

Welcome!

Prospect Corridor Workshop

Sept. 22, 2014

5:30 - 7:30 p.m.

Tonight's Agenda

- **5:30 - Sign-In & Open House**
- **5:45 - Presentation**
- **6:00 - Small Group Discussions**
- **7:15 - Questionnaire & Next Steps**

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.

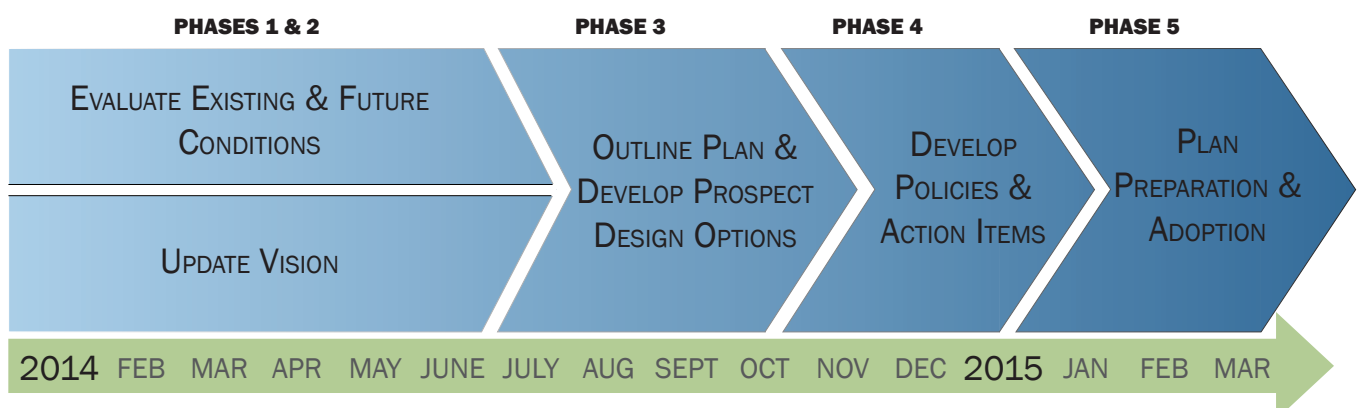
WHY DOES IT NEED TO BE UPDATED?

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.

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

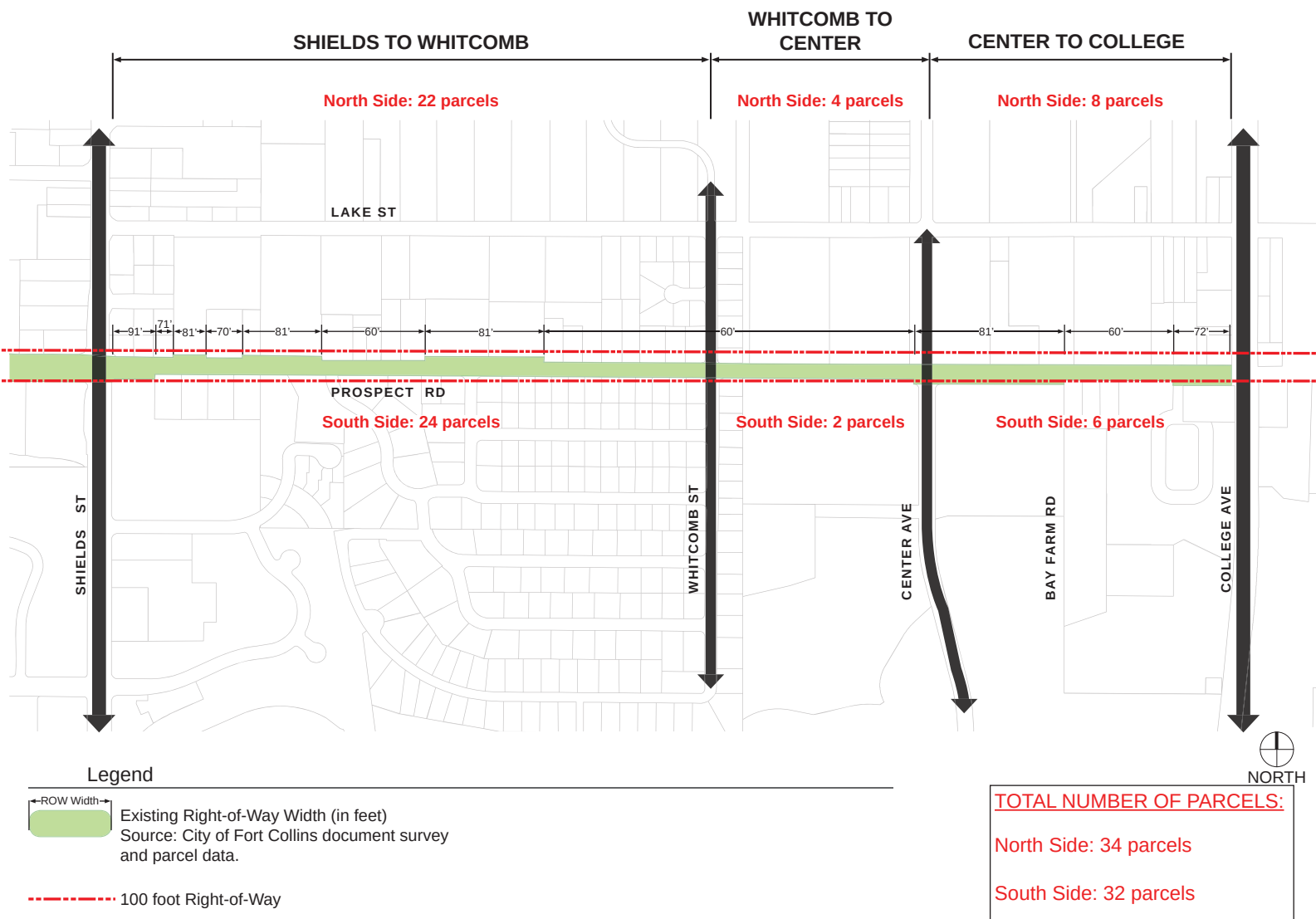


Bike



Ride

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



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)

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

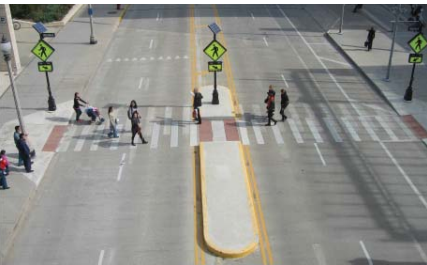


2-way protected bike lane



Shared path

Crossing Options



RRFB crossing



HAWK crossing



Underpass crossing

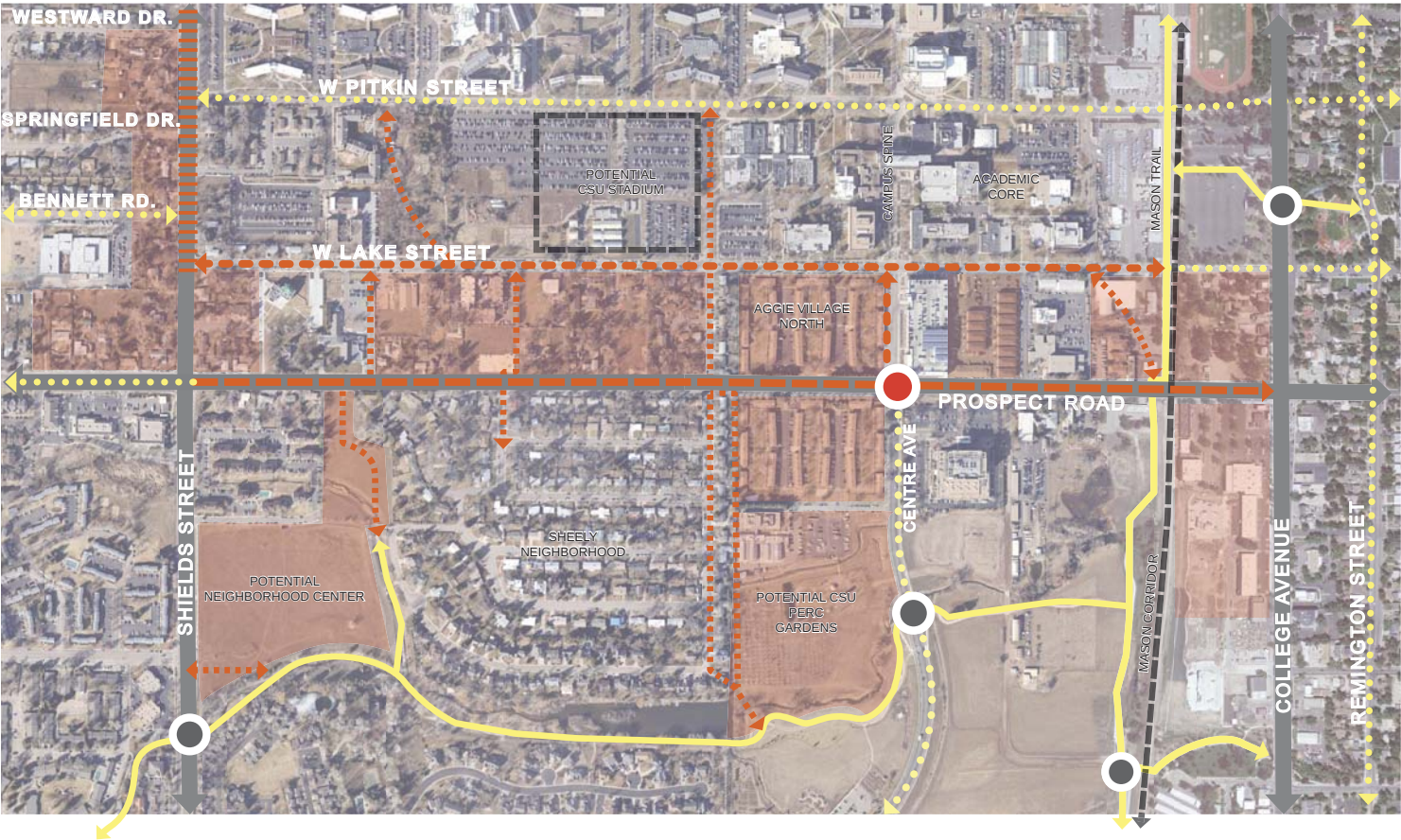


Crosswalk at intersection

VISION

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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

- 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 right-of-way (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 right-of-way (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' wide.



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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') side-walks 	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

Relative Rating:



Higher



Average



Lower

Relative Cost Rating:

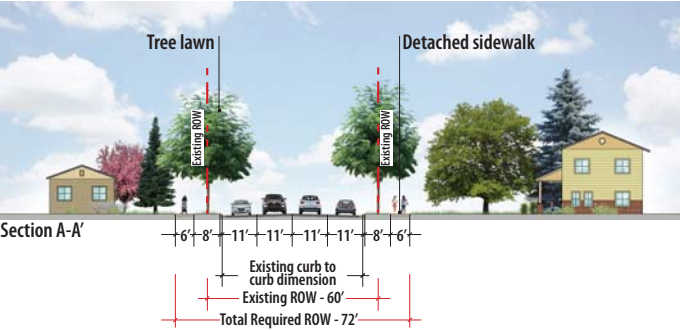
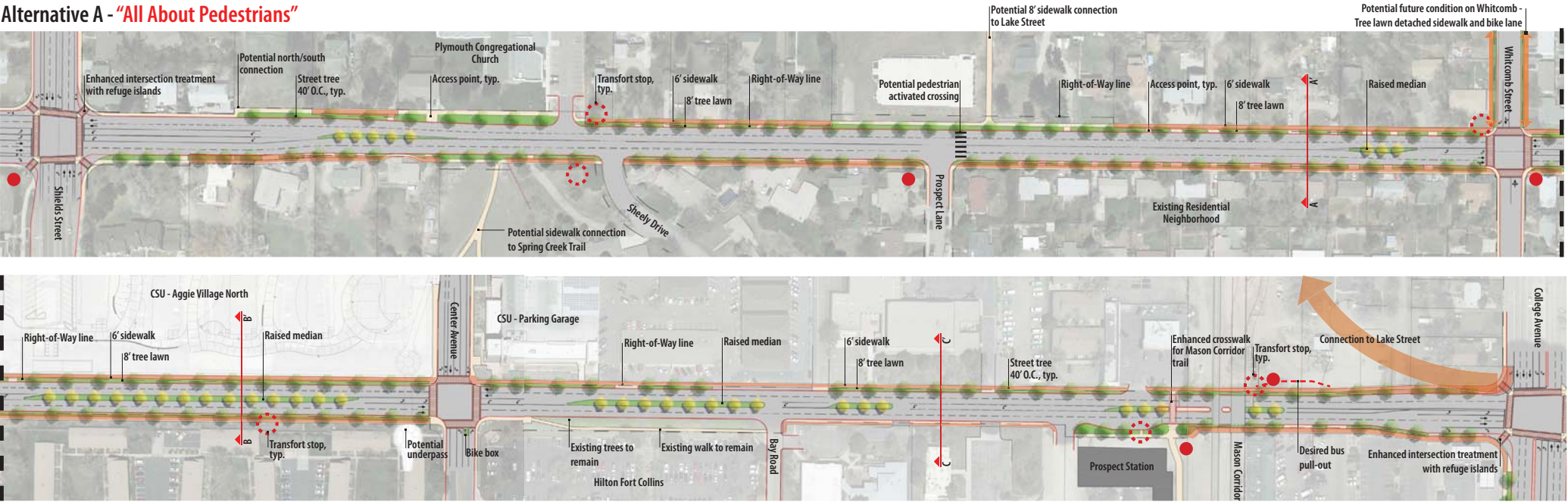


Lower Cost

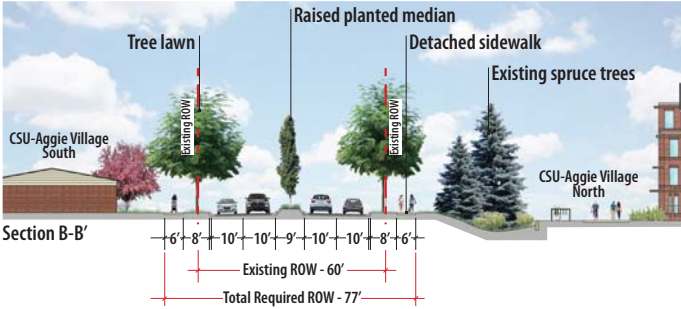


Higher Cost

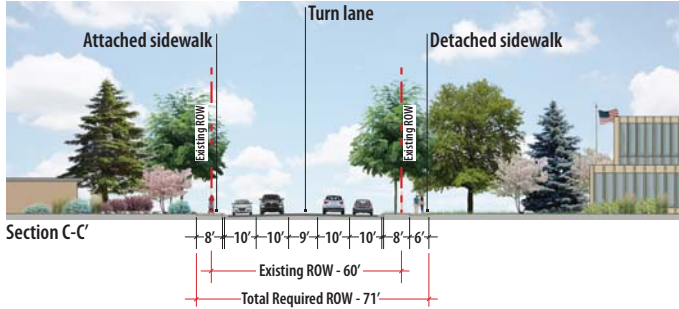
Alternative A - "All About Pedestrians"



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

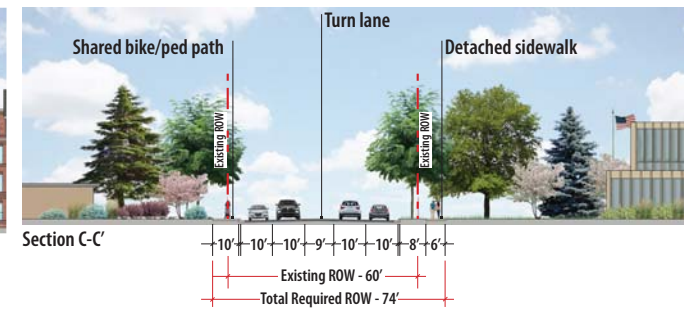
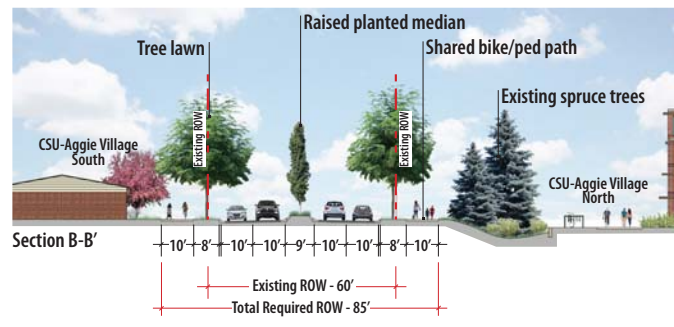
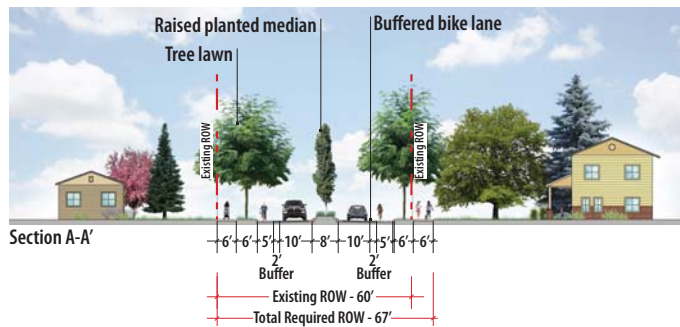
Legend

Potential Right-of-Way dedication/acquisition

Pedestrian Wayfinding

Transport Stop

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

ROW Dedication/Acquisition Range

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

Legend

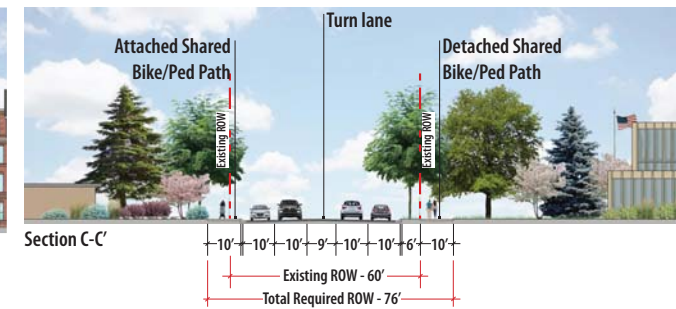
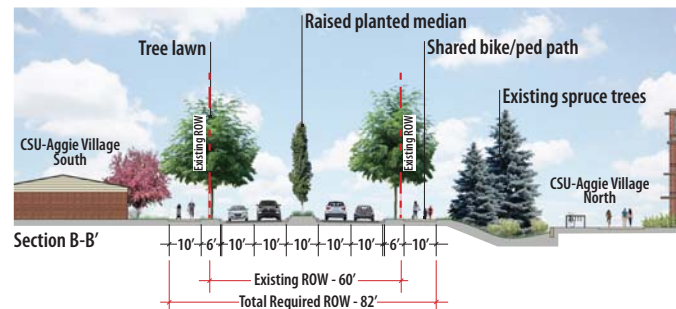
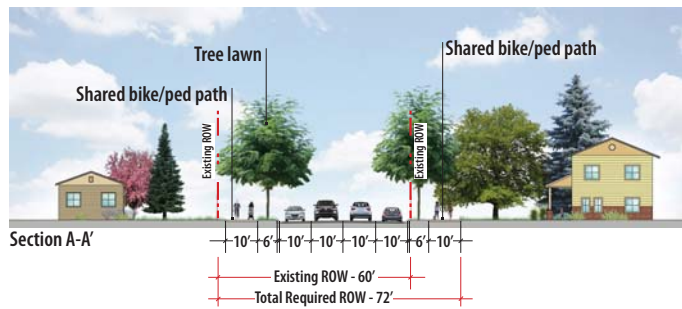
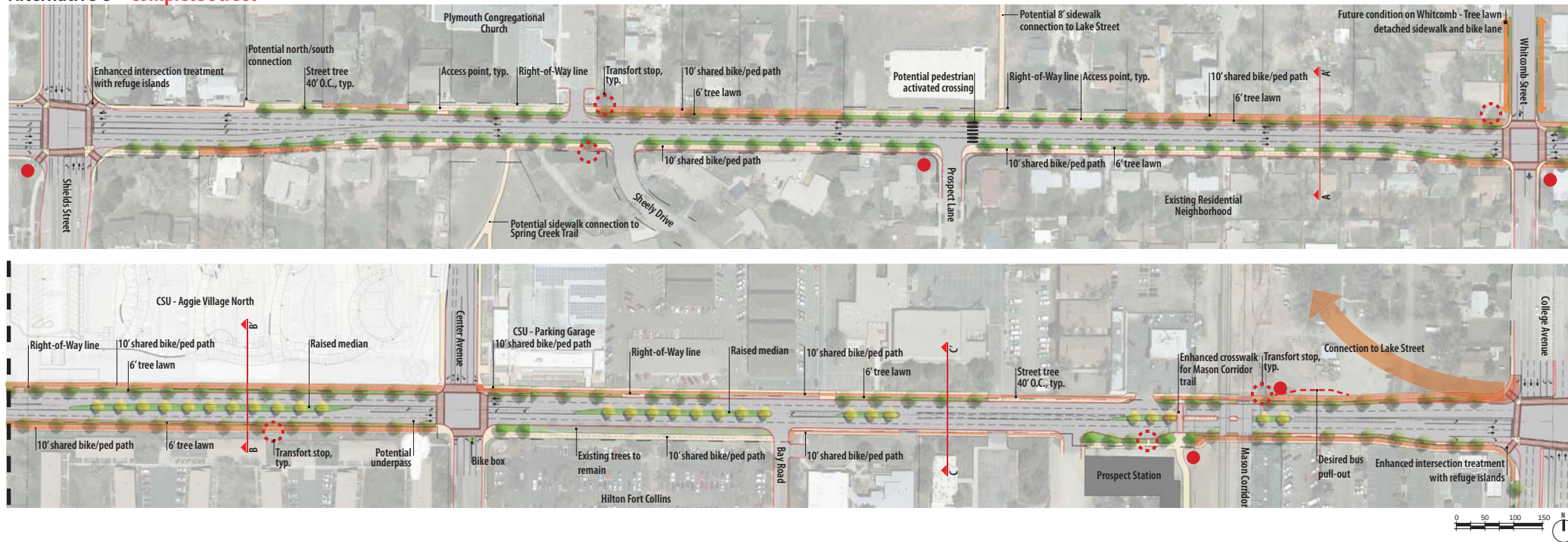
Potential Right-of-Way
dedication/acquisition

Pedestrian Wayfinding



Transfort Stop

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

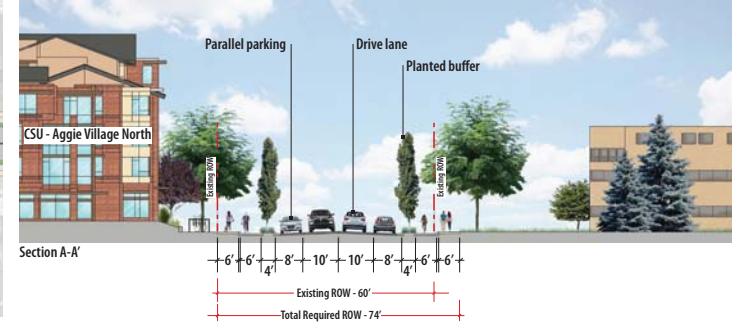
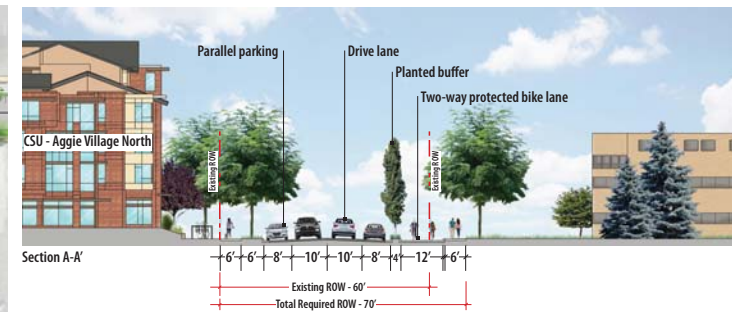
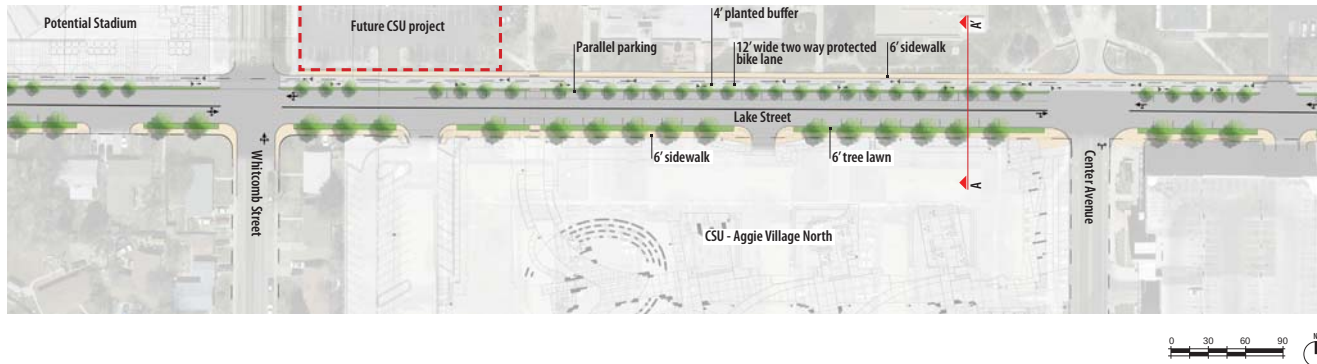
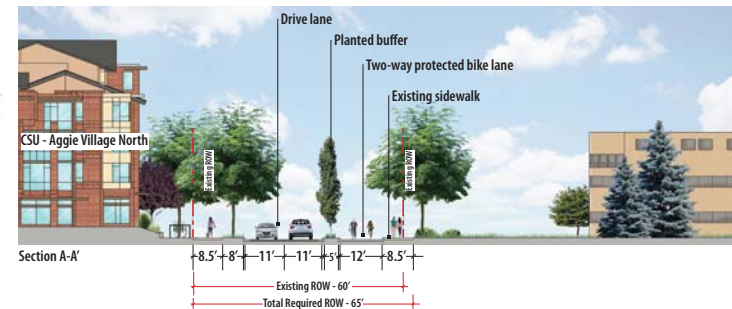
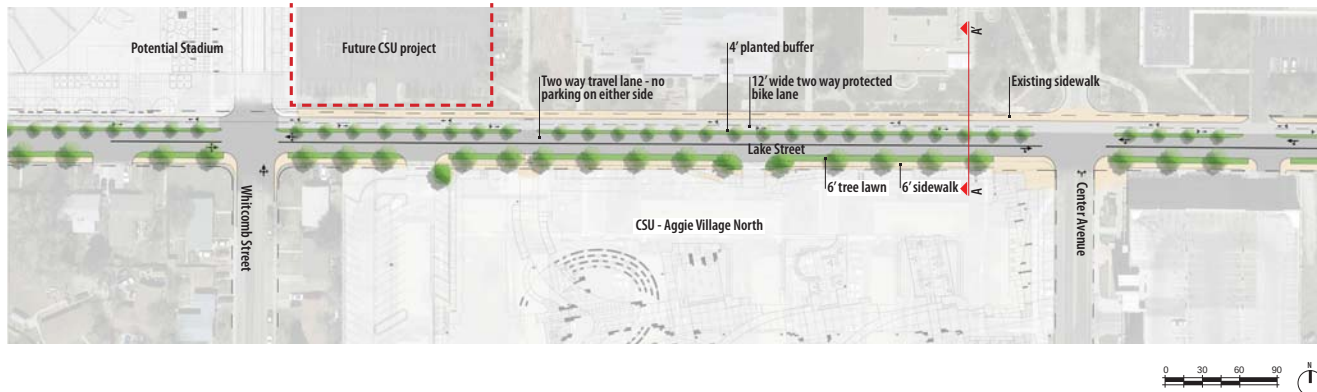
Potential Right-of-Way dedication/acquisition



Pedestrian Wayfinding

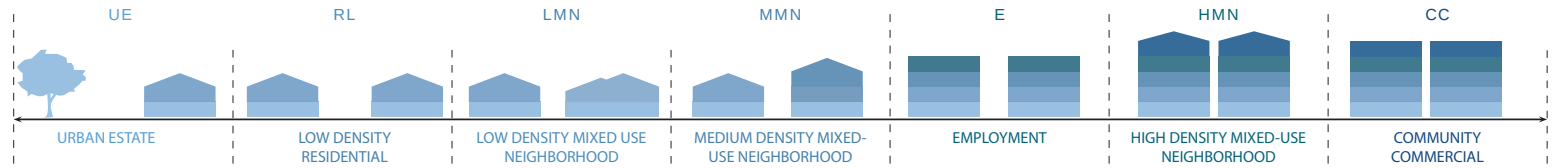


Transfort Stop

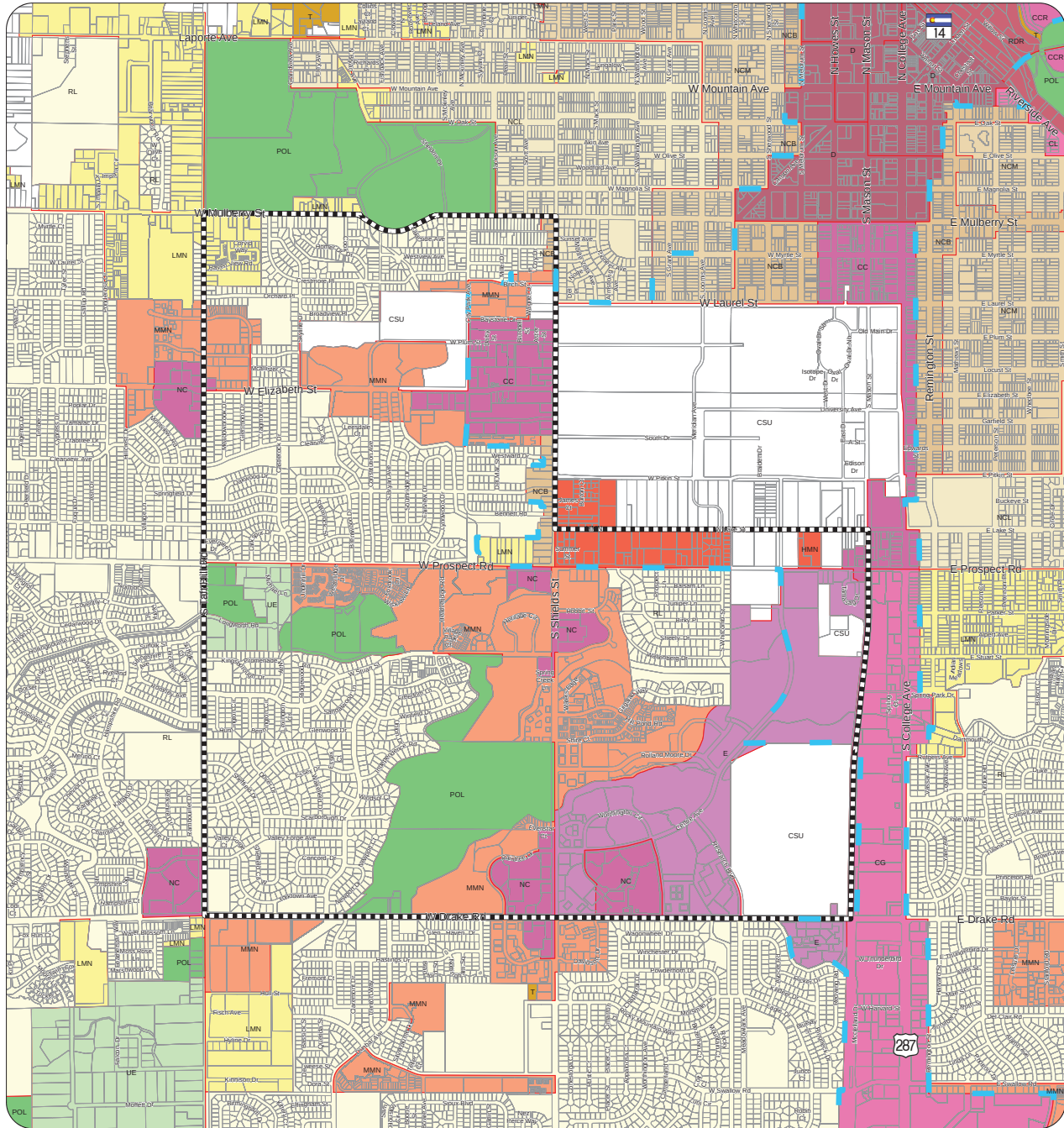
Lake Street Alternative A - Protected bike lane both sides, maintain on street parking, 2 travel lanes - Maintain existing curbs**Lake Street Alternative B - 2 way protected bike lane (north side only), on street parking, 2 travel lanes****Lake Street Alternative C - 2 way protected bike lane (north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



Zoning & Maximum Building Height Transect



Existing Zoning



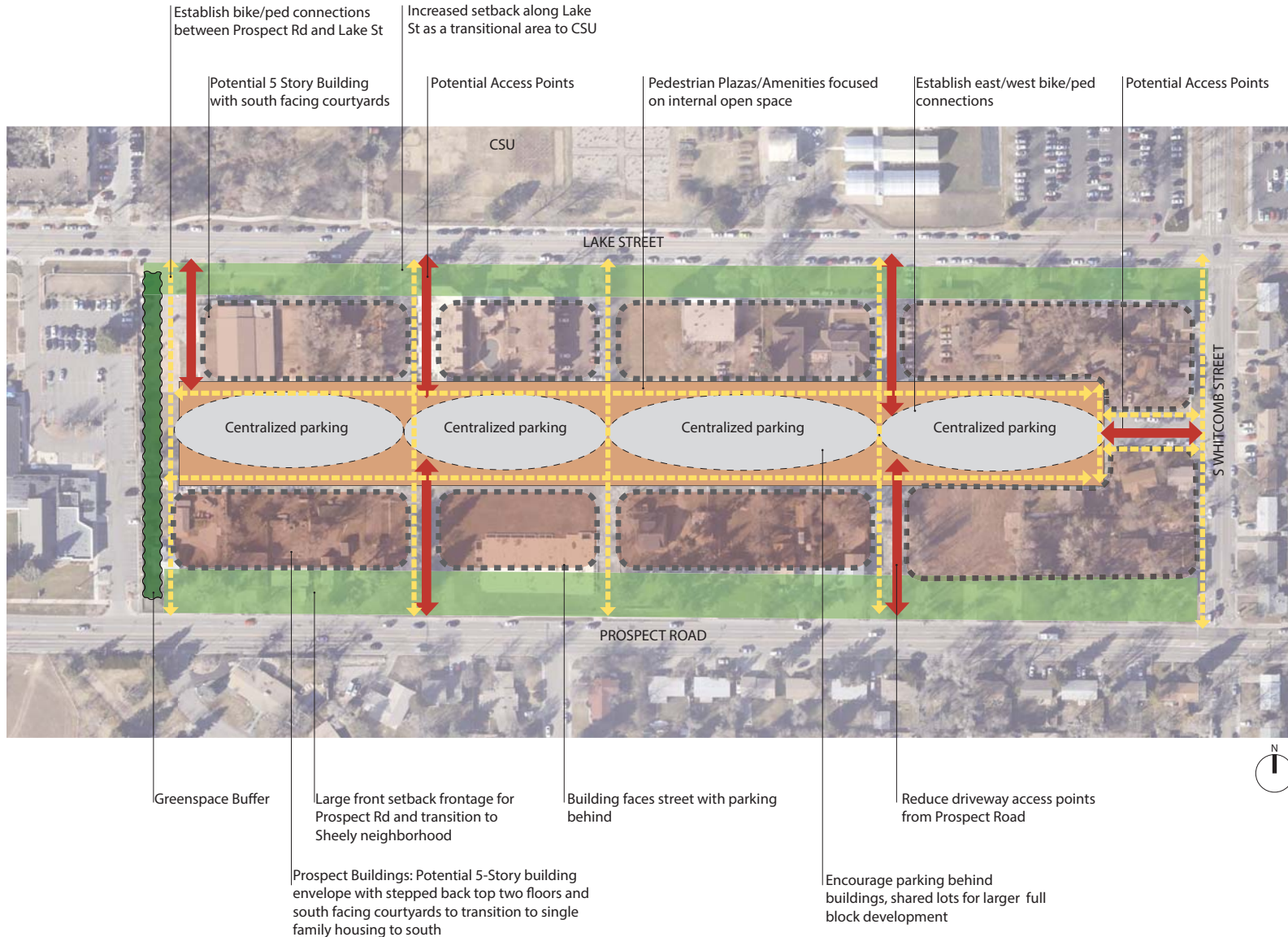
Legend

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)

Draft - 9/17/2014

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

