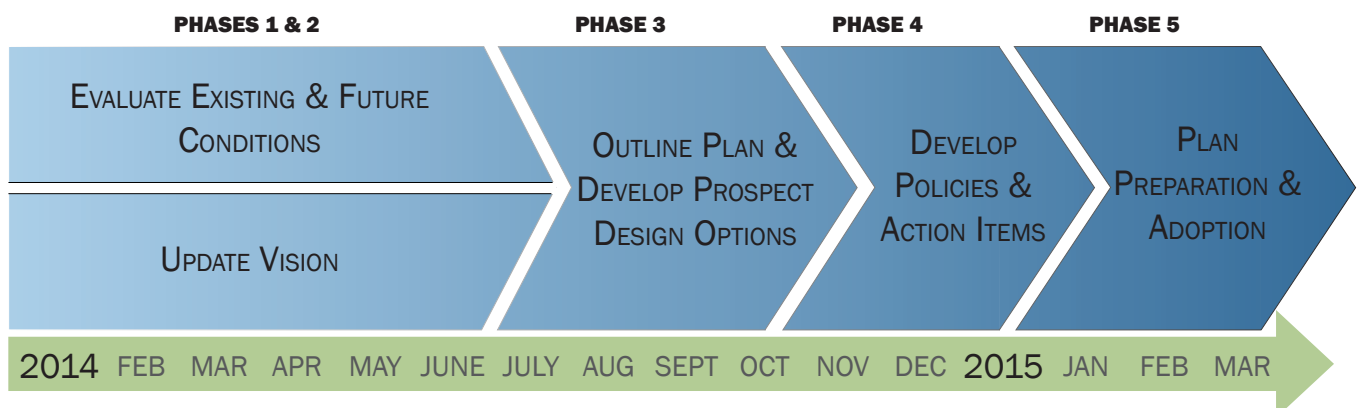
WHY DOES IT NEED TO BE UPDATED?

With 15 years of development and growth in the area, along with potential changes in the near future, it's time to revisit the plan. The updated West Central Area Plan will reflect the vision and desired character of the area and address new opportunities and issues that have emerged.



PLANNING PROCESS

The WCAP will be updated over the course of the next year, with ongoing opportunities to get involved and share your ideas.



We need your input!

Visit fcgov.com/westcentral for more information about the plan, upcoming events, and how to stay involved.

WHAT HAVE WE HEARD SO FAR?

Below is a summary of key themes from the input received on the plan since February 2014.

Land Use & Neighborhood Character

- Preserve the character and improve the livability of existing single-family neighborhoods
- Ensure that new multi-family development is compatible with existing neighborhood character
- CSU should take a leadership role in mitigating the impacts of student housing in surrounding neighborhoods
- Protect historically significant buildings in the West Central area and along Prospect Road

Transportation & Mobility

- Improve intersections and provide safer crossings along Shields, Prospect, and other arterial roads
- Ensure there is adequate parking for new development
- Need adequate bicycle and pedestrian connections through neighborhoods to provide alternatives to major arterial roads

Open Space Networks

- Ensure residents have access to parks open space as more development occurs
- The numerous parks, open space, recreation opportunities, and trails are highly valued

Prospect Corridor

- High-traffic corridor with uncomfortable/unsafe conditions for bikes and pedestrians, both along and across the roadway
- Consider providing other routes for pedestrian and bike traffic
- Consider the potential impacts of high density development along the corridor

Community Outreach to Date:

- 4 Listening Sessions
- 20 Walking & Bike Tours
- Online WikiMap
- 2 Visioning Workshops
- Online Visioning Survey
- 3 Stakeholder Committee Meetings
- Drake Road Farmers' Market
- CSU Lagoon Concert Series
- Gardens on Spring Creek Events
- Meetings with Neighborhood Groups (by request)
- Presentations to Advisory Boards & City Council

We Need Your Input!

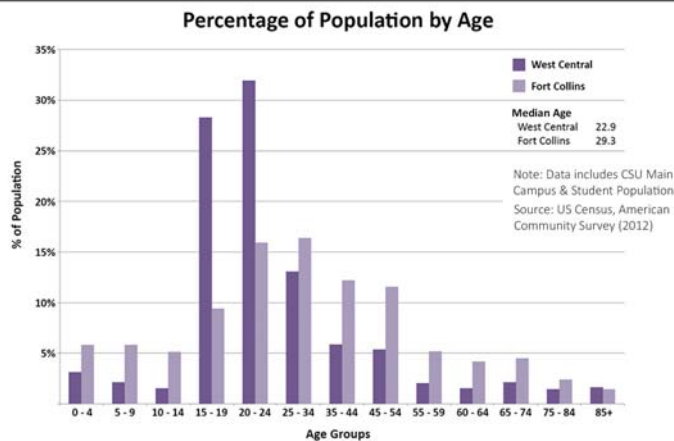
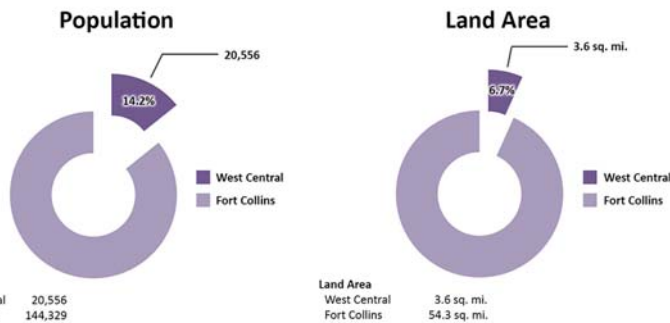
Input from a broad range of residents, businesses, employers, students, and others is essential to the success of the plan. You can stay up to date and share your thought by attending events like this one, signing up for the email newsletter, or contacting the City of Fort Collins staff involved in the project. Visit fcgov.com/westcentral for more information.

WEST CENTRAL AREA PLAN QUICK FACTS

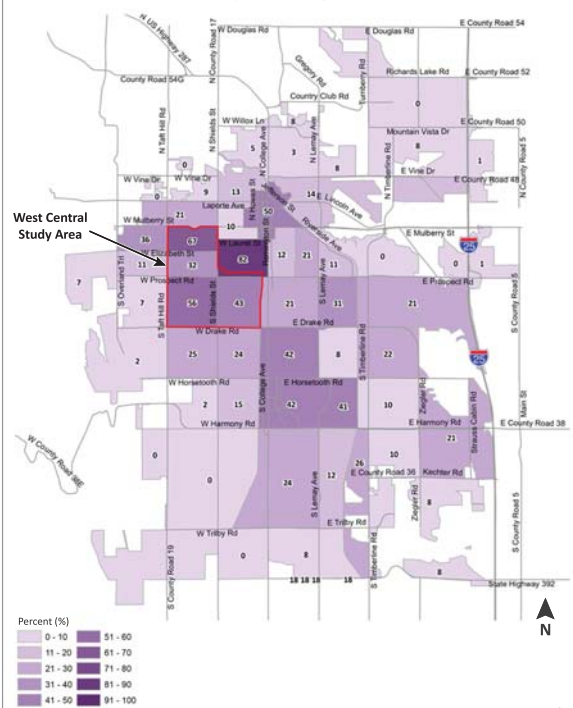
	West Central	Fort Collins
Population	20,556	144,329
Median Age (yrs.)	22.9	29.3
Gender		
Female	51.1%	50.0%
Male	48.9%	50.0%
Race		
White	80.6%	82.5%
Black or African American	2.6%	1.2%
Hispanic or Latino	8.4%	10.3%
Asian	4.7%	2.8%
Other Race	3.7%	3.2%
Commuting Patterns		
Car (Alone)	55.4%	72.0%
Carpool	7.3%	8.6%
Public Transportation	4.5%	1.4%
Walk	12.1%	3.6%
Other (including Bicycling)	14.6%	8.0%
Work from home	6.1%	6.4%

	West Central	Fort Collins
Housing Units	7,593	59,422
Avg. Yr. of Construction	1979	1983
Housing Unit Type (%)		
Single Family Detached	32.5%	57.4%
Single Family Attached	5.0%	8.3%
Two Family (Duplex)	0.6%	0.6%
Multifamily	61.6%	29.1%
Other	0.2%	2.4%
Housing Tenure (%)		
Owner-Occupied	21.8%	53.2%
Renter-Occupied	73.4%	42.2%
Vacancy	4.8%	4.6%
Income		
Median Household Income	\$28,286	\$53,359
Median Family Income	\$50,866	\$76,341

Note: Data includes CSU Main Campus & Student Population
Source: US Census, American Community Survey (2012)

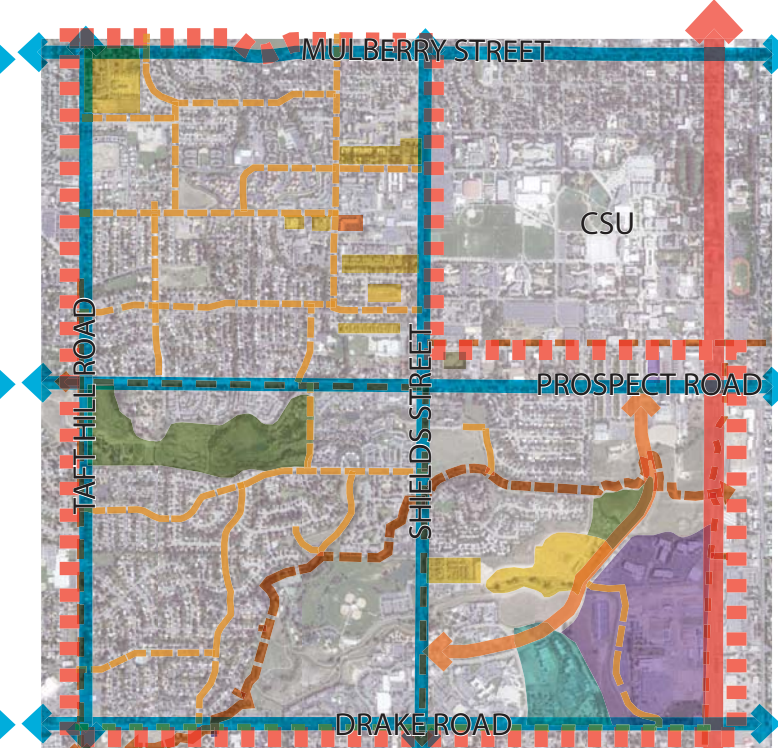
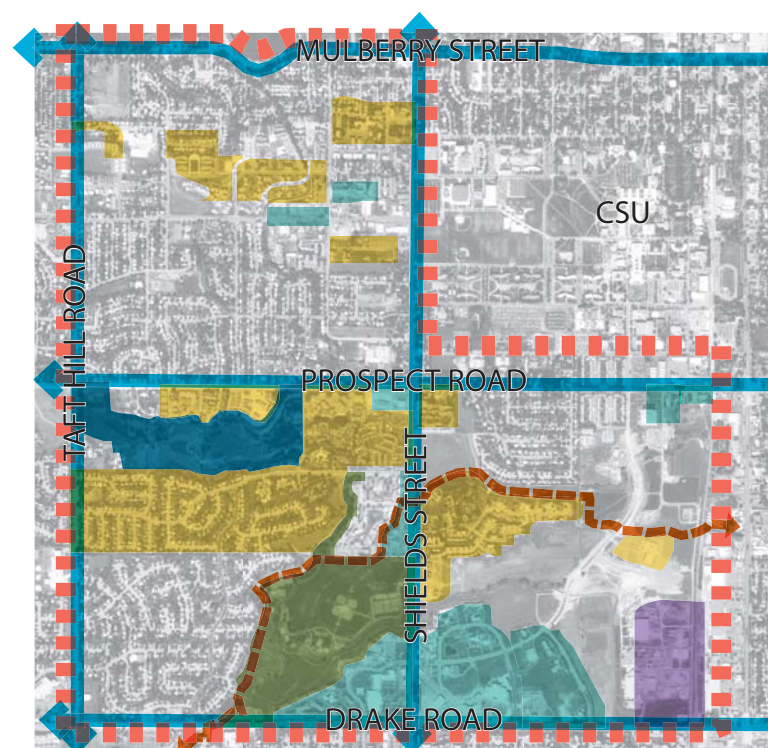
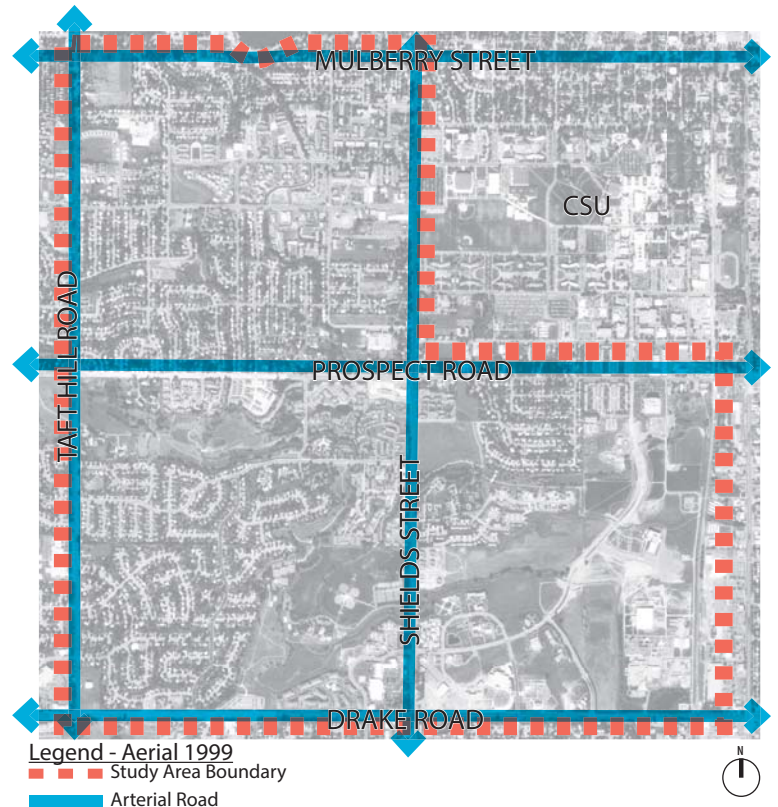
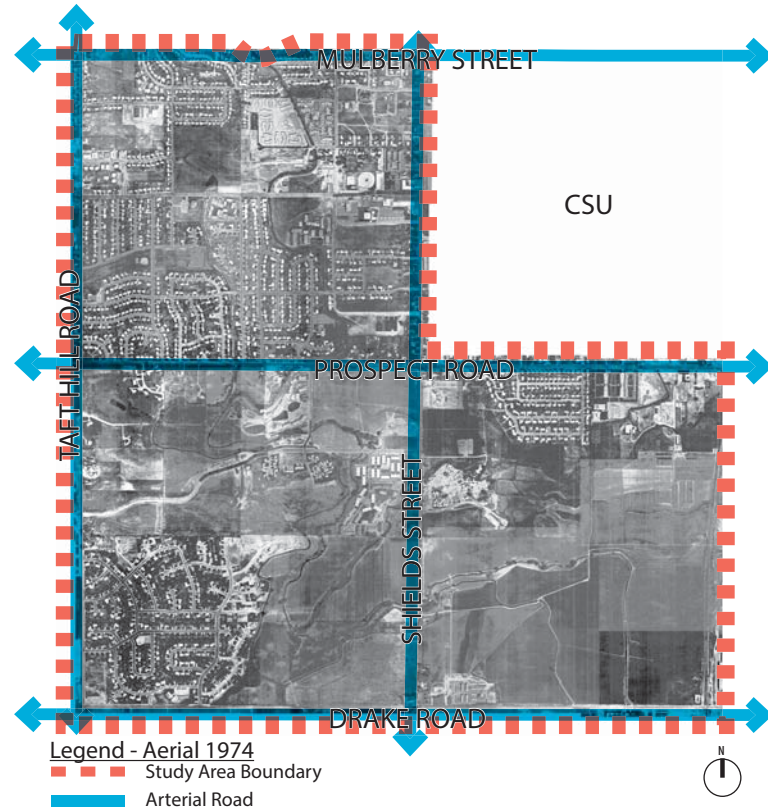


Percent of Dwelling Units Located within Multifamily Buildings (3+ units)





Historic Aerials



We aspire to achieve:

LU
1

Desirable, safe, and affordable neighborhoods that are a source of pride



Well-Maintained Properties,
Respectful and Quiet
Neighborhoods



Community Involvement



Attractive Street Appearance

LU
2

Conveniently located parks, trails, open space, services, and employment



Neighborhood Market



Retail and Personal Services



Parks and Open Space

LU
3

New development that is compatible with existing development and accommodates future growth



Attractive, Well-Designed Multi-
Family Housing



Neighborhood Design Standards



Historically Significant Structures

LU
4

A range of ages and incomes and a variety of housing options



Multi-Generational and Multi-
Family Housing



Single-Family Houses



Affordable Housing

LU
5

Well-integrated campus community



Good Neighbor Initiatives



Mixed-Use Development



Parking Solutions

LU
6

A collaborative design process that respects neighborhood concerns



Collaborative Dialogue with
Neighbors



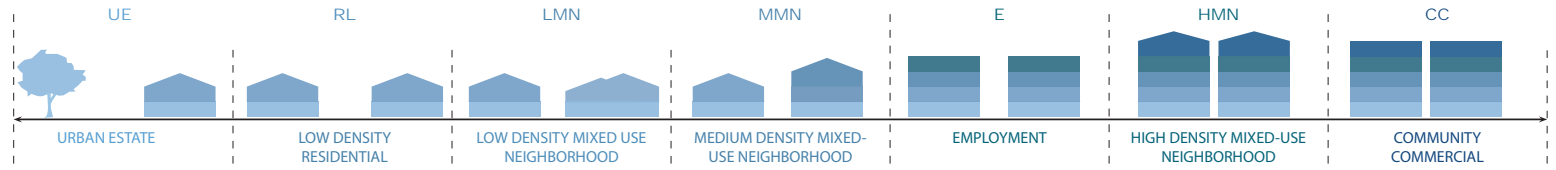
Sensitivity to Historic Character



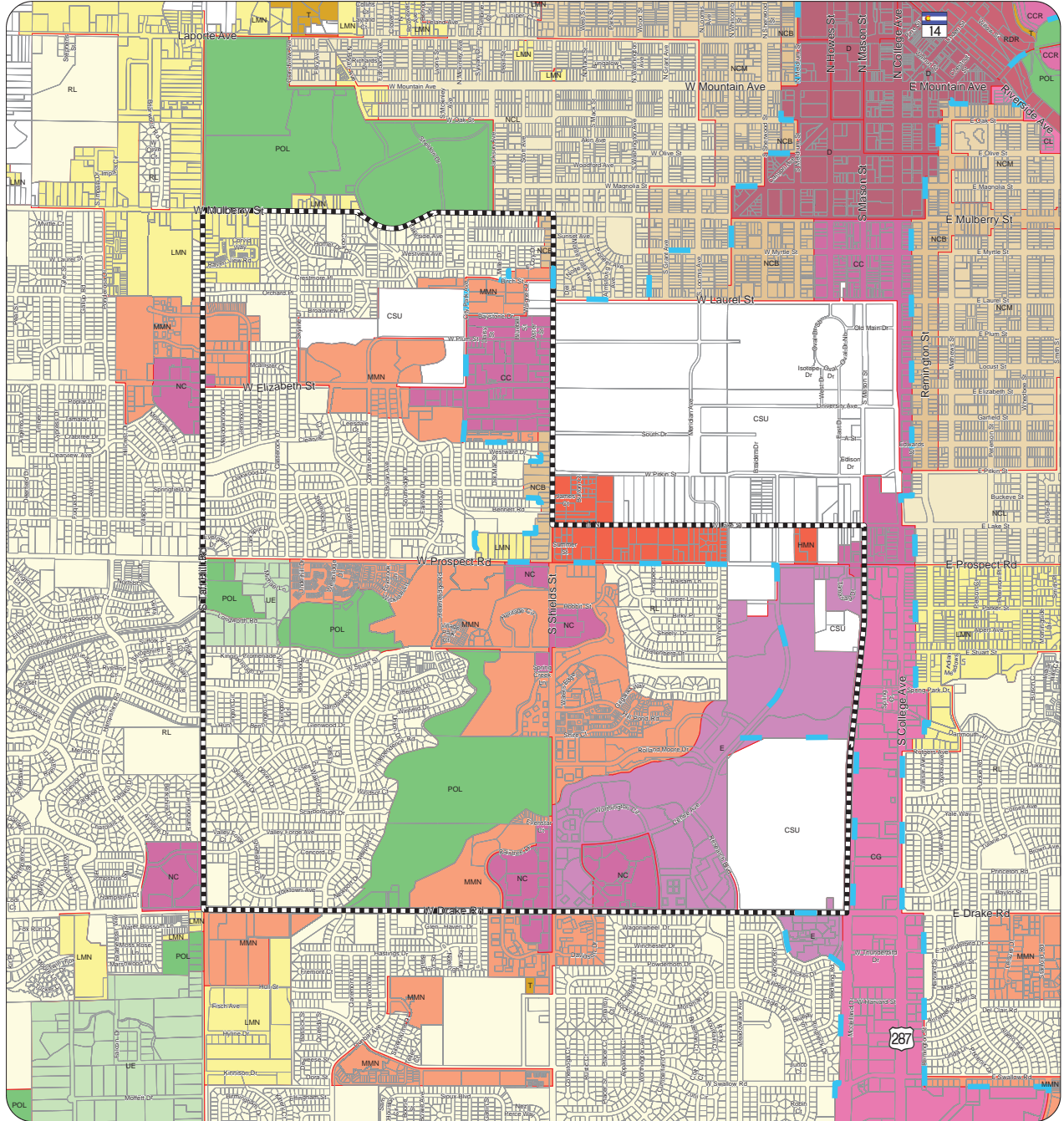
Emphasis on Quality and Design



Zoning & Maximum Building Height Transect



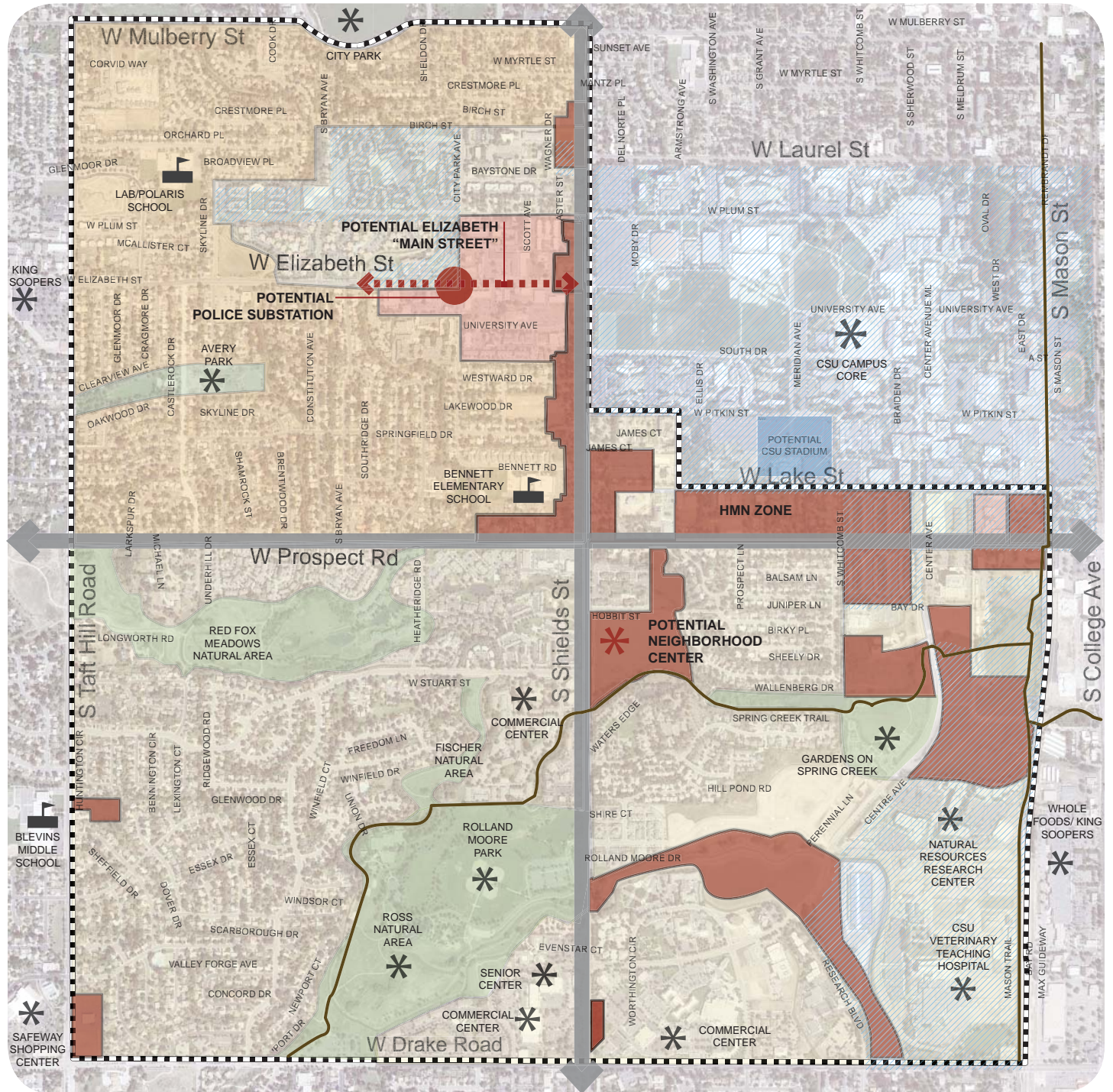
Existing Zoning



Legend

West Central Area Plan Boundary	Community Commercial North College (CCN)	CSU	High Density Mixed-Use Neighborhood (HMN)	Neighborhood Conservation Low Density (NCL)	Residential Foothills (RF)
Parcels	Community Commercial Poudre River (CCR)	Downtown (D)	Low Density Mixed-Use Neighborhood (LMN)	Neighborhood Conservation Medium Density (NCM)	Low Density Residential (RL)
Transit Oriented Development	General Commercial (CG)	Employment (E)	Medium Density Mixed-Use Neighborhood (MMN)	Public Open Lands (POL)	Rural Lands District (RUL)
Zone	Limited Commercial (CL)	Harmony Corridor (HC)	Neighborhood Commercial (NC)	River Conservation (RC)	Transition (T)
Community Commercial (CC)	Service Commercial (CS)	Industrial (I)	Neighborhood Conservation Buffer (NCB)	River Downtown Redevelopment (RDR)	Urban Estate (UE)

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
- Potential Police Substation





Neighborhood Enhancement Examples - Single-Family Residential Additions/Renovations



Rear addition w/ cross gable porch/entry



2nd-story addition w/ preservation of horizontal dominance



Expansion into previous garage w/ covered porch/carport at new entry



2nd-story addition w/ preservation of horizontal dominance



Cross-gable porch/entry addition w/ xeriscape enhancements

Before & After Examples



Before addition/renovation



After: Preserve articulation w/ 2nd-story cross-gables



Before addition/renovation



After: Preserve horizontality w/ 2nd-story cross-gable addition

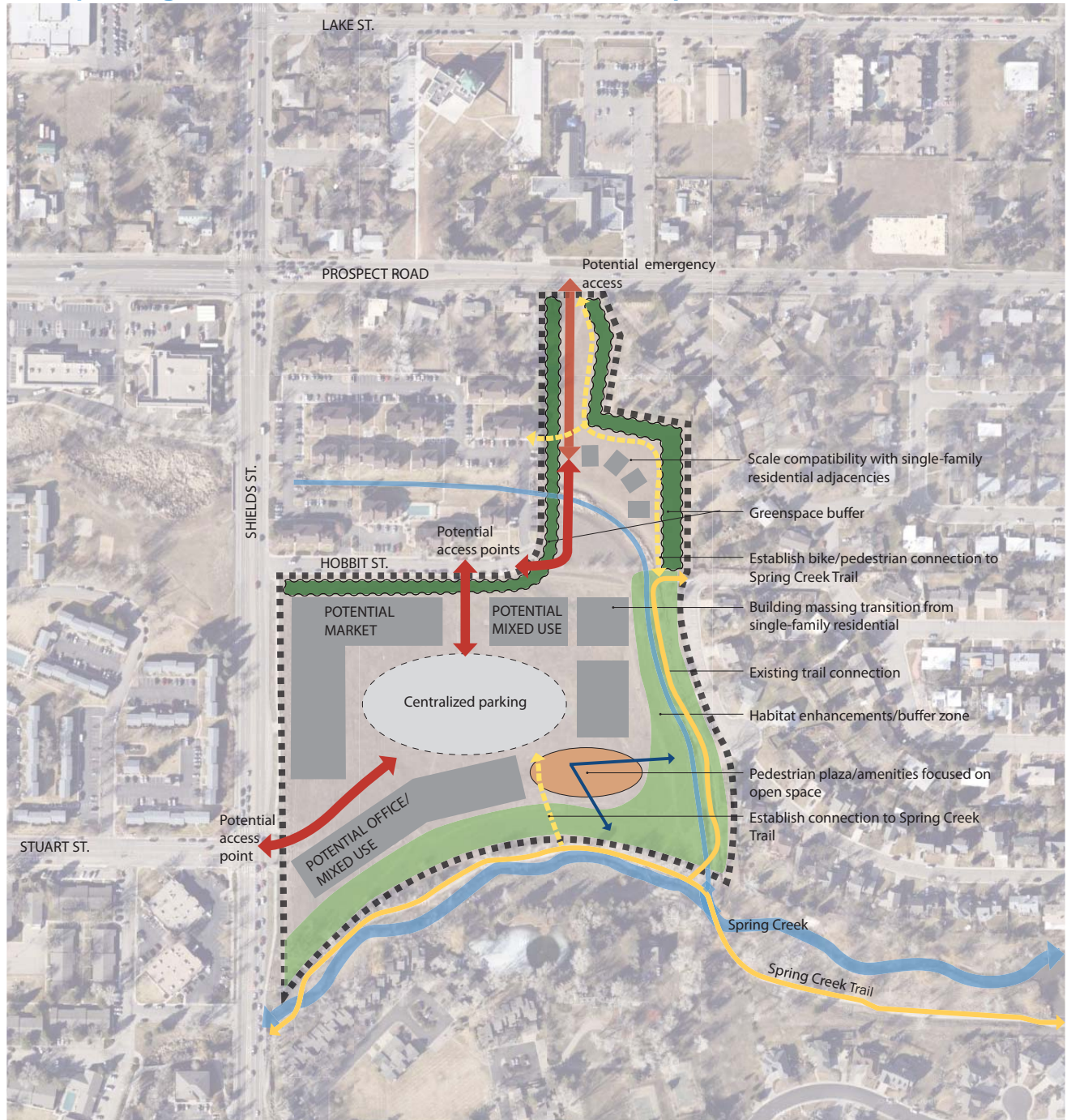


Before addition/renovation



After: Addition as single story cross gable projections

Site Influences and Opportunities - Example Neighborhood Center near Shields St & Prospect Road



Goals

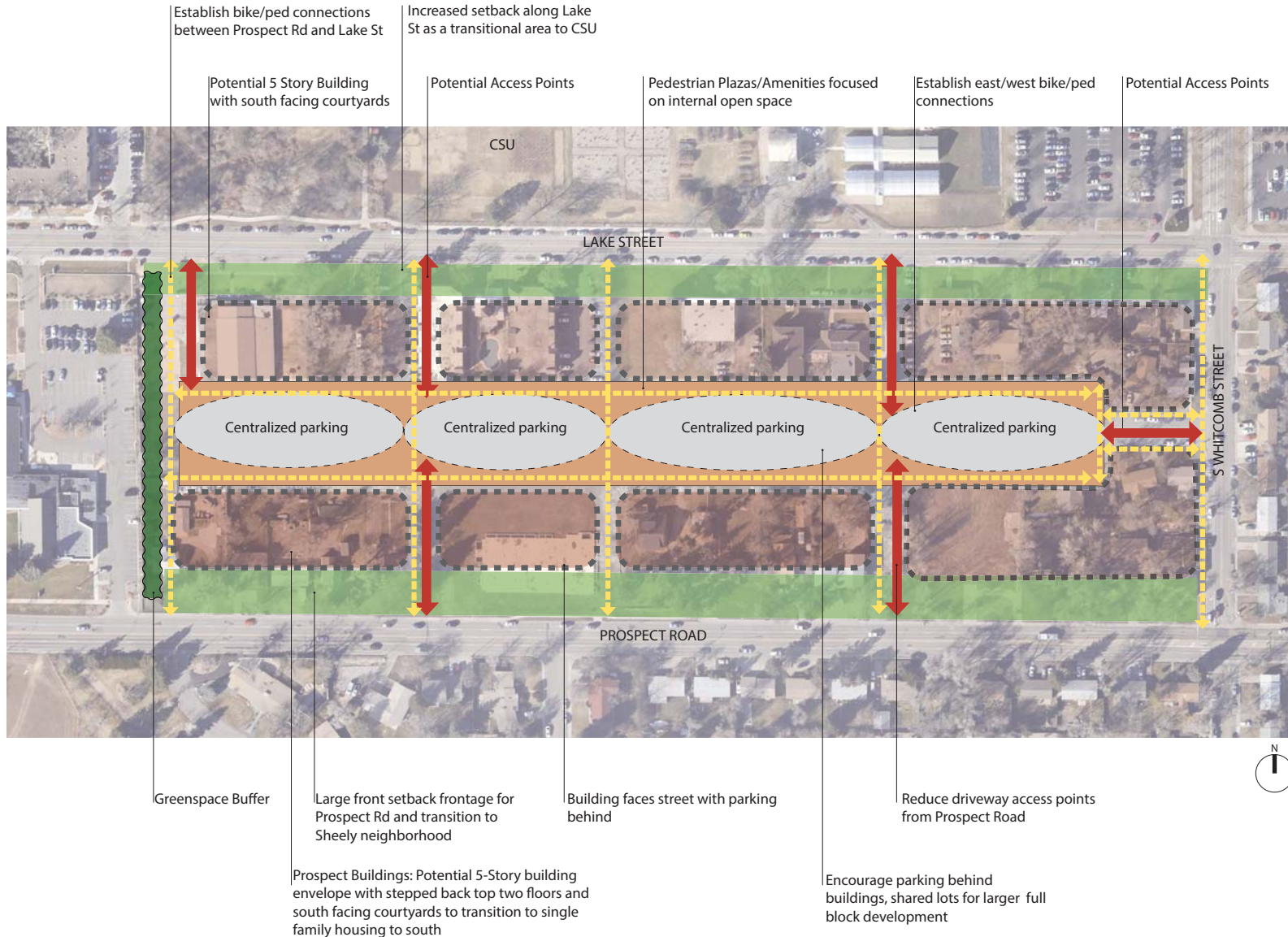
- Create transitions between land uses
- Enhance and protect natural features
- Provide connections to Spring Creek Trail and through parcels to establish connectivity
- Orient buildings to address street frontages

Legend

- Greenspace Buffer
- Habitat Enhancement/Buffer Zone
- Public Amenities
- Potential Access Point
- Pedestrian/Bike Connections
- Existing Trail

Draft - 9/3/2014

Site Influences and Opportunities HMN Zoned Parcels



Goals

- Provide a unified development approach to the HMN zone
- Create wider Prospect Road frontage as transition to southern neighborhood
- Provide connections from Prospect Rd to Lake St and east to west
- Limit driveway access from Prospect Rd to two main entrances for larger unified development
- Orient buildings to address street frontages
- Create internal parking behind building

Legend

- Greenspace Buffer
- Setback
- Amenities
- Potential Access Point
- Pedestrian/Bike Connections
- Existing Trail

HMN Zone Building Height and Variation



Current condition



3-story building height example



4-story building height with step-back example



4-story building height without step-back example



5-story building height with step-back example



5-story building height without step-back example

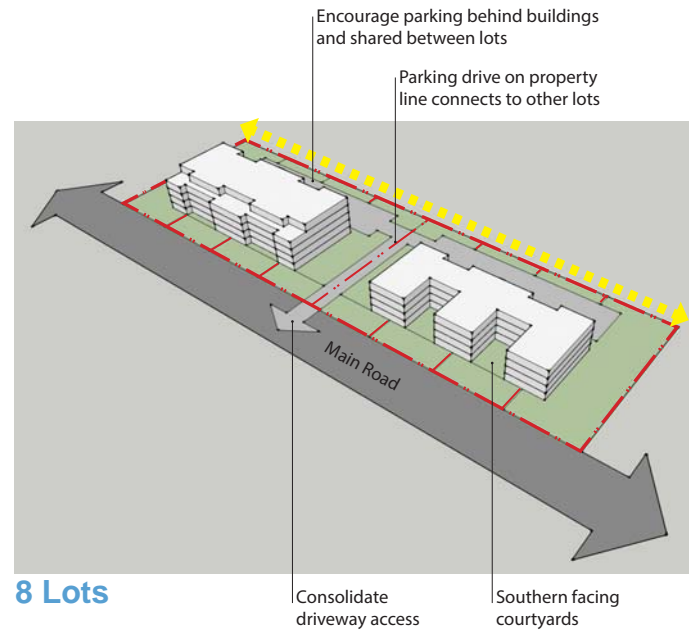
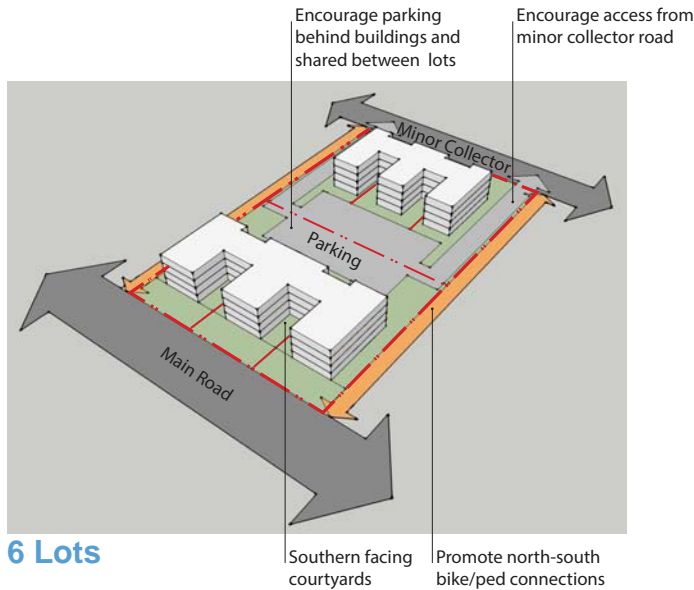
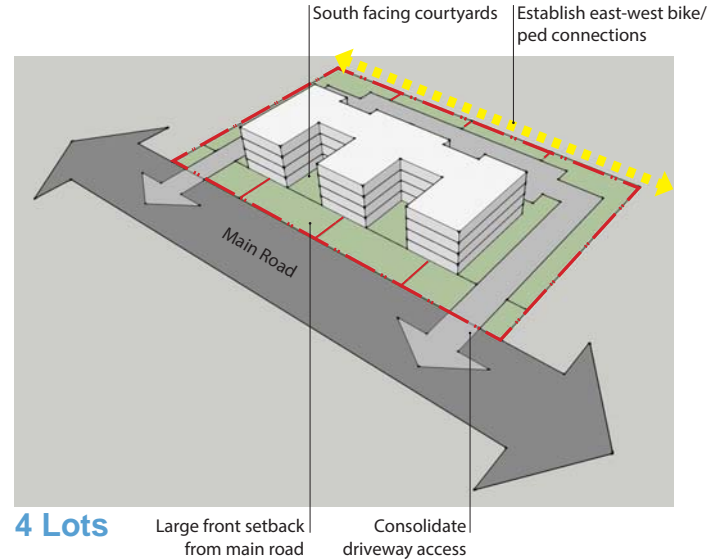
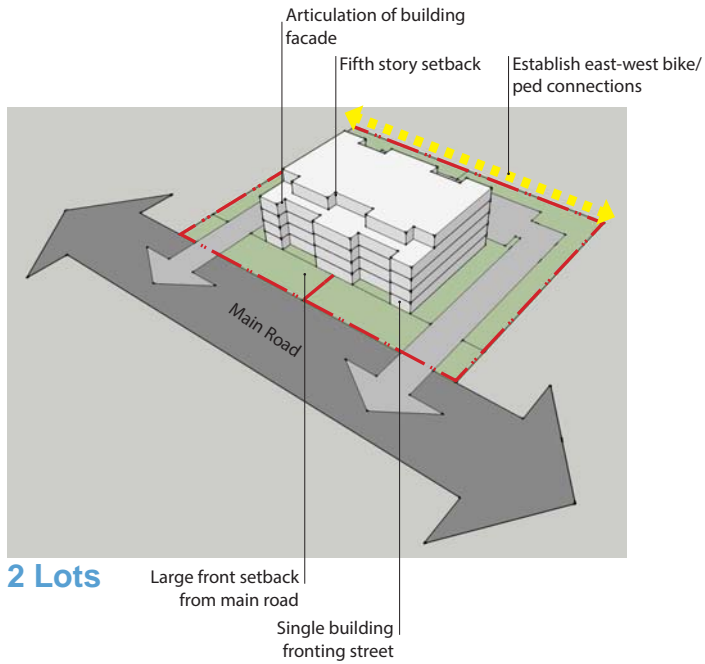


Street-wall variation - vertical/horizontal articulation and step-backs



Street-wall variation - courtyards as articulation/open space

Potential Redevelopment Scenarios in the HMN zone





We aspire to achieve:

T
1

Safe routes to school, CSU, and other major destinations



Safe, Comfortable Options



Safe & Convenient Street Crossings



Comprehensive & Connected Network

T
2

Safe, reliable, arterial streets that are easy to cross and serve residents and commuters



Improved Intersections and Underpasses



Effective Balance of Modes



Safe Crossing Distances and Improved Visibility of Users

T
3

Option for residents to live without a car



Walk



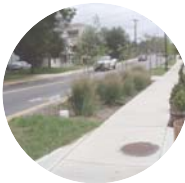
Bike



Ride

T
4

Reshaped and retrofitted streets that meet the needs of all ages, abilities, and modes



Landscaping Along Streets



Enhanced Bike Facilities



Traffic Calming Measures

T
5

Safe and efficient travel by car with adequate, convenient parking



Multi-Family Parking Areas and Shared Parking Arrangements



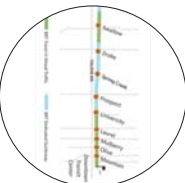
Traffic Safety and Efficiency



Neighborhood-Wide Approaches

T
6

Improved transit service and convenient stops



Improved Frequency and Connections



Convenient Access to Destinations



Improved Bus Stops

T
7

Easy access to transit (including MAX)



Access To and From Neighborhoods

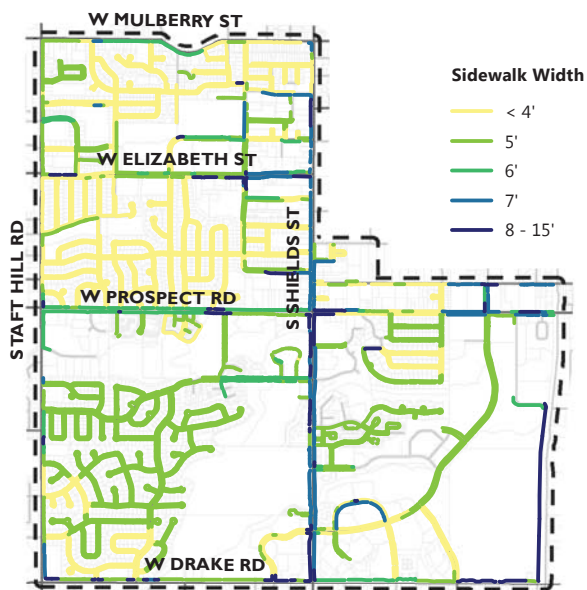


Safe and Effective Infrastructure

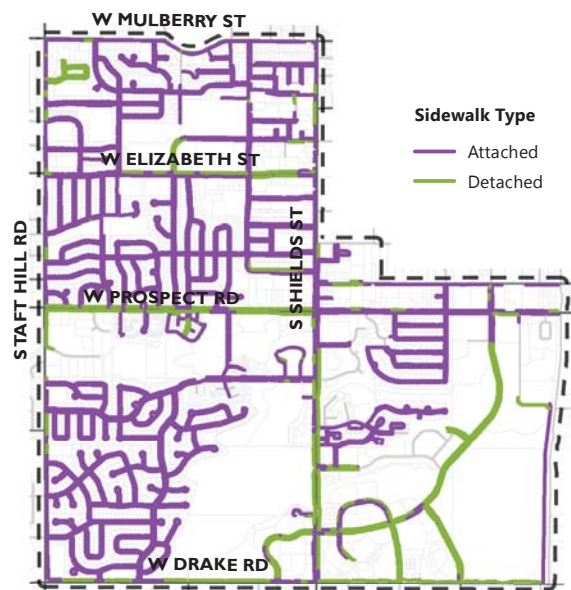


Connections Between Modes

Existing Pedestrian Facilities

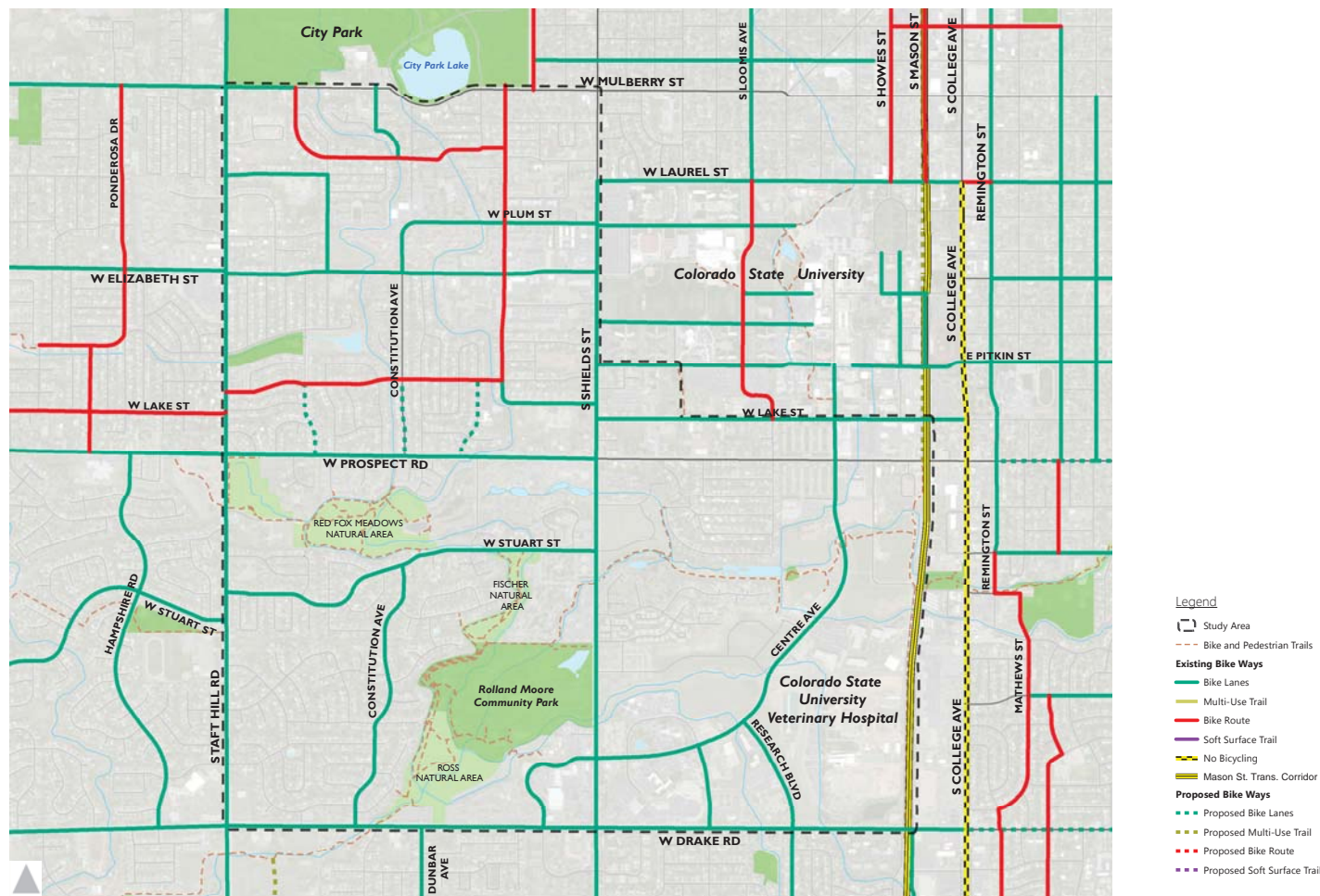


Sidewalk Width

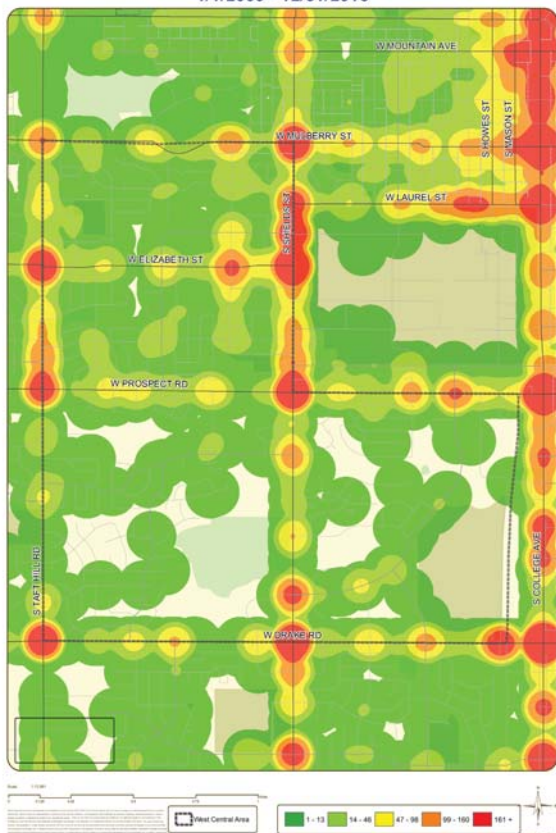
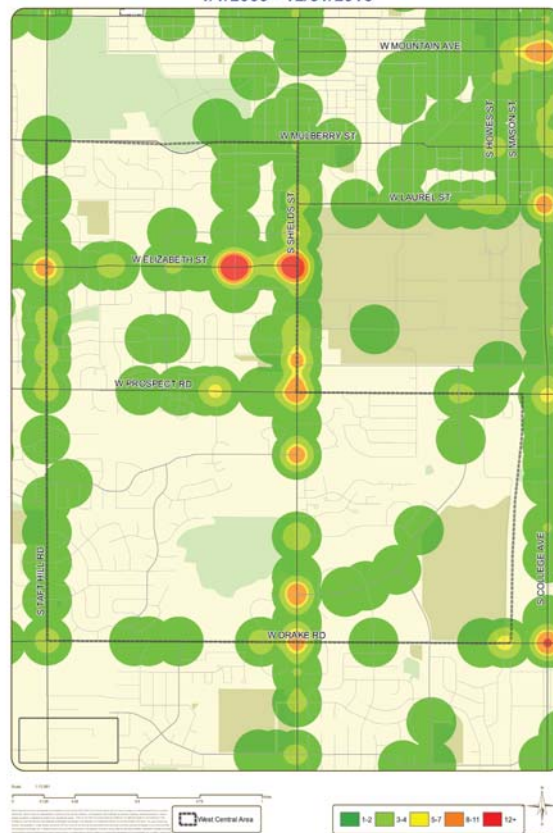
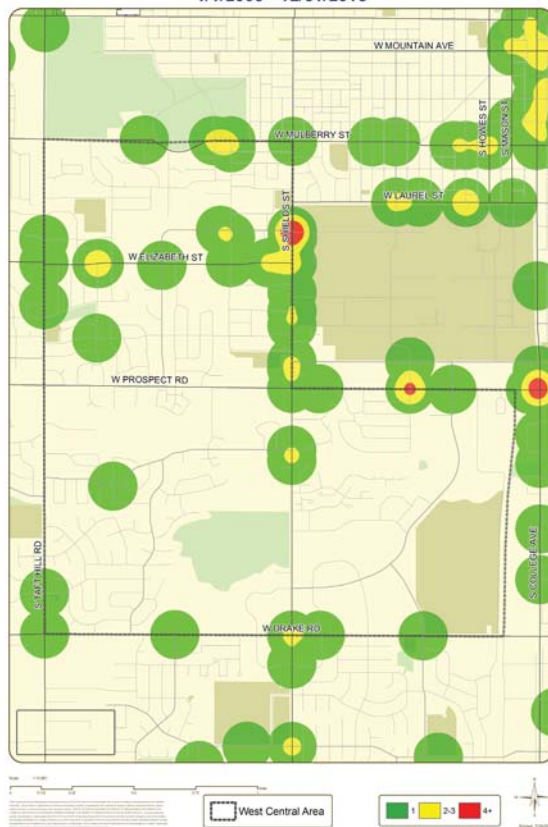


Sidewalk Type

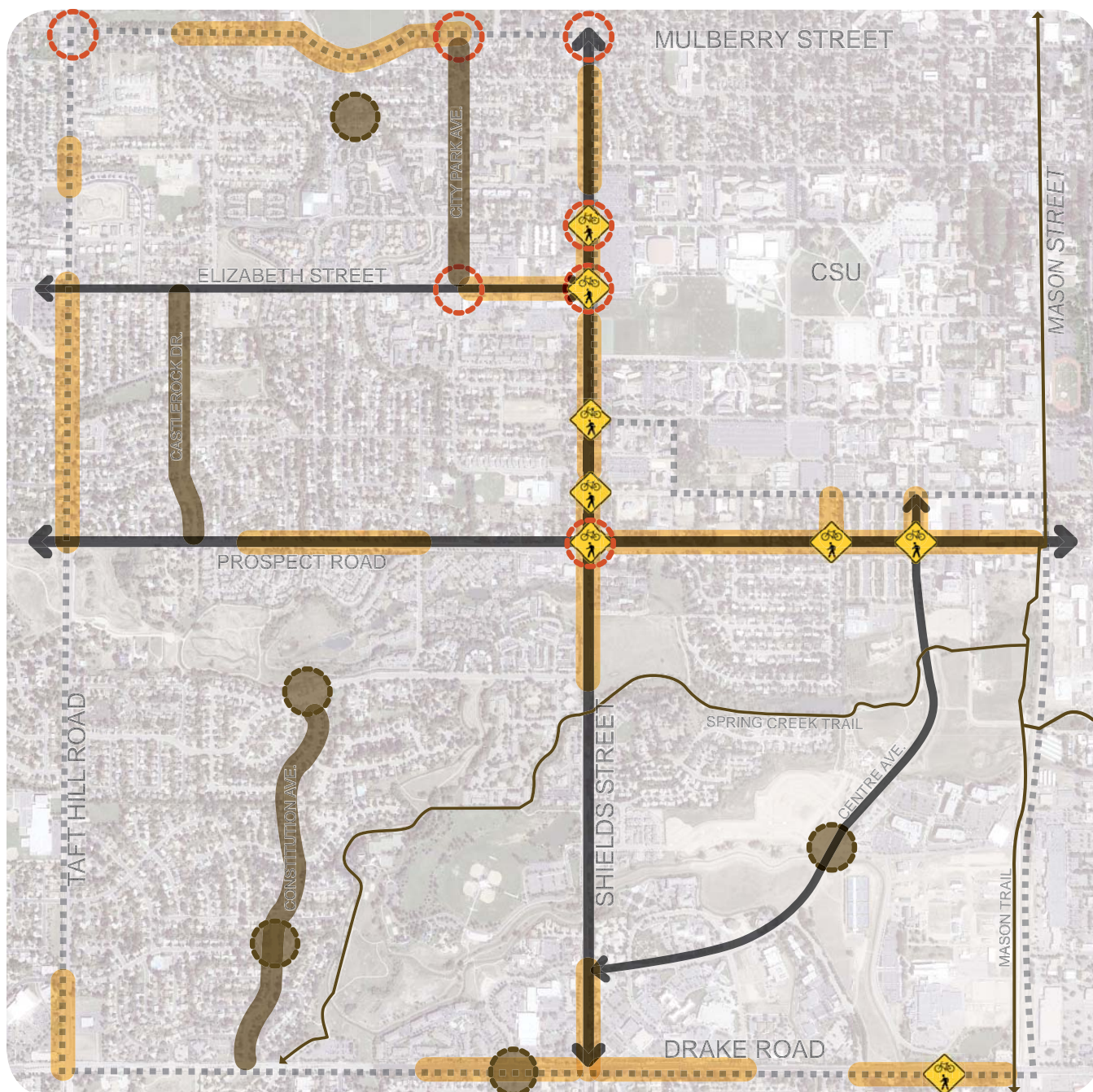
Existing Bicycle Facilities



Crash Data

West Central Area - All Crash Types
1/1/2009 - 12/31/2013West Central Area - Bicycle Crashes
1/1/2009 - 12/31/2013West Central Area - Pedestrian Crashes
1/1/2009 - 12/31/2013

Opportunities for Roadway and Intersection Safety Improvements



Legend



Major Arterials



West Central Area Boundary



Trail Connections



Consider Intersection Safety Improvements



Consider Roadway Safety Improvements



Minor Intersection Improvements (public comment)



Traffic Calming within Neighborhoods (public comment)



High Volumes of Bicyclists and/or Pedestrians



Key Safety Improvements



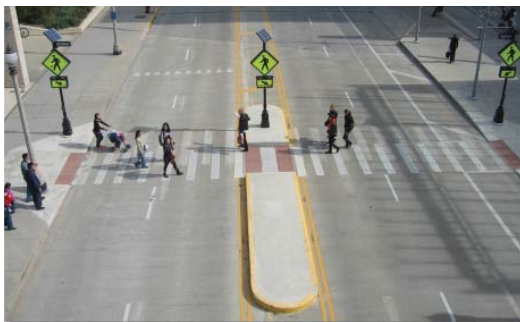
Buffered Bike Lanes - provide comfort and safety for bicyclists



Bike Box - Designated area at a signalized intersection providing bicyclists with a safe/visible waiting point



Raised Crosswalk - reduces motor vehicle speeds



RRFB - User actuated flasher supplementing warning signs at unsignalized intersections or mid-block crossings - activated manually or passively by detection system



Bulbouts - improves pedestrian visibility and comfort, provides traffic calming



Midblock Bulbout with Ped. Sign - improves pedestrian visibility and comfort, provides traffic calming



Pedestrian Refuge Island with "stop for pedestrians" sign



Pedestrian Refuge Island integrated with median



In-road state law stop - improves motorist yield behavior



Pedestrian/Bike Underpass



Pedestrian/Bike Overpass



Springfield Drive Retrofit

New retrofit bulb-outs at intersections.

New retrofit tree islands at mid-block.



Current intersection condition - Springfield Dr. and Constitution Ave.



Retro fit bulb-outs at intersection condition - Springfield Dr. and Constitution Ave.



Current street condition - Springfield Drive



Retro fit tree islands at midblock condition - Springfield Drive

Street Re-striping Examples



Street re-striping - West Stuart Street



Street re-striping - Shields Street

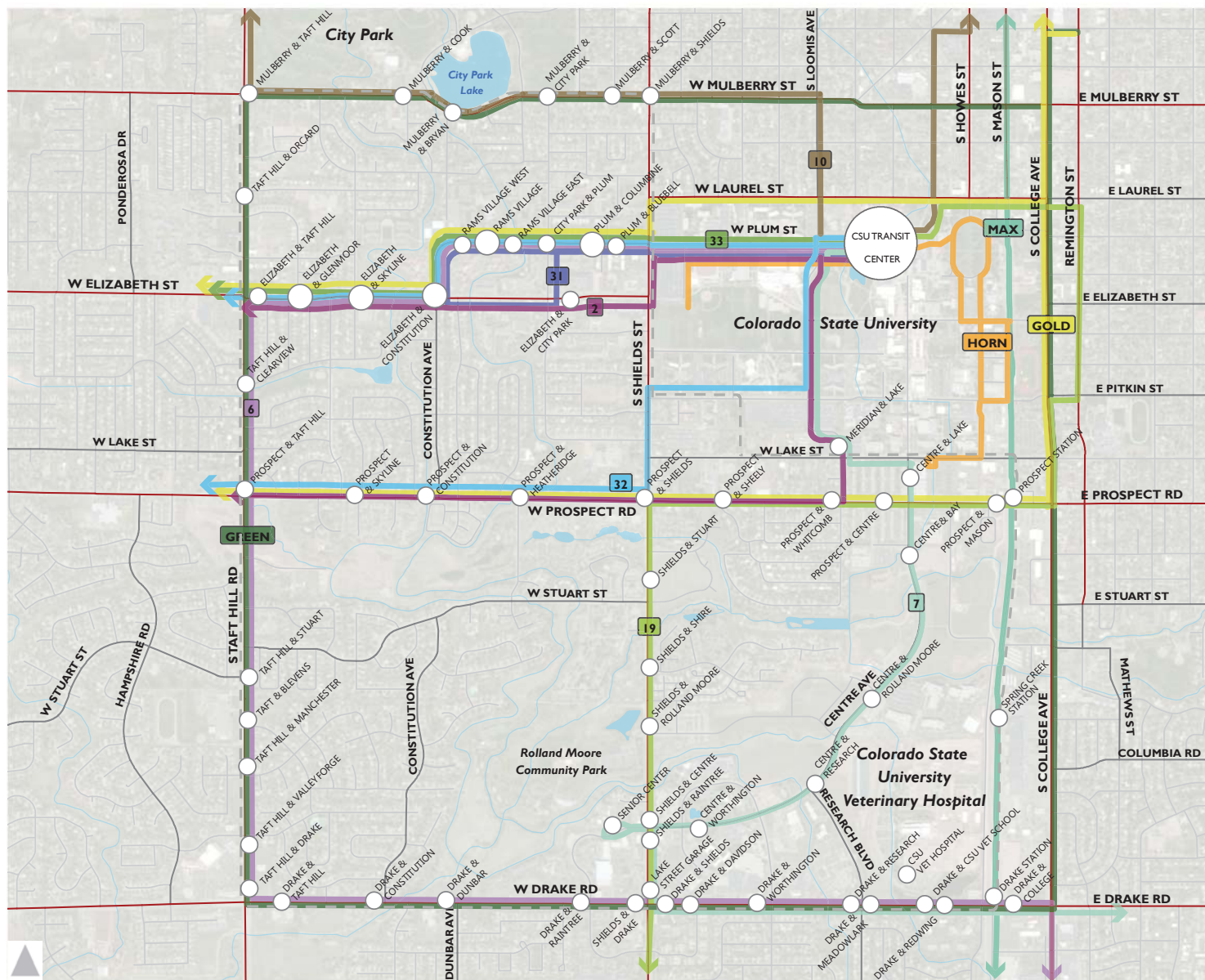


Painted bike lanes

[illegible]

Note: Some bus stops have been upgraded since this data was collected.

Transfort Phase 3 Routes - What Routes Do You Want to See in the Future?



Legend

Study Area

Roads

Major Arterial
 Arterial
 Collector
 Local

Bus Stops

Bus Stops Serving 1-3 Transit Lines
 Bus Stops Serving 4-5 Transit Lines

Transit Lines

2
 6
 7
 10
 19
 31
 32
 33
 Gold
 Green
 HORN
 MAX





We aspire to achieve:

OS
1

Access to nature, recreation, and environmental stewardship opportunities



Network of Multi-Use Trails



Educational Opportunities



Neighborhood Parks, Community Gardens, and Xeriscape Projects

OS
2

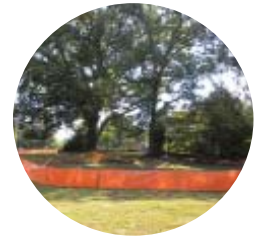
Attractive urban tree canopy that supports habitat, character, and shade



Residential Tree Canopy



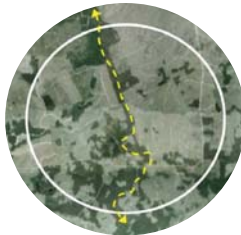
Street Trees and Median Improvements on Major Streets



Tree Preservation During Redevelopment and New Development

OS
3

Preserved and enhanced wildlife habitat corridors



Habitat Connectivity



Native Habitat Enhancement and Restoration



Habitat Protection Along Irrigation Canals/Ditches

OS
4

Comprehensive and ecological approach to stormwater management



Road-Side Treatments and Medians



Neighborhood Detention and Habitat

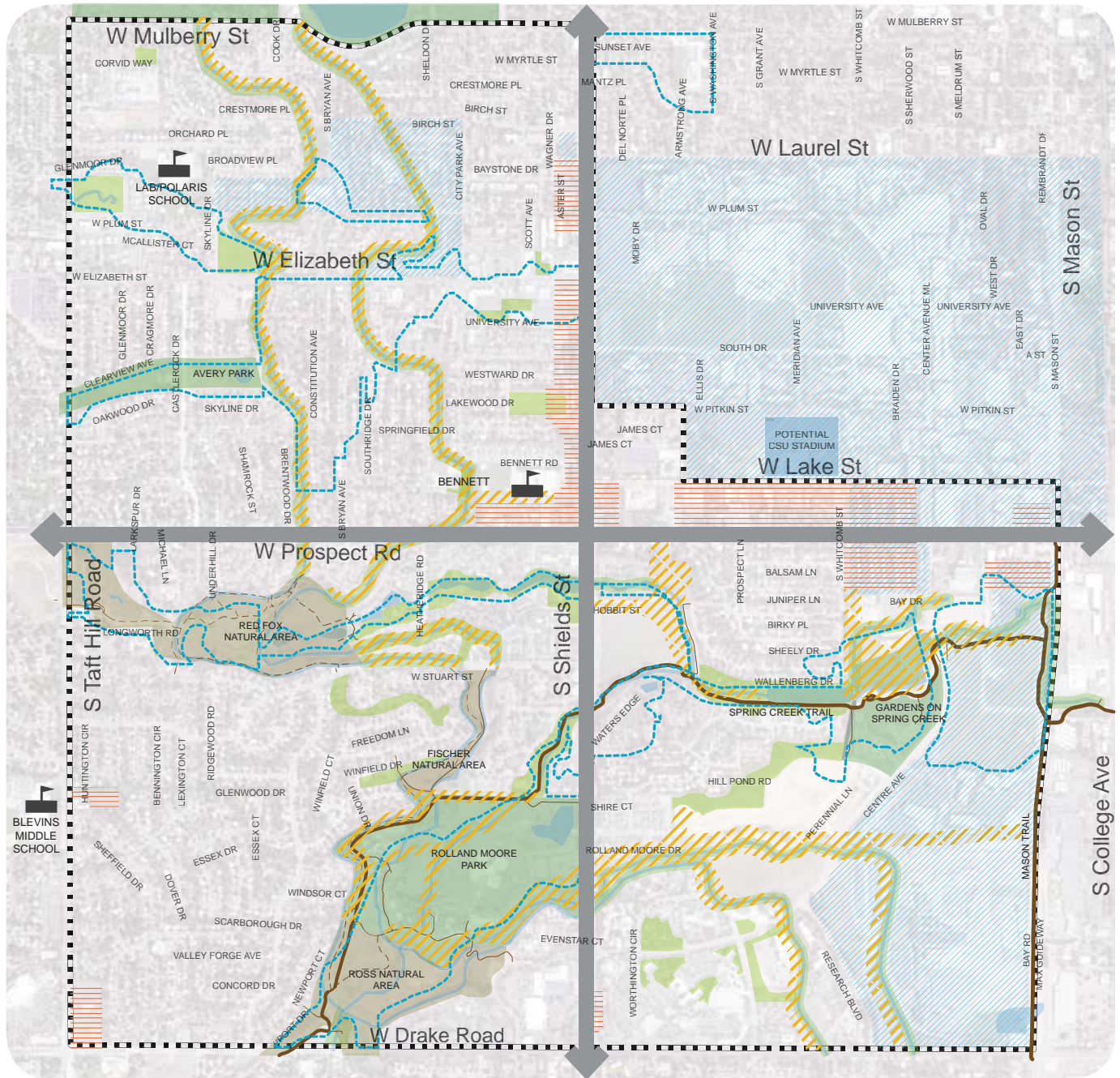


Ecologically Healthy Stormwater System

VISION

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

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 | Enhanced Detention Pond as Planned by Fort Collins Utilities |
| Existing Park | Existing Water Body | Schools |
| 100 yr. Floodplain | Existing Fort Collins Natural Area | |
| | Existing Irrigation Canal and Habitat | |
| | CSU Property | |



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

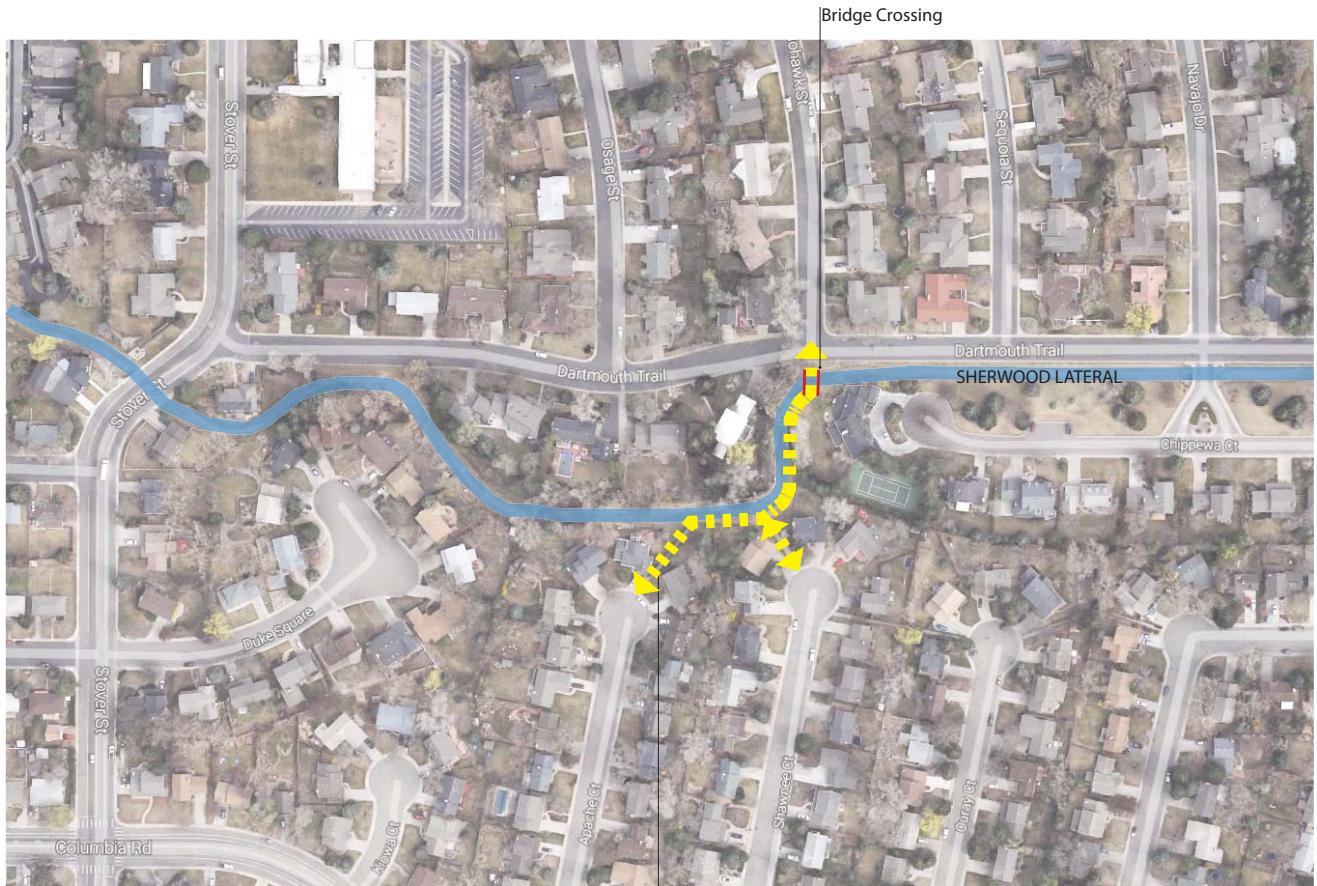


Pocket Park in Mixed-Use Development



Neighborhood Pocket Park

Irrigation Ditch Connection Example Sherwood Lateral Crossing to Dartmouth Trail



Trail connections from long dead-end cul-de-sacs to trail along Sherwood Lateral



Connection from cul-de-sac



Trail along Sherwood Lateral ditch



Bridge connection neighborhood to Dartmouth Trail



Bridge over Sherwood Lateral connecting neighborhood to Dartmouth Trail

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:

T
1

Safe and comfortable corridor for all modes of travel



Well-Marked Bike Facilities



Comfortable Sidewalks



Traffic Safety and Efficiency

T
2

Safe crossings



Automatic Detection of Cyclists at Intersections



Pedestrian Refuges



Grade Separated or Enhanced Crossings

T
3

Attractive gateway to campus, downtown, and midtown



Welcoming Intersections



Gateway Treatments



Street Trees and Medians

T
4

Seamless connection to MAX



Walk



Bike



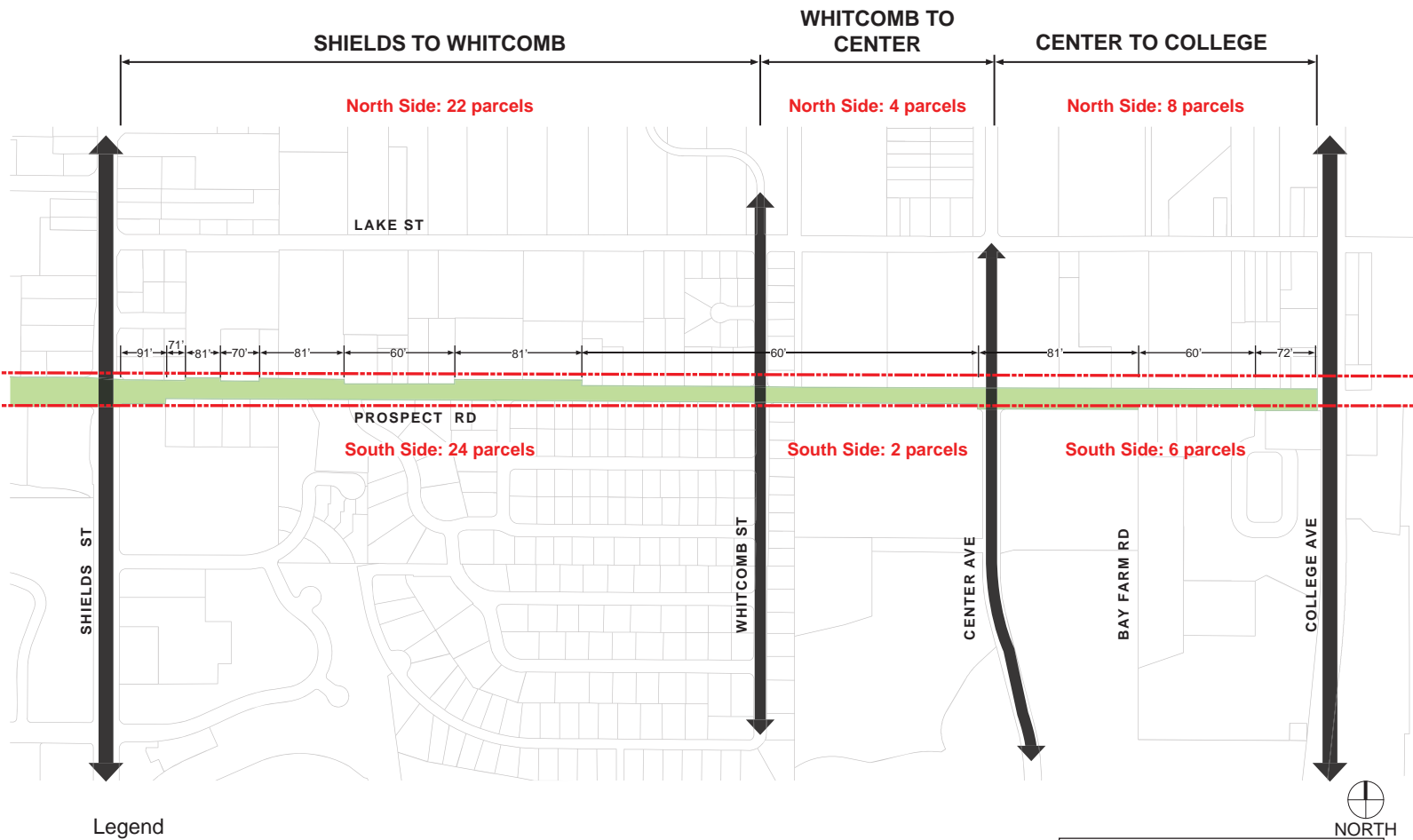
Ride



VISION

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

Prospect Corridor - Existing Right-of-Way (ROW)



Legend

Existing Right-of-Way Width (in feet)
Source: City of Fort Collins document survey and parcel data.

100 foot Right-of-Way

Note:
Standard 4-Lane Arterial ROW width is 115' (e.g., Lemay Avenue north of Fossil Creek Parkway)
Constrained 4-Lane Arterial ROW width is 100'-102' (e.g., Horsetooth Road between Timberline Road and Ziegler Road)

TOTAL NUMBER OF PARCELS:

North Side: 34 parcels

South Side: 32 parcels



Key Roadway Element Options

Sidewalk Options



Detached walk



Attached walk



Shared path

Median Options



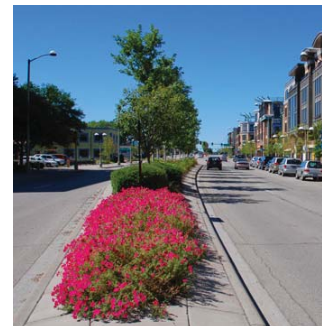
Center turn median



Narrow median



Wide median



Hardscape/planted median

Bike Facilities



Buffered bike lane



Protected bike lane

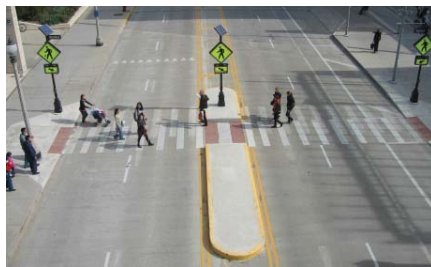


2-way protected bike lane



Shared path

Crossing Options



RRFB crossing



HAWK crossing



Underpass crossing



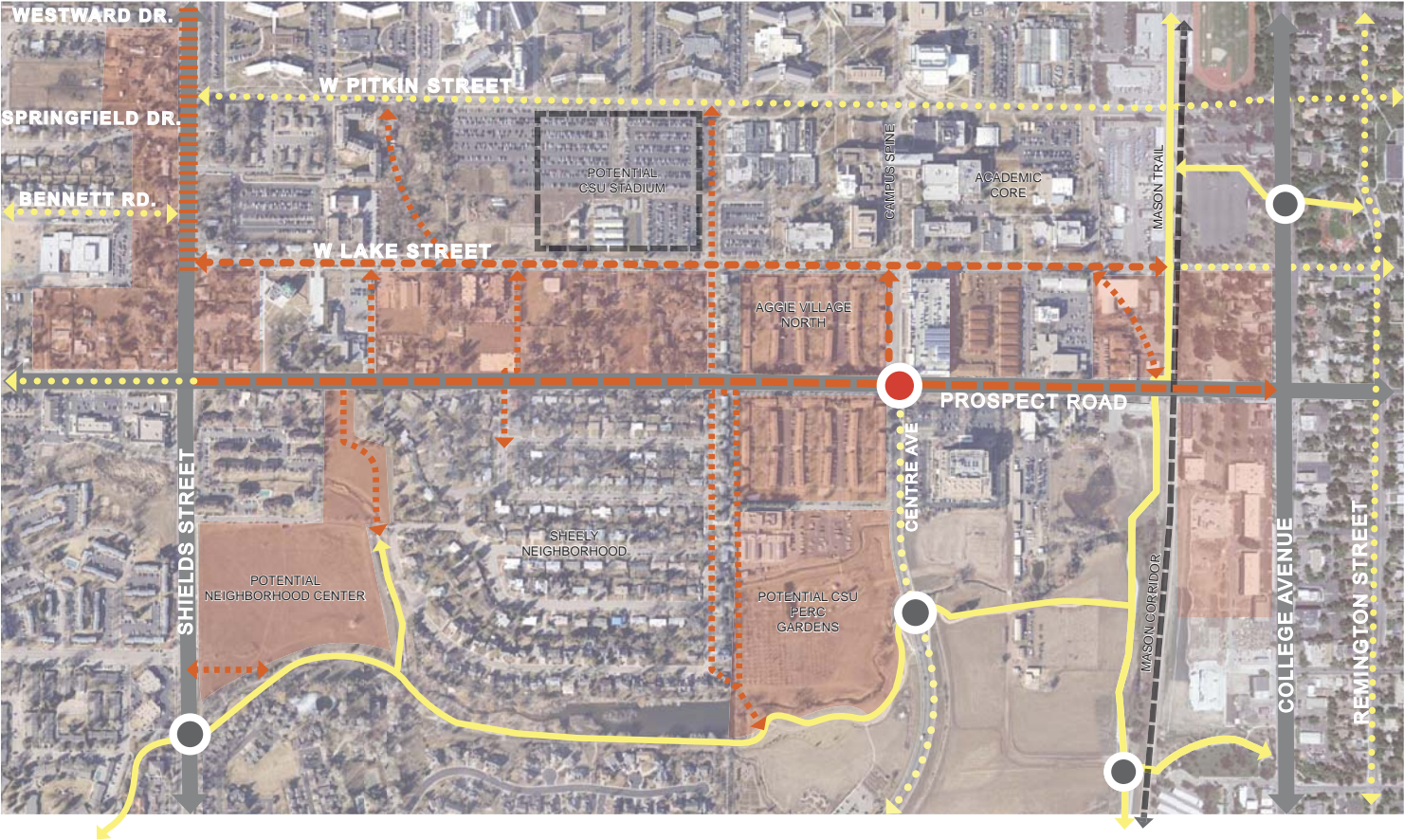
Crosswalk at intersection



VISION

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

Prospect Corridor Bike Network



Legend

Land Use & Development
Significant Redevelopment Anticipated

Existing Elements
Arterial Roadway
On-Street Bike Path
Multi-Use Trail
Existing Underpass

Potential Opportunities
Potential Underpass
Potential Protected Bike Lane
Potential Prospect Road Bike Facilities
Additional Desired Connections
Need for Grade Separated Crossing



Shields to Whitcomb

Whitcomb to Center

Center to College

Existing

- 4 travel lanes
- 3' attached sidewalk

- 4 travel lanes
- 8' attached sidewalk
- Center turn lane

- 4 travel lanes
- 5-8' attached sidewalk
- Center turn lane



Alternative A - Existing curb lines and roadway width maintained plus pedestrian enhancements - renovate and retrofit.

"All About Pedestrians"

- 4 travel lanes*
- 6' detached sidewalk
- 8' tree lawn
- Planted median (partial)

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

- 4 travel lanes*
- 6' detached sidewalk
- 8' tree lawn
- Planted medians



Alternative B - Replace one travel lane w/buffered bike lane each on side plus pedestrian enhancements - minimize ROW acquisition.

"Boulevard"

- 2 travel lanes*
- 6' detached sidewalk
- 6' tree lawn
- Buffered bike lanes (5' lane, 2' buffer)
- Planted median

- 4 travel lanes*
- 10' shared bike/ped path
- 6' tree lawn
- Planted median

- 4 travel lanes*
- 10' shared bike/ped path (partial)
- 6' tree lawn
- Planted medians



Alternative C - Existing travel lanes maintained plus shared bike/ped path - minimize ROW acquisition on south side of Prospect Road.

"Complete Street"

- 4 travel lanes*
- 10' shared bike/ped path
- 6' tree lawn
- Roadway shifted North

- 4 travel lanes*
- 10' shared bike/ped path
- 6' tree lawn
- Planted median

- 4 travel lanes*
- 10' shared bike/ped path
- 6' tree lawn
- Planted medians





























*Note: All travel lanes for Alternatives A, B, and C are 10'-11' wide. Existing travel lanes on Prospect Road range from 8-13.5' feet wide.



VISION

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

Preliminary Analysis of Alternatives

Corridor Alternative	Motorists	Bicyclists	Pedestrians	Transit	Aesthetics	R.O.W. Impacts	Capital Improvements
Existing Roadway	4 travel lanes 	No bicycle facilities 	Mix of narrow (3') and wider (8-10') sidewalks 	Poor bike/ped access to transit, lack of amenities at stops 	Little landscaping along street or in medians 		
Alternative A - 'All About Pedestrians' Existing curb lines and roadway width maintained plus pedestrian enhancements - renovate and retrofit.							
Alternative B - 'Boulevard' Replace one travel lane w/buffered bike lane each on side plus pedestrian enhancements - minimize ROW acquisition.							
Alternative C - 'Complete Street' Existing travel lanes maintained, plus shared bike/ped path - minimize ROW acquisition on south side of Prospect Road.							

Legend



High Rating



Average Rating



Low Rating



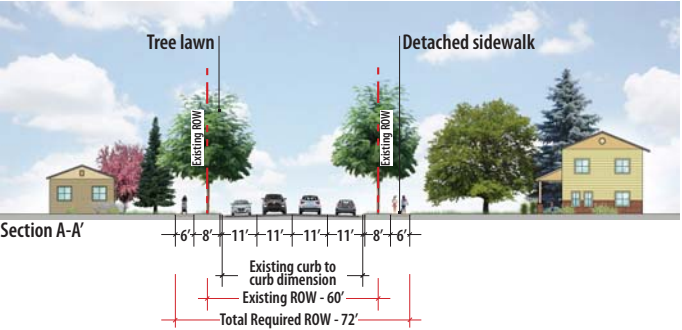
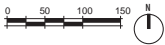
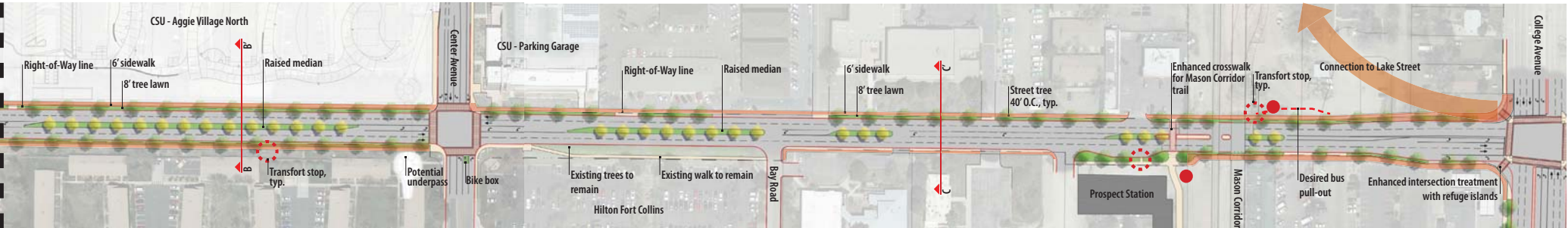
Lower Cost



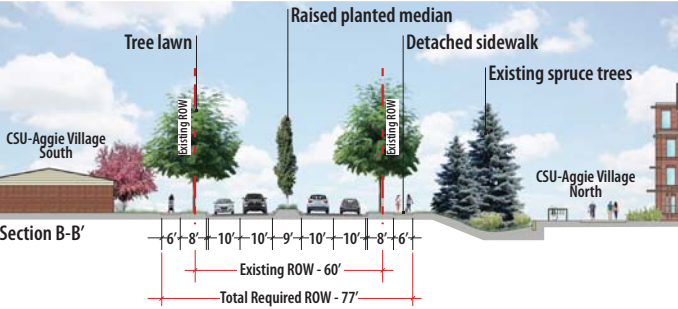
Higher Cost



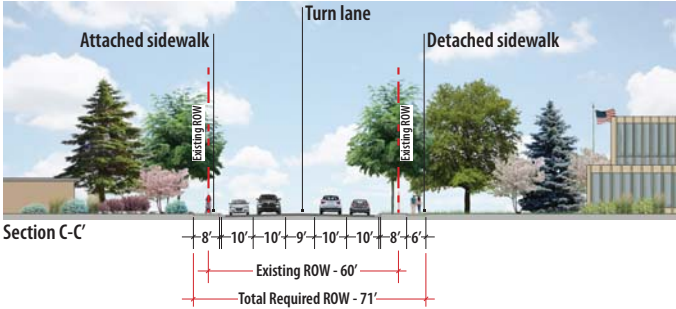
Alternative A - "All About Pedestrians"



Shields Street to Whitcomb Street					
Motor Vehicle	Ped	Bike	Transit	Impacted Properties (North)	Impacted Properties (South)
4 Travel Lanes 8' Tree Lawn	6' Detached Sidewalk Planted Median (where applicable)	N/A	Stops	13 Properties - High Range	23 Properties - High Range



Center Avenue to College Avenue					
Motor Vehicle	Ped	Bike	Transit	Impacted Properties (North)	Impacted Properties (South)
4 Travel Lanes 8' Tree Lawn	6' Detached Sidewalk Planted Median (where applicable)	N/A	Stops	11 Properties - Medium range	4 Properties - Medium range



Whitcomb Street to Center Avenue					
Motor Vehicle	Ped	Bike	Transit	Impacted Properties (North)	Impacted Properties (South)
4 Travel Lanes 8' Tree Lawn	6' Detached Sidewalk Planted Median	N/A	Stops	2 Properties - Medium range	2 Properties - Medium range

ROW Dedication/Acquisition Range		
Low = 0-5'	Medium = 5-10'	High = 10' and above

Legend

Potential Right-of-Way dedication/acquisition

Pedestrian Wayfinding

Transport Stop



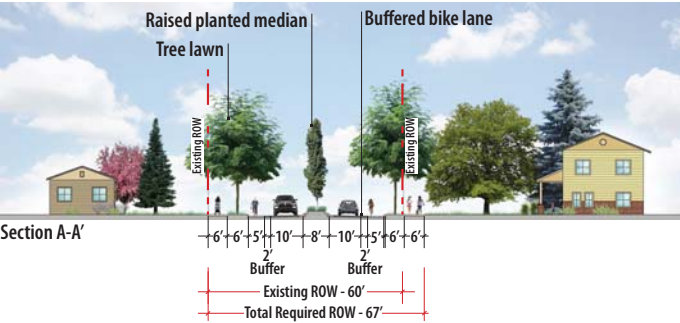
Prospect
Corridor

VISION

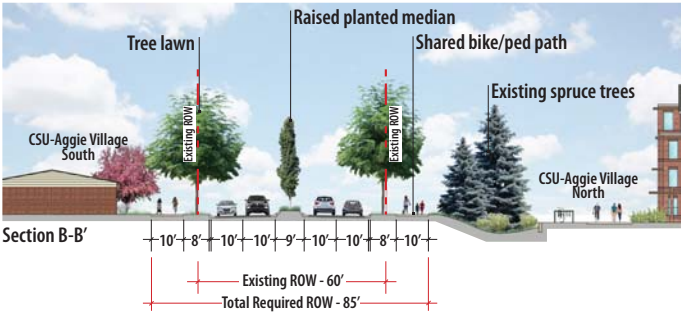
Attractive and functional, well-integrated, mixed-use corridor that serves the mobility needs of nearby neighborhoods, CSU, and the community

Shields Street to College Avenue

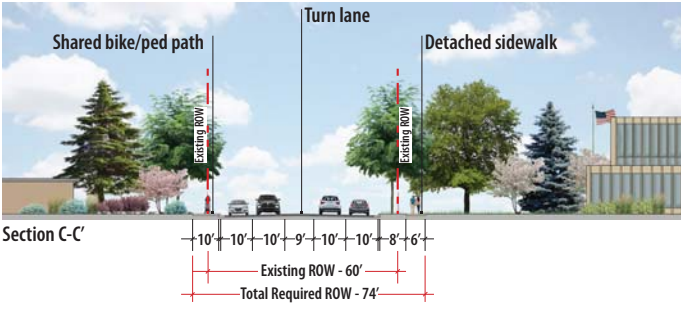
Alternative B - "Boulevard"



Shields Street to Whitcomb Street					
Motor Vehicle	Ped	Bike	Transit	Impacted Properties (North)	Impacted Properties (South)
2 Travel Lanes (Planted Median)	6' Detached Sidewalk	5' Bike Lane w/ 2' Buffer	Stops	13 Properties - Low range	0 Properties



Whitcomb Street to Center Avenue					
Motor Vehicle	Ped	Bike	Transit	Impacted Properties (North)	Impacted Properties (South)
4 Travel Lanes (Planted Median)	10' Shared Path	10' Shared Path	Stops	2 Properties - High range	2 Properties - High range



Center Avenue to College Avenue					
Motor Vehicle	Ped	Bike	Transit	Impacted Properties (North)	Impacted Properties (South)
4 Travel Lanes	Detached/Attached Sidewalk	10' Shared Path to Mason Trail Detached/Attached	Stops	11 Properties - Medium range	4 Properties - High range

Legend

Potential Right-of-Way dedication/acquisition

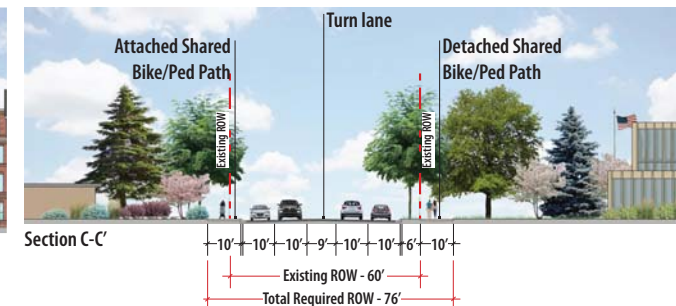
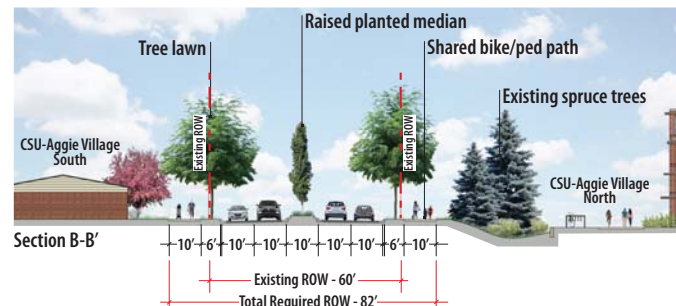
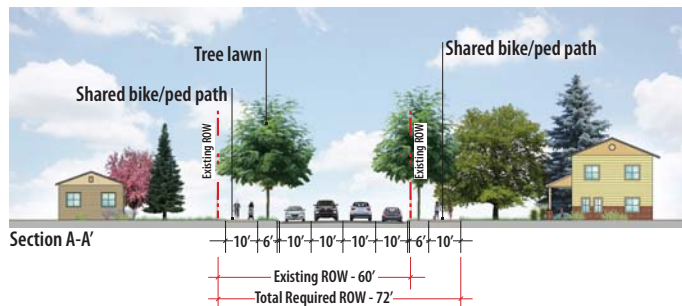
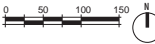
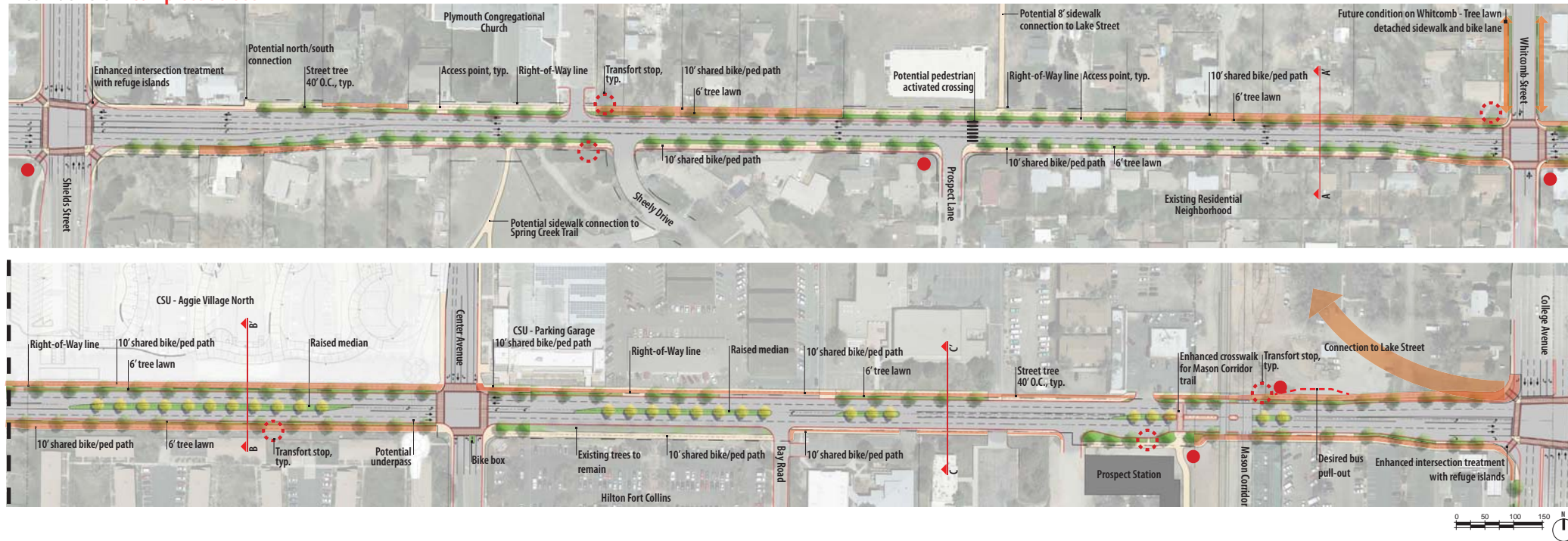
Pedestrian Wayfinding

Transfort Stop

ROW Dedication/Acquisition Range

Low = 0-5' Medium = 5-10' High = 10' and above

Alternative C - "Complete Street"



Shields Street to Whitcomb Street					
Motor Vehicle	Ped	Bike	Transit	Impacted Properties (North)	Impacted Properties (South)
4 Travel Lanes	10' Shared Path	10' Shared Path	Stops	14 Properties - High range	4 Properties - Low range

Whitcomb Street to Center Avenue					
Motor Vehicle	Ped	Bike	Transit	Impacted Properties (North)	Impacted Properties (South)
4 Travel Lanes (Raised Median)	10' Shared Path	10' Shared Path	Stops	2 Properties - High range	2 Properties - High range

Center Avenue to College Avenue					
Motor Vehicle	Ped	Bike	Transit	Impacted Properties (North)	Impacted Properties (South)
4 Travel Lanes	10' Shared Path	10' Shared Path	Stops	11 Properties - Medium/High range	4 Properties - Medium/High range

ROW Dedication/Acquisition Range

Low = 0-5' Medium = 5-10' High = 10' and above

Legend

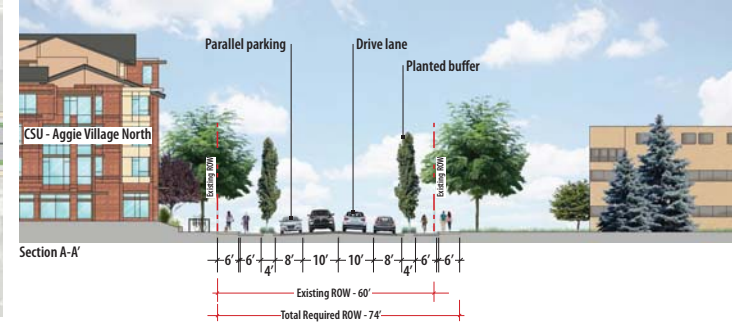
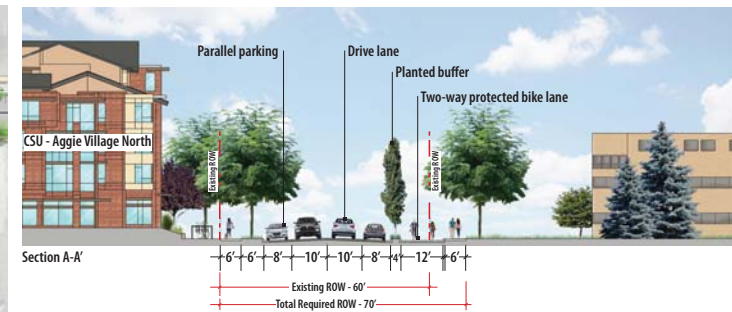
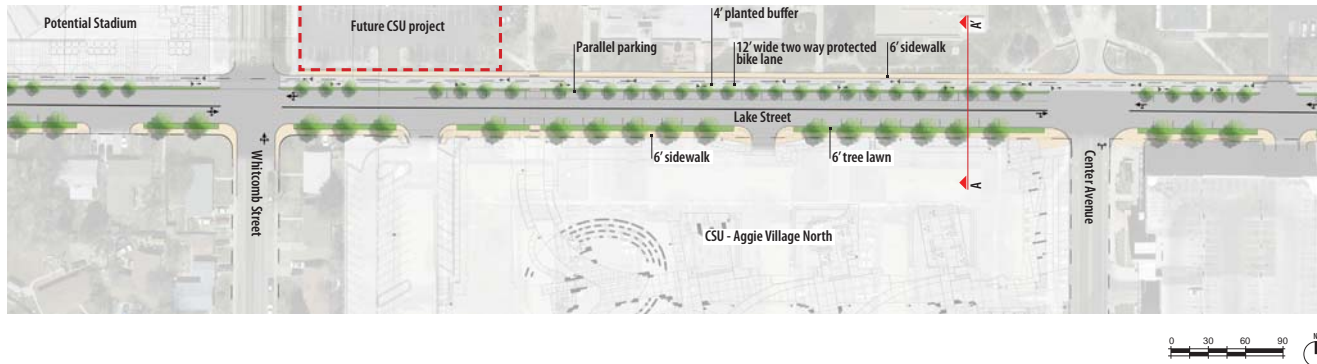
Potential Right-of-Way dedication/acquisition



Pedestrian Wayfinding



Transit Stop

Lake Street Alternative A - Protected bike lane both sides, maintain on street parking, 2 travel lanes - Maintain existing curbs**Lake Street Alternative B - 2 way protected bike lane (north side only), on street parking, 2 travel lanes****Lake Street Alternative C - 2 way protected bike lane (north side only), no parking, 2 travel lanes - Maintain ex. curbs**