

# West Central Area Plan



*Adopted March 17, 2015*

# Acknowledgments

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## Fort Collins City Council

- **Karen Weitkunat**, *Mayor*
- **Gerry Horak**, *Mayor Pro Tem, District 6*
- **Bob Overbeck**, *District 1*
- **Lisa Poppaw**, *District 2*
- **Gino Campana**, *District 3*
- **Wade Troxell**, *District 4*
- **Ross Cunniff**, *District 5*

## City Leadership

- **Darin Attebery**, *City Manager*
- **Jeff Mihelich**, *Deputy City Manager*
- **Karen Cumbo**, *Planning, Development and Transportation Director*
- **Mark Jackson**, *Planning, Development and Transportation Deputy Director*
- **Laurie Kadrach**, *Community Development and Neighborhood Services Director*

## Project Management Team

- **Ted Shepard**, *Chief Planner*
- **Amy Lewin**, *Senior Transportation Planner*
- **Rebecca Everette**, *City Planner*
- **Cameron Gloss**, *Planning Manager*
- **Paul Sizemore**, *FC Moves Program Manager*
- **Emily Allen**, *Community Liaison*
- **Lindsay Ex**, *Senior Environmental Planner*
- **Clay Frickey**, *Associate Planner*
- **Tim Kemp**, *Engineering Capital Projects*
- **Martina Wilkinson**, *Traffic Operations*

## City Boards and Commissions

- **Affordable Housing Board**
- **Air Quality Advisory Board**
- **Bicycle Advisory Committee**
- **Commission on Disability**
- **Land Conservation Stewardship Board**
- **Landmark Preservation Commission**
- **Natural Resources Advisory Board**
- **Parking Advisory Board**
- **Parks and Recreation Board**
- **Planning and Zoning Board**
- **Senior Advisory Board**
- **Transportation Board**

## Consultant Team

### Russell + Mills Studios

- **Craig Russell**, *Principal, Project Manager*
- **Paul Mills**, *Principal*
- **John Beggs**, *Senior Planner/Landscape Architect*
- **Shelley La Mastra**, *Landscape Architect*
- **Darren Duroux**, *Landscape Architect*
- **Mary Taylor**, *Landscape Architect*

### Fehr & Peers

- **Ann Bowers**, *Principal, Traffic Engineer*
- **Charlie Alexander**, *Traffic Engineer*
- **Carly Sieff**, *Transportation Planner*
- **Nell Conti**, *GIS Specialist*

## Technical Advisory Committee

### City of Fort Collins Departments:

- Communications and Public Involvement
- Economic Health Office
- Engineering Services
- FC Moves
- Forestry
- Gardens on Spring Creek
- Historic Preservation
- Natural Areas
- Neighborhood Services
- Operations Services
- Park Planning & Development
- Parking Services
- Planning Services
- Police Services
- Social Sustainability
- Streets
- Traffic Operations
- Transfort
- Utilities Services

### Other Agencies:

- Colorado State University (CSU)
- CSU Research Foundation (CSURF)
- Fort Collins Housing Authority
- University of Colorado Health - CanDo

## Stakeholder Committee

- Susan Ballou
- Rick Callan
- Susan Dominica
- Becky Fedak
- Colin Gerety
- Carrie Ann Gillis
- Per Hogestad
- Ann Hunt
- Greg McMaster
- Kelly Ohlson
- Tara Opsal
- Jeannie Ortega
- Jean Robbins
- Steve Schroyer
- Andy Smith
- Logan Sutherland
- Lloyd Walker
- Nicholas Yearout

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# Overview

# Overview

## What is the West Central Area Plan?

The West Central Area Plan provides a vision and policy direction for the neighborhoods generally bounded by Mulberry Street and Lake Street to the north, Shields Street and the Mason Corridor to the east, Drake Road to the south, and Taft Hill Road to the west. This plan contains policies, programs, projects, and action items intended to support the quality of life in this core area of the city. The topics addressed in this plan include land use, development, housing, neighborhood character, transportation and mobility, public services, parks and open space, and environmental quality.

## Why Does the Plan Need to be Updated?

In the 16 years since the 1999 West Central Neighborhoods Plan was initially adopted, a number of changes have occurred and issues have arisen that require new approaches and updated policy guidance. Several new development projects have been approved and constructed in the area, with varying degrees of benefit and impact to the surrounding neighborhoods. Given City Plan’s emphasis on accommodating growth through infill development rather than sprawl, CSU’s enrollment projections, and the plans for an on-campus stadium, it is now time to re-assess plans and policies so the quality of life and character of the West Central area are preserved and enhanced for years to come. The purpose of the plan update is to revisit and refine the original vision and goals, policy directives, and implementation actions based on emerging issues and trends. The 2015 West Central Area Plan incorporates new information from related planning efforts in the area and provides updated direction related to a number of topics.

## Plan Organization

The recommendations in the West Central Area Plan are organized into a number of topic areas. The Planning Context chapter describes the area and sets the stage for policy guidance. The community-driven vision serves as the foundation for the plan’s recommendations. The Plan’s policies and action items are divided into three topic areas: Land Use and Neighborhood Character, Transportation and Mobility, and Open Space Networks. The Transportation and Mobility chapter includes a special focus on the Shields Corridor. The Prospect Corridor chapter presents new conceptual designs for Prospect Road and Lake Street (from Shields Street to College Avenue). Implementation strategies and action items that support the Plan’s policy direction are synthesized in the Implementation Summary chapter.

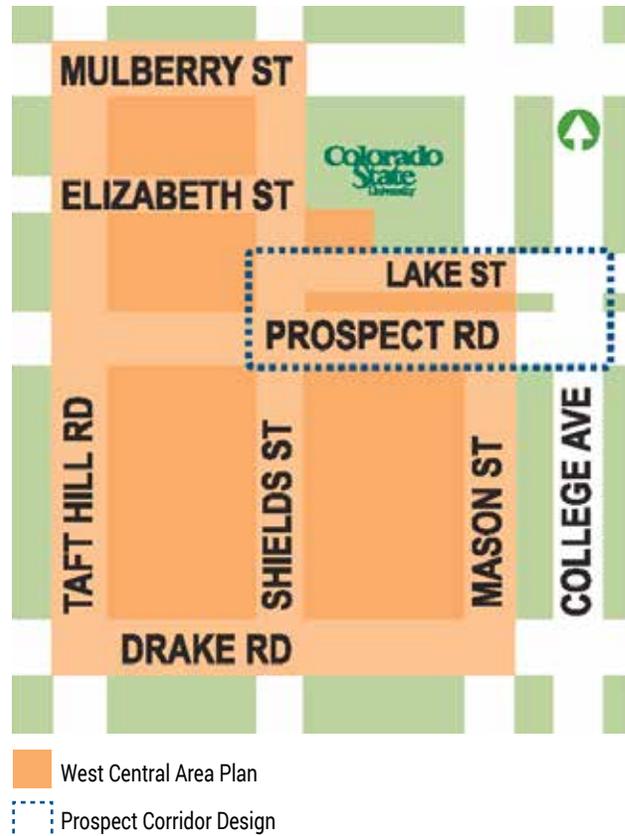


Figure 1. West Central Area Plan boundary

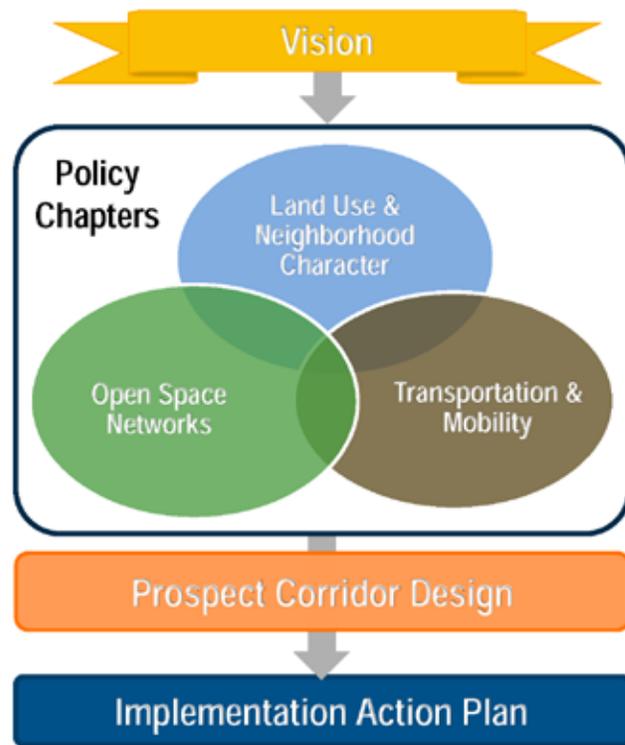


Figure 2. Key components of the West Central Area Plan

## How to Use this Plan

This plan is intended to coordinate local stakeholder needs with the larger community's goals (as represented in City Plan). The recommendations contained within this plan are intended to be used by City Staff, the Planning & Zoning Board, the Transportation Board, and City Council to assist in understanding where the community, local leaders, and elected officials should focus their efforts. Residents, developers and other stakeholders should refer to the plan for guidance in terms of land use and character and coordination with policies and recommendations.

### Staff & Decision-Makers

City staff and decision-makers should reference the recommendations of this plan when developing work programs, allocating funding for programs and projects, reviewing new development proposals, and adopting new regulations that impact this area.

### Residents & Stakeholders

Residents, property owners, business owners, and neighborhood organizations should use this plan as the foundation for conversations with decision-makers and developers about the needs and priorities for this area.

### Developers

Applicants for development projects should reference the guidance in this plan when proposing new infill or redevelopment projects and as a starting point for a dialogue with neighbors about such proposals.

### Partners

Colorado State University, Poudre School District, and other partner organizations should review the plan to better understand the community's vision for this area.

## Planning Process

The West Central Area Plan was developed through a 12-month planning process consisting of five phases:

### Phase 1:

Evaluate Existing and Future Conditions

### Phase 2:

Update Vision

### Phase 3:

Outline Plan and Develop Prospect Design Alternatives

### Phase 4:

Develop Policies and Action Items

### Phase 5:

Plan Preparation and Adoption



Listening sessions (March 2014)



Neighborhood walking tours (April 2014)



Visioning workshop (May 2014)

## Community Engagement Summary

Extensive public input was gathered over the course of the planning process using a range of strategies. The community engagement process consisted of the following activities during each phase. Additional detail is provided in Appendix A.

### Phase 1: Evaluate Existing & Future Conditions (January – June 2014)

- Postcard mailing to all property owners and tenants in the West Central area
- 4 listening sessions (175 total attendees)
- 20 neighborhood walking tours (83 total attendees)
- Online “WikiMap” (41 users and 248 total comments)
- Citywide Planning and Transportation Projects Open House (154 attendees)
- Air Quality Advisory Board Public Forum (25 attendees)

### Phase 2: Update Vision (January – June 2014)

- Postcard mailing
- 2 visioning events (74 total attendees)
- Online visioning survey (337 respondents)
- Outreach at the Drake Road Farmers’ Market, CSU Lagoon Concert Series, and Gardens on Spring Creek events
- Presentations to advisory boards and commissions

### Phase 3: Outline Plan & Develop Prospect Design Alternatives (July – October 2014)

- Postcard mailing
- City Council Work Session (August 26)
- Open house (85 attendees)
- Online survey (263 respondents)
- Prospect Corridor Design survey (303 respondents)
- 2 Prospect Corridor workshops (69 total attendees)
- Outreach to property owners along the Prospect Corridor
- Presentations to advisory boards and commissions

### Phase 4: Develop Policies & Action Items (November 2014 – January 2015)

- City Council Work Session (November 25)
- Presentations to advisory boards and commissions

### Phase 5: Plan Preparation & Adoption (January – March 2015)

- Postcard mailing
- Draft Plan open house (162 attendees)
- Presentations to advisory boards and commissions
- Online comment form

## City Boards & Commissions

- Planning & Zoning Board (Jan., Aug., and Dec. 2014; Jan., Feb., and Mar. 2015)
- Transportation Board (Apr. and Aug. 2014; Feb. 2015)
- Parking Advisory Board (Apr. 2014)
- Affordable Housing Board (Sept. 2014)
- Air Quality Advisory Board (Sept. 2014)
- Senior Advisory Board (Sept. 2014)
- Parks and Recreation Board (Sept. 2014; Feb. 2015)
- Commission on Disability (Oct. 2014)
- Landmark Preservation Commission (Oct. 2014)
- Natural Resources Advisory Board (Oct. 2014; Feb. 2015)
- Land Conservation Stewardship Board (Feb. 2015)
- Bicycle Advisory Committee (Feb. 2015)

## External Presentations

- Ongoing CSU coordination
- UniverCity Connections Transportation and Mobility Task Force (Apr. 2014)
- ClimateWise Biz Ed Group (June 2014)
- Board of Realtors Government Affairs Committee (Aug. 2014)
- Chamber of Commerce Local Legislative Affairs Committee (Nov. 2014, Mar. 2015)

## Stakeholder Committee

Through an application process, a diverse group of community members was selected for a Stakeholder Committee to help guide the development of the plan. The group met six times over the course of the project to review materials, discuss policy direction, and provide input to staff and consultants.



Stakeholder Committee meeting



# Planning Context

# Planning Context

## About the West Central Area

The West Central area consists of several neighborhoods and commercial centers generally south and west of the Colorado State University (CSU) main campus.

There are many distinct neighborhoods and districts within the West Central Area Plan boundaries, which have evolved over 150 years of incremental development. At one point in time, Prospect Road and the CSU main campus formed the southern edge of the City of Fort Collins; yet today, the West Central area is located in the heart of the city.

The University is a major influence on the area's land use, transportation circulation, open space networks, and overall character. The CSU main campus anchors the northeast corner of the planning area, while the south campus and Veterinary Teaching Hospital anchor the southeastern corner. CSU's influence is felt in several ways, including:

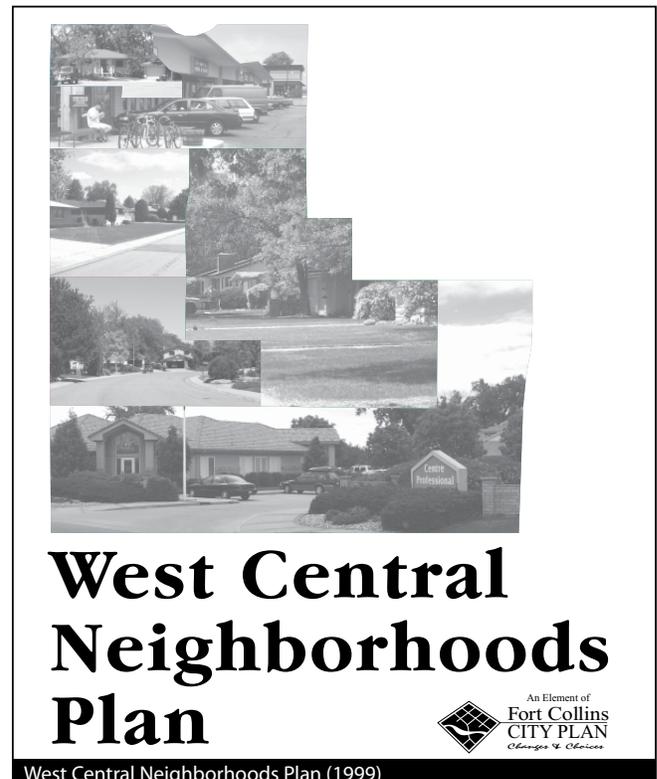
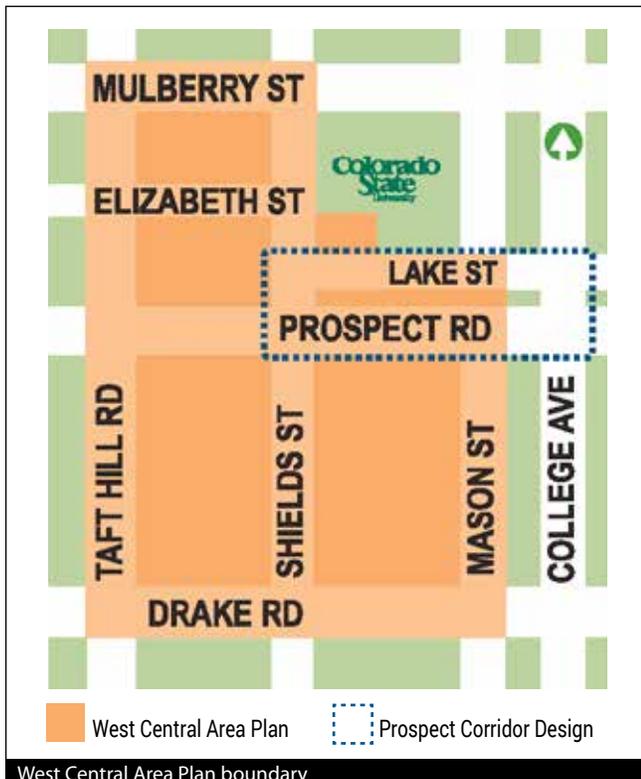
- The need for housing and services in close proximity to the campus
- Transportation patterns for all modes of travel
- Contributions to the city's population growth through the addition of students, faculty, staff, employees of related agencies, and families
- The wide cultural diversity that CSU provides
- CSU's role as the area's principal economic generator

The addition of higher density multi-family developments designed to accommodate students and other renters has further shaped the area and will continue as CSU enrollment grows and City policies encourage infill development and redevelopment. Accommodating this growth will continue to require additional support services (police, fire, emergency medical, commercial, retail, and other services); infrastructure (utilities, stormwater management, parking, sidewalks, and street upgrades); and parks and open space to adequately serve current and future residents.

## 1999 West Central Neighborhoods Plan

### Plan Overview

The predecessor to this plan, the West Central Neighborhoods Plan, was adopted in 1999. That plan established a vision and goals for the area, as well as specific policies and implementation actions related to land use, housing, transportation, historic preservation, parks and open lands, public services, and other topics. The plan was developed through significant effort by a Citizens Advisory Committee, with support from City staff, and set the stage for a number of programs and improvements in the West Central area. The recommendations and lessons learned from the 1999 Plan form the basis of this plan update.



West Central Neighborhoods Plan (1999)

### 1999 Plan Vision

The following vision statements were included in the 1999 Plan:

- “Maintain and enhance the diverse character of the West Central Neighborhoods, comprised of long- and short-term residents such as families, senior citizens, and students, as well as small businesses, schools, and public/private institutions and facilities. Strengthen the collaboration between the City, CSU, and the West Central Neighborhoods
- Continue to provide housing opportunities, infrastructure, and lifestyle options to meet the needs of this diverse group of neighborhoods
- Facilitate and improve existing transportation systems to allow all residents to have good, safe, convenient, and multi-modal transportation options. Adapt to meet the needs of the dynamic and ever-changing West Central Neighborhoods and provide balanced opportunities in development, redevelopment, and maintenance”

### Implementation of the 1999 Plan

Recommendations that were implemented since the 1999 West Central Neighborhoods Plan fall into three overall categories: neighborhood character, housing, and transportation. Significant recommendations from the plan that have been completed are listed below.

#### Neighborhood Character Completed Actions

- Resolved inconsistencies between the current zoning districts and the plan’s recommendations through use of selective rezoning
- Developed more detailed design standards and guidelines to encourage appropriate development and compatibility between adjacent land uses
- Addition of a Neighborhood Commercial (NC) zone district near Shields Street and Stuart Street to allow for neighborhood commercial and services uses
- Developed a more detailed plan for the Campus West area through a later planning study (2001)
- Construction of Red Fox Meadows Natural Area stormwater and habitat enhancements
- Canal Importation Ponds and Outfall (CIPO) stormwater improvements
- Implementation of mixed-use project in Campus West area at corner of Elizabeth Street and City Park Avenue
- Enhancements to Avery Park
- New places of worship/cultural centers established
- Construction of Phase I for the Gardens on Spring Creek facility
- Enhanced code enforcement strategies developed to handle code violations
- Senior Center expansion completed

#### Housing Completed Actions

- Additional student housing provided on-campus, including Laurel Village, Academic Village and Aggie Village North
- New multi-family developments constructed near CSU campus
- Student Housing Action Plan developed to improve compatibility with existing neighborhoods
- Increase in overall diversity in housing types

#### Transportation Completed Actions

- Completion of Centre Avenue road extension/ multi-modal corridor from Research Boulevard to Prospect Road
- Completion of Taft Hill Road widening across from Blevins Middle School for on-street bike lanes and wider sidewalks
- Completion of Elizabeth Street streetscape in Campus West Area
- Multiple bikeways established in neighborhoods
- Construction of traffic calming devices at Constitution Ave. and Valley Forge/Scarborough St.
- Parking structure constructed on CSU campus at Prospect Road and Centre Avenue
- Buffered bike lanes striped along Shields Street
- Residential parking permit program established in several neighborhoods
- East/west transit connections established to MAX

#### Lessons Learned from the 1999 Plan

The previous plan offers several key lessons that are applied to the West Central Area Plan:

- Simplify the structure of plan and develop a highly graphic, easily understood document
- Focus on key vision statements and policies that implement the vision with fewer and more focused objectives
- Clarify the distinction between vision, goals, policies, issues, and action items throughout the plan
- Develop a clear, purposeful, and measurable implementation strategy for each policy
- Utilize a variety of outreach techniques to capture a wide demographic and allow for a variety of types of input



Shopping center constructed in Campus West since the 1999 Plan

## Relationship to City Plan

City Plan is the comprehensive plan that provides a vision, priorities, and action plan for the City of Fort Collins for the next 25 years and beyond. The 2011 update to City Plan offers the following relevant guidance for the West Central Area Plan.

### Vision

Through innovation, sustainability, and connections the City of Fort Collins aspires to create a vibrant, world-class community. The City of Fort Collins is committed to providing leadership and exceptional service to citizens, but recognizes that the entire community must be involved to achieve the vision.

### Relevant Policy Direction

#### **Land Use & Neighborhood Character**

- Promote infill development in active areas
- Consider adjacency, scale, and buffering in the design of welcoming neighborhoods
- Encourage volunteerism and community service
- Promote acceptance, inclusion and respect for diversity
- Promote collaboration and strong partnerships

#### **Transportation & Mobility**

- Expand the public transit system to include high-frequency transit service along all major arterials
- Ensure land use and transportation are fully integrated
- Create safe, reliable, convenient, effective, multi-modal transportation networks
- Encourage overall healthy lifestyles through opportunities in recreation and active transportation

#### **Open Space Networks**

- Maintain a system of publicly-owned open lands
- Regulate development along waterways
- Provide and maintain access to open space
- Improve connectivity between open space areas
- Improve water quality and stormwater management
- Provide neighborhood natural areas

## Related Planning Efforts

The primary related planning efforts influencing the West Central area are described in this section, and include the following:

#### **Land Use & Neighborhood Character**

- Student Housing Action Plan (2013)
- Campus West Community Commercial District Planning Study Report (2001)
- Land Use Code: Revised Neighborhood Compatibility, Transition & Preservation Standards (2013)

#### **Transportation & Mobility**

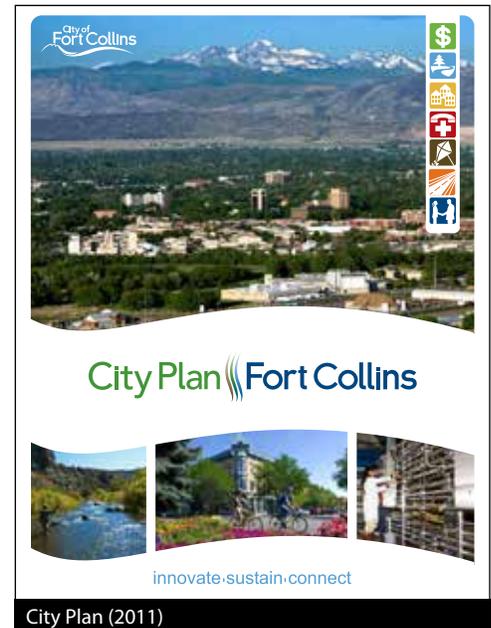
- Transportation Master Plan (2011)
- Bicycle Master Plan (2014)
- Pedestrian Plan (2011)
- Transport Strategic Operating Plan (2009)
- Arterial Intersection Prioritization Study (ongoing)

#### **Open Space Networks**

- Natural Areas Master Plan (2014)
- Nature in the City (2015)

#### **Colorado State University Planning Efforts**

- CSU Master Plan (2014)
- CSU Parking and Transportation Master Plan (2014)
- CSU Bicycle Master Plan (2014)
- CSU On-Campus Stadium (ongoing)



## Land Use & Neighborhood Character

### Student Housing Action Plan (2013)

The Student Housing Action Plan brought together representatives from CSU, Front Range Community College (FRCC), neighbors, students, property owners, developers, and other stakeholders to identify strategies to address the increasing need for multi-family student housing, identify key issues related to new development projects, and identify potential related impacts and compatibility issues.

*Vision: The Student Housing Action Plan strives to develop community driven strategies that encourage and provide quality student housing while maintaining neighborhood quality and compatibility.*

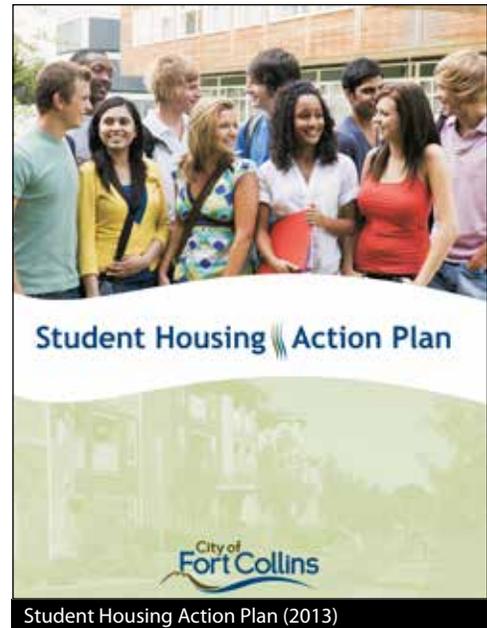
#### Action Items

- Zone all multi-family housing developments outside of the Transit-Oriented Development District (TOD) for Medium Density Mixed-Use Neighborhoods
- Require Planning and Zoning Board hearings for multi-family project greater than 50 units or 75 bedrooms
- Clearly define and promote compatibility of new development with existing neighborhoods
- Establish additional parking and landscape standards
- Create architectural “gradients” between multi- and single-family housing developments
- Enforce Noise Control and Party Registration Program
- Educate parents and students about off-campus neighborhood living
- CSU will strive to provide on-campus housing for all first year students as well as 25% of returning students and incentivize students to live on campus for a second year and beyond
- Build a pedestrian crossing (above- or below-grade) near Shields and Elizabeth Streets
- Increase and implement multi-modal transportation connections as defined by Plan Fort Collins, and assess pedestrian use of intersections and trails

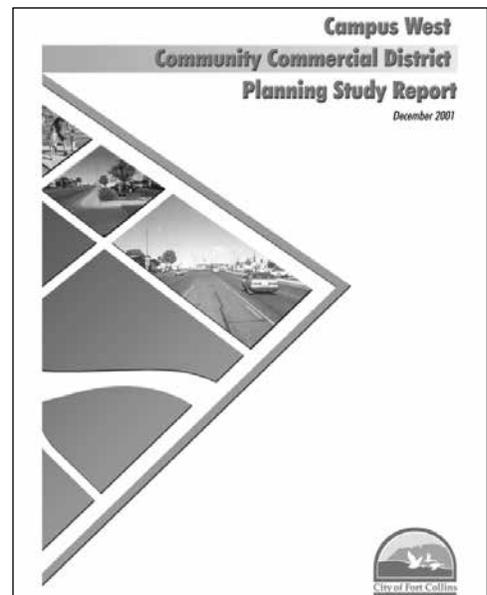
### Campus West Community Commercial District Planning Study Report (2001)

This report explains the land use designation of Campus West as a “Community Commercial District” in the City’s Comprehensive Plan, which reflects a vision of bringing together a mix of uses and encouraging walking, bicycling, and transit in addition to accommodating cars. As the primary destination for eating and drinking establishments and other commercial services near the CSU campus, Campus West is intended to serve as a “mini-downtown,” with a memorable identity and sense of pride.

The study was prompted by the need to explore the inconsistencies between the outdated car-oriented development pattern (dating back to the 1960’s) and the newly established “Community Commercial” zoning designation for the area. The key recommendation was for a new special street design with continuous sidewalks, better bike lanes, and median islands, including a mid-block pedestrian crossing of West Elizabeth Street. The new street design was subsequently implemented, removing a significant obstacle to redevelopment and fitting the vision for the area. Some redevelopment has occurred more recently near West Elizabeth Street and City Park Avenue, which exemplifies the application of the zoning designation, as adapted to market realities.



Student Housing Action Plan (2013)



Campus West Community Commercial District Planning Study Report (2001)



West Elizabeth streetscape

## Land Use Code: Revised Compatibility, Transition & Preservation Standards (2013)

The revised Compatibility, Transition and Preservation Standards in the Land Use Code address the following land use and preservation concepts for new development projects.

### **Landscape Elements**

- Ensure buffering between dissimilar uses and activities
- Interrelationship between new and existing elements

### **Building & Project Compatibility**

- Ensure height, size, mass, bulk, and scale are similar to existing designs
- If different, visually integrate through details and building form

### **Land Use Transition**

- Form transition zones between distinct and potentially incompatible adjoining land uses
- Implement buffer yards and passive open space where necessary to promote compatibility

### **Operational & Physical Compatibility**

- Consider compatibility in hours of operation, lighting, noise, loading, delivery zones, parking, and trash management

### **Protection of Historic Properties**

- Recognize historic, architectural, and geographic importance of properties
- Incorporate historic elements into new developments
- Alterations cannot adversely affect the integrity of historic properties
- New buildings in historic districts should reflect the historic character through the following: reflection of roof lines, patterns, material choices, door and window placement, and characteristic entry features
- The Landmark Preservation Commission will provide guidance for development of historic and/or adjacent properties



Example historic house in the Sheely neighborhood



Transportation Master Plan  February 15, 2011



innovate.sustain.connect  
Transportation Master Plan (2011)

## **Transportation & Mobility**

### Transportation Master Plan (2011)

The Transportation Master Plan (TMP) documents the vision for the City's long-term multimodal transportation system. The plan provides policy direction for decisions regarding the implementation of the transportation system to achieve the City's vision, mission, and values as a World Class Community. The TMP sets the vision planning horizon at 2035 and is typically updated approximately every five years.

The TMP provides priority actions and strategies for implementing projects and services to meet short-term needs, while working toward the long-range goals for the community's ultimate transportation system. It references four Enhanced Travel Corridors (ETCs) that were introduced in the 2004 TMP (Mason Corridor, Harmony Road, Timberline Road/Power Trail, and Mountain Vista Road), plus two additional ETCs (West Elizabeth Street and Prospect Road), as uniquely designed corridors that are planned to incorporate high-frequency transit, bicycling, and walking. ETCs are intended to support opportunities for mixed-use, transit-oriented development and to support Fort Collins' active lifestyles and environmental stewardship goals.

The West Elizabeth ETC, as defined in the TMP, extends from the CSU Main Campus to the CSU Foothills Campus near Overland Trail. The West Elizabeth ETC Plan is funded in the 2015-16 budget, and the planning process is expected to begin in spring 2015. The Prospect Road ETC, as defined in the TMP, extends from the Mason Corridor to I-25. The Prospect Corridor chapter of this plan addresses a separate segment of Prospect Road, from Shields Street to College Avenue, which is an important pre-cursor to planning for the full ETC.

The Master Street Plan (MSP) is an appendix to the TMP and serves as a map of the City's long-range vision for the major street network. The roadways within the West Central area are predominantly already built with the number of through-lanes identified in the MSP, so additional projects would likely focus on intersection improvements and upgrading streets to meet current standards.

### Bicycle Master Plan (2014)

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

The Bicycle Master Plan integrates existing city plans, best practices and innovative thinking, and proposes a comprehensive set of strategies to create a safe and comfortable bicycling environment for people of all ages. The Plan includes several appendices with details pertaining to existing conditions, public engagement, existing bicycle programs, bicycle facility design and wayfinding guidelines, and implementation details.

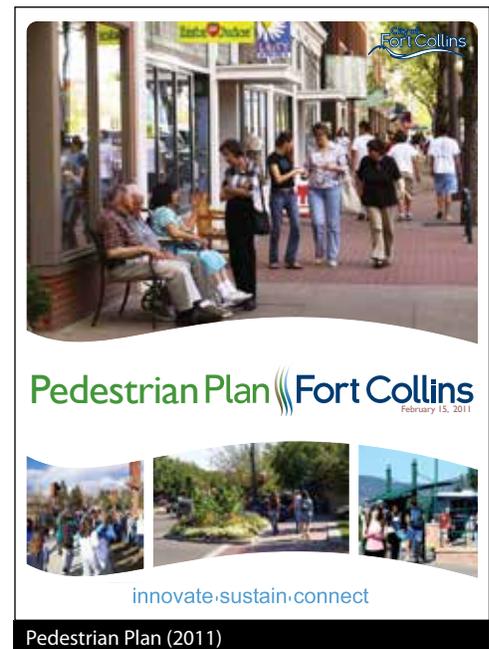
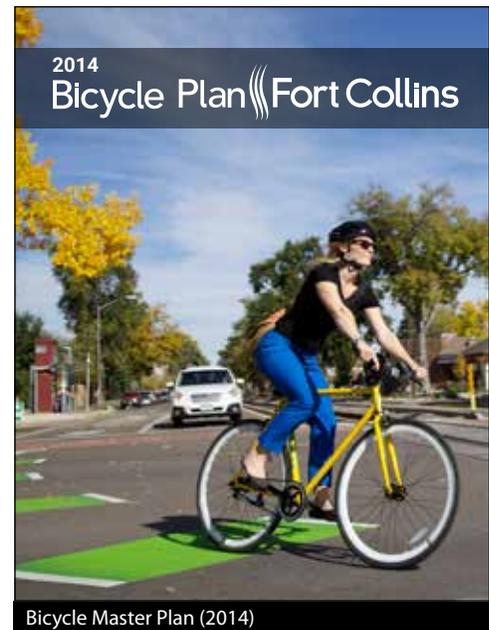
The plan focuses on the development of a network of low-stress bicycle travel corridors, several of which pass through the West Central area. The recommendations from the Bicycle Master Plan have been incorporated into the Transportation and Mobility chapter of this plan.

### Pedestrian Plan (2011)

The purpose of the Pedestrian Plan is to promote a pedestrian-friendly environment that encourages walking throughout the city. To accomplish this, the plan identifies ways to create pedestrian-friendly environments, including along public streets, off-street paths, and other public spaces that offer a high level of comfort, convenience, safety, and quality of user experience. The plan also updates and prioritizes the list of pedestrian improvement projects throughout the city. The West Central area is home to several of the Pedestrian Priority Areas and some projects identified in the plan, which have been included in the recommendations in the Transportation and Mobility chapter of this plan.

### Transfort Strategic Operating Plan (2009)

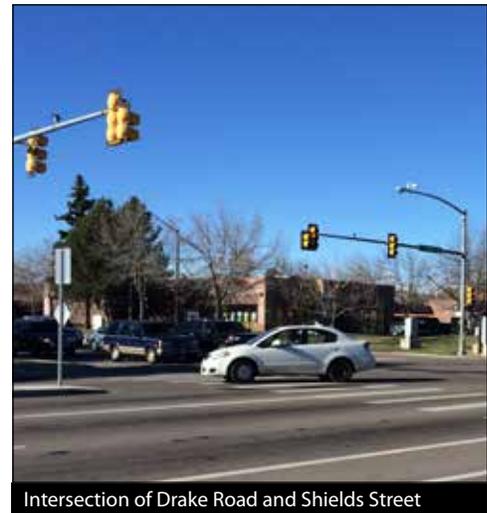
The Transfort Strategic Operating Plan (TSOP) was developed through a collaborative effort between the City of Fort Collins (Transfort), the City of Loveland (COLT), and Poudre School District (PSD). The purpose was to provide a coordinated update to the TSOP and the COLT Transit Plan, and to analyze opportunities related to public transportation for PSD high schools. Three phases are proposed in the plan, each taking steps toward creating a more grid-like transit network, expanding service frequencies, and providing additional regional routes. In the West Central area, additional service is provided on a variety of routes serving CSU, and future high-frequency service is proposed along West Elizabeth Street to eventually connect with the existing MAX corridor.



### Arterial Intersection Prioritization Study (ongoing)

The purpose of the Arterial Intersection Priority Study is to identify intersections that are in need of mobility and safety improvements. The study applies “a wide breadth of evaluation criteria to ensure that the selected projects addressed specific transportation needs and also aligned with the City’s core values.” Thirty-two intersections throughout the City were recently carried forward for further analysis, including four within the West Central area: Elizabeth Street and Shields Street; Drake Road and Shields Street; Drake Road and McClelland Drive; and Drake Road and Redwing Road/Bay Road.

Drake Road and Shields Street is the only intersection that has been carried forward to concept design. The design for this intersection began in the summer of 2014, with the main goals to add northbound and southbound right-turn lanes and bring the Shields Street bike lanes up to standard through the intersection.



### Open Space Networks

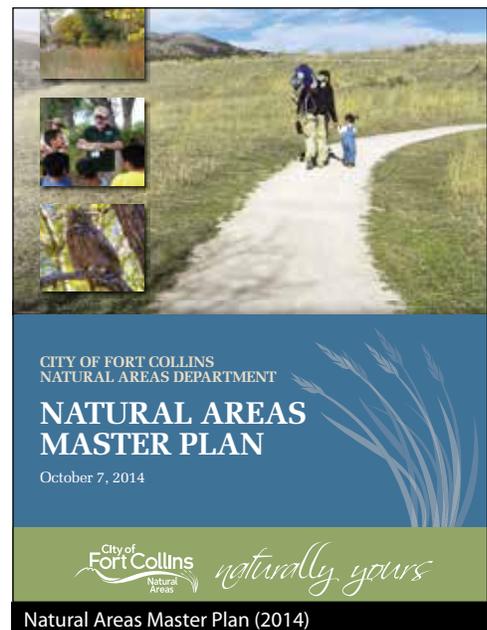
#### Natural Areas Master Plan (2014)

The Natural Areas Master Plan establishes the priorities for conservation and stewardship of the City’s natural areas system for the next ten years based on the values and functions of the natural areas system as a whole, community input, and emerging trends and needs.

*Vision: “Through the work of the Natural Areas Department, a diverse system of conserved and restored lands will connect community members to nature. These conserved lands will protect nature and contribute to the health and wellbeing of our community.”*

#### Natural Areas Master Plan Priorities

- Land and water conservation, including water rights acquisition to enhance and sustain habitat
- Improve water quality, quantity and overall health of the Cache La Poudre River ecosystem
- Connect people to nature through education, outreach and volunteer coordination
- Create “Wilderness in the City”-oriented spaces
- Maintain high-quality ranger and visitor services
- Construct and maintain high quality recreation, public improvements and facilities
- Conserve and restore cultural resources
- Conserve working agricultural lands with prime soils and water
- Prepare or update management plans for all natural areas

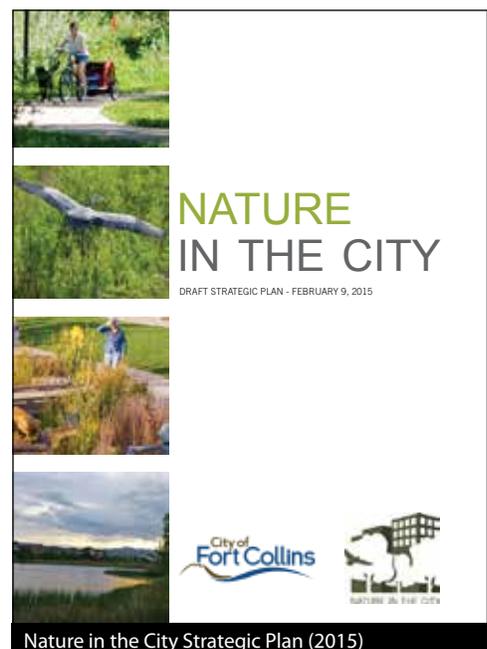


#### Nature in the City Strategic Plan (2015)

The purpose of the Nature in the City Strategic Plan is to ensure that, as our community grows to its build-out population, all residents have access to high-quality, natural spaces close to where they live and work.

#### Nature in the City Objectives

- Ensure every resident is within a 10-minute walk to nature from their home or workplace
- Have natural spaces that provide diverse social and ecological opportunities
- Continue to shift the landscape aesthetic from lawns to more diverse landscapes that support healthy environments for all species



## CSU Planning Efforts

### CSU Master Plan (2014)

The CSU Master Plan maps the physical needs of the University and provides a tool to assess and plan for the future. This document provides University leadership with an outline of current and future program needs and budget requirements to successfully direct and build projects that support future enrollment. The plan separates the campus into three campus areas—(1) Foothills Campus, (2) Main Campus, and (3) South Campus—to depict current and future conditions and framework maps. The plan includes a history of the campus master plan, zoning conditions, projects under construction, funded projects, pedestrian and green space, access, transit, and housing redevelopment plans.

### CSU Parking & Transportation Master Plan (2014)

The CSU Parking and Transportation Master Plan provides strategies for improving overall campus access, circulation, and parking; supporting alternative modes of transportation; and improving customer service for CSU students, faculty, staff, and visitors. The plan includes an overview of current parking management strategies, Transportation Demand Management existing conditions and best practices, a community engagement and strategic communications plan, traffic impact assessment and traffic simulation model, and demand modeling for parking. In addition to this planning effort, CSU recently collected data related to the number of pedestrians and bicyclists crossing Shields Street to get to campus. This data informed the Shields Corridor Analysis presented in this plan.

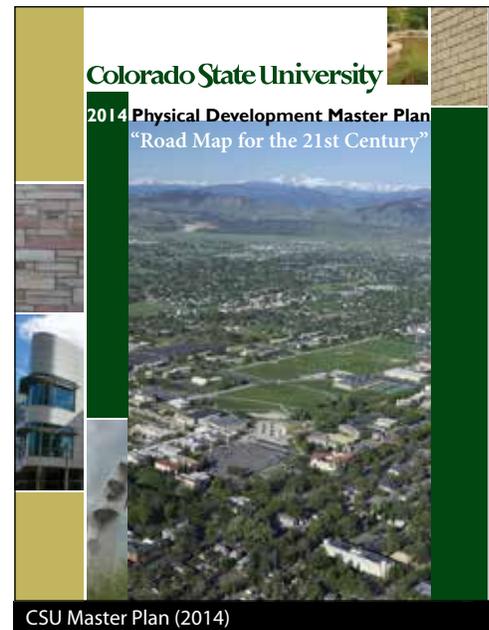
### CSU Bicycle Master Plan (2014)

The CSU Bicycle Master Plan aims to enhance campus sustainability and reduce automobile travel and parking demands by supporting increased bicycling. The plan was completed simultaneously with the City of Fort Collins Bicycle Master Plan so as to align both planning efforts. The plan provides a vision and policy guidance related to bicycle network improvements, bicycle parking, education, enforcement, encouragement, data collection, and priority actions and investments.

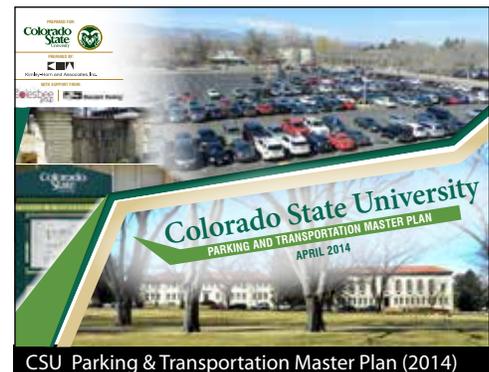
### CSU On-Campus Stadium (ongoing)

In December 2014, the CSU Board of Governors approved the development of a new 36,000-seat stadium, to be constructed on the CSU Main Campus; groundbreaking is currently planned for summer 2015 with opening in fall 2017. As part of the planning for the stadium, CSU commissioned several studies to determine potential impacts and mitigation related to traffic, parking, noise, and light. CSU is currently working on an intergovernmental agreement with the City identifying specific mitigation steps, event management, and funding responsibilities.

The effects of the stadium on the surrounding roadways and neighborhoods have been considered during the planning process of the West Central Area Plan. Specific ideas related to land use and neighborhood character, transportation and mobility, open space networks, and the Prospect Corridor design have been identified and included in Appendix B, in addition to public comments received through the West Central Area Plan outreach.



CSU Master Plan (2014)



CSU Parking & Transportation Master Plan (2014)



CSU Bicycle Master Plan (2014)

## Study Area Change Over Time

The character of the area's individual neighborhoods has been shaped by several forces over time, including:

- Early agricultural land use
- Incremental expansion of the city
- Colorado State University's growth and changes to its campuses
- Increased residential, commercial, and institutional development
- Continued expansion of City services

The earliest of the planned developments in the West Central area dates to 1911, though very little development occurred before World War II. Many of the post-war subdivisions were planned and built with their own distinct features, creating a variety of development patterns, architectural design styles, and character.

### 1974 Conditions

In 1974, a substantial portion of the area north of Prospect Road and south of Mulberry Street was built-out as it currently exists. The single-family residential neighborhoods south of Elizabeth Street had also been established. The area south of Prospect Road existed primarily in agricultural use, except for the Rolland Moore West single-family residential neighborhood near the corner of Taft Hill Road and Drake Road; the Sheely-Wallenberg neighborhood east of Shields Street and south of Prospect Road; and the Aggie Village South student housing at Whitcomb Street and Prospect Road. The commercial center at College Avenue and Prospect Road had also been constructed.

### Changes between 1974 and 1999

Significant infill development occurred between 1974 and 1999, particularly south of Prospect Road. Additional student-oriented multi-family development occurred north of Elizabeth Street and west of Shields Street, in the Campus West area.

Commercial development was focused around the area surrounding Drake Road and Shields Street as well as the "Rite-Aid Shopping Center" at Prospect Road and Shields Street. Some additional commercial development occurred in the Campus West area and near Prospect Road and College Avenue. The Veterinary Teaching Hospital began CSU's development of the South Campus.

Red Fox Meadows Natural Area is a major stormwater detention facility that was constructed near the corner of Prospect Road and Taft Hill Road, creating additional wildlife habitat and a new recreational amenity. The creation of Rolland Moore Park also added a significant open space and recreational asset to the area.

Figure 3. 1974 Aerial Photo

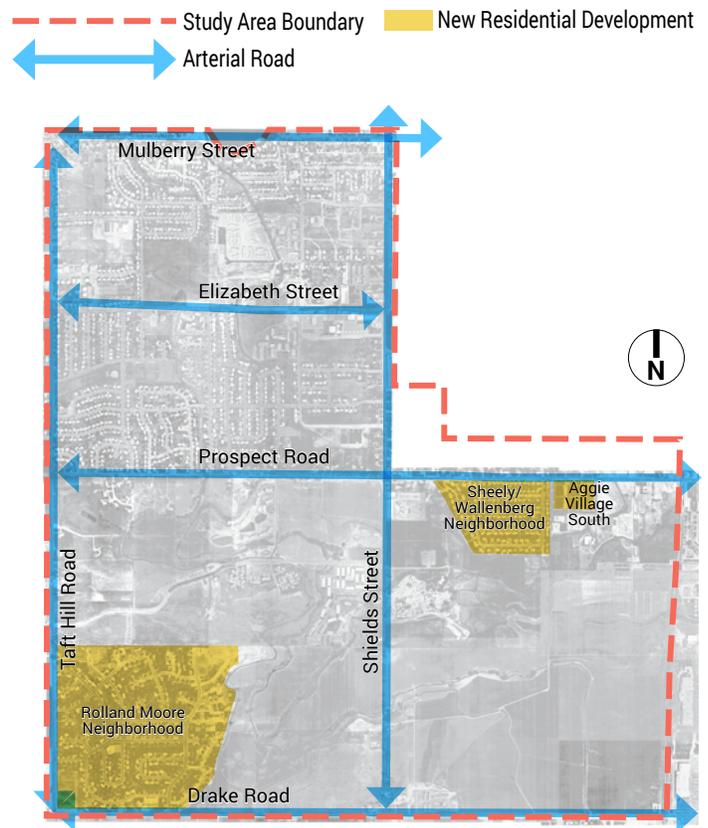
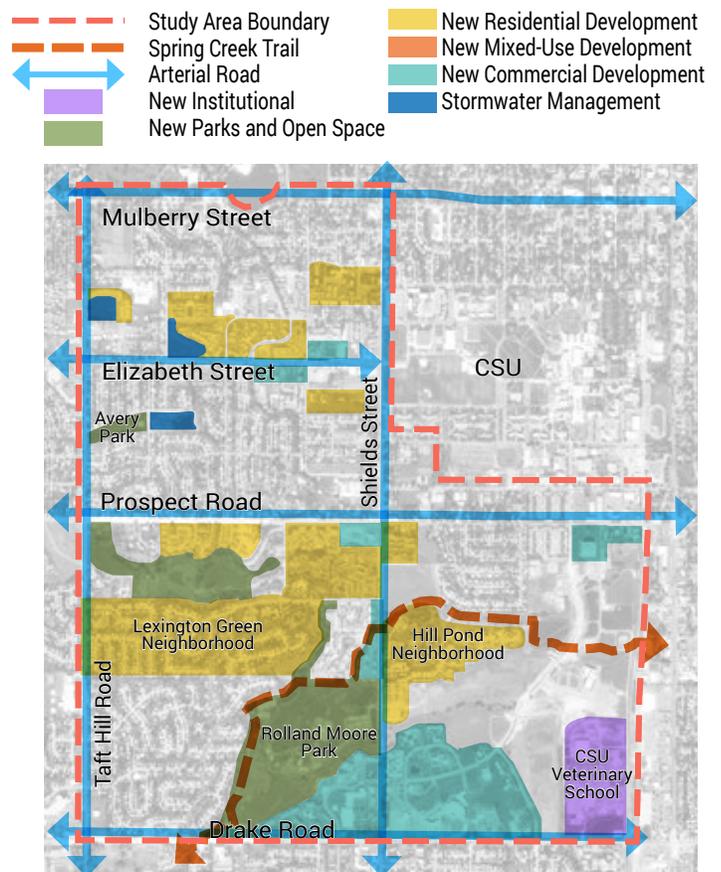


Figure 4. Changes between 1974 and 1999

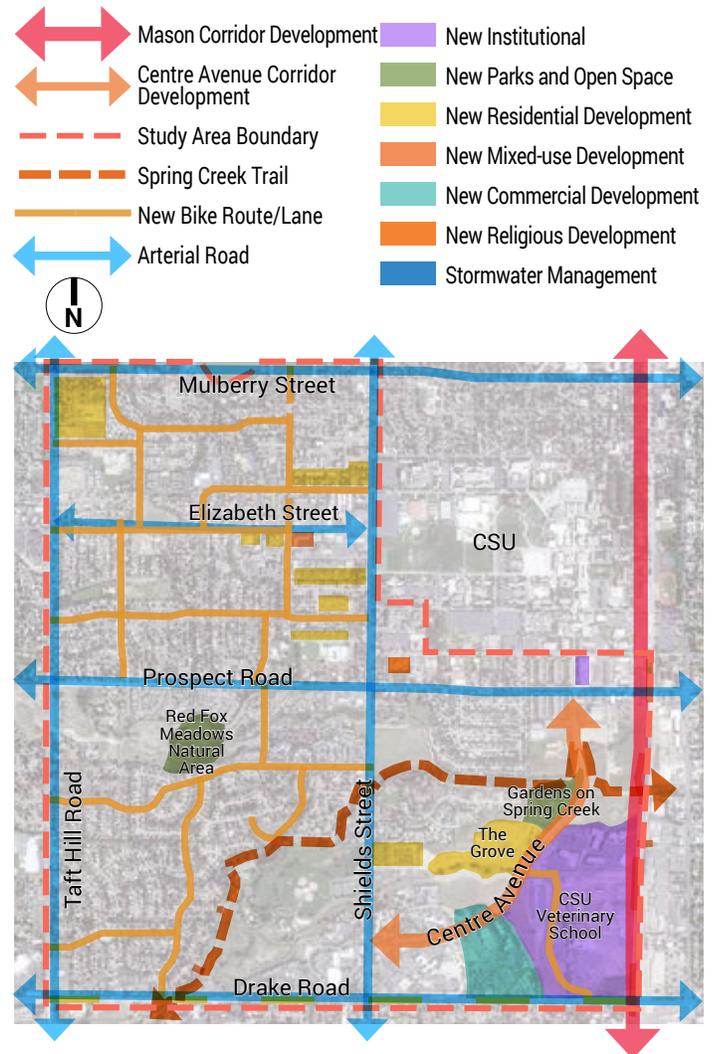


### Changes between 1999 and 2015

The construction of Centre Avenue launched associated development along that corridor, including the construction of the Gardens on Spring Creek, expansion and build-out of the area around the Veterinary Teaching Hospital, and commercial development directly to the west of the Veterinary Teaching Hospital. In addition, The Grove student-oriented multi-family housing was completed along Centre Avenue, and multi-family housing continued to be added in the Campus West area and near Prospect Road and Mulberry Street.

Bike lane striping occurred on many of the neighborhood collector and local streets, as well as West Elizabeth Street. The development of the MAX Bus Rapid Transit and the Mason Trail (Mason Corridor) represents a significant improvement to the overall transit and bike/pedestrian network, acting as a primary north-south connector.

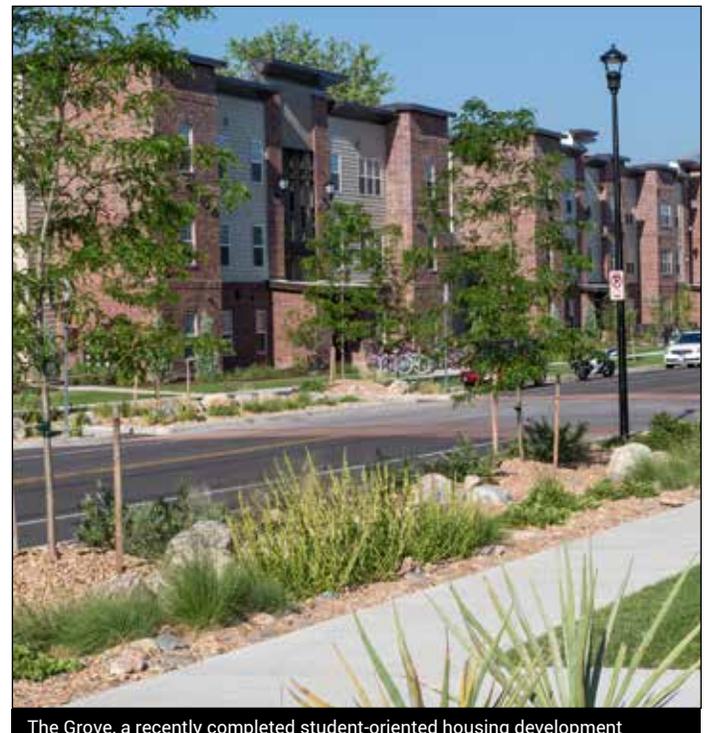
Figure 5. Changes between 1999 and 2015



The Drake Centre shopping center



Gardens on Spring Creek



The Grove, a recently completed student-oriented housing development

## Existing Conditions

The West Central area has the highest concentration of residents of any area in Fort Collins, with a resident population of approximately 20,556<sup>1</sup>. With a land area of approximately 3.6 square miles, the West Central presently houses about 14.2% of the City's entire population (144,329<sup>2</sup>) on 6.7% of its total land area<sup>3</sup>. Based on the latest North Front Range Metropolitan Planning Organization (NFRMPO) data, the population growth in the West Central Area is expected to outpace growth citywide between now and 2035, which indicates a demand for additional residential development and redevelopment in this area. Moreover, CSU anticipates adding approximately 8,000 students and 1,000 faculty and staff by 2024, which will impact the area's housing demand and public and private service needs.

Additional information on existing conditions in the West Central area is provided in Appendices C and D.

### Land Use & Neighborhood Character

The West Central area is comprised of several stable neighborhoods at the edge of the Colorado State University Campus with a variety of housing types and densities throughout. The neighborhoods are directly influenced by student and other population growth. Plans for a new CSU on-campus stadium and other facilities have further increased the perception of multiple pressures on these neighborhoods.

The demand for rental housing, driven in part by the recent recession and the trend of "millenials" delaying home ownership, has created pressure for additional apartments, townhome, and single-family rental houses in this area. In addition, CSU houses only a portion of its students on-campus, so the remaining students must find housing elsewhere in the city. This results in the conversion of many single-family dwellings into rental units and short-term occupancy, with associated challenges related to property maintenance, renter behavior, differing lifestyles, and over-occupancy of homes within neighborhoods. Maintaining the affordability and desirability of these neighborhoods for a range of residents, including students and families, has long been a priority for the West Central area.

Current zoning, notably the High Density Mixed-Use Neighborhood (HMN) and Neighborhood Conservation Buffer (NCB) districts, allows for increased density on key properties within the West Central area; however,



Typical houses in the Rolland Moore West neighborhood

there are ongoing concerns that infill and redevelopment will impact the character and desirability of existing neighborhoods and may have an impact on adjacent historic structures.

Several historic structures and one historic district, the Sheely Neighborhood, exist within the West Central area. Preserving the integrity of these historic features has become a concern for many residents and others as pressure from new development increases. Due to the age of many of the buildings within the West Central area (approaching 50 years or older), there are many additional structures that could be recognized for historic characteristics in the near future. As with other older neighborhoods in the city, this could result in additional restrictions or requirements for additions, renovations, and redevelopment of potentially historic buildings.

A number of commercial and institutional development projects have altered the West Central area over time: the Campus West commercial district, Drake Centre Shopping Center, Centre for Advanced Technology, Raintree Plaza, and Spring Creek Medical Center provide retail, restaurants, medical care, and other services to neighborhood residents. A number of grocery stores are located around the perimeter, though outside the boundary, of the West Central area. However, since the closure of the Steele's Market near Drake Road and Shields Street, there is no longer a grocery store within convenient walking or bicycling distance for many area residents.

### Transportation & Mobility

Due to the incremental growth and development of the West Central area, roads, sidewalks, and other transportation facilities have been developed inconsistently and to various standards over time. Constrained, high traffic arterial roads, such as Prospect Road and Shields Street, are perceived as barriers for

1 U.S. Census Bureau. (2012). American Community Survey. Accessed from: <http://factfinder2.census.gov/>

2 U.S. Census Bureau. (2012). American Community Survey. Accessed from: <http://factfinder2.census.gov/>

3 Note: The figures provided here differ from those provided in the 1999 West Central Neighborhoods Plan (Chapter 1, Page 3). The previous plan relied on a different dataset, which included the CSU Main Campus in its population estimates. These population estimates do not include the resident student population on the CSU campus outside the West Central Area.

crossing to and from campus, schools, community facilities, shopping centers, or other destinations. Bike and pedestrian facilities along these corridors typically do not meet current City standards and feel unsafe or uncomfortable to users. Discontinuous sidewalks, a lack of convenient crossings along arterial roads, and the need for sufficient traffic calming within neighborhoods present challenges for residents and commuters alike. Alternative routes and connections for bikes and pedestrians are often lacking, so there is a need for a more effective multi-modal network of bike and pedestrian facilities in order to provide safe, easy, and convenient alternatives to driving.

The high population density and concentration of schools and destinations in the area results in higher transit ridership than other areas of the city. Routes along the West Elizabeth corridor have the highest ridership, and CSU has helped fund additional routes and service to better meet the demand of students commuting to campus in recent years. At the same time, there is still unmet demand and opportunity to improve transit service and connections, particularly to the MAX, in the West Central area.

Maintaining adequate parking in neighborhoods, particularly close to the CSU campus and for multi-family developments, is an ongoing challenge. The Residential Parking Permit Program (RP3) has been successfully implemented in the Sheely and Wallenberg neighborhoods and could eventually be applied to other neighborhoods to address parking concerns.

### Open Space Networks

There is a concentration of parks, recreation, open space, and trail amenities within the West Central area, including Rolland Moore Park, Avery Park, Red Fox Meadows Natural Area, Ross Natural Area, the Senior Center, Gardens on Spring Creek, the Spring Creek Trail, and the Mason Trail. Spring Creek is a primary open

space corridor for both wildlife habitat and recreation and is an important connection between other parks and open spaces. Three major irrigation ditches traverse the area: New Mercer Canal, Larimer County Canal Number 2, and the Arthur Ditch. These serve multiple functions, providing habitat, managing stormwater, and delivering water to customers. There may be future opportunities to improve recreational access in some locations along ditches. The open space network also includes a number of stormwater detention areas located on both public and private property, which also present opportunities for future enhancement.

As development occurs, it is important to maintain an adequate amount of open space to provide both wildlife habitat and recreational opportunities for current and future residents. Residents have expressed a desire to ensure new development continues to provide adequate access to high-quality parks and open space.

### Prospect Corridor

Prospect Road was an early transportation corridor in the city, and was developed in a rural setting. Early housing development along this corridor constrained the public right-of-way, which is now limited in its ability to meet existing and projected transportation needs. This high-traffic corridor is uncomfortable for bicyclists and pedestrians to travel along and across and requires a number of improvements to meet the needs of all users — vehicles, bicycles, pedestrians, and transit riders. Given the constrained right-of-way conditions on Prospect Road, improvements to Lake Street (one block north and parallel to Prospect Road) were evaluated in conjunction with design options for Prospect Road. There are opportunities to improve both Prospect Road and Lake Street to better serve residents and commuters, accommodate through-traffic, and connect to the MAX bus rapid transit line.



Ditch running through Red Fox Meadows Natural Area



Lack of bike facilities along Prospect Road

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# West Central Area Vision

# West Central Area Vision

Given the area’s history and diversity, envisioning a unifying and cohesive future character was one of the first priorities in the planning process. The vision was developed through extensive community engagement, including two visioning workshops, an online survey, the work of two advisory committees, and outreach to City Boards, Commissions, and City Council.

The intent of the vision is to reflect:

- The features that are most valued by residents and stakeholders and that should be preserved
- Opportunities to improve the current state of the area and better support quality of life
- Citywide goals and policies that are relevant to the West Central area

## LU Land Use & Neighborhood Character

*Vibrant and diverse neighborhoods that provide a high quality of life.*

- LU1 Desirable, safe, and attainable neighborhoods that are a source of pride
- LU2 Conveniently located parks, trails, open space, services and employment
- LU3 New development that is compatible with existing development
- LU4 A range of incomes and a wide variety of housing options
- LU5 Well-integrated campus community
- LU6 A collaborative design process that respects neighborhood concerns



## T Transportation & Mobility

*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.*

- T1 Safe routes to school, CSU, and other major destinations
- T2 Safe, reliable, arterial streets that are easy to cross and serve residents and commuters
- T3 Option for residents to live without a car
- T4 Reshaped and retrofitted streets that meet the needs of all ages, abilities, and modes
- T5 Safe and efficient travel by car with adequate, convenient parking
- T6 Improved transit service and convenient stops
- T7 Easy access to transit (including MAX)



The vision of the West Central Area Plan is described for four primary focus areas: Land Use and Neighborhood Character, Transportation and Mobility, Open Space Networks, and the Prospect Corridor. The four vision categories represent a unified and holistic vision for the overall project, with some level of overlap between each topic area.

These vision statements provide a foundation for the policies, projects, and programs in the plan, as well as the design for the Prospect Corridor. The policies and recommendations of the West Central Area Plan align with the vision statements presented here. Where a particular policy corresponds to one or more vision statements, the icon for that statement (e.g., LU1) is included.

## OS Open Space Networks

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

- OS1 Access to nature, recreation, and environmental stewardship opportunities
- OS2 Parks and open spaces that offer a variety of settings and experiences
- OS3 Attractive urban landscape that supports habitat, character, and shade
- OS4 Preserved and enhanced wildlife habitat and corridors
- OS5 Comprehensive and ecological approaches to stormwater management



## P Prospect Corridor

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

- P1 Safe and comfortable corridor for all modes of travel
- P2 Safe crossings
- P3 Attractive gateway to campus, downtown, and midtown
- P4 Seamless connection to MAX



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# LU Land Use & Neighborhood Character

LU

# Land Use & Neighborhood Character Vision

Vibrant and diverse neighborhoods that provide a high quality of life

- LU1 Desirable, safe, and attainable neighborhoods that are a source of pride
- LU2 Conveniently located parks, trails, open space, services and employment
- LU3 New development that is compatible with existing development
- LU4 A range of incomes and a wide variety of housing options
- LU5 Well-integrated campus community
- LU6 A collaborative design process that respects neighborhood concerns



## Areas of Stability, Enhancement & Development

The West Central area has been divided into four general classifications based on the level of development or redevelopment that is expected in specific areas:

- Areas of **significant new development** or redevelopment
- Areas of **some new development** or redevelopment
- Areas requiring **neighborhood enhancements**
- Areas of **stability**

These areas are described below and are further detailed in Figure 6.

### Significant New Development or Redevelopment

Significant new development or redevelopment is anticipated on key vacant or under-utilized parcels, potentially resulting in change of use or intensity. Specific areas identified for potentially significant new development or redevelopment include:

- The High Density Mixed-Use Neighborhood (HMN) District (North of Prospect Road between Shields Street and Whitcomb Street)
- Vacant 20-acre parcel south of Prospect Road and east of Shields Street
- Various vacant or under-utilized parcels throughout the area, primarily along Shields Street, Prospect Road, and other arterial streets

### High Density Mixed-Use Neighborhood (HMN) District

This area is the only location where the High Density Mixed-Use Neighborhood (HMN) zoning occurs within the city, which was created as a result of the 1999 West Central Neighborhoods Plan. This district represents an edge condition and provides a transition between the Sheely neighborhood and the CSU Main Campus. Given the numerous parcels that comprise this area, new development will likely occur through multiple small- or medium-scale projects. Sensitivity to historic structures will require careful design solutions and collaboration with the Landmark Preservation Commission.

This area is expected to build out in accordance with the existing zoning, with residential density at a minimum of 20 dwelling units per acre. While five-story buildings are allowed, the height, mass, and scale of buildings will be critically evaluated to achieve compatibility with adjacent development and to positively impact the neighborhood and community. The allowable density and proximity to campus create opportunities for mixed-use buildings and campus-related uses, as well.



Vacant parcel in the HMN zone along Prospect Rd.



Vacant 20-acre area near Prospect Road and Shields Street

### Vacant 20-Acre Parcel South of Prospect Road and East of Shields Street

This site is the largest undeveloped tract in the West Central area and includes two zone districts, Neighborhood Commercial (NC) and Medium Density Mixed-Use Neighborhood (MMN). The NC zone is approximately ten acres in size and acts as the core of the parcel, with exposure along Shields Street. This area is expected to develop in an urbanized commercial manner. Opportunities exist for dwelling units above commercial space. The MMN zone surrounds the commercial core and is intended to offer a variety of housing options, as well as a land use transition for the Sheely neighborhood to the east. There is potential for a well-designed cohesive development that creatively addresses both the market potential and neighborhood desires for the site.

### Various Vacant or Under-Utilized Parcels

These parcels are scattered throughout the plan area and are generally under market pressure to redevelop in a manner greater than would otherwise be allowed by the current parameters of the Low Density Residential (RL) or Neighborhood Conservation Buffer (NCB) zone districts. Such redevelopment will be carefully evaluated so that new uses protect neighborhood character, are well-designed, and mitigate traffic and other external impacts. Collaboration with surrounding neighbors is expected to result in land uses that are appropriate with a design that is sensitive to the surrounding context.

### Some New Development or Redevelopment

Some market driven infill and redevelopment is likely to occur in some locations in the West Central area. The most notable location of potential development is the Campus West commercial area.

#### **Campus West Commercial Area**

The existing commercial centers should be strengthened to serve as a cohesive “main street” along West Elizabeth Street. This area is expected to build out with a high degree of urban character in accordance with the current Community Commercial (CC) zone district. Redevelopment is encouraged to provide street-facing patios and other features that would animate the streetscape. Mixed-use development is strongly encouraged to provide housing opportunities above commercial space. Corporate prototype design will be discouraged or modified so the district remains distinct and builds upon its unique character. The West Elizabeth Enhanced Travel Corridor (ETC) Project will further explore the integration between transportation and land use in this area.

### Neighborhood Enhancements

Some reinvestment in infrastructure, services, and programs is appropriate for some neighborhoods within the West Central area.

These neighborhoods are generally located between Mulberry Street and Prospect Road, and between Taft Hill Road and Shields Street. The neighborhoods were generally developed over the decades following World War II, typically as one-story ranch-style residences. Many of the residences in this area are currently rental homes, and there is likely to be an increasing interest in renovations and remodels of these houses as housing prices increase throughout Fort Collins. Infrastructure improvements to roadways, street lighting, other aesthetic and safety improvements, and additional neighborhood services and programs will be prioritized in this area.

### Areas of Stability

Mature, stable areas unlikely to change significantly in the coming years. The neighborhoods designated as “areas of stability” feature a variety of housing styles along quiet neighborhood streets. These neighborhoods will be preserved and enhanced, with infrastructure improvements where needed. While stable, these neighborhoods experience some pressures related to the demand for rental housing, the short-term nature of students and other tenants, and an overall increase in population and traffic in the West Central area. There are no proposed land use changes for the stable neighborhoods.



Typical single-family house in the neighborhood south of Campus West



Existing stable neighborhood west of Rolland Moore Park



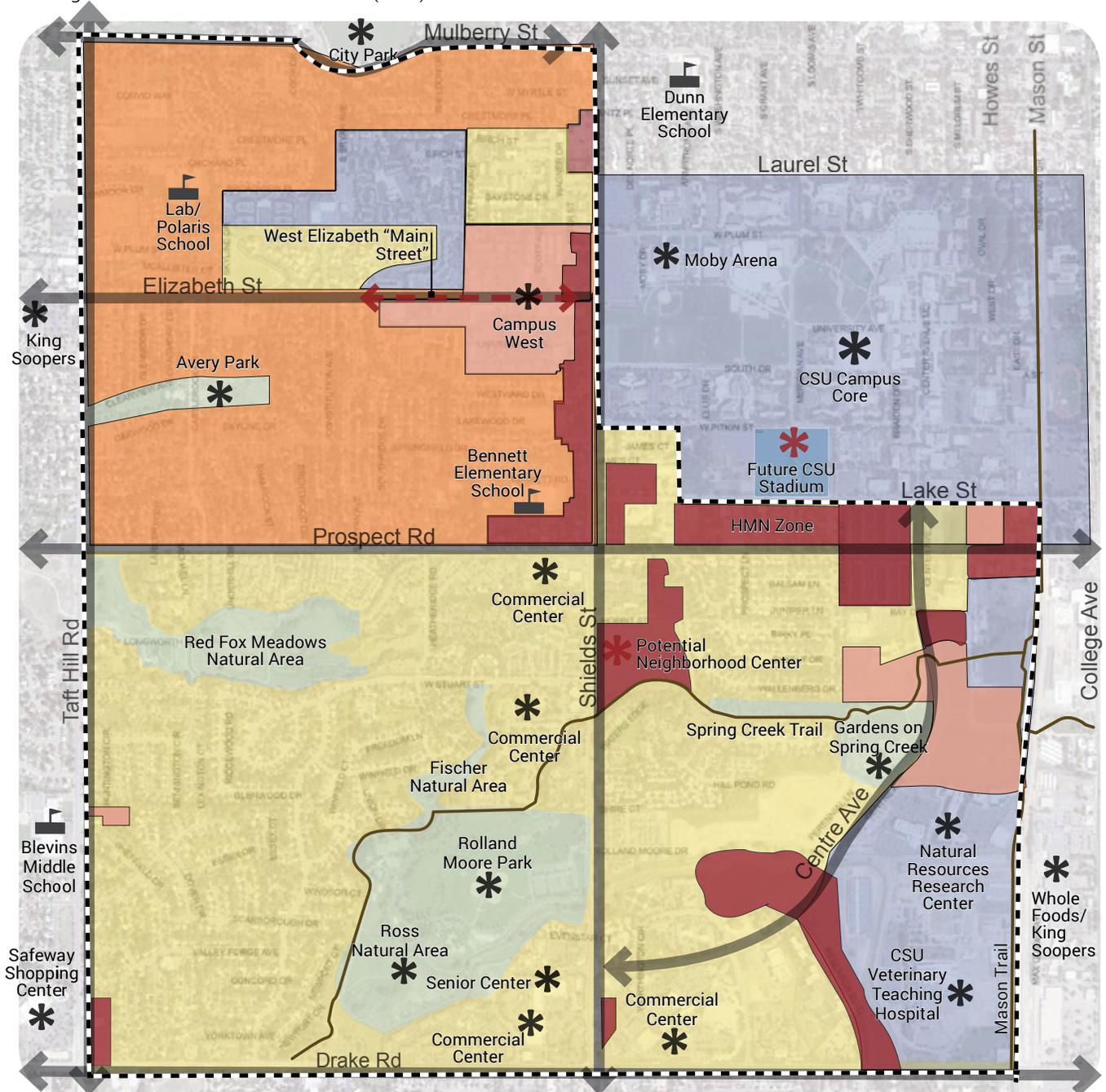
Existing McDonald's in Campus West commercial area



Fort Collins Senior Center, located within an area of stability

**Figure 6. Areas of Stability, Enhancement & Development**

The map below designates areas of stability, enhancement and development to depict a vision for where the greatest future change is most likely to occur, where enhancements are needed, and where existing stable areas should be protected and preserved. Developers and decision-makers should refer to the map when considering changes in zoning or Additions of Permitted Use (APU).



**Legend**

**Existing Elements**

- West Central Area Boundary
- Arterial Road
- Parks & Open Space
- CSU Property
- Major Trail
- 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, some new programs or services may be appropriate

West Elizabeth "Main Street"

Potential Key Destinations



## Policies

The Land Use and Neighborhood Character policies emphasize the importance of strengthening neighborhoods and providing adequate services in the West Central area. Neighborhoods should be desirable, safe, and a source of pride for all residents, with convenient access to parks, trails, open space, services, and employment. This section provides guidance for new development to ensure compatibility with existing neighborhoods, while accommodating future urbanization. A variety of housing types will ensure that residents from all socio-economic levels may find suitable housing in the area.

The following policies are organized into three categories: Code Enforcement and Education, Neighborhood Services, and Neighborhood Character.



Recent commercial development in the West Central area



Neighborhood clean-up programs

### Code Enforcement & Education

- 1.1 Promote good property maintenance and yard care practices to contribute to attractive, desirable neighborhoods
- 1.2 Maintain the livability of neighborhoods for a variety of residents through existing occupancy limits
- 1.3 Support programs and initiatives that seek to educate renters, landlords and property managers, and long-time residents about living as part of a diverse community

### Neighborhood Services

- 1.4 Ensure that the West Central area remains a safe place to live, work, travel, and play for all ages
- 1.5 Construct new public improvements and upgrade aging infrastructure to better serve neighborhood residents
- 1.6 Maintain and improve streets to support neighborhood aesthetics and environmental quality
- 1.7 Maintain employment opportunities and access to amenities

### Neighborhood Character

- 1.8 Maintain established, mature neighborhoods as areas of stability
- 1.9 Provide guidelines to ensure new development is compatible with adjacent neighborhoods
- 1.10 Emphasize and respect the existing heritage and character of neighborhoods through a collaborative design process that allows for a neighborhood dialogue
- 1.11 Encourage a variety of housing types so that residents from all socio-economic levels may find suitable housing in the area
- 1.12 Encourage Colorado State University involvement in neighborhood planning and development efforts and participation in activities that strengthen neighborhoods

## Code Enforcement & Education

### 1.1 Promote good property maintenance and yard care practices to contribute to attractive, desirable neighborhoods LU1

Continue to pursue a proactive approach to identifying, monitoring, and responding to code violations.

Continue to prevent recurring code violations on individual properties through increased fines or other escalating enforcement measures.

Efforts to educate and improve the maintenance and management of rental properties should focus on both landlords and renters.

#### Action Items

##### Education

- Promote the annual **Neighborhood Services Landlord Training Program**, which offers landlords and property managers an opportunity to stay current with all applicable building and property maintenance codes. Adopt a “Preferred Landlord” credential for participants and incentivize participation.
- Encourage rental tenants’ participation in a training program and adopt a **“Preferred Tenant” credential** for participants. Utilize the CSU Off-Campus Life education programs as a starting point for tenant certification. Rent discounts or priority access for renters to available units could provide additional incentives for participation.
- Support the establishment of **networking and professional development group** for landlords and property managers that meets casually to socialize and discuss ideas and challenges related to property management.

##### Enforcement

- Form a committee to explore the creation of a citywide **landlord registration or licensing program** as a means to improve building safety, improve compliance with City codes, and increase accountability for the management of single-family



Example of nuisance property requiring code enforcement

properties. Such a program would require contact information for landlords, tenants, and property managers to improve communication.

- Continue to strengthen the **effective enforcement of nuisance ordinances**. Focus enforcement efforts on neighborhoods with proportionately higher number of violations.
- Update the City Code to clarify the enforcement violations related to **dead grass and bare dirt in front yards**.
- Review the current strategy for the **escalation of fines** and other enforcement measures for repeat code/public nuisance violations, and update as needed.
- Provide **annual education** of residents related to unscreened trash to reduce the number of violations.
- Develop a strategy to **proactively enforce sidewalk shoveling** by property owners along important pedestrian routes (e.g., to schools, parks, and other major destinations) (see also Policy 2.2).

#### What We Heard

*Management and maintenance of rental properties has been an ongoing concern in these neighborhoods for many years.*

### 1.2 Maintain the livability of neighborhoods for a variety of residents through existing occupancy limits LU1

Continue the enforcement of the City’s existing occupancy ordinances, commonly referred to as “U+2” or “three-unrelated.” Extra occupancy rental houses are not permitted in the Low Density Residential (RL) District but may be considered in the other zoning districts within the West Central area.

#### Action Items

- Expand **education efforts** related to the impacts and requirements of occupancy limits in partnership with CSU and Front Range Community College (FRCC).
- When community service is required as a penalty for violations, apply the **community service** to the neighborhoods in which the violations frequently occur.



Signs of occupancy ordinance violation

### 1.3 Support programs and initiatives that seek to educate renters, landlords and property managers, and long-time residents about living as part of a diverse community LU1 LU5

Improve education of renters on the responsibilities of living in a neighborhood, how to be a good neighbor, and how to get involved in neighborhood organizations. Education efforts should occur both prior to and in response to the occurrence of violations.

Improve communication with property owners and neighborhood residents about the codes that are in place and how they are enforced. Efforts should be taken to ensure that residents and code compliance staff have similar expectations about how code enforcement will occur in neighborhoods.

Participation in education programs should be included as part of the penalties associated with public nuisance, occupancy, drug and alcohol, code violations, and other offenses. For example, CSU students issued certain tickets are already required to attend a class about living in the community.

#### Action Items

##### Renter Education

- Continue **existing educational programs** offered by Neighborhood Services and CSU Off-Campus Life. Strengthen CSU Off-Campus Life's existing programs for educating students about the responsibilities of living off-campus and being a good neighbor (e.g., Party Smart, Community Welcome, Ice Cream Welcome Wagon, First-Year Seminar Classes, Where Will I Live Next Year Seminars).
- Fund an **additional staff position** to support the Community Liaison position. Such a position would strengthen existing Neighborhood Services and Off-Campus Life partnership programs, as well as the implementation of new programs and strategies. The costs of this position should be shared between the City and CSU.
- Work with **Front Range Community College** to develop a program for educating students about living in the community.

##### Landlord Education

- Create a program that requires landlords to attend a **class on rental property management** in response to public nuisance ordinance violations.

##### Neighborhood Outreach & Education

- Support the establishment and growth of **organized neighborhood groups**. The Neighborhood Services department will continue to serve as a resource for existing and new neighborhood organizations.

- Schedule **annual meetings** with neighborhood residents within the West Central area. As part of these meetings, attendees can share their experiences related to living in a diverse neighborhood and discuss expectations for property owners, landlords, renters, law enforcement, and City staff. Such meetings should be discussion-based, interactive, and fun.
- Leverage existing **neighborhood newsletters** to improve communication to neighborhood residents and property owners. The City should provide additional information and education through Neighborhood News (City of Fort Collins), homeowners association and apartment complex newsletters, Northern Colorado Rental Housing Association newsletter, Nextdoor (social media site), and other newsletters and forums used by neighborhood residents.
- Support the efforts of Police Services and the CSU Police Department to include educational information and programs as part of their **enforcement and community outreach** strategy.
- Continue to hold neighborhood meetings regarding **crime activity and safety concerns** as needed.
- Include educational information about City code requirements as part of the **code violation letters** sent to residents. A summary of the most common violations and strategies for avoiding them should be included.

#### Data Management

- Improve the utilization of **code violation data** to identify trends, problem areas, and communicate with the public.
- Create an online, publicly-accessible **map of code violation data** to serve as a communication and education tool.

#### What We Heard

*Neighborhood residents would like to see additional renter education provided on an annual basis.*



Community welcome event at the beginning of the school year

## Neighborhood Services

### 1.4 Ensure that the West Central area remains a safe place to live, work, travel, and play for all ages LU1 T4

The need for additional public services should be closely monitored over time in an effort to maintain public safety and retain neighborhood vitality for all ages and income groups.

In order to enhance safety, public street lighting should be added and/or retrofitted to fill existing gaps along public streets and bring illumination levels up to current standards. Consider installing back-side shields to mitigate light spillage onto private property, where needed.

#### Action Items

- Establish a **Police Services sub-station** within the West Central area. Such a center could also include community-oriented services, such as a shared community room, office space for CSU and community organizations, or other amenities. Consider including the new sub-station within a future CSU parking structure near Shields Street and West Elizabeth Street.
- **Monitor crime incidents and trends** in the West Central area to determine if additional patrols, safety features, or other resources are needed.
- Coordinate with the Light & Power department to map **gaps in lighting** and opportunities to bring existing light fixtures up to current standards along major streets and within neighborhoods. Consider a range of safety and privacy considerations when determining whether additional lighting is necessary. Ensure all new light fixtures are down-directional, shielded from adjacent residences, and energy efficient.
- Review and update **current policies for upgrading and adding street lighting** to ensure that it allows for the adequate protection of public safety within neighborhoods.
- Continue to trim tree branches that block **sight distance** at intersections and stop signs.
- Continue to identify locations for physical **traffic calming** or radar speed indicators.
- Regularly **maintain curb paint** to prevent parked cars from blocking driveways and interfering with sight distance at intersections.
- Continue to identify locations where additional lighting, sidewalk connections, traffic calming, and other **neighborhood safety improvements** are needed over time.

1.5

### Construct new public improvements and upgrade aging infrastructure to better serve neighborhood residents

LU1 T4 T6

As the infrastructure in the West Central area continues to age, regularly maintain and upgrade facilities to better serve the neighborhoods. Sidewalk connections, traffic calming, pedestrian safety features, and aesthetic improvements are all priorities.

#### Action Items

- **Upgrade existing bridges** to include sidewalks and safety railings, particularly over irrigation ditches.
- Improve **neighborhood identity** and aesthetics with entry signage.
- Add **shelters** to existing and future bus stops (see also Policy 2.7).
- Continue to **widen existing attached sidewalks** where feasible. Fill in missing gaps in sidewalks within neighborhoods.
- Provide information to neighborhood residents about **Access Fort Collins**, an application that allows users to directly report issues to City departments.
- **Coordinate among City departments** to make specific improvements in the West Central area: Planning, Streets, Traffic Operations, Transport, Neighborhood Services, Engineering, Stormwater, and other relevant departments.

#### What We Heard

*There is a need for upgraded infrastructure within neighborhoods such as sidewalks, bridges and other safety measures, as well as aesthetic upgrades, such as street trees.*



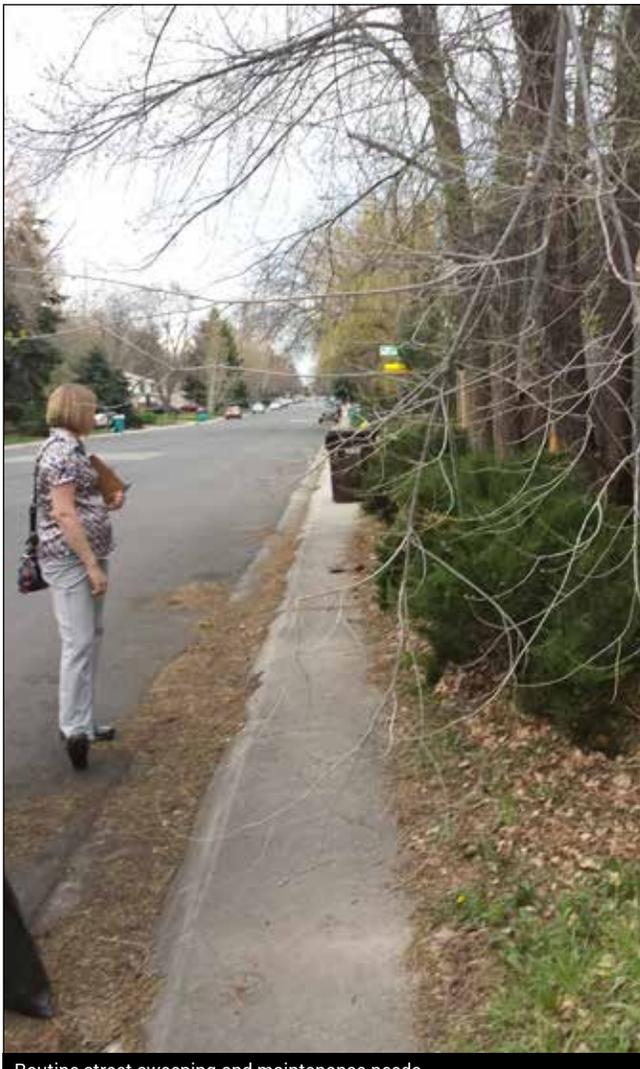
Fill in missing gaps in sidewalks

**1.6 Maintain and improve streets to support neighborhood aesthetics and environmental quality.** LU1 T4 OS5

Continue regular street sweeping and street maintenance to beautify neighborhood streets, reduce flooding impacts, and support public health and safety.

**Action Items**

- Properly **notify neighborhood residents** of routine street sweeping operations to ensure that street parking is cleared so debris can be effectively removed. Explore strategies for better informing residents of the street sweeping schedule.
- Continue to implement the **Street Maintenance Program** within the West Central area to ensure that aging infrastructure is repaired and upgraded as needed.
- Continue to add **street trees** throughout the area, particularly along Prospect Road west of Shields Street, along collector roads, and near entrances to neighborhoods.



Routine street sweeping and maintenance needs

**1.7 Maintain employment opportunities and access to amenities** LU2 T3

Allow for a greater mix of land uses within existing commercial centers in order to fill vacancies, activate the area, and offer amenities in close proximity to neighborhoods.

Consider a wider range of potential land uses within under-utilized commercial centers to promote economic viability than would otherwise be permitted under current zoning. Non-traditional uses such as employment, entertainment, or cultural activities may be appropriate in some cases.

**Action Items**

- Maintain the **Neighborhood Commercial (NC) zone district** to allow for future development of a mixed-use neighborhood center near Shields and Prospect.
- Encourage businesses to locate in **existing, underutilized commercial buildings** whenever possible.

**What We Heard**

*The results of two online surveys indicate the demand for additional services within the West Central area. The top three desired amenities for a neighborhood center are restaurant, grocery, and open space uses.*



Vacant parcel zoned for a neighborhood commercial center near Prospect Road and Shields Street

## Neighborhood Character

### 1.8 Maintain established, mature neighborhoods as areas of stability LU1 LU4

Protect the quality of life in existing stable neighborhoods within the West Central area. Neighborhoods that are zoned for Low Density Residential (RL) should not be considered for further housing densification, such as allowing existing houses to convert to duplexes or by adding accessory dwelling units.

Density that exceeds three dwelling units per acre or includes accessory dwelling units (e.g., carriage houses, basement apartments) should be steered to the following zone districts: Low Density Mixed-Use Neighborhood (LMN), Medium Density Mixed-Use Neighborhood (MMN), Neighborhood Conservation Buffer (NCB), and High Density Mixed-Use Neighborhood (HMN).

#### Action Items

- Create a **development guide or workbook** that shows the potential opportunities for improving aging homes so that the existing housing stock is better equipped to serve the next several generations.

### 1.9 Provide guidelines to ensure new development is compatible with adjacent neighborhoods LU2 LU3 LU5 LU6

The height, mass, and scale of new development in the High Density Mixed-Use Neighborhood (HMN) zone district, Neighborhood Commercial (NC), Community Commercial (CC) and other areas of development or redevelopment should be compatible with adjacent development and sensitive to the context of the area.

Additionally, New development should be pedestrian-oriented, mixed-use and contribute to a vibrant streetscape to support and integrate with surrounding neighborhoods.

#### Action Items

- Update the Land Use Code standards for the **HMN zone district** to clarify requirements related to mass, scale, and building design.

#### What We Heard

*It is important to residents that new multi-family developments should be compatible with the character of the neighborhoods in which they are built.*

### The following principles should guide new development in the West Central area:

- Design of new development must be sensitive to the general context and overall character of the neighborhood, influenced by local attributes, and demonstrate cohesiveness with adjacent properties. Out-of-scale development in relationship to existing development will be discouraged.
- Compatibility can be achieved through careful site planning so that mass and scale are mitigated and located away from existing houses. Careful use of open space, yards and building setbacks, within an urban context, will help with density transitions.
- Building entrances should be oriented toward public streets.
- Height should be stepped back and buildings set back so that taller buildings do not loom over the street and shadowing of private property is minimized.
- Parking lots should be located to the side and rear of buildings.
- Building forms are expected to be responsive to the individual context of the site.
- Each site will relate to the street by a plaza, courtyard, entry feature or other ground floor amenities that enliven pedestrian interest and enhance the public streetscape.
- Additions and renovations to all properties are encouraged to be toward the side and rear and follow the Secretary of Interior Standards for the preservation of historic properties.

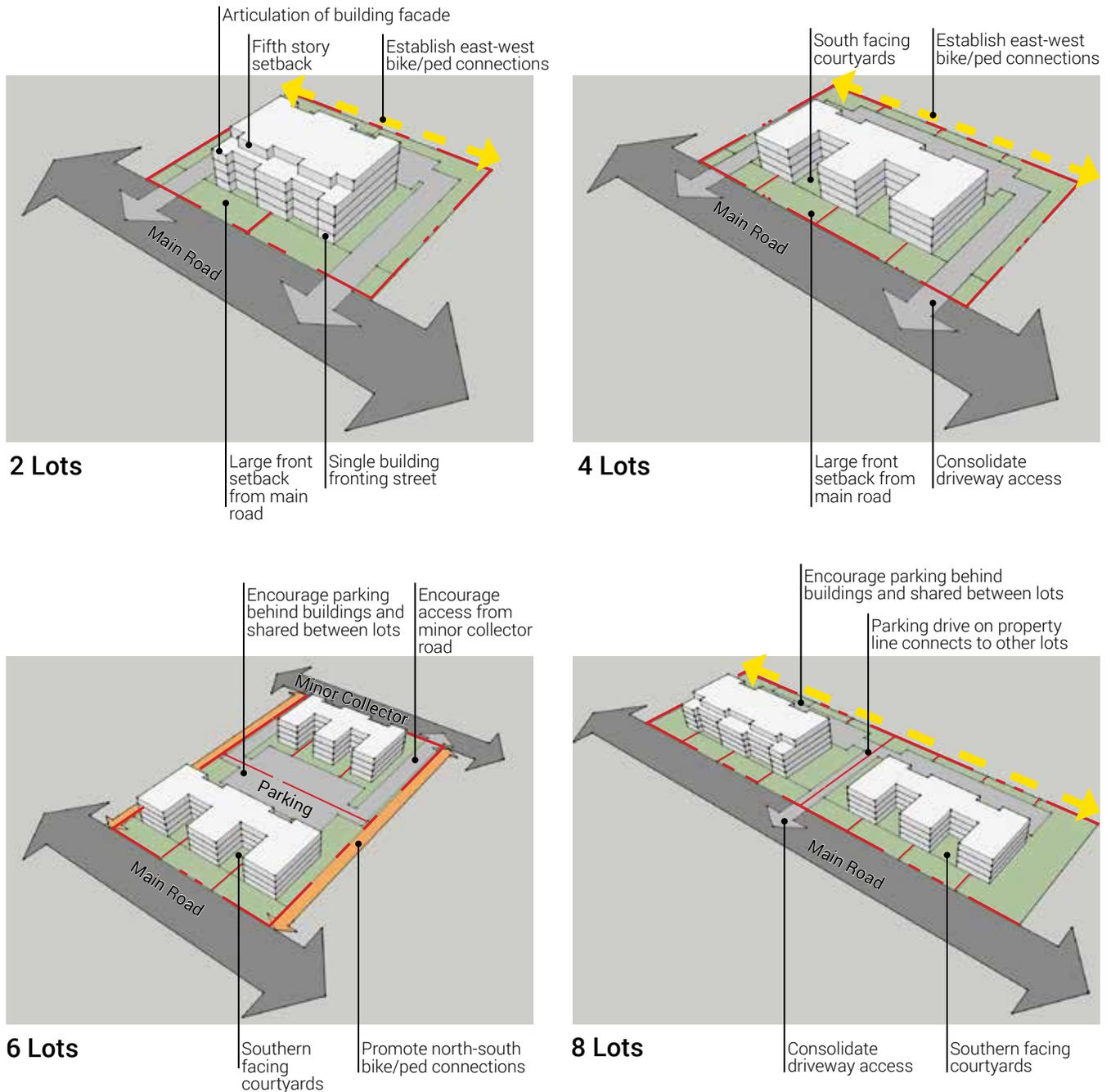


New development should complement existing neighborhoods

### Figure 7. Potential Redevelopment Scenarios in the HMN Zone (Policy 1.9)

The High Density Mixed-Use Neighborhood (HMN) zone is generally located between Prospect Road and the CSU main campus. The HMN zone is comprised primarily of small lots varying in size, which could potentially be consolidated to successfully accommodate new development. The examples below illustrate a variety of lot consolidation scenarios addressing access, parking, setback and design strategies to assist with breaking up the overall mass of structures. Providing larger south facing courtyards and/or upper story setbacks will help avoid a monotonous “wall” along the street and create a perception of a series of smaller structures to improve compatibility.

There are several houses in that are potentially eligible for local landmark designation. Designers of new buildings will need to pay close attention to architectural details in order to comply with both Chapter 14 of the City Code (Landmark Preservation) and Section 3.4.7 of the Land Use Code (Historic and Cultural Resources). Informal consultation with the Landmark Preservation Commission is encouraged in order to find design solutions that are beneficial to all parties.



**1.10 Emphasize and respect the existing heritage and character of neighborhoods through a collaborative design process that allows for a neighborhood dialogue**

LU3 LU6

Design attributes for new development are intended to contribute to livable neighborhoods. All new development will be encouraged to contribute to a sense of unity, yet without replication, with the prevailing patterns and character of the surrounding area. New development is expected to be distinctive and not a formulaic or corporate prototype so that as the area grows, neighborhood character is enhanced and not diminished. New development that appears to be imported from outside the region without consideration to local neighborhood character will be discouraged.

The neighborhoods are generally characterized Craftsman, Prairie, and Mid-Century Modern architectural styles (and their various derivations). These styles are well-accepted and should serve as a starting point for achieving neighborhood compatibility. Styles that differ radically from the established character will be discouraged.

Extensive neighborhood collaboration and dialogue is expected to be a key part of the design review process.

**Action Items**

- Update relevant sections of the **Land Use Code** to ensure that new multi-family and mixed-use development is compatible with adjacent neighborhoods.
- Sites that have structures that are officially recognized as local, state, or national historic landmarks are encouraged to consult with the **Landmark Preservation Commission** or their Design Review Subcommittee in order to gain valuable feedback. In addition, applicants are encouraged to apply for the Design Assistance Grant Program, which offers financial assistance for specialized professional architectural services. Other resources, such as the Old Town Neighborhoods Design Standards and Guidelines, may also serve as a reliable source for ideas on preserving neighborhood heritage. New development adjacent to the Sheely Historic District will be required to demonstrate sensitivity to established character of the historic homes.
- Developers should consider **additional neighborhood meetings** beyond the standard requirement, interactive design charrettes, and individual meetings with affected property owners to demonstrate a high level of collaboration with neighborhood residents

**What We Heard**

*Residents feel a sense of pride in the historic character of the Sheely Historic District, located south of Prospect Road along Sheely Drive.*



Existing mid-century modern house in the Sheely neighborhood



Landmark apartments, located near the Sheely and Wallenberg neighborhoods

**1.11 Encourage a variety of housing types so that residents from all socio-economic levels may find suitable housing in the area**

LU3 LU4 LU5

A variety of housing types and densities should be encouraged for new development or redevelopment projects to offer a range of options within the area. Single-family houses, duplexes, townhomes, apartments, condos, accessory units, and other types should be considered. Multi-family projects should consider both rental units and owner-occupied units. Single-family attached housing should act as a transition to adjacent, established neighborhoods. Avoiding the dominance of a single housing type creates opportunities for housing that is attainable for a range of income levels.

Housing types should be designed to accommodate a range of tenants over time. Housing variety is encouraged in order to attract and retain families and allow seniors to age in place. A diverse mix of occupants contributes to neighborhood stability.

Student-oriented housing should be located in close proximity to the CSU and FRCC campuses and should be accessible by walking, bicycling or transit. Student-oriented housing should not be so specialized as to preclude other populations in the future. Such housing should be adaptable to serve various demographic groups and not preclude amenities that would attract a variety of occupants. Housing relying solely on four-bedroom units should be discouraged, as a diverse mix of bedrooms per unit provides greater flexibility, serves a broader range of tenants, and may allow an easier conversion to owner-occupied units should the demand arise.

**Action Items**

- Update relevant sections of the Land Use Code to **require variety in the number of bedrooms** provided in multi-family developments.
- Ensure that the requirements of the Land Use Code continue to support a **variety of housing types and densities** within the West Central area.
- Explore the creation of a program that supports the **retention of owner-occupied homes** to maintain the stability of neighborhoods.
- Continue to enforce building codes that **protect the health and safety of tenants** in rental housing, particularly for older properties in need of improvement and properties where unauthorized remodeling and building additions have occurred.

**What We Heard**

*“Protect the affordability of the neighborhoods in the West Central area.”*

**1.12 Encourage Colorado State University involvement in neighborhood planning and development efforts and participation in activities that strengthen neighborhoods**

LU3 LU4 LU5

Ensure that CSU faculty, staff, and students are involved in long-range planning efforts relevant to the university as well as neighborhood activities and events.

**Action Items**

- Form a **joint City-CSU committee** that meets regularly to assist with communication and coordination related to the on-going planning efforts of both entities.
- Encourage CSU to **engage neighborhood residents** in the University’s plans for long-term growth and new development projects.
- Engage CSU student groups (e.g., clubs, sports teams, sororities and fraternities, majors with community service requirements) in **volunteer efforts** to improve the West Central neighborhoods.
- Encourage the **involvement of CSU students** in neighborhood organizations, neighborhood meetings, Neighborhood Night Out, and other events.

**What We Heard**

*“CSU leadership is essential to mitigating the impacts of campus growth on the surrounding neighborhoods.”*



Student-oriented housing should not preclude other populations



Encourage CSU students to volunteer within West Central neighborhoods

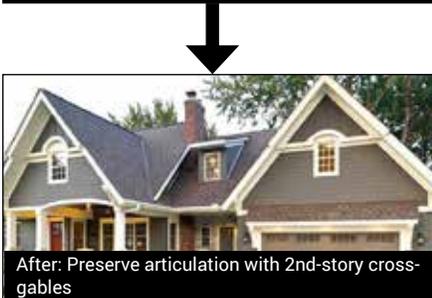
**Figure 8. Single-Family Residential Addition & Renovation Examples (Policies 1.9, 1.10, 1.11)**

Many of the West Central neighborhoods offer a convenient location with an affordable price point, which will likely lead to greater interest in additions or renovations to homes over time. As renovations and additions to single-family residential neighborhoods occur, thoughtful approaches that maintain the character of the neighborhood should be encouraged. For example, locating an addition to the side or rear of the existing structure reduces its visual impact. Two-story additions that preserve much of the existing horizontal roofline typical in these neighborhoods show sensitivity to the surrounding context.

The examples below were selected from communities outside Fort Collins to illustrate concepts that should be encouraged, such as cross-gable entries and additions, emphasis on vertical additions near the middle of structures to preserve horizontal planes, rear additions, and the expansion or renovation of garage space where appropriate. The examples are intended to provide guidance to property owners and builders.



**Before & After Examples**



### Figure 9. Design Guidelines for Multi-Family Redevelopment & Infill (Policies 1.9, 1.10, 1.11)

Multi-family redevelopment and infill should emphasize compatibility with adjacent neighborhoods and relate to a dominant residential character. The guidelines emphasize means of articulation or modulation to reduce large, monotonous masses and feel more residential in scale. In addition, consistent yet varied rooflines, front porches, human-scale detail (such as brackets/corbels and consistent fenestration patterns) are encouraged. Commercial-type multi-family structures lacking these elements are discouraged.



Consistent fenestration and residential detailing



Massing and scale variation, articulation and residential character



Front porches, color and materials with residential character



Consistent roof pitch and balcony style with residential character



**Figure 10. Mixed-Use Design Guidelines (Policies 1.9, 1.10, 1.11)**

The following design guidelines provide guidance to developers and decision makers and are intended to complement the Fort Collins Land Use Code standards. Though more flexible and less stringent than the Fort Collins Land Use Code standards, utilizing the guidelines should allow development applicants a greater level of support from Planning and Zoning staff and should assist in gaining neighborhood approval.

Mixed-use development should be explored in the HMN, NC, and CC zone districts under the following guidelines:

- Emphasize height and mass transitioning to upper stories
- Horizontal, vertical and edge modulation and material variation
- Ground floor transparency, with windows for at least 75% of the facade
- Provide courtyards, plazas and open space both for gathering areas and as a means of further breaking down the perceived scale of structures



Step back upper stories and divide buildings into modules with material variation



Transition heights to provide taller stories at middle of project - reducing impact to neighboring residential land use



Provide plazas, gathering spaces and courtyards



Ground floor transparency with windows for at least 75% of facade

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# T Transportation & Mobility



## Transportation & Mobility 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.

- T1 Safe routes to school, CSU, and other major destinations
- T2 Safe, reliable, arterial streets that are easy to cross and serve residents and commuters
- T3 Option for residents to live without a car
- T4 Reshaped and retrofitted streets that meet the needs of all ages, abilities, and modes
- T5 Safe and efficient travel by car with adequate, convenient parking
- T6 Improved transit service and convenient stops
- T7 Easy access to transit (including MAX)



## Policies

Transportation and mobility policies emphasize the importance of providing safe, efficient, multi-modal access to destinations throughout the area with specific improvements related to street retrofitting in neighborhoods, arterial crossing improvements, as well as improvements in the Prospect and Shields corridors. Projects are identified as either near-term (0-10 years) or long-term (greater than 10 years) and will be prioritized for funding and incorporated into the larger citywide prioritization process. The projects and policies directly support and are coordinated with other city planning efforts, such as the 2014 Bicycle Master Plan and ongoing Arterial Intersection Prioritization Study.

The policies are organized under four categories of Safe Routes, Multi-Modal Options, Street Retrofitting and Parking:



Buffered bike lane on Shields Street

### *Safe Routes*

- 2.1 Prioritize improvements that support safe routes to schools and community facilities
- 2.2 Provide safe routes for bicyclists and pedestrians during snow events

### *Multi-Modal Options*

- 2.3 Encourage safe and efficient travel for all modes through infrastructure improvements, education, and enforcement
- 2.4 Support car and bike sharing
- 2.5 Ensure high quality, comfortable first- and last-mile connections to transit
- 2.6 Explore shared parking opportunities for transit users
- 2.7 Provide additional transit service and amenities to encourage transit use

### *Street Retrofitting*

- 2.8 Pursue opportunities to retrofit neighborhood streets to improve aesthetics, provide a buffer from adjacent land uses, and calm traffic
- 2.9 Pursue opportunities to retrofit arterial streets to improve aesthetics, minimize crossing distances, and improve safety, mobility, and comfort for all users

### *Parking*

- 2.10 Minimize parking congestion in neighborhoods to preserve quality of life
- 2.11 Ensure adequate vehicle and bicycle parking is provided to serve new development and redevelopment projects
- 2.12 Encourage the use of car storage and shared parking to meet parking needs
- 2.13 Manage special events to minimize traffic and parking impacts on neighborhoods

## Safe Routes

### 21 Prioritize improvements that support safe routes to schools and community facilities

T1 T2 T3

When implementing transportation improvement projects, whenever possible prioritize improvements that support safe walking and biking to key destinations, such as schools and activity centers.

#### Action Items

- Continue further analysis of potential improvements to the **Shields corridor** between Laurel and Prospect to facilitate access to such destinations as CSU and Bennett Elementary School (see Shields Corridor Analysis section for more detail)
- Support implementation of the Pedestrian Plan through the **Pedestrian Needs Assessment**
- Assess the impacts of projects on safe routes through the creation of **performance measures and evaluation strategies**



Protected bike lane



Signalized crossing for pedestrians and bicyclists

### 22 Provide safe routes for bicyclists and pedestrians during snow events

T1 T2 T3 T7

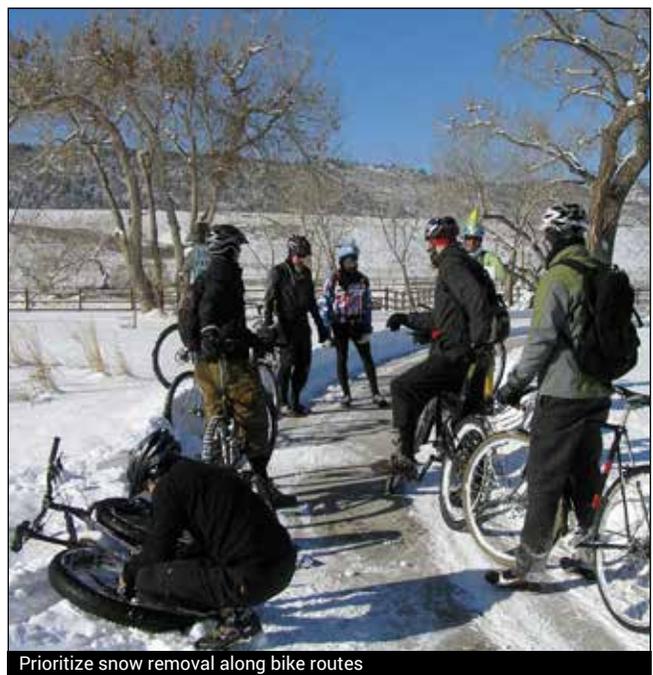
Explore the potential for prioritizing snow removal on key routes for bicyclists and pedestrians, and provide information about those routes to the public.

#### Action Items

- Establish **Priority 1 pedestrian and bicycle routes for snow removal** by the Streets Department. Match priority snow removal bicycle routes to the low-stress network identified in the Bicycle Master Plan.
- Establish Priority 1 routes for snow removal with **enforcement** by Code Compliance and **education** on property owner responsibilities by Neighborhood Services
- **Communicate priority routes** to CSU and the public



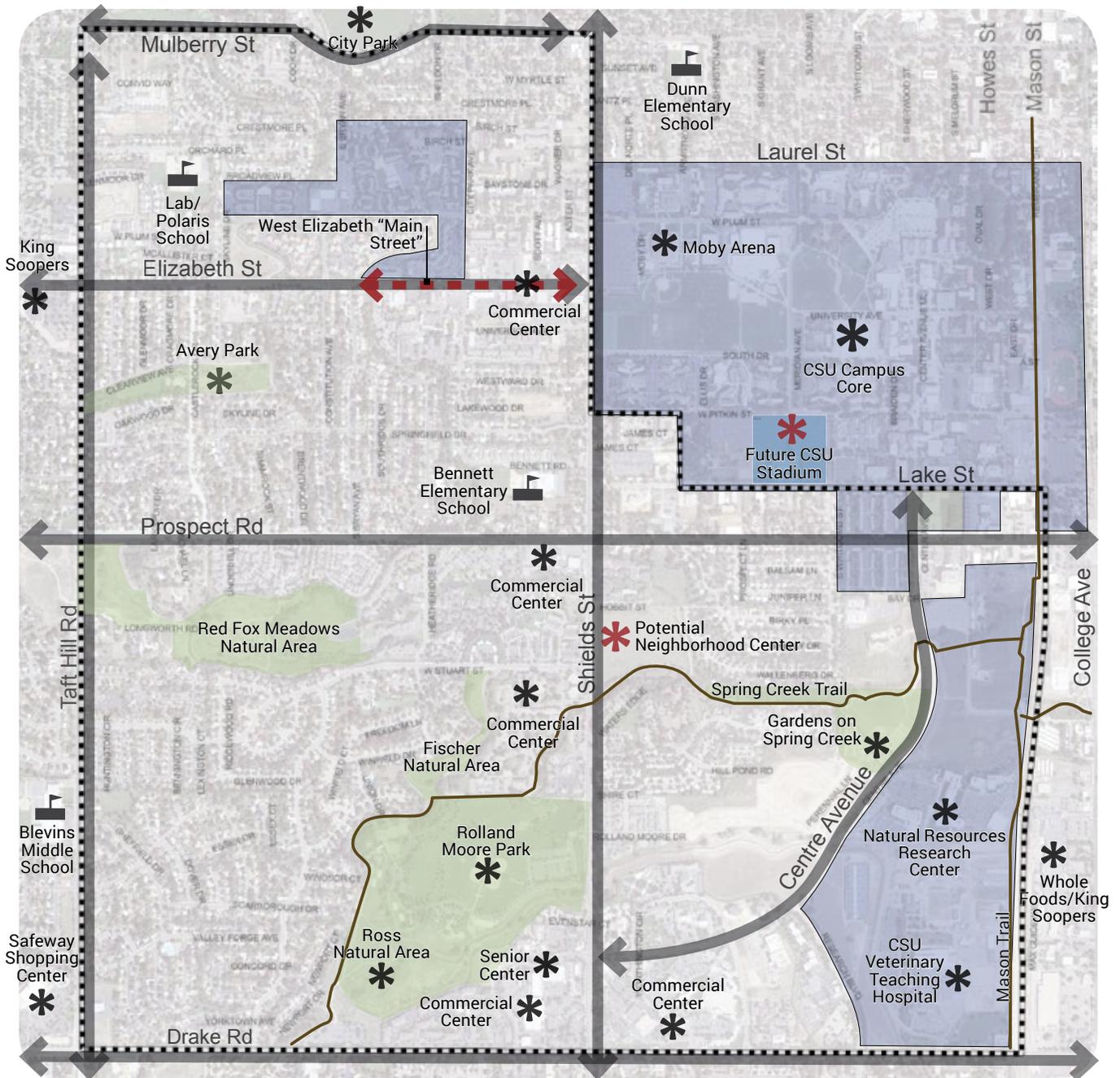
Ensure snow removal occurs along bike lanes and paths



Prioritize snow removal along bike routes

### Figure 11. Key Destinations Map (Policies 2.1 and 2.2)

The map below identifies key destinations within the West Central area, such as schools, parks, community centers, and other community amenities. This map should be used to help identify transportation projects within the project area by prioritizing improvements that support a safe multi-modal network.



- Legend**
- West Central Area Boundary
  - Arterial Road
  - Parks & Open Space
  - CSU Property
  - Major Trails
  - Schools
  - Existing Key Destinations
  - West Elizabeth "Main Street"
  - Potential Key Destinations



## Multi-Modal Options

### 23 Encourage safe and efficient travel for all modes through infrastructure improvements, education, and enforcement

T1 T2 T5 T7

Encouraging safe travel behavior for everyone will require a multi-faceted approach, involving infrastructure improvements that increase predictability and visibility of users, as well as education and effective enforcement.

#### Action Items

- Support completion of the **low-stress bicycle network**, per the 2014 Bicycle Master Plan
- Coordinate with CSU on education and continue **Safe Routes to School (SRTS)** efforts
- Continue to assess traffic **enforcement needs** and coordinate with Police Services and the CSU Police Department
- Coordinate with other **ongoing city programs**, such as the Bus Stop Improvement Program, Street Maintenance Program (SMP), and Capital Improvement Program (CIP) to make improvements in a cost-effective and efficient manner
- Pursue **sustainable funding strategies** for improvements that benefit all modes
- Work towards achieving **Climate Action Plan goals** to reduce VMT through bike, pedestrian, and transit improvements
- Provide **education on safe user behavior** as new crossing improvements are implemented

#### What We Heard

*"Need for traffic calming on collector streets through neighborhoods"*



Pedestrian refuge island integrated with median

### 24 Support car and bike sharing T3

Bike sharing and car sharing programs provide convenient transportation options by providing a system of cars and bikes available on-demand and for short-term use. Car and bike share systems offer people the freedom to travel around town without needing to own a personal vehicle while supporting a truly multi-modal transportation system.

#### Action Items

- Evaluate the feasibility of incorporating **car share and bike share** options into the Land Use Code and/or Development Review process
- Identify and provide **strategically placed car sharing spaces accessible to public and private car sharing companies**
- Work to implement the recommendations of the **Bike Share Business Plan**



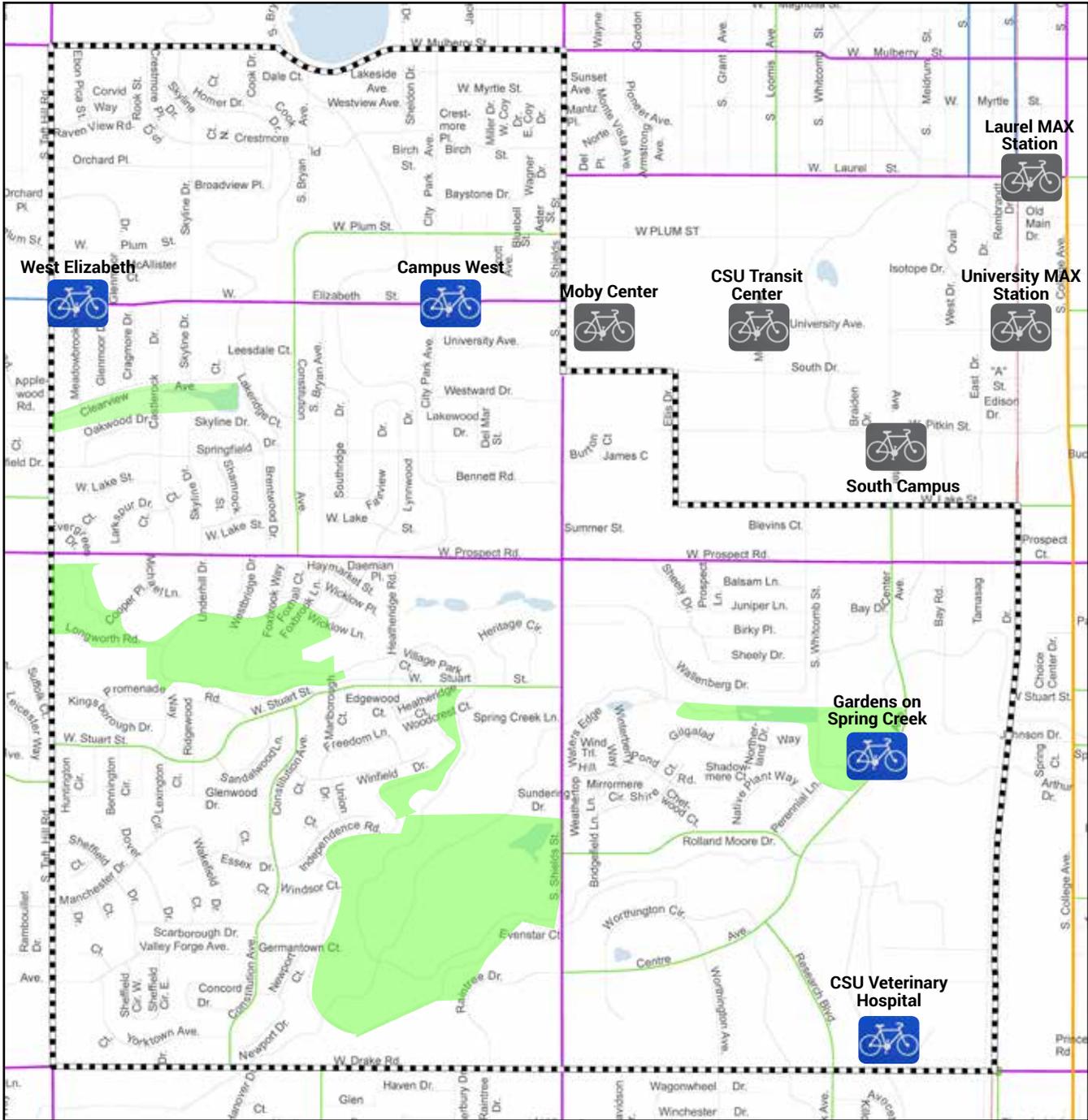
Bike rental station



Zip Car rental area

### Figure 12. Bike Share Station Planning Map (Policy 2.4)

The map below presents the proposed bike share station locations included in Phase 1 of the 2014 Bike Share Business Plan. The proposed stations are centered around Downtown, CSU, and the MAX stations. Stations planned within the West Central area are shown in blue. Other stations are shown in gray. Future potential expansion could occur in areas South of Drake Road and further east along Harmony Road.



#### Legend

- West Central Area Boundary
-  Phase 1 Proposed Station
-  Phase 1 Proposed Station (West Central area)
-  Parks/Open Space

## 25 Ensure high quality, comfortable first- and last-mile connections to transit T3 T6 T7

It is important to consider a transit user's whole trip, including access to and from the transit stop. When implementing transportation improvement projects, whenever possible prioritize improvements that support safe and comfortable walking and biking to transit (e.g., sidewalk connections, bicycle parking racks).

### Action Items

- Continue to consider transit stop locations in **bicycle and pedestrian network planning** (ongoing)

## 26 Explore shared parking opportunities for transit users T5 T6 T7

Providing adequate parking along transit routes can reduce congestion and parking impacts in the West Central area while increasing transit use.

Some of the priority corridors in which to explore the establishment of Park-n-Rides through shared parking arrangements are shown in the Future Transit Vision Map (Figure 10) and include West Elizabeth, Taft Hill, Shields, and Centre.

### Action Items

- Work with CSU to explore shared **Park-n-Ride arrangements** south and west of campus



Pedestrians leaving bus stop station



Bike parking at MAX Station

## 27 Provide additional transit service and amenities to encourage transit use T6 T7

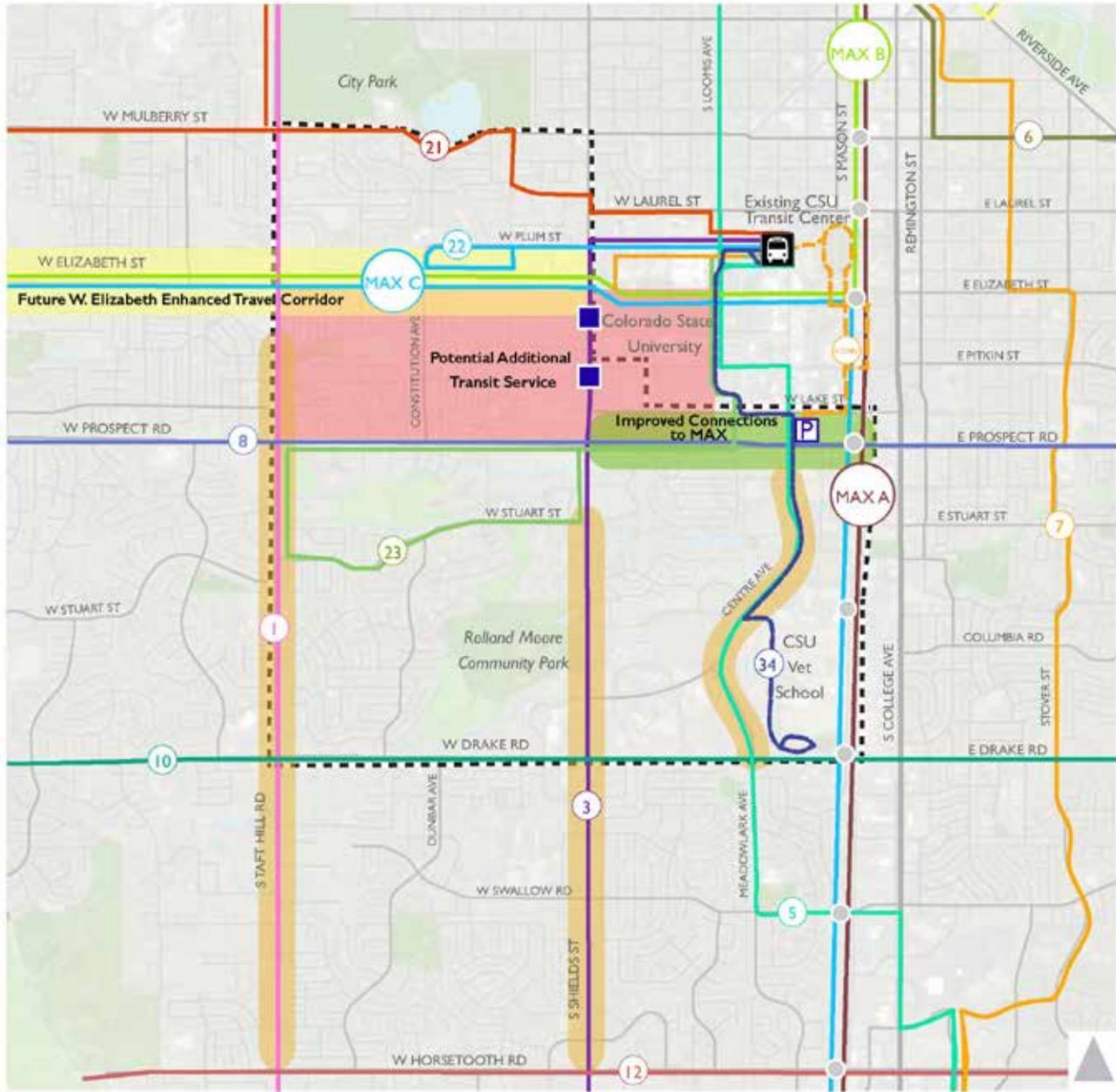
The West Central area is served by some of the routes with the highest productivity in Transfort's system. At the same time, the existing service does not adequately meet demand (e.g., on the West Elizabeth corridor), and some neighborhoods (such as the neighborhood north of Prospect and west of Shields), may warrant direct transit connections similar to the route that serves Plum north of West Elizabeth (shown as Route 22 in Figure 10). In addition, several of the existing stops do not have amenities, such as shelters and benches. Stops were rated based on amenities and accessibility, and locations with a "Medium" or lower rating were identified and prioritized as short- to mid-term or longer-term (Figure 11). These improvements could also be coordinated with other roadway projects to improve efficiency and minimize construction impacts in the area.

### Action Items

- Incorporate transit service recommendations for the West Central area into Transfort budget requests and future **Transfort Strategic Operating Plan** updates (see Figure 13)
- Evaluate future West Elizabeth corridor transit needs in the upcoming **West Elizabeth Enhanced Travel Corridor Plan**
- Integrate **short- to mid-term bus stop improvements** into the citywide Bus Stop Improvement Program (see Figure 14)
- Coordinate bus stop improvements with **other roadway improvement projects**, where applicable
- Seek opportunities to provide additional, high-quality **bike parking** at bus stops

**Figure 13. Future Transit Vision (Policy 2.7)**

The map below outlines some concepts for future transit improvements within and outside the West Central area. Examples of desired concepts include the areas in need of additional transit service, a future enhanced travel corridor, improved connections to MAX and potential east-west bus crossing improvements. The map shows the Phase 3 routes from the Transfort Strategic Operating Plan (TSOP), as well as new routes added since the adoption of the TSOP.

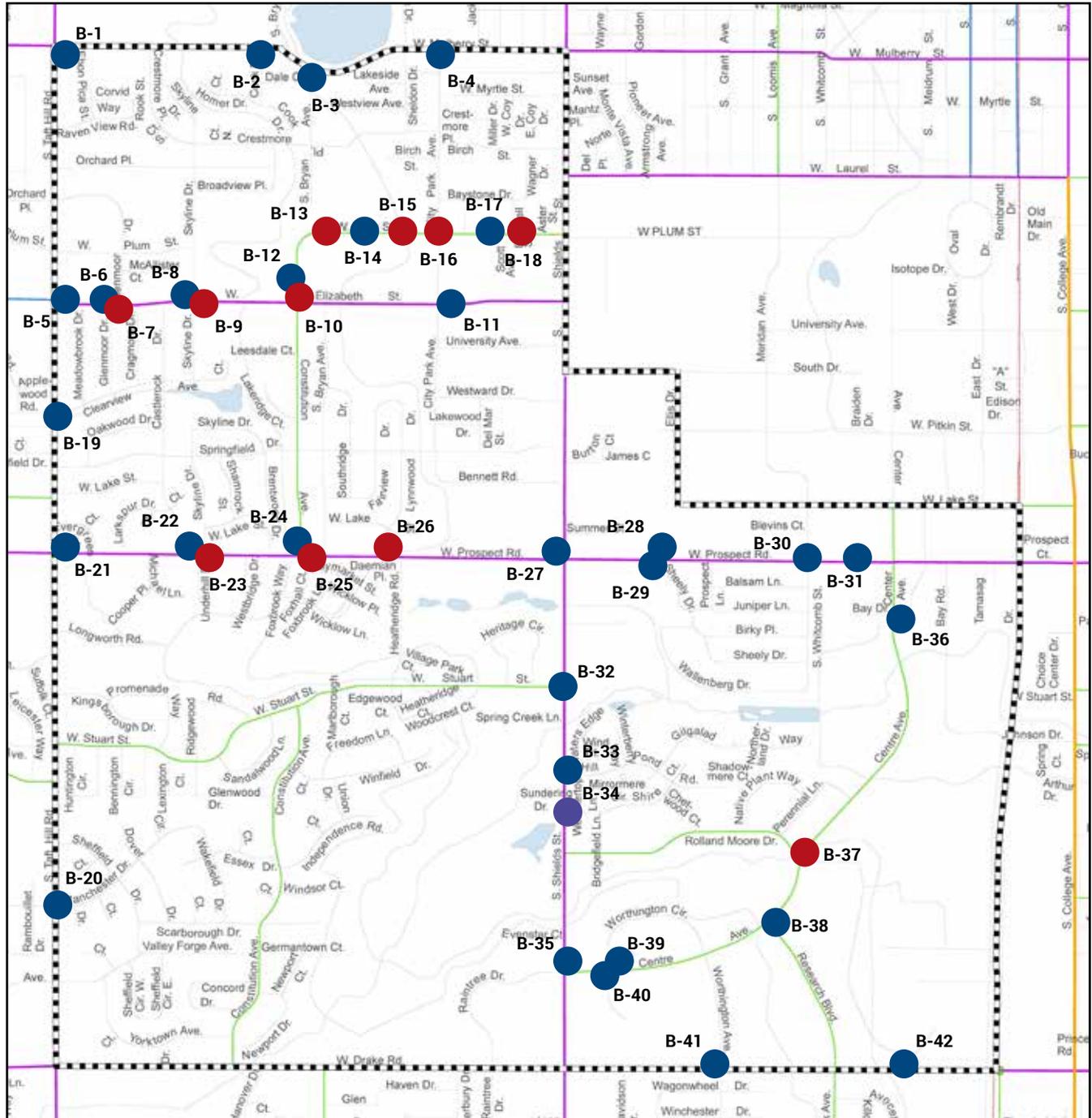


**Legend**

- ■ ■ ■ West Central Area Boundary
- Potential Additional Transit Service
- Future West Elizabeth Enhanced Travel Corridor
- Improved Connections to MAX
- Corridors in Which to Explore Shared Park-n-Ride Arrangements
- Parking Garage
- Potential East-West Bus Crossing Improvement
- Existing Transit Center
- MAX Stations
- Transfort Strategic Operating Plan (TSOP) Phase 3
- ○ - Other Routes Added Since TSOP

### Figure 14. Bus Stop Improvements (Policy 2.7)

The map below shows bus stop improvements categorized as either short- to mid-term priority or longer-term priority. Stops were rated based on amenities and accessibility, and locations with a "Medium" or lower rating were identified as needing improvements. Wherever possible, bus stop improvements would be coordinated with other roadway projects to improve efficiency and minimize construction impacts in the area. These improvements would ultimately be rolled into the citywide Bus Stop Improvement Program for potential funding.



#### Legend

- West Central Area Boundary
- Near-Term priority
- Long-Term priority



### Bus Stop Improvements

The table below outlines the near and long term bus stop improvement projects located within the West Central Area. The table lists the locations and bus stop rating based on an inventory conducted in 2013. These projects were identified through several City studies and the development of the West Central Area Plan.

**Table 1. Short- to Mid-Term Bus Stop Improvements (0-10 years)**

| Project ID | Bus Stop Location               | Bus Stop Rating |
|------------|---------------------------------|-----------------|
| B7         | Elizabeth & Glenmoor South      | Very Low        |
| B9         | Elizabeth & Skyline South       | Low             |
| B10        | Elizabeth & Constitution North  | Very Low        |
| B13        | Constitution Ram's Village West | Very Low        |
| B15        | Constitution Ram's Village East | Very Low        |
| B16        | City Park & Plum                | Medium          |
| B18        | Plum & Bluebell                 | Very Low        |
| B23        | Prospect & Skyline South        | Low             |
| B25        | Prospect & Constitution South   | Low             |
| B26        | Prospect & Heatheridge North    | Medium          |
| B37        | Centre & Rolland Moore SE       | Low             |

**Table 2. Longer-Term Bus Stop Improvements (10+ years)**

| Project ID | Bus Stop Location             | Bus Stop Rating |
|------------|-------------------------------|-----------------|
| B1         | Mulberry & Taft Hill          | Very Low        |
| B2         | Mulberry & Cook               | Very Low        |
| B3         | Mulberry & Bryan              | Very Low        |
| B4         | Mulberry & City Park          | Very Low        |
| B5         | Elizabeth & Taft Hill South   | Low             |
| B6         | Elizabeth & Glenmoor North    | Very Low        |
| B8         | Elizabeth & Skyline North     | Very Low        |
| B11        | Elizabeth & City Park South   | Low             |
| B12        | Constitution @ Ram's Village  | Very Low        |
| B14        | Constitution Ram's Village    | Very Low        |
| B17        | Plum & Columbine              | Very Low        |
| B19        | Taft Hill & Clearview SE      | Very Low        |
| B20        | Taft Hill & Manchester        | Low             |
| B21        | Prospect & Taft Hill East     | Medium          |
| B22        | Prospect & Skyline North      | Very Low        |
| B24        | Prospect & Constitution North | Very Low        |
| B27        | Prospect & Shields North      | Very Low        |
| B28        | Prospect & Sheely North       | Very Low        |
| B29        | Prospect & Sheely South       | Very Low        |
| B30        | Prospect & Whitcomb North     | Very Low        |
| B31        | Prospect & Centre SW          | Very Low        |
| B32        | Shields & Stuart West         | Low             |
| B33        | Shields & Shire East          | Medium          |
| B34        | Shields & Shire West          | Low             |
| B35        | Shields & Centre              | Low             |
| B36        | Centre & Bay East             | Low             |
| B38        | Centre & Research South       | Low             |
| B39        | Centre & Worthington North    | Low             |
| B40        | Centre & Worthington South    | Low             |
| B41        | Drake & Worthington           | Medium          |
| B42        | Drake & CSU Vet School        | Very Low        |

## Street Retrofitting

**28** Pursue opportunities to retrofit neighborhood streets to improve aesthetics, provide a buffer from adjacent land uses, improve safety and mobility, and calm traffic **T4 OS3 OS5**

Street retrofitting supports the Transportation Master Plan goal of reshaping streets in a way that emphasizes lower vehicle speeds and encourages walking, bicycling, and transit modes in the existing cross-sections of roadways (see Figure 15 below). This approach would build on the Neighborhood Greenways

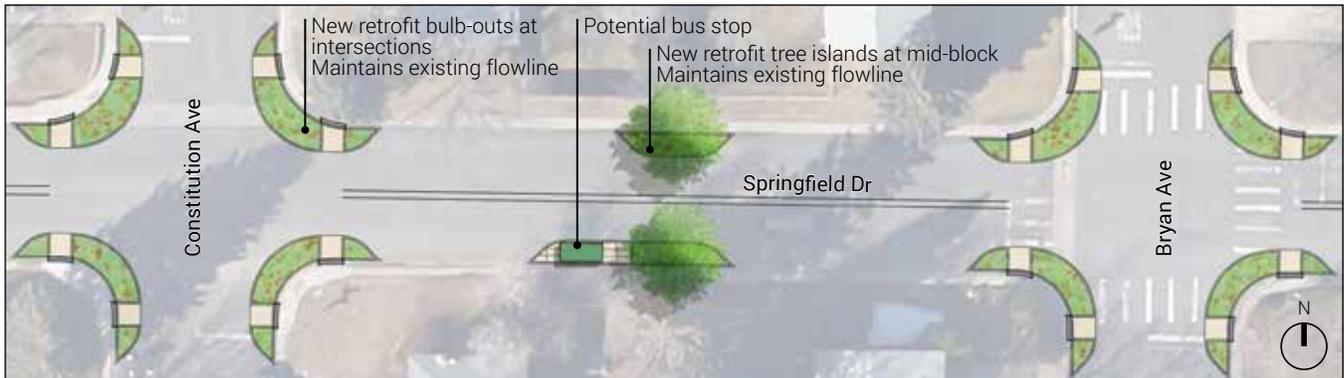
program introduced in the 2014 Bicycle Master Plan. Improvements could include sidewalk widening, bulb-outs, and/or additional landscaping.

### Action Items

- Pursue opportunities to implement **neighborhood street retrofitting** in conjunction with the Street Maintenance Program and Capital Projects
- Develop a **template for widening sidewalks**
- Explore the potential for incorporating related stormwater and **low-impact development (LID)** improvements into street retrofits

### Figure 15. Example Street Retrofit Concept - Springfield Drive

Springfield Drive is included in the low-stress bicycling network identified in the Bicycle Master Plan. The following example shows how street retrofitting concepts could potentially be applied to a neighborhood street.



#### Before



#### After



#### Before



#### After



**29** Pursue opportunities to retrofit arterial streets to improve aesthetics, minimize crossing distances, and improve safety, mobility, and comfort for all users **T4 OS3 OS5**

Supporting the Transportation Master Plan goal of reshaping streets, this effort will rethink and reshape existing arterial streets to improve the safety and comfort of all modes of travel. Example improvements include median treatments, pedestrian refuges, buffered bike lanes, and road diets.

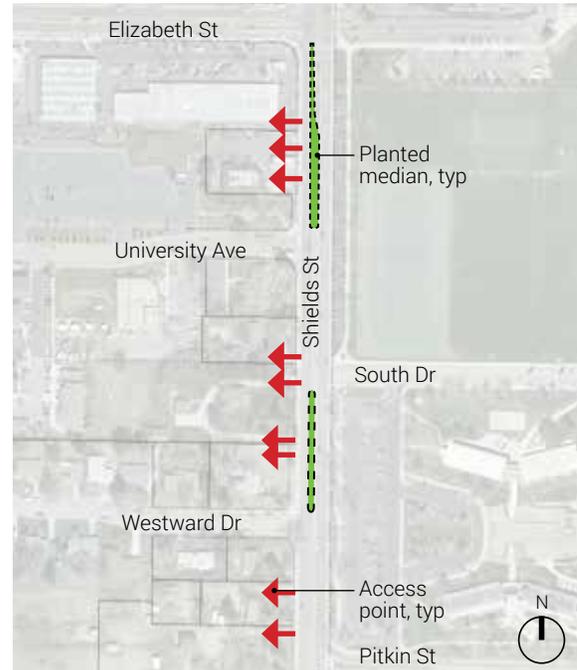
Two examples of potential median implementations are provided. The introduction of medians on Shields Street would likely be combined with other crossing improvements and would have a primary goal of minimizing crossing distances and providing a safe refuge for bicyclists and pedestrians. New medians on West Prospect would also provide additional landscaping opportunities in a corridor that currently lacks street trees.

**Action Items**

- **Retrofit Shields Street** (between Prospect Road and Laurel Street) to include medians and other aesthetic and safety improvements (see Figure 16 to the right).
- **Retrofit Prospect Road** (west of Shields Street) to include medians and other aesthetic and safety improvements(see Figure 17 below).

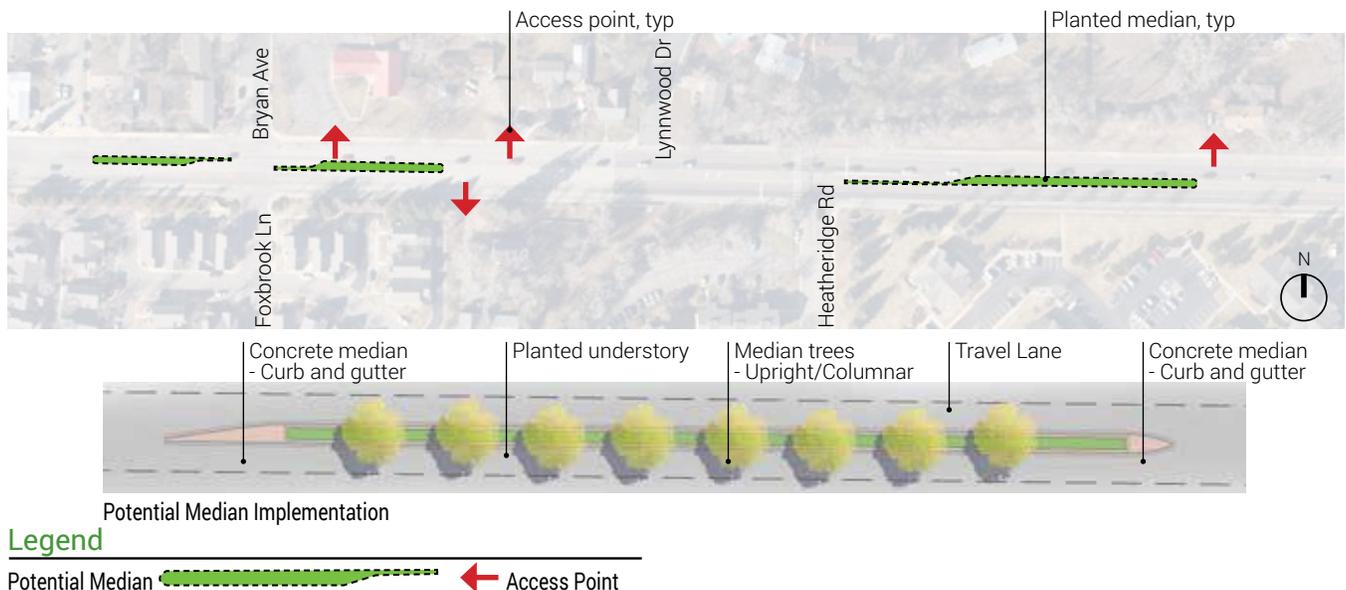
**Figure 16. Example Street Retrofit Concept - Shields Street**

The diagram below identifies potential locations for median improvements along Shields Street between West Elizabeth Street and Pitkin Street. The medians are designed to maintain as much access to existing driveways and intersection streets as possible. The Shields Corridor Analysis section includes a full layout of potential medians on Shields Street between Prospect Road and Laurel Street.



**Figure 17. Example Street Retrofit Concept - West Prospect Road**

The diagram below identifies potential locations for median improvements along Prospect Road west of Shields Street. The medians were designed to maintain as much access to existing driveways and intersection streets as possible and could include a combination of planted medians and smaller concrete medians. Appendix E includes a layout of potential median implementation on West Prospect Road between Taft Hill Road and Shields Street, and this roadway segment is noted as a potential project on Figure 16.



**Legend**  
 Potential Median Access Point

## Parking

### 2.10 Minimize parking congestion in neighborhoods to preserve quality of life T5 LU1

Ensure that adequate parking is provided in neighborhoods to support a variety of land uses and housing types.

#### Action Items

- **Monitor issues and complaints** related to residential parking on a day-to-day basis, and consider the application of the Residential Parking Permit Program (RP3) or other approaches to reduce impacts, as warranted.
- Determine a **consistent strategy for applying the RP3 program** and other parking management strategies to existing and new multi-family developments.
- Coordinate with CSU to implement the **CSU Parking & Transportation Master Plan**, with a focus on minimizing the impacts of student, faculty, staff, and visitor parking in neighborhoods.

### 2.11 Ensure adequate vehicle and bicycle parking is provided to serve new development and redevelopment projects T5 LU3

New residential, commercial, and mixed use development projects should provide minimize impacts to surrounding neighborhoods by providing enough parking to support the intensity of the use.

#### Action Items

- Evaluate the parking demand created by **new multi-family developments** to ensure that adequate parking is provided to support those projects.
- Ensure that new development complies with the recently adopted **Transit-Oriented Development (TOD) Overlay Zone parking standards**, where applicable.



Parking demands for redevelopment should not strain parking needs for adjacent land uses

### 2.12 Encourage the use of car storage and shared parking to meet parking needs T5

Explore and promote opportunities for shared parking and car storage to support multi-family developments, mixed-use projects, special events, and CSU campus parking demand.

#### Action Items

- Identify parking lots that generally have **additional capacity** at certain times or days of the week for shared parking opportunities.
- Facilitate **public-private partnership arrangements** that allow for shared parking or car storage arrangements.



Evaluate existing parking lots to determine where additional capacity is possible

### 2.13 Manage special events to minimize traffic and parking impacts on neighborhoods T5 LU1

Coordinate with special events providers (e.g., CSU stadium, Gardens on Spring Creek) to minimize parking and traffic impacts in neighborhoods.

#### Action Items

- Work with City and CSU Special Events Coordinators to ensure that **event management plans** include provisions for adequate parking and traffic control.



Special event parking will need to be monitored to minimize parking in adjacent neighborhoods



## Potential Projects

Some potential projects were carried forward from previous planning efforts, and other projects were identified based on technical analyses related to mobility and safety and through public input. As is standard practice, the City of Fort Collins will continue to monitor roadways and intersections to identify needs for future improvements. Some areas were also identified for future monitoring. The projects presented in this section will need to be further reviewed and evaluated to see what, if any, improvements might be feasible. Cost estimates will then be developed, and the feasible projects could then be included in the larger citywide prioritization process.

Potential project locations for both intersections and longer roadway segments have been identified in the following maps and tables.

### Action Items

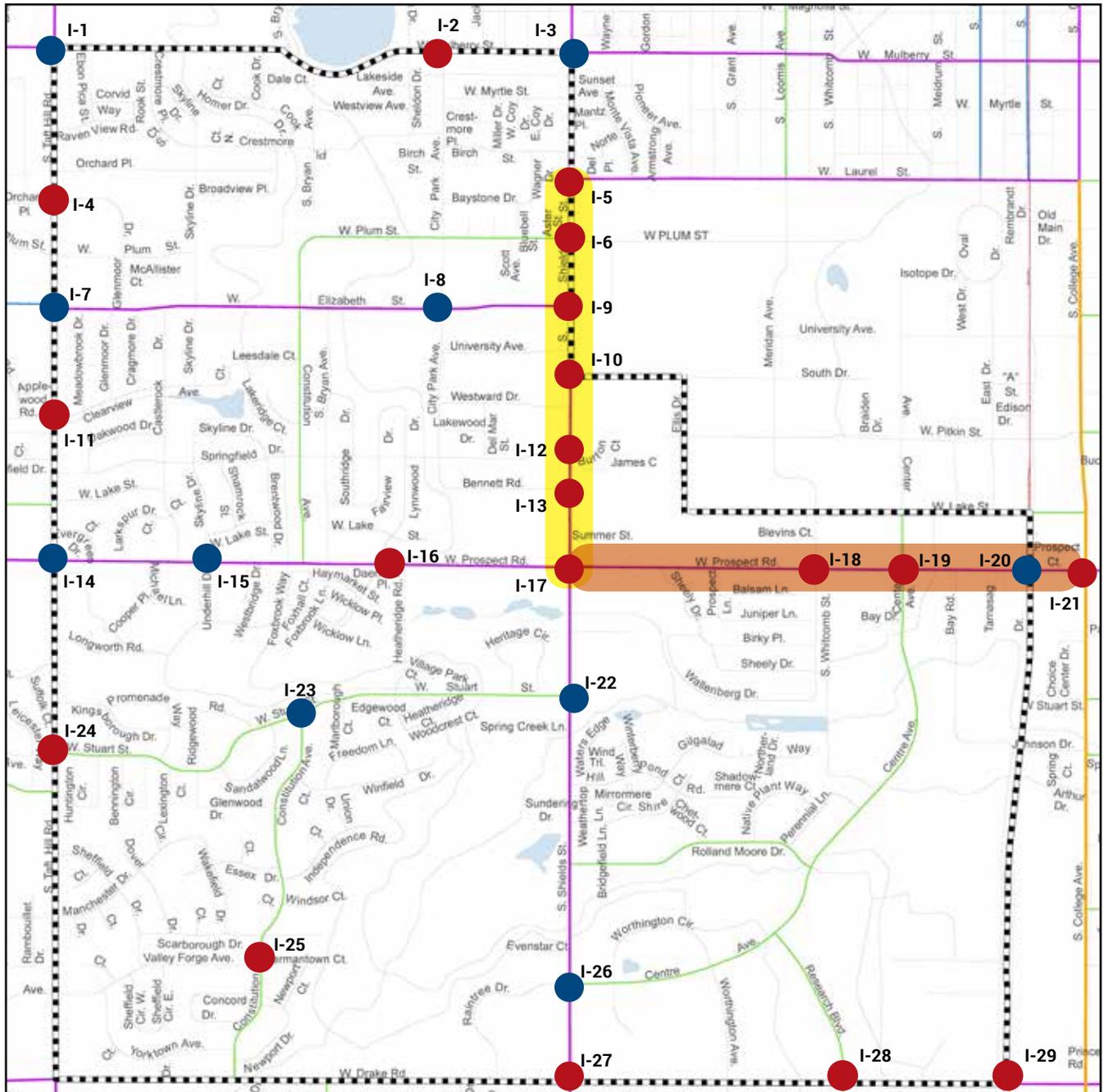
- Continue to assess the needs and refine designs for the **intersection and roadway projects** identified in Figures 18 and 19 and Tables 3-6.
- As potential projects are refined, add them to the City's **Capital Improvement Program (CIP)**.
- Coordinate the potential projects identified in the West Central Area Plan with other **ongoing city programs** to make improvements in a cost-effective and efficient manner (e.g., Bus Stop Improvement Program, Street Maintenance Program (SMP), and Capital Improvement Program (CIP)).



### Figure 18. Potential Intersection Projects

The map below shows potential intersection projects within the West Central area. Some of the projects were identified in the recently adopted Bike Plan or the ongoing Arterial Intersection Prioritization Study, and others were identified through the West Central Area Plan process. These projects require further review and evaluation to determine the feasibility of specific improvements. Any proposed improvements would then need to have costs developed, and the projects would be prioritized based on project needs citywide.

For the purposes of planning and prioritizing within the West Central area, the projects have been categorized as either near-term (likely to be implemented within 10 years), long-term (likely to be implemented in 10 years or more), or flagged for future monitoring.



**Legend**

- West Central Area Boundary
- Shields Corridor Analysis
- Prospect Corridor Design
- Short/Mid-Term Priority
- Longer-Term Priority

**Table 3. Short- to Mid-Term Intersection Projects (0-10 years)**

| ID   | Project Location              | Description/Comment   | Potential Coordination            |                                      | Notes                        |
|------|-------------------------------|---|-----------------------------------|--------------------------------------|------------------------------|
|      |                               |   | Bus Stop Improvement <sup>1</sup> | Street Maintenance Program (2015-16) |                              |
| I-2  | City Park & Mulberry          | <ul style="list-style-type: none"> <li>High crash location, bike and pedestrian conflicts</li> <li>Review for bike/pedestrian crossing improvements</li> </ul>          | ✓                                 |                                      |                              |
| I-4  | Taft Hill & Orchard           | <ul style="list-style-type: none"> <li>Review for bike/pedestrian improvements</li> </ul>   |                                   | ✓                                    |                              |
| I-5  | Shields & Laurel              | <ul style="list-style-type: none"> <li>Review for bike/pedestrian improvements</li> </ul>   |                                   |                                      | See Shields Section          |
| I-6  | Shields & Plum                | <ul style="list-style-type: none"> <li>High crash location, high vehicle delays, high bike and pedestrian usage</li> <li>Review for multi-modal improvements</li> </ul> |                                   |                                      | See Shields Section          |
| I-9  | Shields & Elizabeth           | <ul style="list-style-type: none"> <li>High crash location, high vehicle delays, high bike and pedestrian usage</li> <li>Review for multi-modal improvements</li> </ul> |                                   |                                      | See Shields Section          |
| I-10 | Shields and South             | <ul style="list-style-type: none"> <li>Review for bike/pedestrian improvements</li> </ul>   |                                   |                                      | See Shields Section          |
| I-11 | Taft Hill & Clearview         | <ul style="list-style-type: none"> <li>Review for bike/pedestrian improvements</li> </ul>   | ✓                                 | ✓                                    | Bike Plan project            |
| I-12 | Shields & Pitkin/ Springfield | <ul style="list-style-type: none"> <li>High crash location, offset intersections</li> <li>Review for bike/pedestrian improvements</li> </ul>                            |                                   |                                      | See Shields Section          |
| I-13 | Shields & Lake                | <ul style="list-style-type: none"> <li>Offset intersections</li> <li>Review for bike/pedestrian improvements</li> </ul>   |                                   |                                      | See Shields Section          |
| I-16 | Lynnwood & Prospect           | <ul style="list-style-type: none"> <li>Review for bike/pedestrian improvements</li> </ul>   | ✓                                 | ✓                                    | Bike Plan project            |
| I-17 | Shields & Prospect            | <ul style="list-style-type: none"> <li>High crash location, high pedestrian usage</li> <li>Review for multi-modal improvements</li> </ul>                               |                                   | ✓                                    | See Prospect Corridor Design |
| I-18 | Whitcomb & Prospect           | <ul style="list-style-type: none"> <li>High pedestrian usage</li> <li>Review for multi-modal improvements</li> </ul>  | ✓                                 | ✓                                    | See Prospect Corridor Design |
| I-19 | Centre & Prospect             | <ul style="list-style-type: none"> <li>High bike and pedestrian usage</li> <li>Review for multi-modal improvements</li> </ul>   | ✓                                 | ✓                                    | See Prospect Corridor Design |
| I-21 | College & Prospect            | <ul style="list-style-type: none"> <li>High crash location, high vehicle delays</li> <li>Review for multi-modal improvements</li> </ul>                                 |                                   | ✓                                    | See Prospect Corridor Design |
| I-24 | Taft Hill & Stuart            | <ul style="list-style-type: none"> <li>Review for bike/pedestrian improvements</li> </ul>   |                                   | ✓                                    | Bike Plan project            |
| I-25 | Constitution & Valley Forge   | <ul style="list-style-type: none"> <li>Review for bike / pedestrian improvements (visibility)</li> </ul>  |                                   | ✓                                    |                              |
| I-27 | Shields & Drake               | <ul style="list-style-type: none"> <li>High vehicle delays</li> <li>Project: additional turn lane, bike lane striping</li> </ul>  |                                   |                                      | Funded (2015)                |
| I-28 | Research/Meadowlark & Drake   | <ul style="list-style-type: none"> <li>High vehicle delays</li> <li>Review for large vehicle operations and multi-modal improvements</li> </ul>                         |                                   |                                      | Coordinate w/ CSU            |
| I-29 | Drake & McClelland            | <ul style="list-style-type: none"> <li>High vehicle delays</li> <li>Project: additional turn lane</li> </ul>  |                                   |                                      | Funded (2015)                |

**Table 4. Longer-Term Intersection Projects (10+ years)**

| ID   | Project Location             | Source <sup>2</sup> |
|------|------------------------------|---------------------|
| I-1  | Taft Hill & Mulberry         | BP                  |
| I-3  | Shields & Mulberry           | BP                  |
| I-7  | Taft Hill & Elizabeth        | BP                  |
| I-8  | City Park & Elizabeth        | AIPS, BP            |
| I-14 | Taft Hill & Prospect         | AIPS                |
| I-15 | Underhill/Skyline & Prospect | WCAP                |
| I-20 | Mason Trail & Prospect       | BP                  |
| I-22 | Shields & Stuart             | AIPS                |
| I-23 | Constitution & Stuart        | WCAP                |
| I-26 | Shields & Raintree           | AIPS                |

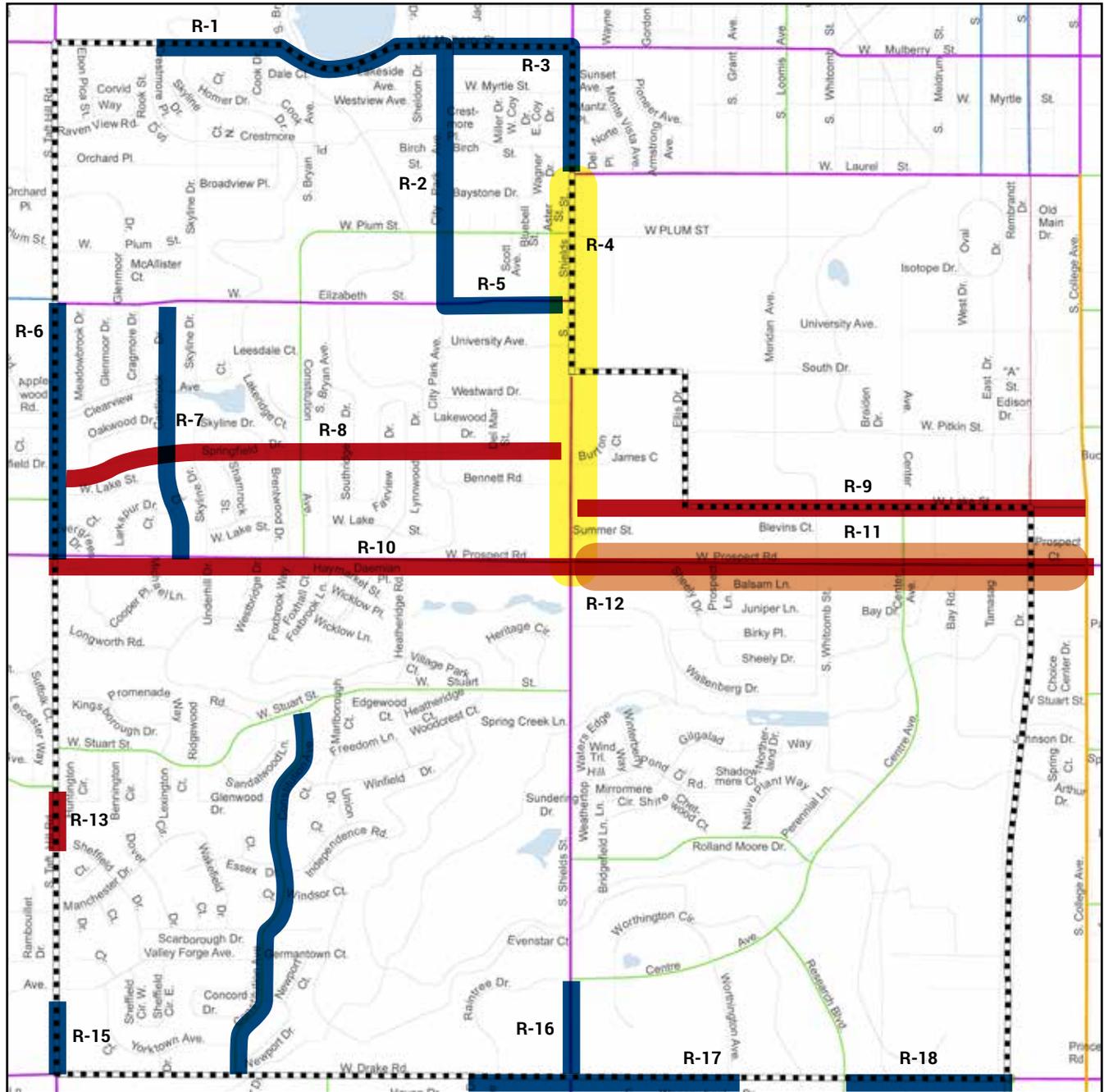
Notes:

1. See Bus Stop Improvements (Tables 1 and 2)
2. Sources: AIPS: Arterial Intersection Prioritization Study (ongoing)  
BP: Bike Plan (2014)  
WCAP: West Central Area Plan

### Figure 19. Potential Roadway Projects

The map below shows potential roadway projects within the West Central area. Some of the projects were identified in the recently adopted Bike Plan and others were identified through the West Central Area Plan process. These projects require further review and evaluation to determine the feasibility of specific improvements. Any proposed improvements would then need to have costs developed, and the projects would be prioritized based on project needs citywide.

For the purposes of planning and prioritizing within the West Central area, the projects have been categorized as either short- to mid-term (higher priority, likely to be implemented within 10 years), or longer-term (likely to be implemented in 10 years or more).



- Legend**
- West Central Area Boundary
  - Prospect Corridor Design
  - Short/Mid Term Priority
  - Longer-Term Priority
  - Shields Corridor Analysis

**Table 5. Short- to Mid-Term Roadway Projects (0-10 years)**

| ID   | Project Location                        | Description/Comment  | Potential Coordination |                                      | Notes   |
|------|---|--|------------------------|--------------------------------------|---|
|      |   |  | Bus Stop Improvements  | Street Maintenance Program (2015-16) |   |
| R-8  | Springfield between Taft Hill & Shields | <ul style="list-style-type: none"> <li>Implementation of Low-Stress Bike Network per Bike Plan</li> </ul>  | ✓                      |                                      | Bike Plan project; have received some Transportation Alternatives Program (TAP) grant funding; see Policy 2.9 and Shields section |
| R-9  | Lake between Shields & College          | <ul style="list-style-type: none"> <li>Strengthen bike/pedestrian spine as described in this document</li> </ul>   |                        |                                      | Pedestrian Plan project; see Prospect Corridor section  |
| R-10 | Prospect between Taft Hill & Shields    | <ul style="list-style-type: none"> <li>Council expressed interest in addition of medians</li> </ul>  |                        |                                      | See Policy 2.9, Appendix E for concept design   |
| R-11 | Prospect between Shields & College      | <ul style="list-style-type: none"> <li>Narrow sidewalks, no bike facilities, crossing challenges</li> <li>Implementation of draft design described in this document</li> </ul> |                        | ✓                                    | Pedestrian Plan project; see Prospect Corridor section  |
| R-13 | Taft Hill between Stuart & Sheffield*   | <ul style="list-style-type: none"> <li>Busy area with turning movements, school traffic, and pedestrian crossing</li> </ul>  |                        | ✓                                    | Bike Plan project   |

**Table 6. Longer-Term Roadway Projects (10+ years)**

| ID   | Project Location                             | Source <sup>1</sup> |
|------|--|---------------------|
| R-1  | Mulberry between Crestmore & Shields         | PP, WCAP            |
| R-2  | City Park between Mulberry & Elizabeth       | WCAP                |
| R-3  | Shields between Mulberry & Laurel            | PP, WCAP            |
| R-4  | Shields between Laurel & Prospect            | WCAP                |
| R-5  | Elizabeth between City Park & Shields        | WCAP                |
| R-6  | Taft Hill between Elizabeth & Prospect       | WCAP                |
| R-7  | Castlerock between Elizabeth & Prospect      | WCAP                |
| R-12 | Shields between Prospect & Hobbit            | WCAP                |
| R-14 | Constitution between Stuart and Drake        | WCAP                |
| R-15 | Taft Hill between Valley Forge & Drake       | WCAP                |
| R-16 | Shields between Centre/Raintree & Drake      | WCAP                |
| R-17 | Drake between west of Raintree & Worthington | WCAP                |
| R-18 | Drake between Research & Mason Trail         | WCAP                |

Notes:

- Sources: PP, Pedestrian Plan  
WCAP : West Central Area Plan

# Shields Corridor Analysis

## Overview

During the planning process, the Shields Corridor stood out as needing additional analysis based on the crash history, observations of unsafe behavior, and public input, as well as the expected increase in demand on and crossing the facility in the future. Therefore, a study was initiated to holistically analyze the Shields Street corridor between Laurel Street and Prospect Road. The analysis is ongoing; a summary of work to-date is included in this section, and future work has been identified as an action item within this Plan. Figure 20 shows the corridor influences and connections that were considered in this analysis.

## Corridor Issues

Key corridor issues and influences identified for Shields Street from Prospect Road to Laurel Street include:

- Lack of adequate facilities for bicycles and pedestrians, especially on the west side of the street
- Lack of safe bicycle/pedestrian crossings between Prospect Road and Elizabeth Street
- A series of non-aligned roadways connecting CSU to the neighborhoods south of Elizabeth Street to West Prospect Road, resulting in a lack of connectivity
- Multi-modal conflicts at the Shields Street and Elizabeth Street intersection – need for intersection improvements
- Redevelopment potential on the west side of Elizabeth Street; Campus West is likely a near-term exception to this, as property owners feel that it is currently functioning adequately
- Constrained existing right-of-way

## Overall Approach

The overall approach to analyzing the corridor and developing designs was based on the following strategy:

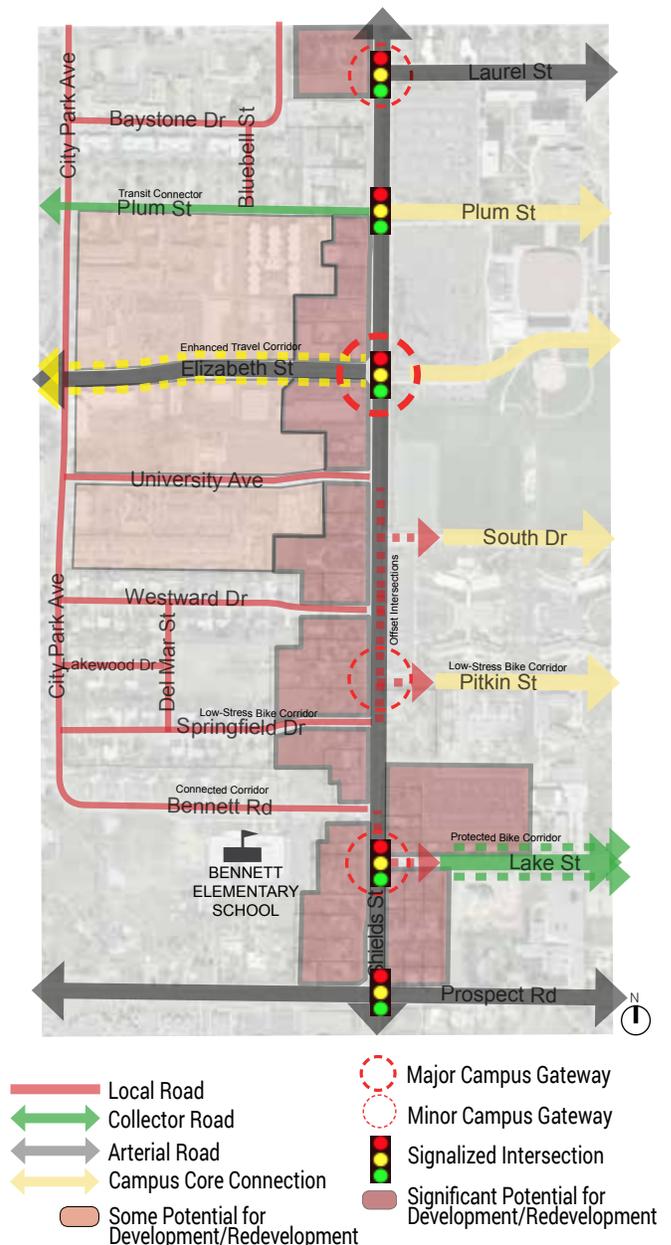
- Provide holistic concepts that create overall connectivity between the CSU campus and the neighborhoods to the west.
- Develop a custom cross-section for Shields Street that is narrower than the standard City of Fort Collins cross-section, while still providing improved facilities.
- Preserve existing street trees and shared bike/ped path along the campus edge.
- Develop recommendations consistent with the City and CSU Bike Plans.
- Focus property impacts on areas likely to redevelop.
- Coordinate with CSU's master plans and other approved plans for redevelopment.

## Corridor Options Development & Evaluation

Based on the existing conditions analysis, the following aspects of the corridor are currently being explored by a design review committee, consisting of City Staff and Colorado State University/Colorado State University Research Foundation representatives:

- Street cross-section options
- Intersection treatment options (at-grade)
- Options for grade-separated crossings
- Options for medians/access considerations
- Opportunities for street realignments to address offset (non-aligned) intersections

**Figure 20. Shields Corridor Influences and Connections**



## Cross-Section Options

Cross-section options for Shields Street were developed primarily based on right-of-way constraints and the desire to improve conditions for all travel modes. Existing rights-of-way vary throughout the corridor, and efforts were made to minimize the amount of additional right-of-way required. In addition, the Bicycle Master Plan recommendation of a protected bike lane on Shields Street was integrated into the proposed cross-section.

The corridor was divided into two segments: south (Prospect Road to Westward Drive) and north (Westward Drive to Laurel Street). The cross-sections provided represent the proposed typical conditions for each segment. The south cross-section reflects private land uses on each side of the roadway, and the north cross-section reflects private land uses on the west side of the road, with the CSU campus on the east side of the road.

### Existing Cross-Section

As shown in Figure 21, the existing cross-section typically includes four 10.5' travel lanes with a 12' center turn lane. 6' bike lanes exist on both sides of the roadway. The south portion of the corridor includes 6'

attached walks on both sides of the road, and the north portion of the corridor includes a 6' attached walk on the western side and 8' multi-use detached path with street trees on the east side.

### South Cross-Section (Proposed)

The proposed south cross-section includes the following features:

- Four 10' travel lanes
- 10' median/turn lane
- 6' raised bike lane
- 6' tree lawn
- 6' detached sidewalk

### North Cross-Section (Proposed)

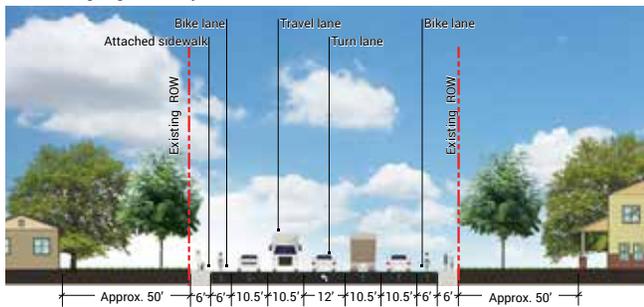
The north cross-section includes the following features:

- Four 10' travel lanes
- 10' median/turn lane
- 6' raised bike lane
- 12'-15' tree lawn (east side)
- 6' tree lawn (west side)
- 8' shared bike/ped path (east side)
- 6' sidewalk (west side)

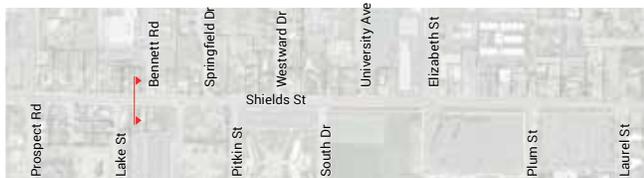
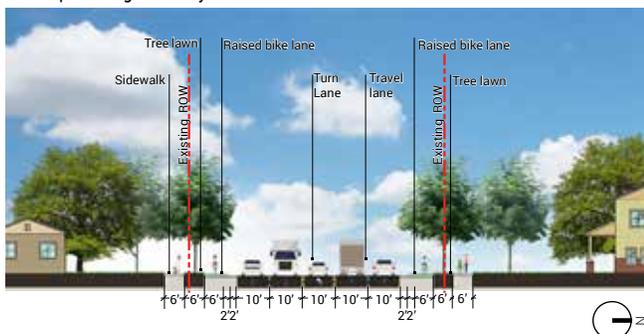
**Figure 21. Shields Street Cross-Section Options**

### South Cross-Sections

78' Existing Right-of-Way Width

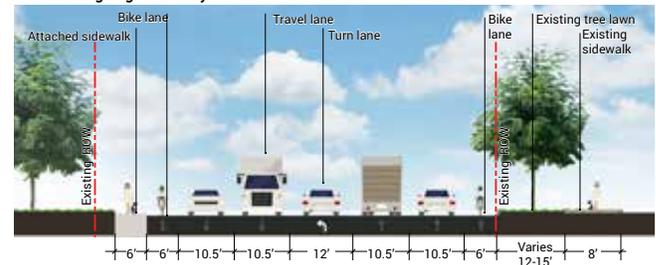


94' Required Right-of-Way Width

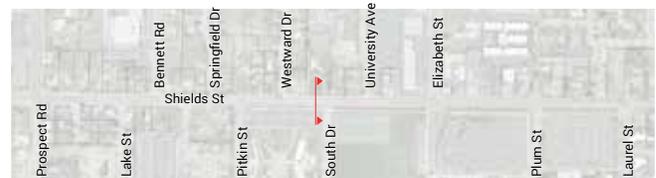
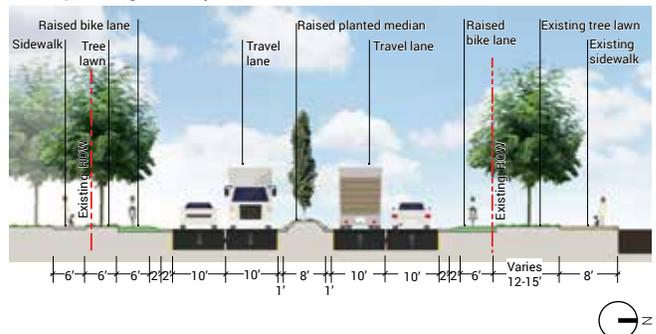


### North Cross-Sections

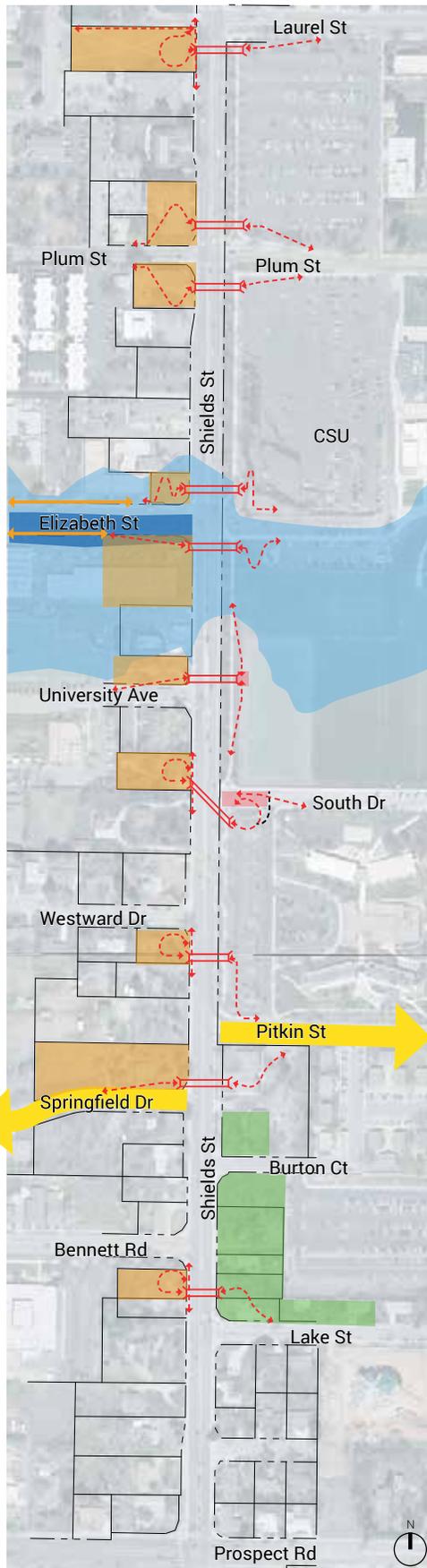
75' Existing Right-of-Way Width



79' Required Right-of-Way Width



**Figure 22. Shields Corridor Grade-Separated Crossing Options**



## Grade-Separated Crossings

Alternative locations for grade-separated crossings were explored throughout the Shields corridor, including both underpass and overpass alternatives. Underpasses can typically be constructed 10' below grade – requiring 200' of ramp length. Overpasses typically require 14' of clearance with an additional 1' (minimum) of supporting structure – requiring 300' of ramp length. Due to the additional ramp length and perceived inconvenience of overpasses, it was determined that overpasses are generally less desirable as a means of road crossing in this area, particularly because other at-grade crossing opportunities are available.

Potential ramp configurations for underpass options are depicted in Figure 22, along with floodplain constraints, impacted parcels, and other considerations such as integration with the planned Pitkin Street/Springfield Drive Low-Stress Bike Corridor (a recommendation from the CSU and City Bicycle Master Plans).

### Opportunities & Constraints

#### Locations including and to the north of Elizabeth Street:

- Bicycle and pedestrian crossing volumes higher in this area.
- **Elizabeth Street** - Floodplain constraints, existing commercial businesses and integration of two-way bike facilities on one side of the street make this intersection extremely challenging as an underpass location.
- **Plum Street** - Existing land uses at both intersections (sorority house and apartment building) present challenges for land acquisition. This intersection typically functions well as an at-grade crossing.
- **Laurel Street** - CSU-owned property on the western side of road could minimize land acquisition costs. However, connectivity from this parcel to western neighborhoods is inconvenient, and demand is lower at the north edge of campus.

#### Locations to the south of Elizabeth Street:

- Bicycle and pedestrian crossing volumes lower in this area.
- **University Avenue/South Drive** - Private property acquisition required on west side, with some disruption to CSU uses and inconvenient ramp locations on east side. Minor floodplain constraints.
- **Pitkin Street/Springfield Drive/Westward Drive** - CSURF-owned property on the southeast side could minimize land acquisition costs. Private property acquisition required on the west side. Integration with the planned Pitkin low-stress bike corridor could help form a connected network here.
- **Lake Street/Bennett Road** - CSURF-owned property on the east side could minimize land acquisition costs here. Private property acquisition required on the west side. Integration with the planned Lake Street protected bike lanes would assist with resolving a connection here; however, ramp configurations on the west are inconvenient and the location at the south edge of campus is not ideal.

### Legend

- |   |   |  |  |
|---|---|--|--|
|  | Impacted Property                                       |  | City Floodway                          |
|  | Potential Plaza   |  | City High-Risk Floodplain              |
|  | Underpass Ramp (200' Required)                          |  | CSU Research Foundation Owned Property |
|  | Planned Low-Stress Bike Corridor (CSU, City Bike Plans) |  |  |

**Evaluation**

Each location considered for a grade-separated crossing was compared and evaluated based on a number of factors. The matrix in Table 7 shows comparative relative ratings for the potential crossing locations, with a low/medium/high rating based on the following criteria:

- **Underpass Feasible?** - Is it physically feasible to construct an underpass at this location?
- **Overpass Feasible?** - Is it physically feasible to construct an overpass at this location?
- **Opportunity Parcel(s) on East or West Side** - Is there a property owned by the City, CSU/CSURF, utility, or other government entity on the east or west side of Shields Street that can be used for the grade separation approach?
- **Immediate Redevelopment Potential/Underutilized Parcel on East or West Side** - If a property is not owned by the City, CSU/CSURF, utility, or other government entity, does it have redevelopment potential?
- **Relative Demand** - Volumes from the CSU Parking and Transportation Master Plan reveal the level of bike and pedestrian demand of each intersection.

Figure 23 provides a summary of pros/cons for each potential grade-separated crossing location.

**Recommendations**

Further study is recommended for the following potential locations, based on this analysis:

- **Pitkin Street/Springfield Drive** - Demand is medium, cost is relatively low, and integration with the planned Pitkin Low-Stress Bike Corridor are advantages here. An alternative for this location is a new bike/pedestrian crossing signal, which would require right-of-way acquisition and could have slight impacts on traffic flow. Impacts to traffic flow could be avoided with an underpass.
- **Lake Street** - Demand is medium, cost is medium, and integration with the Lake Street Corridor is desirable. Land use on the west side is lower in intensity and could have more flexibility for right-of-way acquisition, as well. Lake also has fewer utility conflict than some other locations.

Note that although the crossing demand is currently higher at the intersections in the vicinity of Elizabeth Street, these locations have a lower overall feasibility due to floodplain, land use restrictions, and utility locations. Although the feasibility of constructing an underpass at Laurel Street is high, that location has lower crossing demand overall due to its location at the north edge of the CSU campus. In addition, Plum Street and Laurel Street have the potential to function well as at-grade intersections with some more cost-effective improvements, as noted in the At-Grade Intersection Improvements section.

**Table 7. Shields Corridor Grade-Separated Crossing Evaluation Matrix**

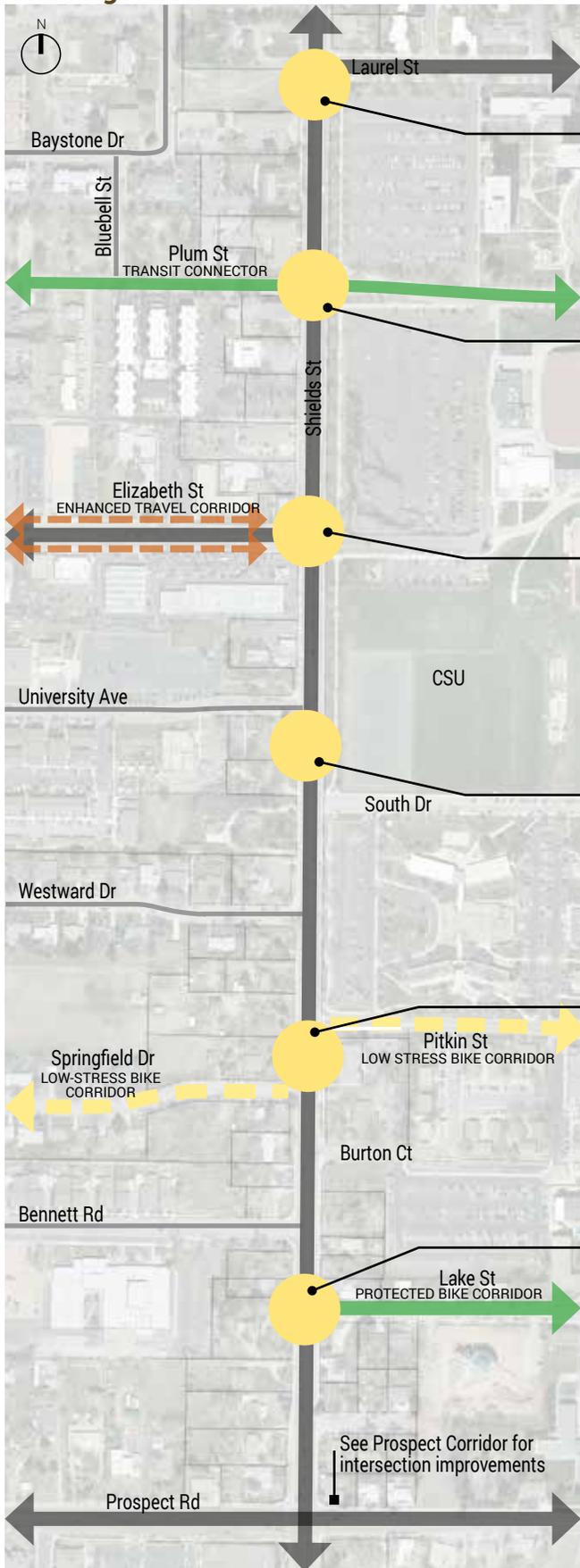
| Location          | Underpass Feasible? (Floodplain, Land-use, Utilities) | Overpass Feasible** | Opportunity Parcel(s) on West Side | Near-term Redevelopment Potential on West Side | Opportunity Parcel(s) on East Side | Near-term Redevelopment Potential on East Side | Relative Demand*      | Additional Pros/Cons   | Potential Cost |
|-------------------|---|---------------------|------------------------------------|--|------------------------------------|--|-----------------------|--|----------------|
| Laurel Street     | ●   | ●                   | ●                                  | ●  | ●                                  | ●  | ●<br>13 bike/18 ped.  | <ul style="list-style-type: none"> <li>• Anticipated demand is low.</li> <li>• Existing at-grade crossing at traffic signal sufficiently accommodates need.</li> </ul>   | \$             |
| Plum Street       | ●<br>Utilities/Land-Use                               | ●                   | ●                                  | ●  | ●                                  | ●  | ●<br>76 bike/183 ped. | <ul style="list-style-type: none"> <li>• Existing at-grade crossing sufficiently accommodates need.</li> <li>• Grade separation would require out-of-direction travel for pedestrians and bicyclists.</li> </ul>                   | \$\$           |
| Elizabeth Street  | ●<br>Floodplain/Utilities/Land-Use                    | ●                   | ●                                  | ●  | ●                                  | ●  | ●<br>98 bike/212 ped. | <ul style="list-style-type: none"> <li>• Grade separation would require out-of-direction travel for pedestrians and bicyclists.</li> </ul>   | \$\$\$         |
| University Street | ●   | ●                   | ●                                  | ●  | ●                                  | ●  | ●                     | <ul style="list-style-type: none"> <li>• Anticipated demand is low.</li> </ul>   | \$\$           |
| South Drive       | ●   | ●                   | ●                                  | ●  | ●                                  | ●  | ●<br>20 bike/9 ped.   | <ul style="list-style-type: none"> <li>• Less expensive at-grade crossing enhancements have high feasibility</li> </ul>  | \$\$           |
| Pitkin Street     | ●   | ●                   | ●                                  | ●  | ●                                  | ●  | ●<br>26 bike/16 ped.  | <ul style="list-style-type: none"> <li>• Would enhance the planned Pitkin Street Low-Stress Bike Corridor.</li> <li>• Less expensive at-grade crossing enhancements have medium feasibility (ROW acquisitions required)</li> </ul> | \$             |
| Lake Street       | ●   | ●                   | ●                                  | ●  | ●                                  | ●  | ●<br>14 bike/31 ped.  | <ul style="list-style-type: none"> <li>• Existing at-grade crossing sufficiently accommodates need.</li> <li>• Grade separation would require out-of-direction travel for pedestrians and bicyclists.</li> </ul>                   | \$\$           |

**Relative Rating**  
 ● Low   ● Medium   ● High

\* Due to the additional ramp length required and perceived inconvenience of overpasses, it was determined that overpasses are not currently recommended, particularly because other at-grade crossing improvements may be more cost-effective.

**Figure 23. Shields Corridor Grade-Separated Crossing Pros & Cons**

**Grade-Separated Crossing Pros/Cons Summary**  
 Below is a summary of pros/cons for each potential grade-separated crossing location:



**Laurel Street**

|             |   |
|-------------|---|
| <b>Pros</b> | CSU property on west side, low cost               |
| <b>Cons</b> | North edge location, lack of connectivity to west |

**Plum Street**

|             |  |
|-------------|--|
| <b>Pros</b> | High demand, direct connectivity   |
| <b>Cons</b> | Current intensive uses on west side, high cost, at-grade crossing functions well |

**Elizabeth Street**

|             |   |
|-------------|---|
| <b>Pros</b> | High demand, direct connectivity  |
| <b>Cons</b> | Floodplain constraints, current intensive uses on west side, high cost, constrained ROW, integration of two way bike path challenging |

**University Avenue/South Drive**

|             |  |
|-------------|--|
| <b>Pros</b> | Lower cost   |
| <b>Cons</b> | Lack of connectivity to west, lower demand, mid-block location |

**Pitkin Street/Springfield Drive**

|             |  |
|-------------|--|
| <b>Pros</b> | Connection to future Low-Stress Bike Corridor, lower cost, at-grade crossing improvements are less expensive but would have greater right-of-way impacts |
| <b>Cons</b> | Medium demand  |

**Lake Street**

|             |  |
|-------------|--|
| <b>Pros</b> | Connection to Lake St. protected bike corridor |
| <b>Cons</b> | South edge location, low demand, medium cost   |

**Legend**

- |                          |   |
|--------------------------|---|
| <b>Existing Elements</b> | <b>Potential Opportunities</b>                            |
| Arterial Road            | Future Low Stress Bike Corridor                           |
| Collector Road           | Future Enhanced Travel Corridor                           |
| Local Road               | Location Evaluated for Potential Grade-Separated Crossing |

## At-Grade Intersection Improvements

Preliminary concepts were developed for key intersection improvements that are currently being explored in greater detail. The intersections analyzed include: Laurel Street, Plum Street, Elizabeth Street, South Drive, and Pitkin Street/Springfield Drive. Preliminary plans for intersection improvements and associated descriptions are found below.

### Shields Street & Laurel Street

Improvements to the intersection of Shields Street and Laurel Street should address pedestrian convenience and overall safety. Improvements to the transition onto the existing Shields Street bike lane for southbound cyclists should also be reviewed.

### Shields Street & Plum Street

Improvements to the intersection of Shields Street and Plum Street should address the comfort and safety of pedestrians and bicyclists crossing Shields Street and turning onto and off of Plum Street. Candidate improvements include two-stage turn queue boxes on the east and west legs, an additional bike box on the east leg, and green colored pavement in the bike lanes at conflict points. Additionally, improvements should address delays for westbound buses from campus, while maintaining overall safety.

### Shields Street & Elizabeth Street

Improvements to the intersection of Shields Street and Elizabeth Street should address the comfort and safety of pedestrians and bicyclists crossing Shields Street and turning movements on Elizabeth Street. Additionally, improvements should also address pedestrian convenience and safety, as well as vehicle operations, as previously noted (see Table 3).

A second dedicated eastbound left-turn lane would eliminate the need for a split signal phase at the intersection; this could be accommodated by both alternatives described below. The configuration of this intersection will be further evaluated during the West Elizabeth Enhanced Travel Corridor (ETC) planning effort.

#### Alternative 1

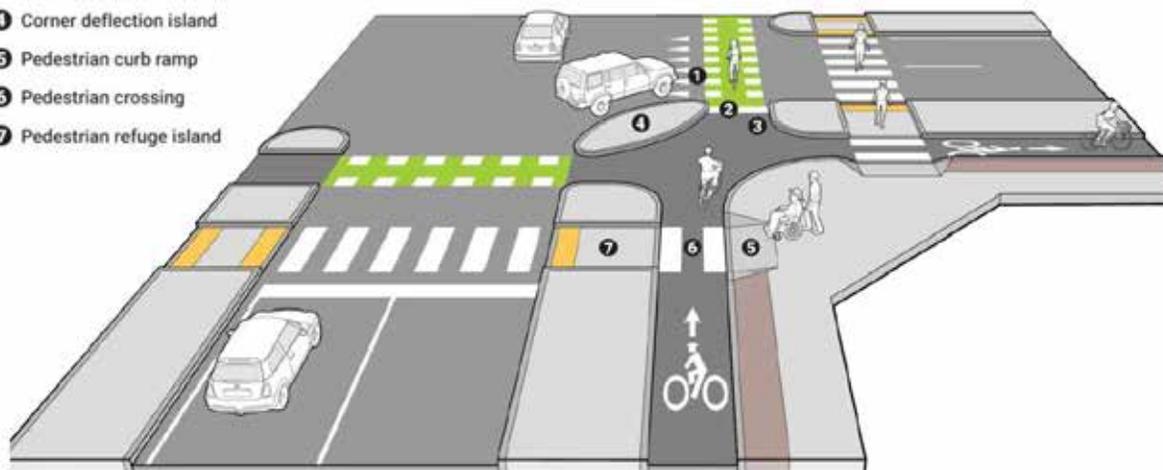
The first proposed alternative to consider at the intersection of Shields Street and Elizabeth Street is two-stage turn queue boxes on the east and west legs, a bike box on the west leg, green colored pavement in the bike lanes at conflict points and channelized islands for the southbound right-turn and eastbound right-turn.

#### Alternative 2

The second proposed alternative at the intersection of Shields Street and Elizabeth Street is a Dutch-style protected intersection that carries the protection of the bike lane through the intersection. This is done with refuge islands, located at all four corners. Special signal operations are also required to reduce or eliminate conflicts between vehicles, bicyclists and pedestrians. Additional analysis is needed to determine the feasibility of this option.



- 1 Bicycle crossing
- 2 Bicycle stop line
- 3 Bicycle queuing area
- 4 Corner deflection island
- 5 Pedestrian curb ramp
- 6 Pedestrian crossing
- 7 Pedestrian refuge island



Example of Dutch-style protected intersection (Source: Toole Design Group, Bicycle Master Plan, 2014)

### Shields Street & South Drive

Additional pedestrian and bicyclist infrastructure is recommended at the intersection of Shields Street and South Drive to facilitate crossings of Shields Street. The implementation of a crosswalk with a pedestrian hybrid beacon and potentially a median island refuge at the south and east legs should be considered. Additionally, green-colored pavement can be added to the bike lane at conflict points. South Drive is currently a one-way street in the east direction. This configuration may be maintained, reversed, or converted to two-way travel in the future.

### Shields Street & Springfield Drive/Pitkin Street

Additional pedestrian and bicyclist infrastructure is recommended at the intersection of Shields Street and Springfield Drive/Pitkin Street to facilitate crossings of Shields Street. The implementation of a crosswalk with a traffic signal or pedestrian hybrid beacon, and potentially a median island refuge at the south leg should be considered. Additionally, because Pitkin Street is proposed as a low-stress bike corridor, a protected bicycle facility that allows for bicyclists to travel east to west between Springfield Drive and Pitkin Street should be considered. This location is also being considered for a potential underpass, the timing and feasibility of which could influence if and when at-grade improvements are made.

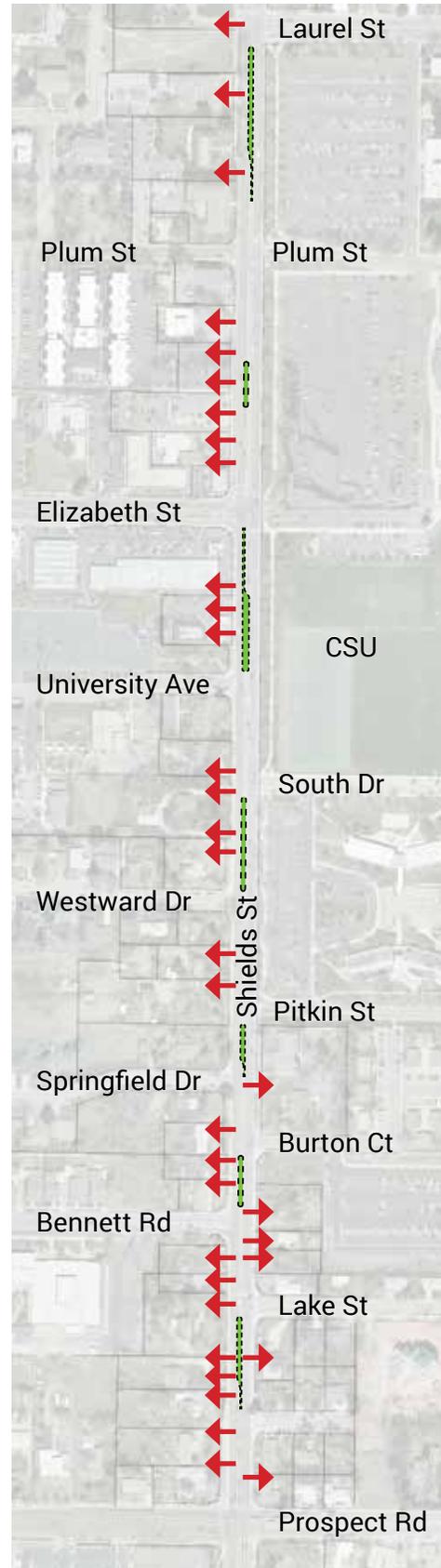
## Median Improvements

Potential locations for medians were explored throughout the corridor. Medians could provide some traffic calming, diminish the scale of the overall roadway, improve the safety of turning movements, and develop an improved corridor aesthetic. Locations were identified based on the desire to maintain access to existing access points and left-turn movements at intersections while providing pedestrian refuges for at-grade crossings and reducing risky turning behavior. Medians will be designed according to City of Fort Collins standards and would typically include the following:

- 1' striped buffer between travel lanes and median face of curb
- 8' width from curb face to curb face
- 2' of splash plate and interior curb around median perimeter for maintenance access
- 4' planting area including small trees and low-water use plantings
- Narrow median section at turn lanes

Median configurations and locations shown on the diagram to the left are preliminary and will require further design and outreach as plans for the corridor evolve.

Figure 24. Potential Shields Street Medians



## Roadway Realignment Options

People cross Shields Street at various locations throughout the corridor, which is particularly difficult south of Elizabeth Street where streets are offset, and there is a general lack of connectivity between the neighborhoods and the CSU campus. Pedestrians and bicyclists in this area are typically observed crossing two lanes to the center turn lane and waiting for vehicle traffic to allow crossing an additional two lanes of traffic. The planning team explored the possibility of roadway realignments in this segment of the corridor in order to facilitate a more direct crossing of Shields Street. Transit and vehicular connections would also potentially benefit from aligned roadways in this segment of the corridor.

The street realignment concept was explored for Pitkin Street/Springfield Drive and Lake Street/Bennett Road, as described below. Street realignments could potentially be used instead of a grade-separated crossing at these locations. Considerations for each realignment are listed below, and these concepts will continue to be further refined, including the determination of costs, right-of-way needs, and additional outreach to property owners.

### Pitkin Street & Springfield Drive

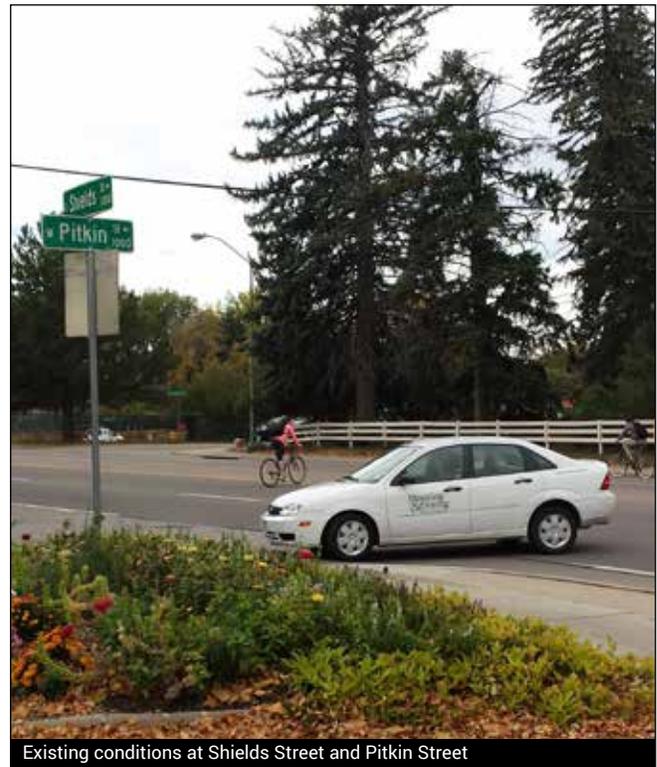
Realignment of Pitkin Street to Springfield Drive is best accomplished on the west side of the road and the following considerations should be taken into account:

- The planned Pitkin Low-Stress Bike Corridor concept could be effectively integrated with implementation of this realignment.
- Transfort routes from CSU to the neighborhoods west of campus could function more effectively.
- As a local street, Larimer County Urban Area Street Standards (LCUASS) allow for tighter turning radii, which would reduce impacts to privately owned parcels.
- Two privately owned parcels are affected, and property owners should be contacted to inquire about interest in selling these parcels.
- A replat of parcels surrounding the realigned portion of Springfield Drive should be carefully investigated to maximize feasibility for new development.

### Lake Street & Bennett Road

Realignment of Lake Street to Bennett Road is best accomplished on the east side of the road, and the following considerations should be taken into account:

- CSU Research Foundation-owned parcels exist in most of the affected area
- Conversations with CSU and the CSU Research Foundation should continue regarding potential implications/shared costs of this effort
- The planned Lake Street protected bike lane concept could be effectively integrated with implementation of this realignment
- Transfort routes from CSU to the neighborhoods west of campus could function more effectively
- Because Lake is a collector street, a greater turning radius is generally required to meet street standards; tightening the turning radii would reduce impacts to privately owned parcels.
- A replat of parcels surrounding the realigned portion of Lake Street should be carefully investigated to maximize feasibility for new development here. CSU Research Foundation and other property owners should be consulted to help determine optimal feasibility for replatting parcels, as well as the intended use of the parcels in the future



Existing conditions at Shields Street and Pitkin Street

**Figure 25. Summary of Potential Improvements to the Shields Corridor**



## Summary and Next Steps

This section documents the initial results of the ongoing analysis of Shields Street between Prospect Road and Laurel Street. Travel along and across the corridor for all users could be improved through a package of improvements, including:

- Updated cross-section with protected bike lanes, wider sidewalks, and planted medians
- Grade-separated crossing at Pitkin Street/ Springfield Drive (part of the Low-Stress Bike Corridor)
- At-grade intersection improvements on Shields at Laurel Street, Plum Street, Elizabeth Street, and South Drive
- Realignment of Lake Street and Bennett Road with at-grade crossing improvements

Figure 25 summarizes this preliminary set of improvements for the Shields Corridor.

Next steps will include continuing to refine the designs initially explored, continuing outreach to stakeholders and property owners, and securing funding for improvements.

### Legend

#### Existing Elements

- Arterial Road
- Collector Road
- Local Road

#### Potential Opportunities

- Low-Stress Bike Corridor
- Enhanced Travel Corridor
- Potential Median
- Potential At-Grade Crossing/ Intersection Improvements
- Potential Underpass
- Protected Bike Lane
- Potential Road Realignment



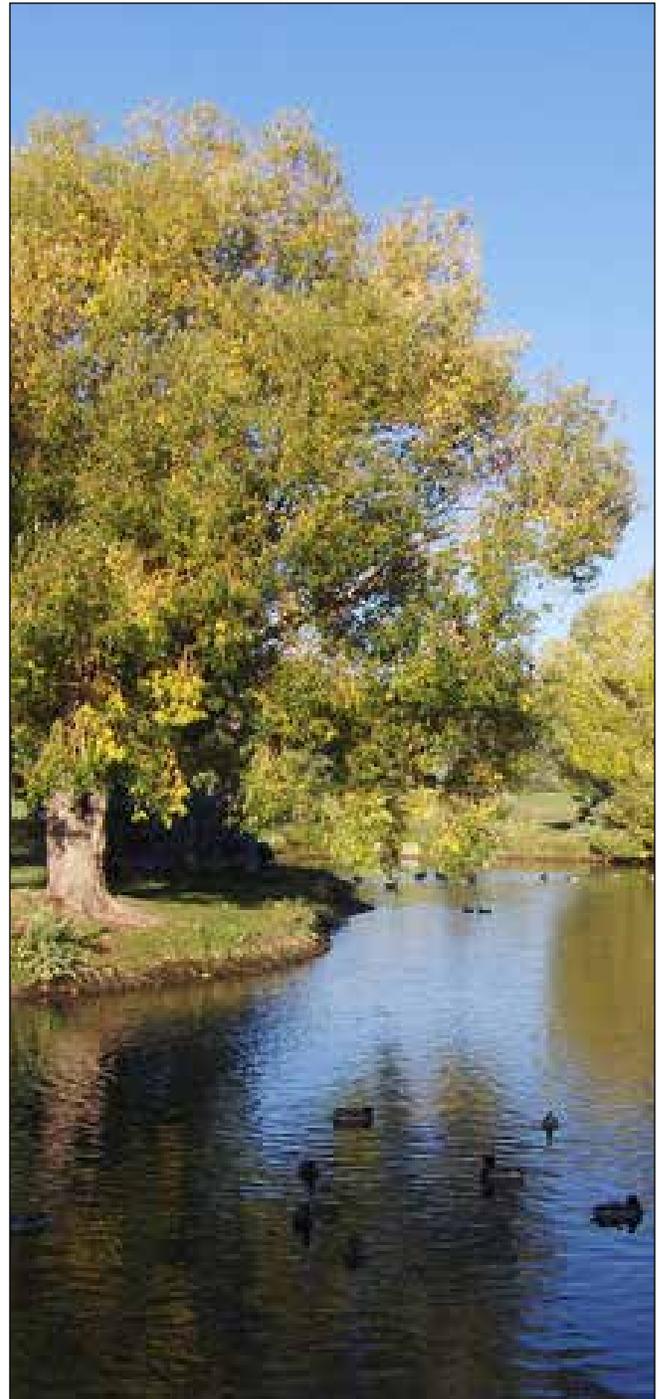


OS Open Space Networks

## Open Space Networks Vision

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

- OS1 Access to nature, recreation, and environmental stewardship opportunities
- OS2 Parks and open spaces that offer a variety of settings and experiences
- OS3 Attractive urban landscape that supports habitat, character, and shade
- OS4 Preserved and enhanced wildlife habitat and corridors
- OS5 Comprehensive and ecological approaches to stormwater management



Key words survey respondents used to describe their vision for open space in the West Central Area

## Policies

The Plan provides guidance for the protection of new areas of open space while improving connections to existing open space. A variety of principles guide opportunities for recreation while protecting and adding valuable habitat and wildlife corridors. The following policies are organized into three categories: Access, Quality and Quantity.

### Access

- 3.1 Ensure that residents are adequately served by parks and open space as infill and redevelopment occur
- 3.2 Continue to create a connected network of parks and open space
- 3.3 Ensure that parks and open space are easily accessible by all modes of transportation and for all ages and abilities
- 3.4 Allow for appropriate access along and across ditches

### Quality

- 3.5 Provide for a variety of settings, experiences, and recreational opportunities in parks and open space
- 3.6 Improve safety in public parks, open space, and along trails
- 3.7 Explore the multiple ecological values that ditches provide, including irrigation, stormwater management, and wildlife habitat
- 3.8 Protect and enhance existing wildlife habitat

### Quantity

- 3.9 Identify opportunities for additional wildlife habitat
- 3.10 Approach stormwater management comprehensively and at the system scale
- 3.11 Enhance and add to the urban tree canopy along streets and within neighborhoods

## Access

3.1

Ensure that residents are adequately served by parks and open space as infill and redevelopment occur

OS1 OS2 LU2

As development and redevelopment activities add increased population and commercial uses into the West Central area, high-quality natural spaces should be maintained and expanded to serve existing and future residents. A range of social and ecological opportunities should be provided for the benefit of all residents and species. Land Use Code changes should be designed to provide flexibility to allow site-specific solutions based on context, scale and objectives. For example, high density zone districts (e.g., the High Density Mixed-Use Neighborhood and the Community Commercial zone districts) may have different requirements than lower density zone districts (e.g., Low Density Residential, Low Density Mixed-Use Neighborhoods).

### Action Items

- In conjunction with the implementation of Nature in the City, **update open space standards** in the Land Use Code to add clarity for developers and decision-makers related to the amount and type of open space required in conjunction with new development and redevelopment. Requirements should include a mix of qualitative and quantitative standards that provide flexible options for the provision of functional natural spaces during a project's development or redevelopment.
- Through the implementation of Nature in the City, develop a **Design Guidelines** document illustrating strategies for incorporating natural features and open space into new and existing developments.
- Evaluate **recent development contributions** for parks and determine how to best apply available funds to new or enhanced parks in the West Central area.
- Engage **neighborhood organizations and homeowners associations** to assist with the stewardship of existing and new open space.
- Identify **funding mechanisms** for improvements to existing parks, open space and trails and for acquisition of new parks, open space and trails, as needed.

### What We Heard

*"Ensure that residents still have access to high-quality open space as more development occurs."*

### 3.2 Continue to create a connected network of parks and open space OS1 OS4 LU2 T1

Identify gaps in the open space network, both for public access and wildlife habitat. Prioritize acquisition or protection of new open space areas that contribute to a connected network of wildlife corridors and/or recreation opportunities. Focus public park and open space improvements at the neighborhood scale. Prioritize trail connections that provide access between neighborhoods and parks, schools, natural areas, and other destinations.

Improve existing parks, open spaces and trails in select locations to better protect wildlife habitat, serve the surrounding neighborhoods, and provide ecosystem services (such as stormwater management, air quality improvement, and the mitigation of fugitive dust).

Focus public park and open space improvements at the neighborhood scale. Prioritize the acquisition of sites for new parks and open space that would benefit the surrounding neighborhoods.

#### Action Items

- Create **spur trails** that better connect neighborhoods to parks, natural areas, schools, the Spring Creek Trail, Mason Trail, and other open space areas.
- In coordination with the implementation of Nature in the City, **identify gaps** in the open space network for both wildlife and recreation, and develop a list of short-term and long-term projects that help to fill the gaps.
- See recommended programs and projects in Policies 3.4 and 3.5.



Habitat enhancement along a trail

### 3.3 Ensure that parks and open space are easily accessible by all modes of transportation and for all ages and abilities OS1 T1

Parks, natural areas, and other open space areas should be accessible by walking, bicycling, and transit, in addition to vehicle access. All residents should have access to nature within a 10-minute walk of their home.

#### Action Items

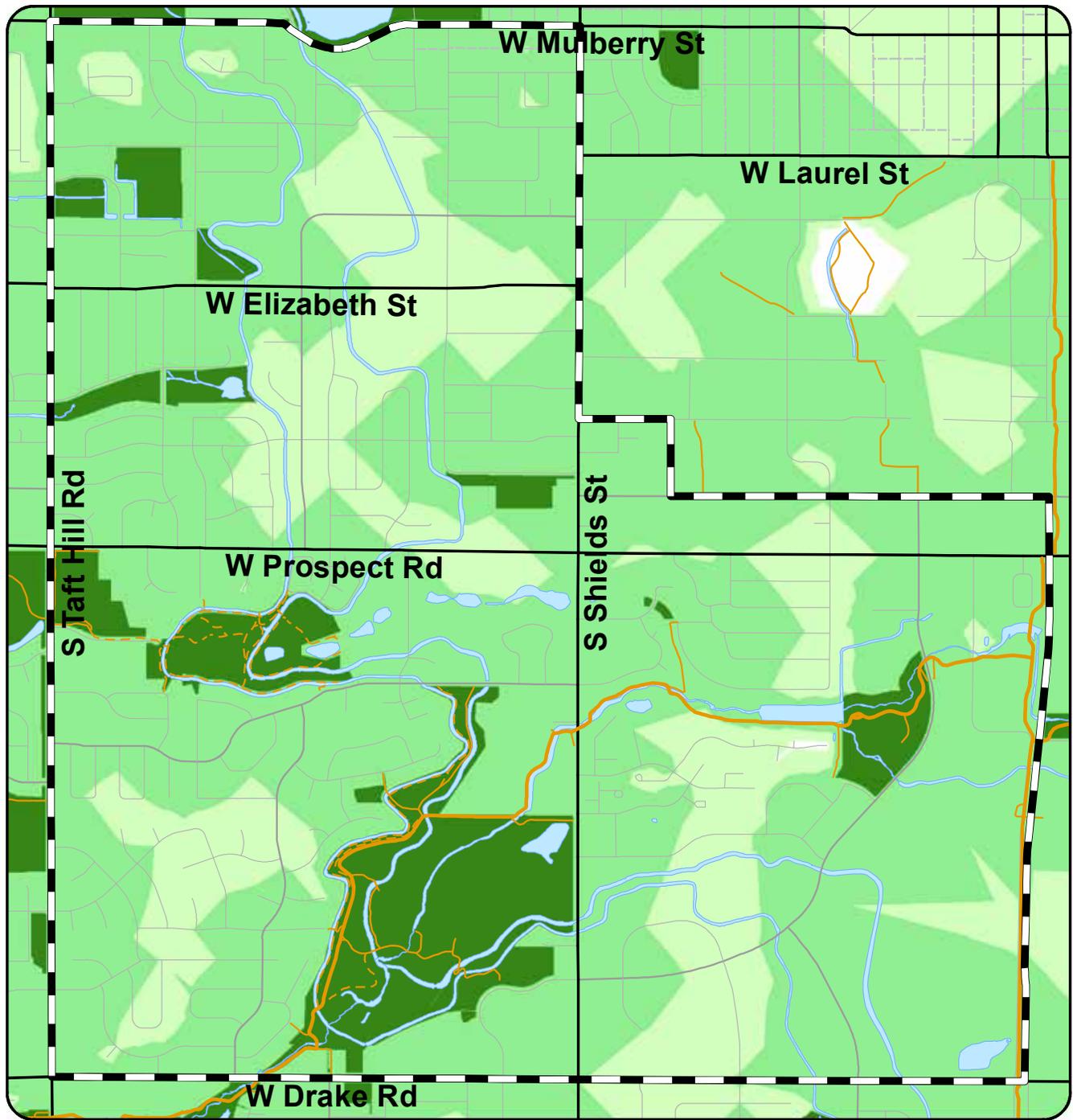
- Improve the **underpass at the crossing of Shields Street and the Spring Creek Trail** to improve visibility for bicyclists and reduce flooding issues.
- Improve the **underpass at the crossing of Centre Avenue and the Spring Creek Trail** to better accommodate the high volume of users and reduce flooding issues.
- Coordinate with CSU on the planning, construction, and funding of a **future trail connection** between the proposed underpass at Centre Avenue and Prospect Road to the Spring Creek Trail.
- Establish a **wayfinding system** for parks and open space, in conjunction with efforts to improve wayfinding along trails and bikeways throughout the city.
- In conjunction with the Transportation and Mobility recommendations, add **safe pedestrian crossings** along arterials to provide residents with more direct access to parks and open space.
- Identify **gaps in transit service** near existing or future parks and open space. Consider access to open space when making changes to Transfort bus routes and bus stop locations as part of the next update to the Transfort Strategic Plan.
- Continue to **coordinate among City Departments** to align priorities for improving access to open space (Parks, Park Planning & Development, Natural Areas, Planning, FC Moves, and Transfort).

#### What We Heard

*"Make it easier to get from neighborhoods to parks and natural areas."*

**Figure 26. 10-Minute Walk to Public Open Space (Including Arterial Crossings)**

The map below identifies public lands and open space and the areas within a five- to ten-minute walk. This map takes into account a resident crossing an arterial road to reach an area of open space. This map also identifies both major and minor existing trail networks within the West Central area.

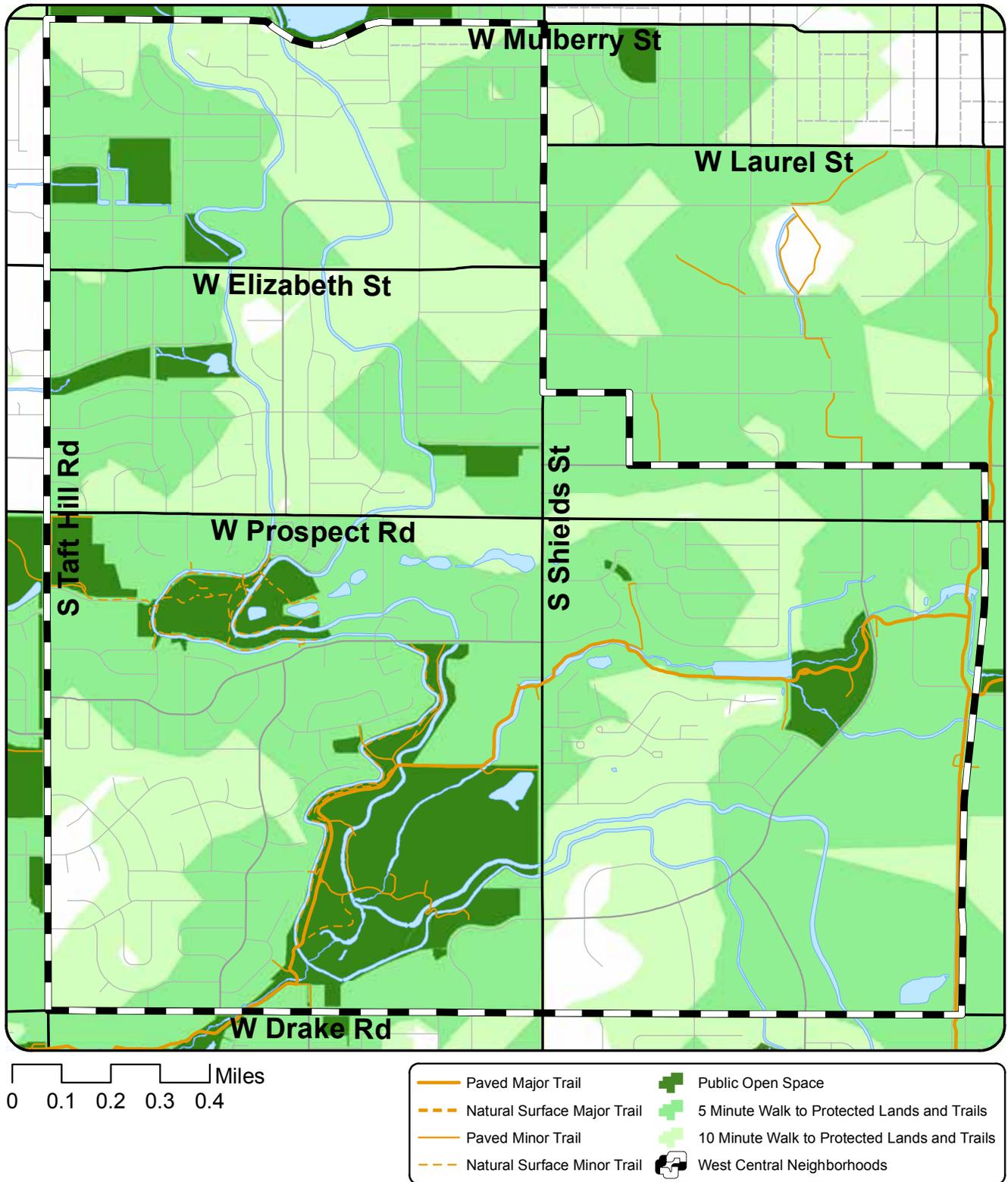


0 0.1 0.2 0.3 0.4 Miles

- Paved Major Trail
- Natural Surface Major Trail
- Paved Minor Trail
- Natural Surface Minor Trail
- Public Open Space
- 5 Minute Walk to Protected Lands and Trails
- 10 Minute Walk to Protected Lands and Trails
- West Central Neighborhoods

**Figure 27. 10-Minute Walk to Public Open Space (Not Including Arterial Crossings)**

The map below identifies public lands and open space and the areas within a five- to ten-minute walk. This map does not take into account the ability for a resident to cross an arterial road to reach an area of open space. This map also identifies both major and minor existing trail networks within the West Central area.

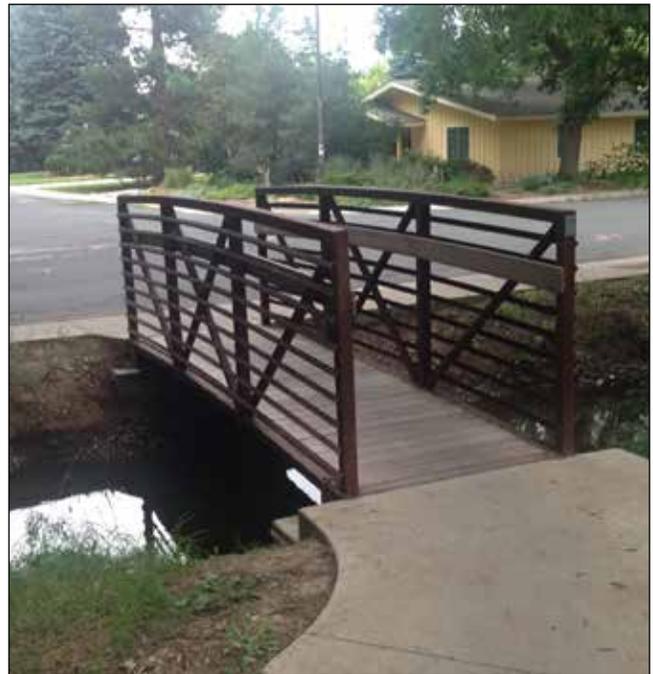


**3.4 Allow for appropriate access along and across ditches** OS1 T1

New crossings of ditches in key locations will improve pedestrian connectivity in neighborhoods. Additional public access should be considered along ditches, but should primarily be focused along segments of ditches that cross public property (e.g., Rolland Moore Park), rather than private property (e.g., private backyards).

**Action Items**

- Construct a crossing of the Arthur Ditch near **Whitcomb and Wallenberg** to connect the neighborhood to the Spring Creek Trail. The crossing should provide an informal pedestrian connection that does not introduce significant pedestrian or bicycle traffic into the neighborhood.
- Construct a crossing of Larimer County Canal Number 2 at **Westview Ave.** to improve neighborhood connectivity.
- Construct a crossing of Larimer County Canal Number 2 between Lynwood Drive and **Bennett Elementary School** to support Safe Routes to School.
- **Remove obstacles for wildlife movement** along ditches, including replacement of old fencing with wildlife-friendly fencing, as appropriate.
- **Coordinate with ditch companies** to allow for appropriate access along ditches.

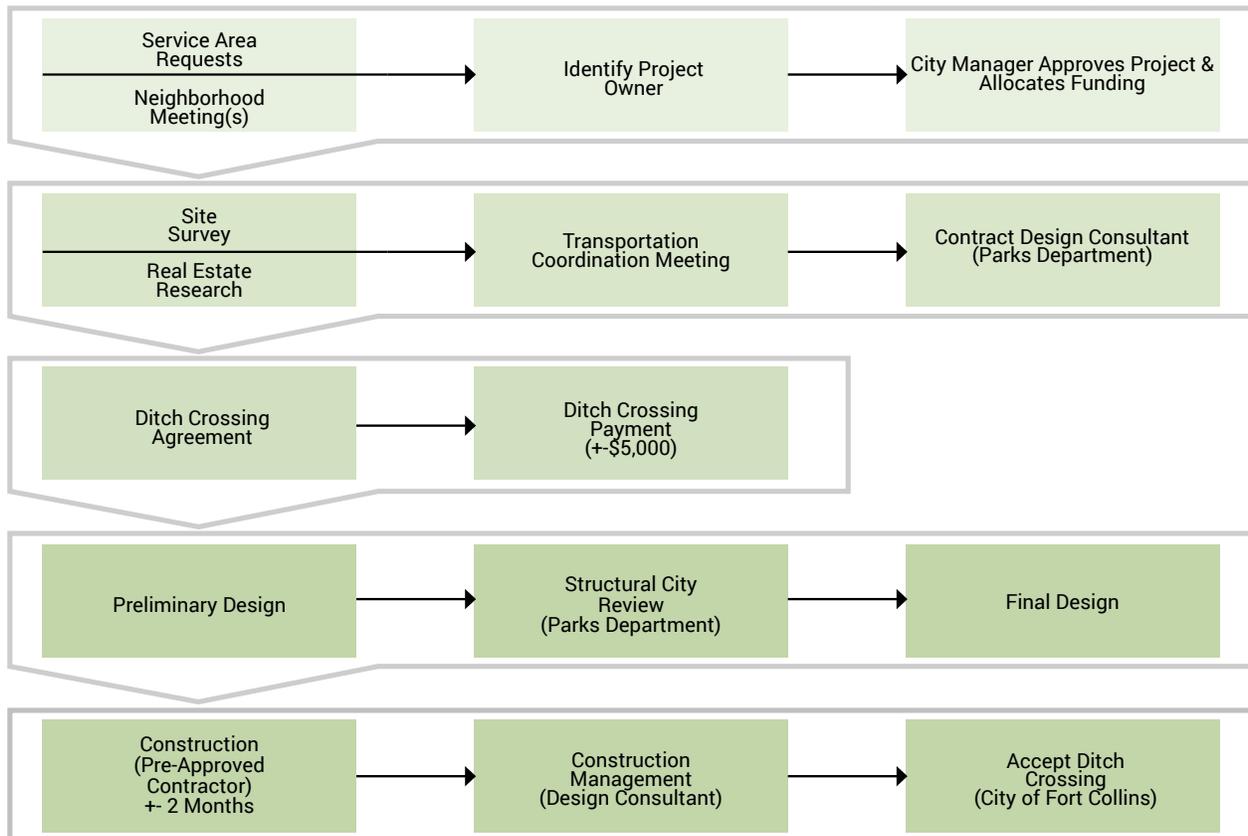


Example of ditch crossing connecting neighborhood to open space

**What We Heard**

*"Allow additional access along ditches and canals as a recreational amenity near neighborhoods."*

**Figure 28. Standard City of Fort Collins Process for Constructing Ditch Crossings**



## Quality

### 3.5 Provide for a variety of settings, experiences, and recreational opportunities in parks and open space OS1 OS2

Focus on the unique characteristics and type of experiences offered by individual parks and open space. Program parks and open spaces in a way that fits the character of the place and serves the surrounding neighborhoods. Consider the role each area serves within the greater open space network.

Offer opportunities for the enjoyment of nature, passive recreation, exercise, sports, social gathering, urban agriculture/community gardening, off-leash dog areas, and other recreational activities within the overall open space network.

Provide trail amenities within and between parks and open space areas. In some settings, soft surface paths may provide a more desirable experience than paved trails.

Ensure that recreational access in open space is sensitive to, and does not conflict with, the ecological and habitat values that open space provides.

#### *Ensure that a range of natural settings are provided throughout the West Central area, including:*

- Highly natural settings with an emphasis on wildlife habitat and limited recreational access
- Passive, unprogrammed open space with opportunities to quietly enjoy nature
- Areas that include playgrounds, fields, or other recreational amenities
- Highly programmed common areas that allow for social gathering and sports (e.g., picnic shelters or soccer fields)
- Larger parks and open space that accommodate multiple settings and experiences (e.g., Rolland Moore Park)
- Educational programs and stewardship opportunities (e.g., Gardens on Spring Creek)



Playground adjacent to neighborhood

### Action Items

- Improve **Lilac Park** to better serve the nearby neighborhoods and complement the Gardens on Spring Creek, wetland improvements on adjacent CSU property, and the proposed relocation of the CSU Horticulture Center to the north of the park. Conduct neighborhood outreach regarding potential improvements to Lilac Park.
- Provide open space improvements to serve residents in the **Campus West area**. The existing, City-owned stormwater detention area on the northeast corner of **Skyline and West Elizabeth** should be improved to provide additional opportunities for passive recreation in a natural setting. Wildlife habitat improvements should be included alongside any recreational enhancements.
- Improve the **existing stormwater management site** at Taft Hill and Glenmoor to provide enhanced wildlife habitat and passive recreation (e.g., soft surface path).
- Support the establishment of **community gardens** in public areas or areas managed by neighborhood organizations or HOAs.
- Identify locations (either within existing open space or new locations) that could potentially accommodate **off-leash dog use**.
- Coordinate with the Parks, Park Planning and Development, and Stormwater departments to incorporate a **broader range of settings and experiences** as part of future work plans for parks in the West Central area.

### What We Heard

*"Access to recreational amenities, including parks, is essential in an area with such a dense population."*



Community garden within neighborhood

**3.6 Improve safety in public parks, open space, and along trails** OS1 OS2 TI

Ensure trails and open spaces are safe for all users at all times of day. Improve lighting where necessary and appropriate. Ensure that any additional lighting complies with the City's "dark skies" policies and limits impacts to wildlife habitat. Recognize the potential conflict between bikes and pedestrians on shared trails, and work to address unsafe behavior, such as bicycle speeding.

**Action Items**

- Conduct a **safety inventory** along the Spring Creek Trail to identify locations that present safety concerns, such as poor nighttime visibility, visibility around corners, and areas of potential conflict between bicyclists and pedestrians.
- **Monitor complaints and crime reports** in City of Fort Collins parks, natural areas, and along trails to improve law enforcement and ranger patrols in those areas.



High traffic recreational trail



Ditch running through Rolland Moore Park

**3.7 Explore the multiple ecological values that ditches provide, including irrigation, stormwater management, and wildlife habitat** OS4 OS5

Recognize the importance of ditches for stormwater conveyance and flood management.

These waterways also serve as important wildlife movement corridors, and they provide a unique opportunity for creating a more connected network of high-quality wildlife habitat in the West Central area.

Improve habitat and the recreational value in stormwater detention areas.

**Action Items**

- **Partner with ditch management companies** to protect and improve wildlife habitat along irrigation waterways.
- See recommended programs and projects in Policies 3.4 and 3.5.

**What We Heard**

*"Streams, creeks and canals should be protected and enhanced for wildlife and people."*



Enhanced stormwater area adjacent to neighborhood

### 3.8 Protect and enhance existing wildlife habitat OS4

Identify opportunities to enhance or add to network of wildlife habitat within the West Central area. New development and redevelopment should be designed in such a way that minimizes impacts or enhances the area's natural areas, wetlands, and wildlife habitats.

Recognize the importance of the Spring Creek and its tributaries for wildlife habitat and stormwater management. Ensure that recreation improvements do not compromise the Spring Creek's role in flood control.

#### Action Items

- Through the implementation of Nature in the City, identify specific locations where **existing wildlife habitat** can be improved within the West Central area.
- Renovate existing **stormwater detention areas** to improve wildlife habitat and aesthetics. Where appropriate, consider including soft surface trails and other recreational amenities.
- Identify sections the **Spring Creek corridor** where stormwater management and/or wildlife habitat could be improved.



Eastern screech owl (photo credit: Aran Meyer)



Example of renovated stormwater detention area



Red Fox Meadows Natural Area

## Quantity

### 3.9 Identify opportunities for additional wildlife habitat OS3 OS4

Opportunities to protect additional wildlife habitat on both public and private land should be further explored.

#### Action Items

- Through the implementation of Nature in the City, identify specific locations where **new wildlife habitat** can be added within the West Central area.
- Encourage **habitat enhancement on private property** through the Natural Areas Certification and Natural Areas Enhancement Fund programs.



Enhance existing wildlife habitat (photo credit: Aran Meyer)



Explore areas within West Central area where wildlife habitat can be added

### 3.10 Approach stormwater management comprehensively and at the system scale OS5

Plan stormwater improvements at the drainage basin level, while recognizing the impacts of localized conditions on the stormwater system.

Account for the impacts and stormwater management needs related to high-density infill and redevelopment. Ensure stormwater is adequately addressed through the development review process. Ensure that future development in vacant areas does not compromise the Spring Creek Basin's Storm Drainage Plan.

#### Action Items

- Raise the bridge on the spur trail to the west of the Sheely/Wallenberg neighborhood to **mitigate flooding** of the trail.
- Encourage **Low Impact Development (LID)** techniques as part of new development and capital projects.
- Regularly review the adequacy of **stormwater protection** and provide additional stormwater protection where needed.



Planted landscape islands treat stormwater run off



Stormwater planting adjacent to street

**3.11 Enhance and add to the urban tree canopy along streets and within neighborhoods**

OS3 OS4 T4

Recognize the importance of an expanded urban tree canopy in reducing heat island effects, improving air quality, supporting wildlife habitat, and providing shade. Encourage the use of xeriscape and drought-tolerant plant species in landscaping on private property and within the public right-of-way.

Encourage the creation of tree stands with a mix of sizes, ages, and species of trees to support a more diverse and attractive landscape.

Retrofit existing streetscapes to include additional shade canopy trees.

Preserve and enhance the tree canopy in neighborhoods by incentivizing the planting of new trees on residential property.

**Action Items**

- Develop and pilot a **neighborhood tree canopy improvement program** in collaboration with local nurseries, non-profit organizations, and CSU student groups.
- Proactively create **additional tree cover** in areas dominated by ash trees to mitigate the potential impacts of the emerald ash borer.
- Support **neighborhood grant applications** that seek to improve parks, open space, and tree canopy within the West Central area.
- Continue current policies for including **street trees** as part of all new developments and City capital projects.
- Identify **funding mechanisms** for improving habitat and urban tree canopy on private property.



Street tree planting in new development

**Potential Open Space Improvements & Additions**

**Table 8. Potential Open Space Projects**

This table identifies the potential open space projects in the West Central area. Locations for the potential projects are shown in Figure 28. Additional funding needs to be secured to implement each of these projects. Additional public outreach, planning, and design may also be necessary.

| ID | Location  | Description  |
|----|---|--|
| 01 | Westview Avenue Ditch Crossing                            | Crossing of Larimer County Canal Number 2  |
| 02 | Taft Hill & Glenmoor Stormwater Detention Area            | Habitat improvements and recreation amenities (e.g., soft surface trail)                           |
| 03 | Elizabeth & Skyline Stormwater Detention Area             | Habitat improvements and recreation amenities (e.g., soft surface trail)                           |
| 04 | Bennett Elementary School Ditch Crossing                  | Crossing of Larimer County Canal Number 2  |
| 05 | Trail connection from Centre Avenue to Spring Creek trail | Future trail connection  |
| 06 | Spring Creek Trail Underpass at Centre Avenue             | Reduce flooding impacts  |
| 07 | Whitcomb & Wallenberg Ditch Crossing                      | Crossing of Arthur Ditch   |
| 08 | Lilac Park  | Improve to complement Spring Creek Trail, Gardens on Spring Creek, and the CSU Horticulture Center |
| 09 | Spring Creek Trail Underpass at Shields Street            | Improve visibility and reduce flooding impacts   |



Yard trees in a residential area



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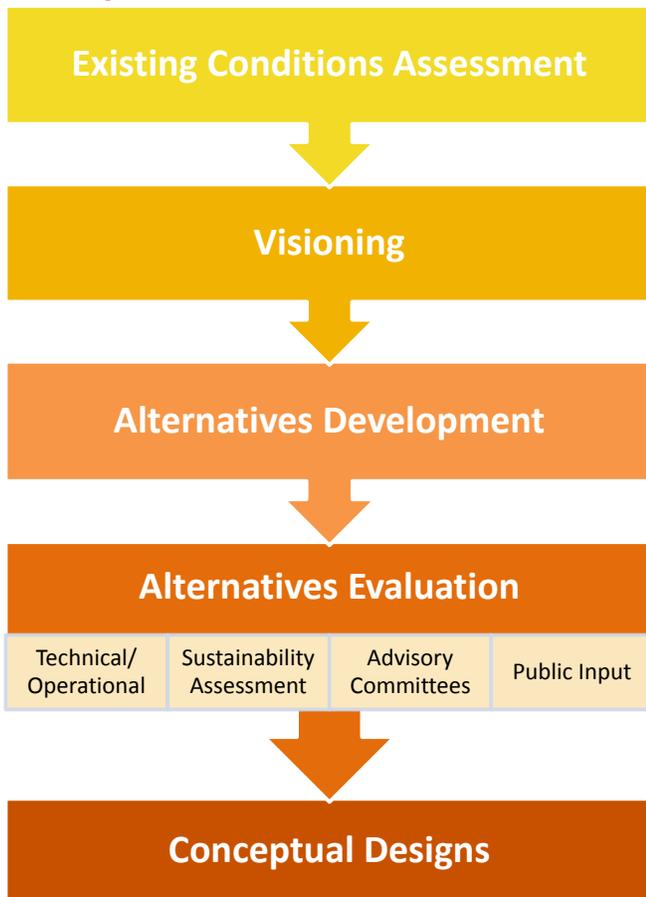


# Prospect Corridor

# Prospect Corridor

Conceptual designs have been developed for Prospect Road and Lake Street (between Shields Street and College Avenue). The design development process included an evaluation of existing conditions to identify areas of improvement, establishment of a vision for the future, and developing and evaluating a range of alternatives for each of the roadways. The conceptual designs reflect the results of technical assessments, public input, and sustainability evaluations. The next steps in the process will be to secure funding for Final Design, right-of-way acquisition, and construction of the proposed improvements. The design development process and conceptual designs are summarized in this chapter and further detailed in Appendix F. The Prospect Corridor 30% Design is provided in a separate document.

**Figure 30. Prospect Corridor Design Development Process**



## Existing Conditions

### Existing Conditions Analysis

Existing corridor conditions, including right-of-way (ROW) widths, existing and future land use, north-south connections, travel lane widths, access points, traffic volumes, multi-modal level of service and transit stop locations were analyzed to assist in developing three design alternatives. Details are included in Appendix D.

### Corridor Issues

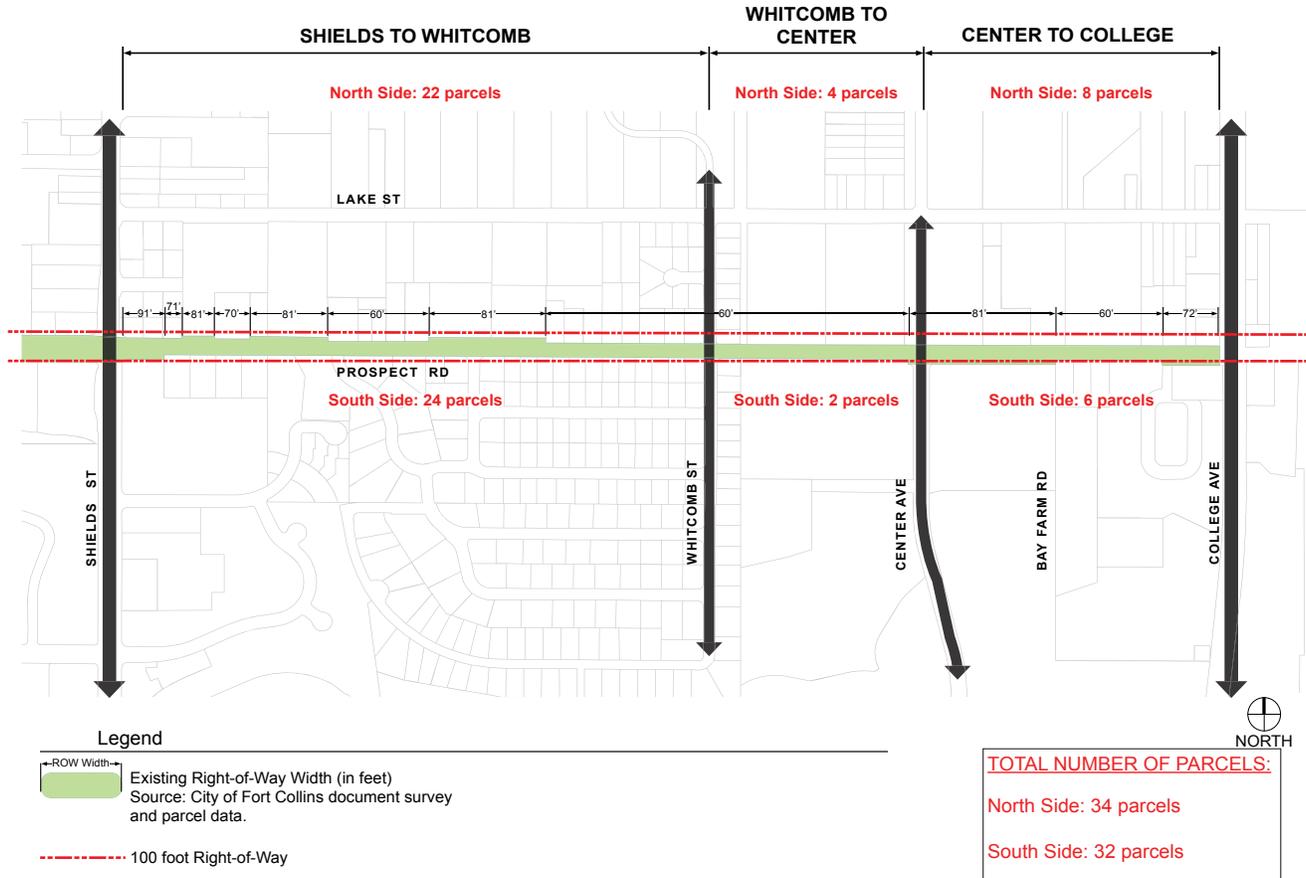
Based on public input and site observations, a set of corridor issues and influences were identified to reflect the concerns of residents, property owners and other users on Prospect Road and Lake Street. They included the following:

- Lack of adequate facilities for bicycles and pedestrians
- Lack of bicycle/pedestrian crossings between Whitcomb and Shields
- Perception of unsafe conditions along sidewalks
- Potential to utilize Lake Street as parallel bike network
- Lack of street trees and other streetscape elements
- Constrained existing right-of-way (ROW)
- Conflict between bicycles and parked cars on Lake Street



Existing conditions on Prospect Road

Figure 31. Prospect Corridor Existing Right-of-Way Constraints



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)



## Vision

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

- P1 Safe and comfortable corridor for all modes of travel
- P2 Safe crossings
- P3 Attractive gateway to campus, downtown, and midtown
- P4 Seamless connection to MAX

## Overall Approach

The overall approach to developing the conceptual designs for Prospect Road and Lake Street was based on the following strategy:

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

## Alternatives Development and Evaluation

Based on the existing conditions analysis and vision for the corridor, three alternatives each were developed for Prospect Road and Lake Street. These alternatives were then evaluated based on a variety of criteria. Draft conceptual designs, utilizing various elements of the alternatives, were then developed.

### Prospect Road

Three distinct alternatives were developed for Prospect Road, including:

- Alternative A - "All About Pedestrians"
- Alternative B - "Boulevard"
- Alternative C - "Complete Street"

These concepts were developed based on the vision statements and were further refined based on feedback from technical staff, property owners, and residents. The

three alternatives are described below, with additional detail provided in Appendix F.

### Alternative A - "All About Pedestrians"

Alternative A maintained the existing curb lines and roadway width while enhancing pedestrian facilities, with the overall idea being a renovation and retrofit that better accommodates pedestrians. The following design elements were included:

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

### Alternative B - "Boulevard"

Alternative B emphasized minimal right-of-way (ROW) acquisition, replacing one travel lane with a buffered bike lane on each side of the road west of Whitcomb. Pedestrian enhancements were also prioritized. The following design elements were included:

- 2 travel lanes west of Whitcomb Street, 4 travel lanes east of Whitcomb Street
- Center turn lane west of Whitcomb Street
- 6' tree lawn
- Detached sidewalk/shared bike and pedestrian path
- 5' buffered bike lanes west of Whitcomb Street, 10' shared bike/pedestrian path east of Whitcomb Street
- Planted median

### Alternative C - "Complete Street"

Alternative C maintained existing travel lanes and added a detached, shared bike/pedestrian path while minimizing right-of-way (ROW) acquisition on the south side of Prospect Road. The following design elements were included:

- 4 travel lanes throughout
- 10' shared bike/pedestrian path
- 6' tree lawn
- Planted median east of Whitcomb Street

Based on the technical analysis, Alternatives B and C generally provided the greatest improvement for all users compared to existing conditions, with the notable exception that Alternative B was projected to increase delays and congestion in the western segment (Shields to Whitcomb), which was reduced to two travel lanes. Community input varied considerably across all alternatives. In general, stakeholders favored elements of the alternatives that improved the safety of all modes while minimizing impacts to property owners along the roadway.

## Lake Street

The primary issue on Lake Street is a general conflict between bicycles and parked vehicles, with car doors opening into bike lanes and vehicles pulling out into travel lanes without scanning for oncoming bikes. The alternatives focused on three alternatives for incorporating protected bike lanes into the roadway.

### Alternative A

Alternative A provided a protected bike lane on the north and south side of Lake Street, with a planted median providing separation from vehicle parking. The following design elements were included:

- 2 travel lanes
- On-street parking
- 6' one-way protected bike lanes
- Tree lawn (select locations)
- 6' attached sidewalk

### Alternative B

Alternative B provided a two-way protected bike lane on the north side of Lake Street with a planted median providing separation from vehicle parking. This took advantage of the lower number of access points on the north side, where the Colorado State University Main Campus is the dominant land use. The following design elements were included:

- 2 travel lanes
- On-street parking
- 12' two-way protected bike lanes (6' per lane)
- Tree lawn (select locations)
- 6' attached sidewalk

### Alternative C

Alternative C maintained the existing curb lines and roadway width and removed on-street parking, while incorporating a protected bike lane on the north and south side of Lake Street, with a planted median providing separation from travel lanes.

The following design elements were included:

- 2 travel lanes
- 6' one-way protected bike lanes
- Tree lawn (select locations)
- 6' attached sidewalk
- No on-street parking

All three alternatives were comparable in terms of improving conditions for all users compared to existing conditions. Alternative C provided slightly better conditions for pedestrians than Alternatives B and C due to the removal of on-street parking. Community input varied, with more support for the 6' protected bike lanes (Alternatives A and C) than the 12' two-way protected bike lanes (Alternative B).

## Conceptual Designs

With the adoption of the West Central Area Plan, the conceptual designs described below become the designs of record in regard to right-of-way dedication for development projects along both streets.

### Prospect Road Conceptual Design

A conceptual design was developed based primarily on the attributes of Alternative B and Alternative C, and was further refined in response to public input. The conceptual design maintains four travel lanes throughout the corridor, with the addition of a center turn lane west of Whitcomb Street. A shared bike/pedestrian path is provided along the majority of the roadway.

The need for right-of-way acquisition was minimized on the south side of the road to minimize impacts to residences located close to the roadway, while focusing potential right-of-way acquisitions on the north side of the road where redevelopment is more likely to occur.

The conceptual designs for Prospect Road are divided into three segments: (1) Shields Street to Whitcomb Street, (2) Whitcomb Street to Centre Avenue, and (3) Centre Avenue to College Avenue.

#### Prospect Road - Conceptual 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 Conceptual Design

The conceptual design for Lake Street was developed through stakeholder input on the three alternatives. The conceptual design is generally based on Alternative A and includes the elements described below.

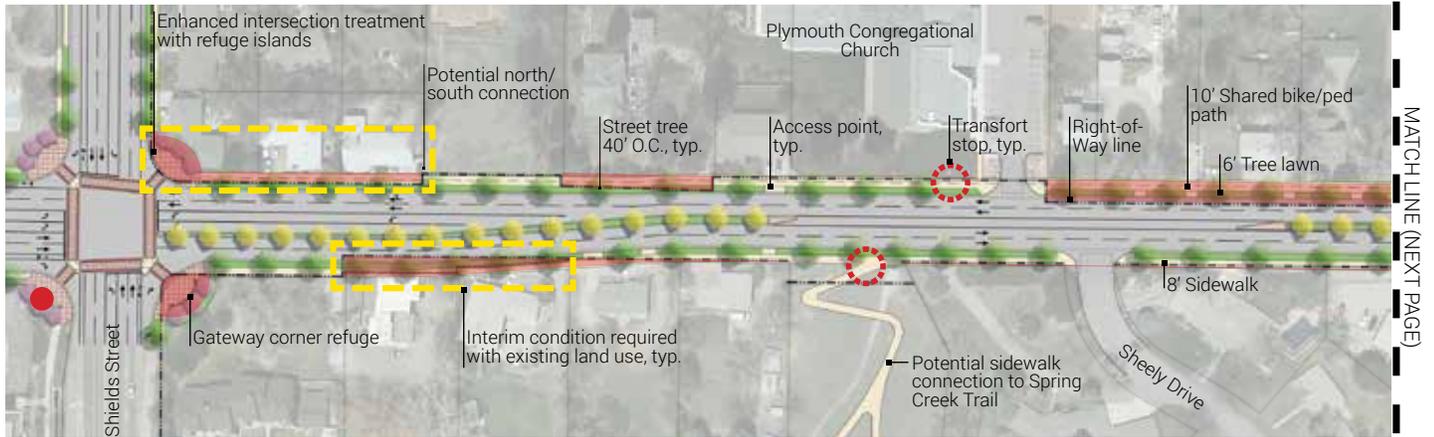
#### Lake Street - Conceptual Design Elements

- Two travel lanes
- On-street parking
- Protected bike lanes with planted buffer
- Attached/detached sidewalk
- Tree lawn (select locations)
- Mid-block bike/pedestrian crossings
- Transit stops

The draft design includes on-street parking. However, as development plans along Lake Street (including the new CSU stadium) come to fruition, it may be determined that removing on-street parking better meets the needs and vision for the corridor. Removing on-street parking while providing the other elements listed above may be possible without the need to move the existing curbs, thus reducing construction costs. Potential refinements will be further explored in Final Design.

### Figure 32. Prospect Road Conceptual Design & Cross-Sections

#### Shields to Whitcomb



MATCH LINE (NEXT PAGE)

#### Whitcomb to College

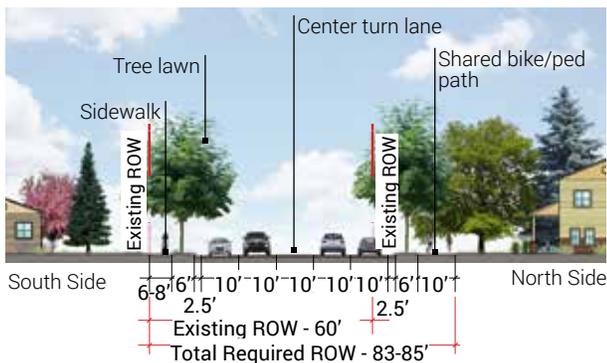


MATCH LINE (NEXT PAGE)

### Legend

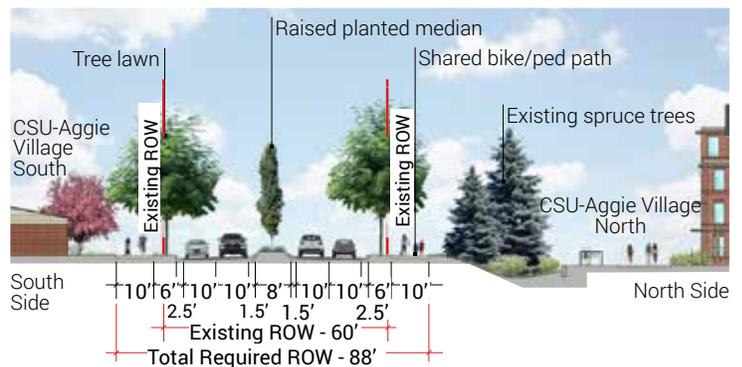
- Potential Right-of-Way (ROW) dedication/acquisition
- Pedestrian Wayfinding
- Transfort Stop
- Interim condition required with existing land use

Typical Cross-Section  
Shields Street to Whitcomb Street

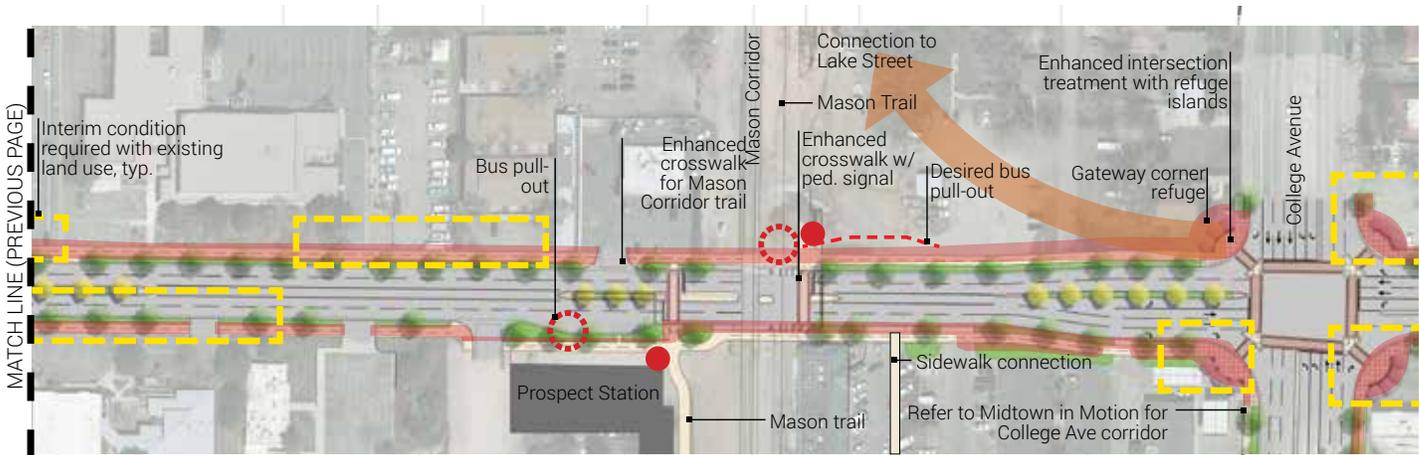


\*Note - Total required ROW dimension includes 30" curb/gutter along street per LCUASS standards

Typical Cross-Section  
Whitcomb Street to Centre Avenue



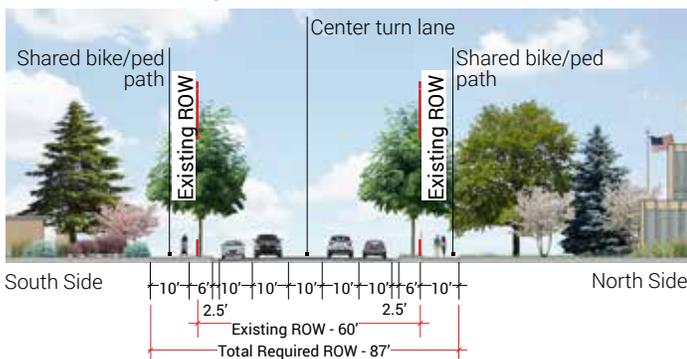
\*Note - Total required ROW dimension includes 30" curb/gutter along street and 18" curb/gutter around median(s) per LCUASS standards



Note: Specific and detailed intersection improvement decisions will be refined through various design and other project processes. This includes City capital projects, identified requirements due to area developments, and stadium mitigation measures. For example, the intersection of Prospect Road and Centre Avenue is currently being considered for northbound and southbound double left-turns.



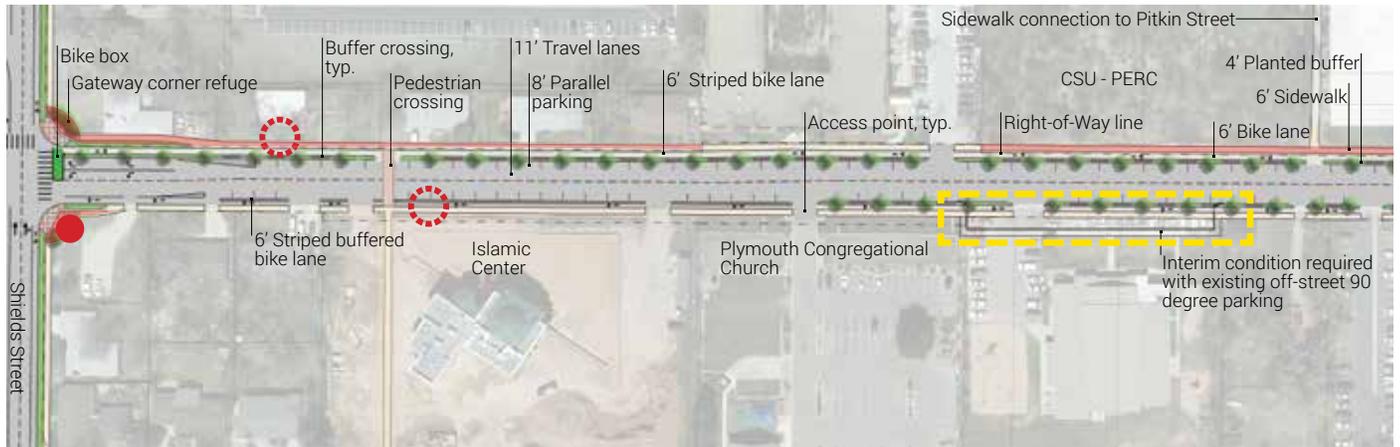
Typical Cross-Section  
Centre Avenue to College Avenue



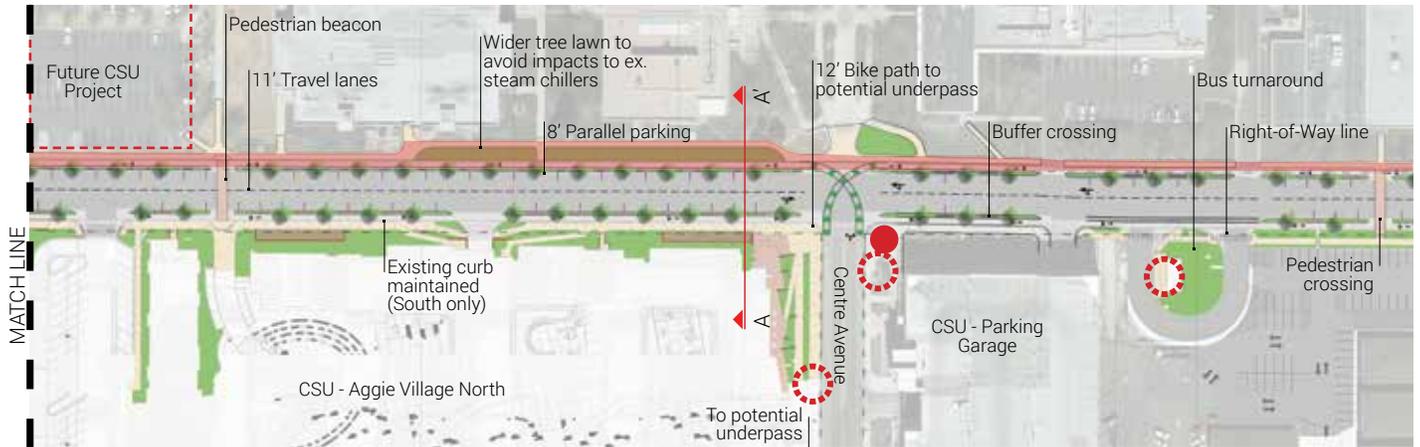
\*Note - Total required ROW dimension includes 30" curb/gutter along street per LCUASS standards

**Figure 33. Lake Street Conceptual Design & Cross-Sections**

Shields to Whitcomb



Whitcomb to College

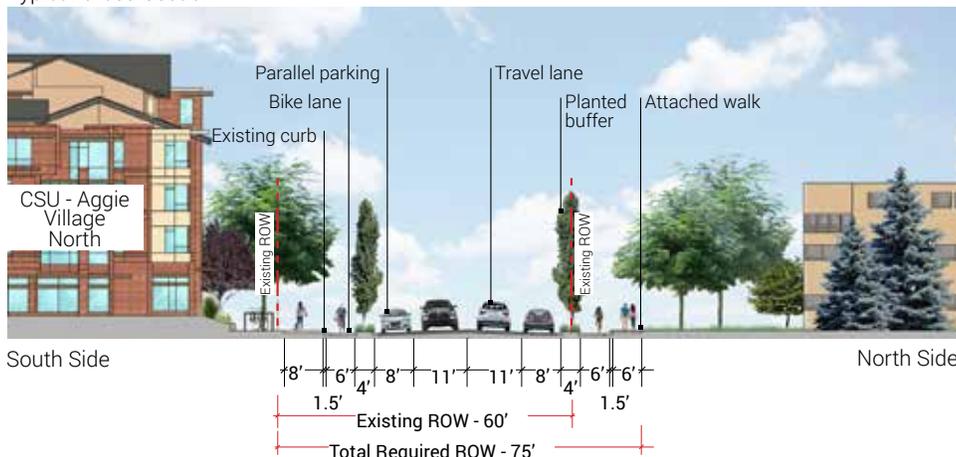


**Legend**

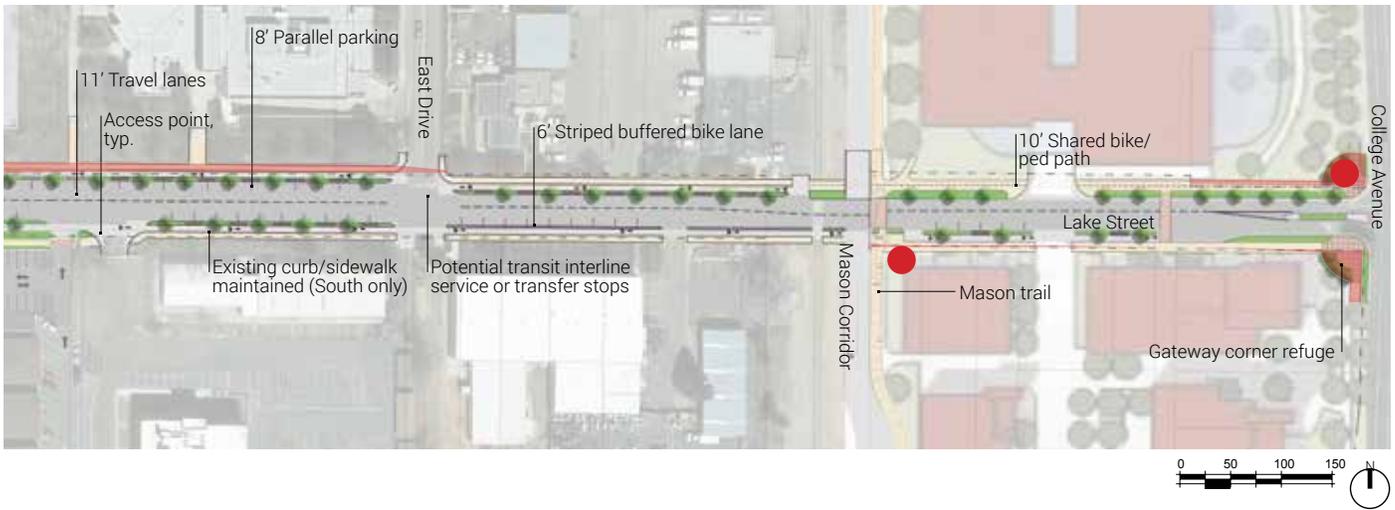
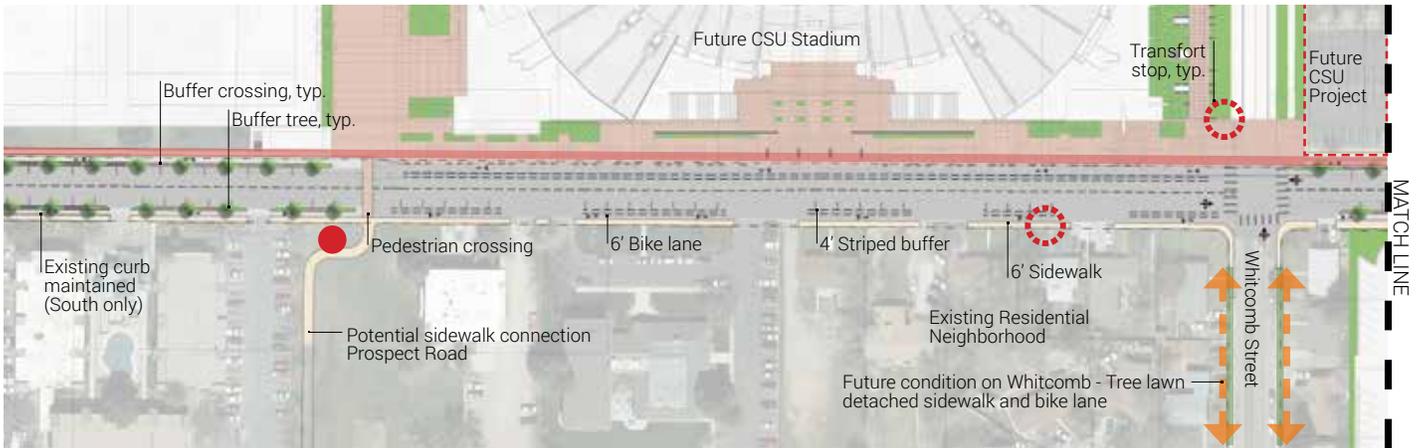
- Potential Right-of-Way (ROW) dedication/acquisition
- Interim condition required with existing land use
- Pedestrian Wayfinding
- Transit Stop

Note: Specific and detailed intersection improvement decisions will be refined through various design and other project processes. This includes City capital projects, identified requirements due to area developments, and stadium mitigation measures.

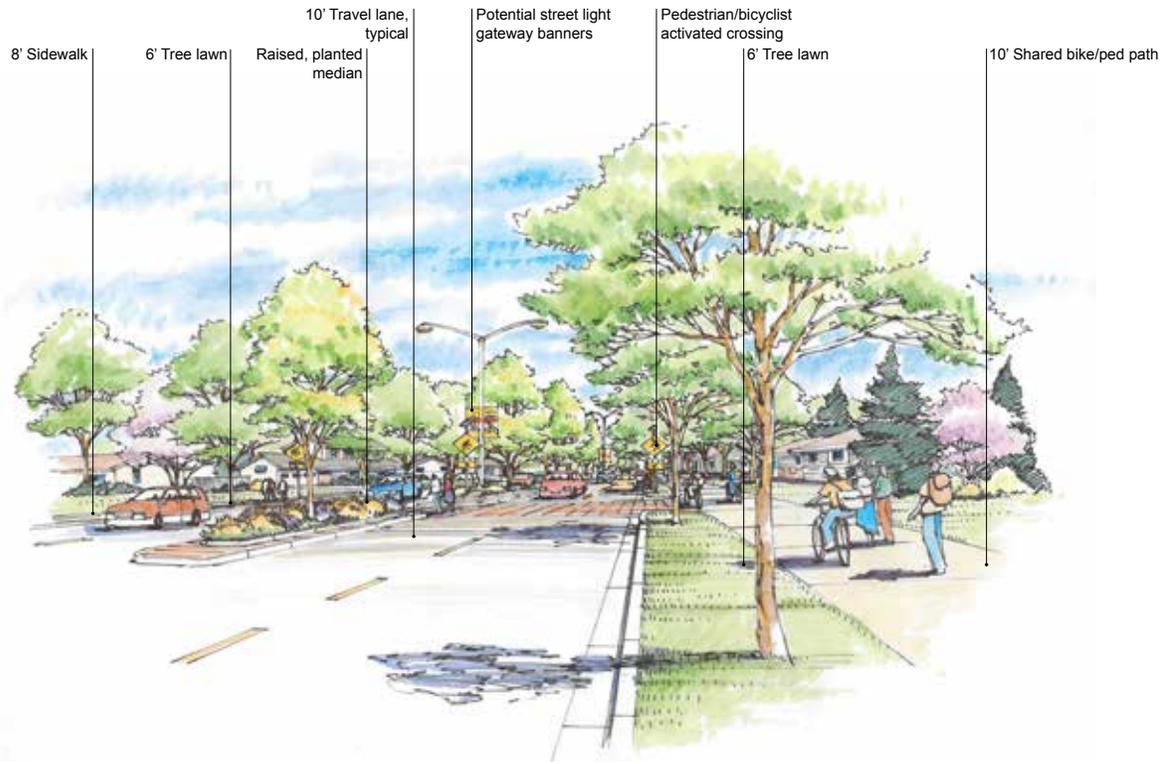
Typical Cross-Section



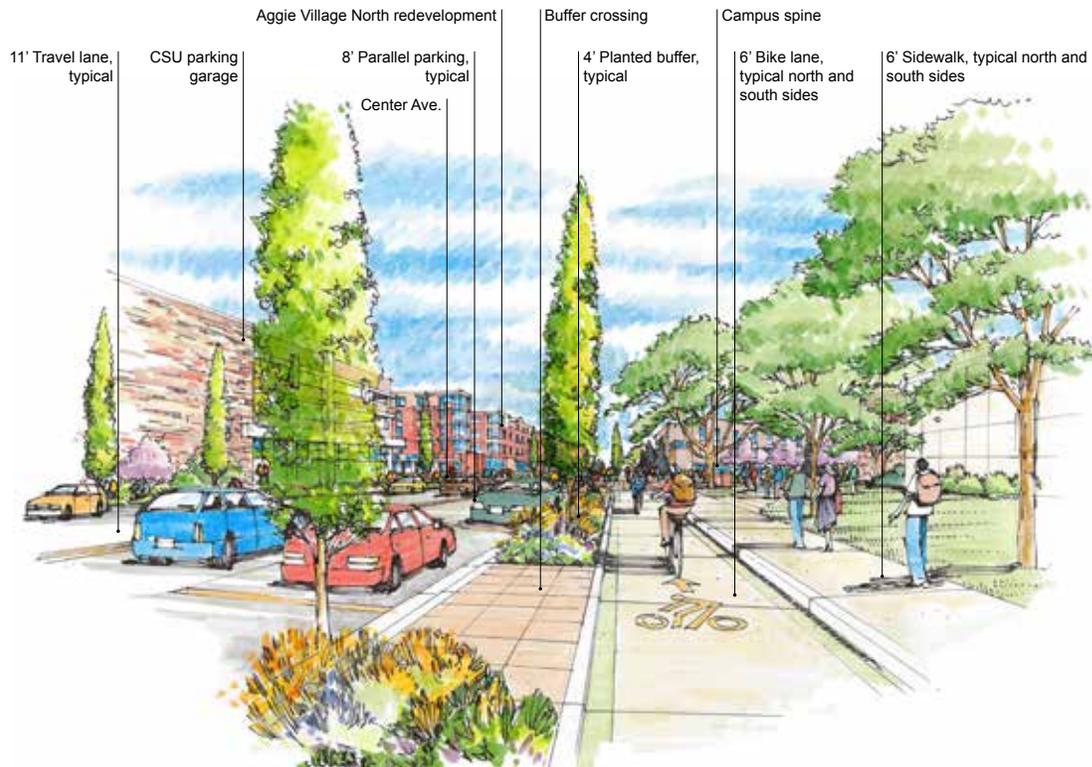
Note - Total required ROW dimension includes 18" curb/gutter around planted buffer per LCUASS standards. The south side maintains the existing curb/gutter.



**Figure 34. Prospect Road Conceptual Design (looking west near Prospect Lane)**



**Figure 35. Lake Street Conceptual Design (looking west near Centre Avenue)**



## Potential Phasing

The conceptual designs provide a basis for further detailed design efforts and will likely require some level of modification during Final Design. Implementation will likely occur over a period of time, in multiple phases:

**Phase I** - reconstructing the roadway from College Avenue to Whitcomb Street. Work will likely consist of the following:

- Acquire necessary right-of-way
- Remove existing roadway features (curb, gutter, road surface, sidewalk, utilities)
- Construct new roadway features (curb, gutter, road surface, raised median, tree lawn, 10' shared bike/ped path, vegetation, utilities, corner enhancements, pedestrian underpass)

**Phase II** - roadway reconstruction from Whitcomb Street to Shields Street. Work will likely consist of the following:

- Acquire necessary right-of-way,
- Remove existing roadway features (curb, gutter, road surface, sidewalk, utilities)
- Construct new roadway features (curb, gutter, road surface, raised median, tree lawn, 10' shared bike/ped path, vegetation, utilities)

**Phase III** - If funding is unavailable during construction of the first two phases, intersection improvements and enhancements may occur as Phase III of the implementation process. This work will consist of the following:

- Build new enhancement features (enhanced pedestrian refuge islands, path connections) at Shields Street & Prospect Road and at College Avenue & Prospect Road

## Cost Estimates

The following costs have been roughly estimated for the conceptual designs for Prospect Road and Lake Street. Costs include the development of final designs, right-of-way acquisition, and construction of the proposed improvements. The designs for both Prospect Road and Lake Street would require reconstruction of a substantial portion of the roadway, so the construction costs for both roadways are similar.

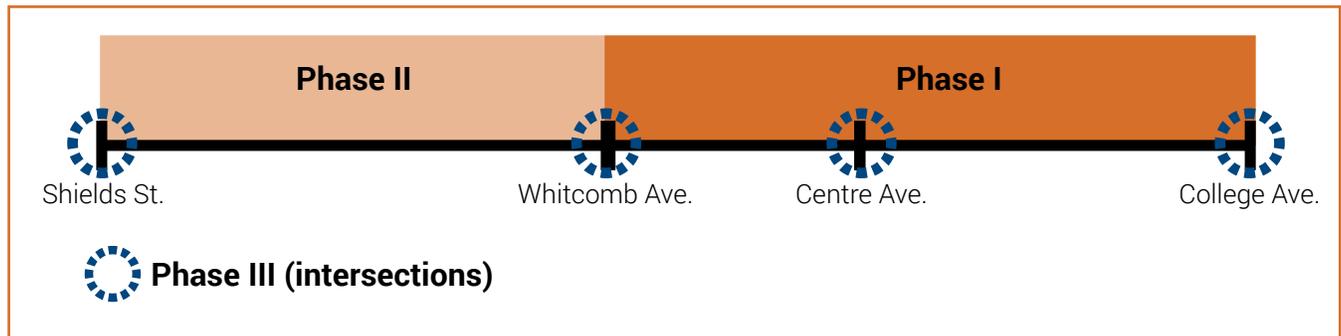
**Table 9. Prospect Corridor Cost Estimates**

| Category     | Prospect Road | Lake Street    |
|--------------|---------------|----------------|
| Final Design | \$1.1 Million | \$1.0 Million  |
| Right-of-way | \$1.4 Million | \$500 Thousand |
| Construction | \$5.5 Million | \$5.7 Million  |
| Total        | \$8 Million   | \$7.2 Million  |

Cost estimates will be finalized during Final Design. Final costs will likely change based on:

- How much ROW is acquired (i.e., purchased) versus dedicated through redevelopment or easements
- Final intersection designs
- Detailed existing conditions surveys revealing unknown conditions at the time of this plan (i.e., utility information)

**Figure 36. Prospect Corridor Potential Phasing**



## Implementation Strategies

### 1. Obtain funding to develop construction plans

Final Design and construction plans are required to advance the plan, requiring funding for City staff and design consultants.

### 2. Prepare Final Design/construction plans and obtain approvals.

Construction drawings will require a detailed existing conditions site survey as a basis of design efforts to further define roadway plans, profiles, and extents of impacts to private properties. Construction plans will illustrate and define all information necessary for a contractor to bid and install the project, as well as provide a basis for review and approval by various departments within the City of Fort Collins. During this phase, outreach and communication with the various property owners along the corridor will be critical for success, as well as discussions and negotiations with property owners potentially affected by right-of-way acquisitions necessary to successfully complete the corridor.

### 3. Finalize potential phasing

Construction of the roadway in segments is recommended to reduce construction impacts as much as possible along the entire roadway. However, it may be deemed necessary due to funding and/or other opportunities/constraints to construct the corridor in a manner requiring more or fewer overall phases.

### 4. Obtain funding for construction

Gaining support from the community and its elected and appointed leaders is key in order to receive adequate funding through allocations of sales taxes or other city funds. A commitment by the community to fund the project will allow the city to apply for matching grants from state and federal agencies, and will give property owners and the development community confidence to invest in improvements and redevelopment projects. The benefits of the project need to be clearly communicated to the citizens of Fort Collins.



Protected bike lane example

### 5. Acquire right-of-way

Potential locations requiring acquisition of additional right-of-way or easements have been identified on the conceptual design plans. Landowner negotiations will take place prior to construction. A flowchart illustrating this process is shown in Figure 32.

### 6. Conduct construction operations to minimize impacts to businesses and residences

Roadway construction projects can be disruptive to businesses, residents and other users of the corridor. Strategies will be developed to help reduce these impacts and allow businesses to continue to function, residents to have continued access, and pedestrians, bicycles and vehicles to continue to use the corridor to the greatest extent possible.

### 7. Establish roadway and landscape maintenance regimes

A plan for operating and maintaining the reconstructed corridor will be developed and the project will be incorporated into the City Streets Maintenance Program. The City of Fort Collins Parks Department will provide ongoing landscape maintenance along the corridor.



Planted median example



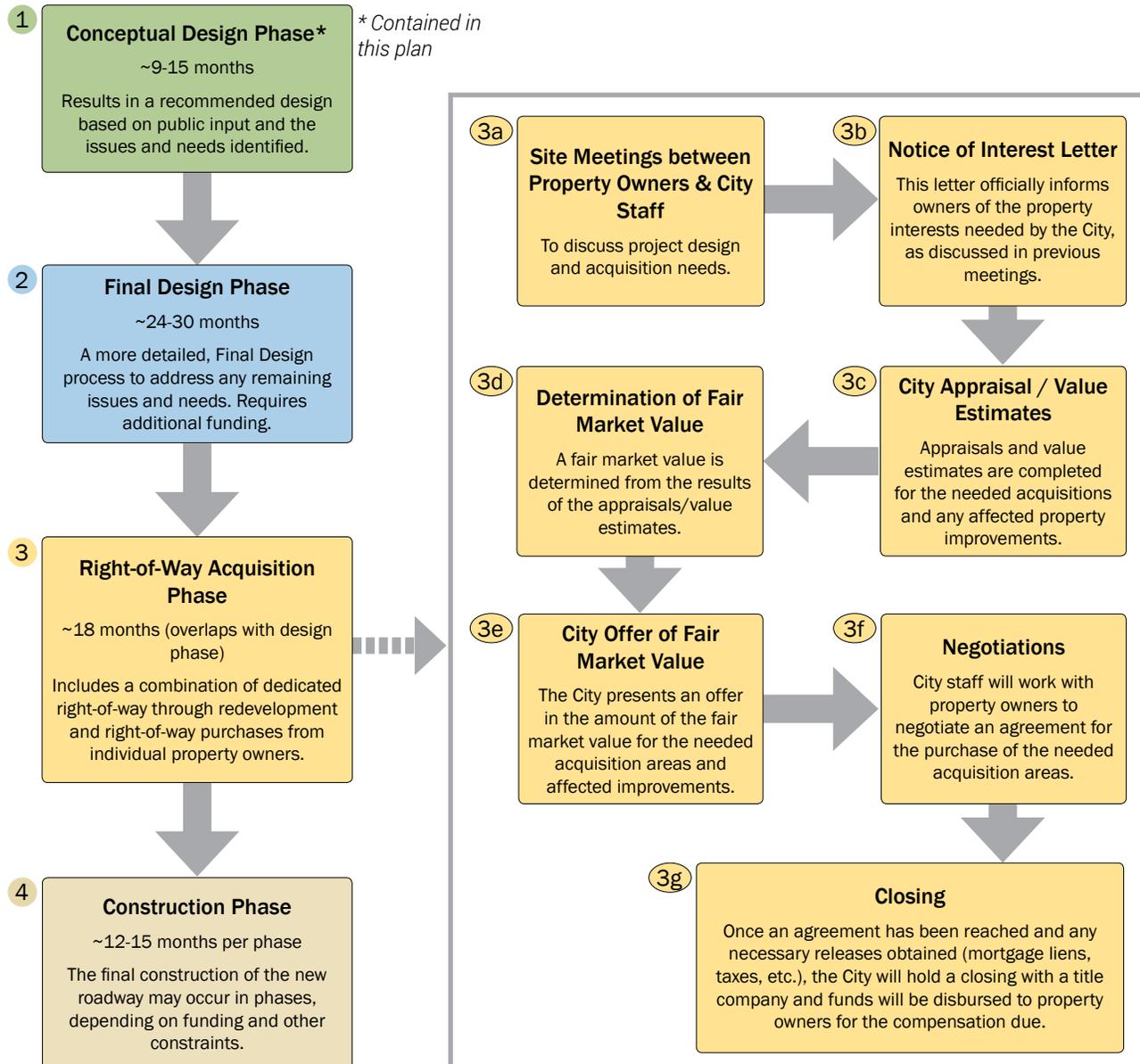
Shared bike/pedestrian path example

## Design & Construction Process

There are a number of steps in the design and construction process for a new or reconfigured roadway. Each of these steps requires time and funding, so some projects can take more or less time than others to be constructed. At this time, funding has yet to be secured for future phases of design and construction for the Prospect Corridor.

When the City of Fort Collins re-designs a roadway, there is often a need to acquire public access easements or additional public right-of-way from private properties along the roadway. The City has an established process for working with property owners to acquire right-of-way. The diagram below outlines the general process for a roadway project, including design, right-of-way acquisition, and construction.

**Figure 37. Design and Construction Process**



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# Implementation Summary

# Implementation Summary

## Action Items

This section summarizes the action items presented in the Land Use and Neighborhood Character, Transportation and Mobility, and Open Space Networks chapters. Implementation of some of the recommendations of the West Central Area Plan will begin immediately with the adoption of the plan, with other actions identified for the near- and longer-term. The timeframes below indicate when a particular item should be initiated, though many items outlined in the plan are already in progress or will continue beyond the specified timeframe (e.g., implementation of new education programs). Funding for many of the action items has not yet been identified. The following four timeframes apply to the action items presented in the tables that follow:

### Immediate Actions (Within 120 Days of Adoption)

- Items identified for completion concurrently with or immediately following adoption of the West Central Area Plan.

### Short-Term Actions (2015-2016)

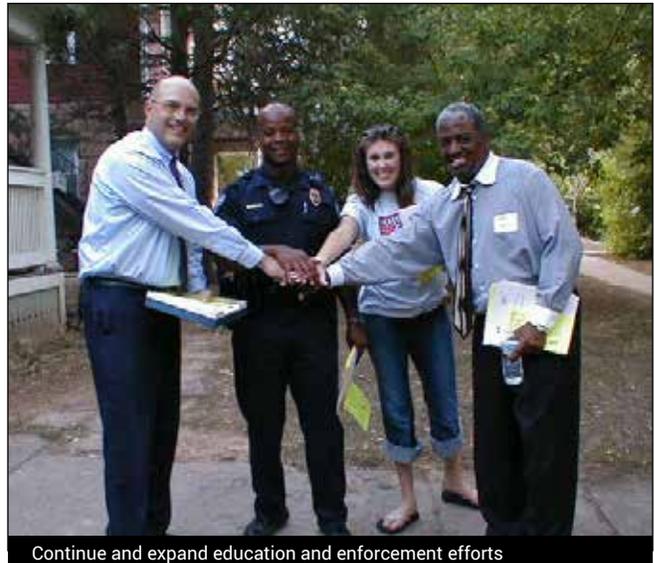
- Items identified for completion within the current Budgeting for Outcomes (BFO) budget cycle.

### Mid-Term Actions (2017-2024)

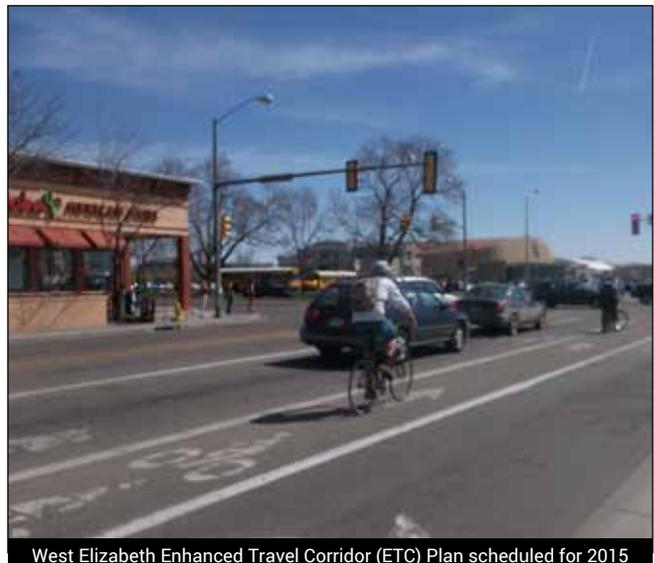
- High-priority items that should be initiated and implemented in alignment with upcoming budget cycles.

### Ongoing Programs & Actions

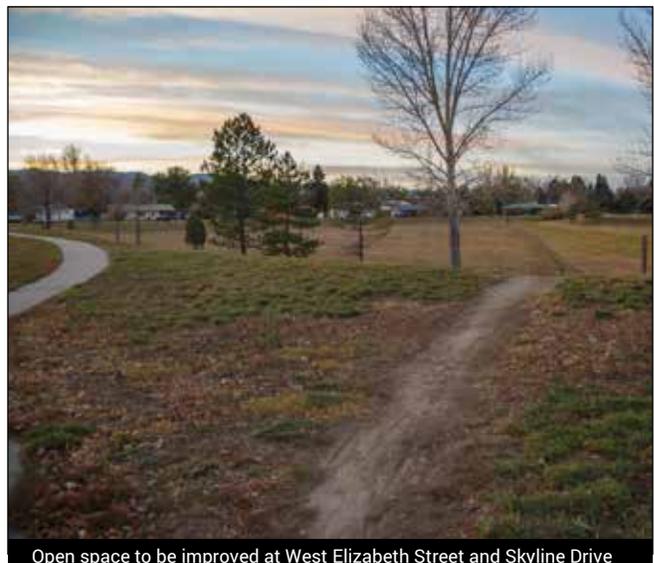
- Items that are already in progress, do not have a specified timeframe, or generally require ongoing coordination to implement.



Continue and expand education and enforcement efforts



West Elizabeth Enhanced Travel Corridor (ETC) Plan scheduled for 2015



Open space to be improved at West Elizabeth Street and Skyline Drive

**Table 10. Immediate Actions (Within 120 Days of Adoption)**

| No. | Action Item  | Related Policies             | Responsibility  |
|-----|--|------------------------------|---|
| 1   | Update the City Code to clarify the enforcement of violations related to <b>dead grass and bare dirt in front yards</b> .  | 1.1                          | Neighborhood Services   |
| 2   | Include educational information about City code requirements as part of the <b>code violation letters</b> sent to residents. A summary of the most common violations and strategies for avoiding them should be included.  | <b>1.3</b> , 1.1, 1.2        | Neighborhood Services   |
| 3   | Make the following updates to the Land Use Code: <ul style="list-style-type: none"> <li>Clarify requirements related to mass, scale, and building design for the <b>HMN zone district</b></li> <li>Update <b>compatibility standards</b> for multi-family and mixed-use development</li> <li><b>Require variety in the number of bedrooms</b> provided in multi-family developments</li> <li>Evaluate the feasibility of incorporating <b>car share and bike share</b> options into the Land Use Code and/or Development Review process</li> </ul> | <b>1.9</b> , 1.10, 1.11, 2.4 | Planning, Historic Preservation, FC Moves                     |
| 4   | Form a <b>joint City-CSU committee</b> that meets regularly to assist with communication and coordination related to the on-going planning efforts of both entities.   | 1.12                         | City Manager's Office, Planning, Development & Transportation |
| 5   | Continue further analysis of potential improvements to the <b>Shields corridor</b> between Laurel and Prospect to facilitate access to such destinations as CSU and Bennett Elementary School.   | 2.1                          | FC Moves, Engineering, Traffic Operations, Planning           |
| 6   | Establish <b>Priority 1 pedestrian and bicycle routes for snow removal</b> by the Streets Department. Match priority snow removal bicycle routes to the low-stress network identified in the Bicycle Master Plan. Provide enforcement and education on property owner responsibilities along Priority 1 snow removal routes. Communicate priority snow removal routes to CSU and the public.   | <b>2.2</b> , 1.1, 1.3        | Streets, FC Moves, Neighborhood Services                      |
| 7   | Evaluate future West Elizabeth corridor transit needs in the upcoming <b>West Elizabeth Enhanced Travel Corridor Plan</b> .  | 2.7                          | FC Moves, Transfort   |
| 8   | Develop a <b>template for widening sidewalks</b> .   | 2.8                          | Engineering, Streets  |
| 9   | Determine a <b>consistent strategy for applying the RP3 program</b> and other parking management strategies to existing and new multi-family developments.   | 2.10                         | Parking Services, Planning                                    |
| 10  | Conduct neighborhood outreach regarding <b>potential improvements to Lilac Park</b> .  | 3.5                          | Park Planning & Development, Neighborhood Services, Planning  |
| 11  | Pilot a <b>residential tree canopy improvement project</b> in collaboration with local nurseries, non-profit organizations, and CSU student groups.  | 3.11                         | Planning, Forestry, Neighborhood Services                     |

**Table 11. Short-Term Actions (2015-2016)**

| No. | Action Item   | Related Policies | Responsibility   |
|-----|---|------------------|--|
| 12  | Review the current strategy for the <b>escalation of fines and other enforcement measures</b> for repeat code/public nuisance violations, and update as needed.   | 1.1, 1.2         | Neighborhood Services                                  |
| 13  | Create a <b>development guide or workbook</b> that shows the potential opportunities for improving aging homes so that the existing housing stock is better equipped to serve the next several generations.   | 1.8, 1.10, 1.11  | Planning, Historic Preservation                        |
| 14  | Identify and provide strategically placed <b>car sharing</b> spaces.  | 2.4              | FC Moves   |
| 15  | Work with CSU to explore shared <b>Park-n-Ride arrangements</b> south and west of campus.   | 2.6, 2.12        | FC Moves, Transfort                                    |
| 16  | Integrate <b>short- to mid-term bus stop improvements</b> into the citywide Bus Stop Improvement Program.   | 2.7              | Transfort  |
| 17  | Explore the potential for incorporating related stormwater and <b>low-impact development (LID) improvements</b> into street retrofits.  | 2.8, 3.10        | Utilities, Engineering, Streets                        |
| 18  | Action items to be implemented in conjunction with Nature in the City: <ul style="list-style-type: none"> <li>• <b>Update open space standards</b> in the Land Use Code to add clarity for developers and decision-makers related to the amount and type of open space required with new development and redevelopment. Requirements should include a mix of qualitative and quantitative standards that provide flexible options for the provision of functional natural spaces.</li> <li>• Develop a <b>Design Guidelines</b> document illustrating strategies for incorporating natural features and open space into new and existing developments.</li> </ul> | 3.1, 3.2, 3.5    | Planning, Natural Areas, Park Planning and Development |
| 19  | Evaluate <b>recent development contributions</b> for parks and determine how to best apply available funds to new or enhanced parks in the West Central area.   | 3.1, 3.5         | Park Planning & Development                            |
| 20  | Coordinate with the Stormwater department, Ram's Village Apartment complex, and other stakeholders to explore potential improvements to the <b>stormwater detention site at Skyline and West Elizabeth</b> .  | 3.5              | Stormwater, Park Planning & Development, Planning      |
| 21  | Improve the existing <b>stormwater management site at Taft Hill and Glenmoor</b> to provide enhanced wildlife habitat and passive recreation (e.g., soft surface path).   | 3.5              | Stormwater, Park Planning & Development, Planning      |

Table 12. Mid-Term Actions (2017-2024)

| No. | Action Item   | Related Policies | Responsibility                                     |
|-----|---|------------------|--|
| 22  | Form an exploratory committee to evaluate the feasibility and potential effectiveness of a citywide <b>landlord registration or licensing program</b> .   | 1.1, 1.2, 1.3    | Planning, Building Services, Neighborhood Services |
| 23  | Create an interdisciplinary group to explore the creation of <b>"Preferred Landlord" and "Preferred Tenant" programs</b> , or other incentive-based programs to improve property management.  | 1.1, 1.2, 1.3    | Planning, Neighborhood Services                    |
| 24  | Create a program to provide annual education of residents related to <b>unscreened trash</b> to reduce the number of violations.  | 1.1, 1.3         | Neighborhood Services                              |
| 25  | Develop a strategy to <b>proactively enforce sidewalk shoveling</b> by property owners along important pedestrian routes (e.g., to schools, parks, and other major destinations)  | 1.1, 2.1, 2.2    | Neighborhood Services                              |
| 26  | Create an online, publicly-accessible <b>map of code violation data</b> to serve as a communication and education tool.   | 1.3, 1.1         | Neighborhood Services, GIS                         |
| 27  | Create a program that requires landlords to attend a <b>class on rental property management</b> in response to public nuisance ordinance violations.  | 1.3, 1.1, 1.2    | Neighborhood Services, Police Services             |
| 28  | Schedule <b>annual meetings with neighborhood residents</b> within the West Central area. As part of these meetings, attendees can share their experiences related to living in a diverse neighborhood and discuss expectations for property owners, landlords, renters, law enforcement, and City staff.   | 1.3, 1.9         | Neighborhood Services, Planning                    |
| 29  | Fund an <b>additional staff position</b> to support the Community Liaison position. Such a position would strengthen existing Neighborhood Services and Off-Campus Life partnership programs, as well as the implementation of new programs and strategies. The costs of this position should be shared between the City and CSU.   | 1.3, 1.9         | Neighborhood Services                              |
| 30  | Work with <b>Front Range Community College</b> to develop a program to educate students about living in the community. Expand education efforts related to the impacts and requirements of occupancy limits in partnership with CSU and Front Range Community College.  | 1.3, 1.2         | Neighborhood Services                              |
| 31  | Establish a <b>Police Services sub-station</b> within the West Central area. Such a center could also include community-oriented services, such as a shared community room, office space for CSU and community organizations, or other amenities. Consider including the new sub-station within a future CSU parking structure near Shields Street and West Elizabeth Street. | 1.4              | Police Services                                    |

**Table 12. Mid-Term Actions (2017-2024) - Continued**

| No. | Action Item  | Related Policies | Responsibility   |
|-----|--|------------------|--|
| 32  | Map <b>gaps in lighting</b> and opportunities to bring existing light fixtures up to current standards along major streets and within neighborhoods.   | 1.4              | Light & Power, Neighborhood Services                   |
| 33  | Review and update current <b>policies for upgrading and adding street lighting</b> to ensure that it allows for the adequate protection of public safety within neighborhoods.   | 1.4, 1.5         | Light & Power, Neighborhood Services, Planning         |
| 34  | <b>Upgrade existing bridges</b> to include sidewalks and safety railings, particularly over irrigation ditches.  | 1.5              | Streets, Engineering                                   |
| 35  | Explore strategies for better informing residents of the <b>street sweeping schedule</b> and the need to move vehicles from the street during sweeping operations.   | 1.6              | Streets, Neighborhood Services                         |
| 36  | Explore the creation of a program that supports the <b>retention of owner-occupied homes</b> to maintain the stability of neighborhoods.   | 1.11             | Planning, Neighborhood Services                        |
| 37  | Incorporate transit service recommendations for the West Central area into Transfort budget requests and future <b>Transportation Strategic Operating Plan</b> updates.  | 2.7              | Transfort  |
| 38  | <b>Retrofit Shields Street</b> (between Prospect Road and Laurel Street) to include medians and other aesthetic and safety improvements.   | 2.9              | Engineering  |
| 39  | <b>Retrofit Prospect Road</b> (west of Shields Street) to include medians and other aesthetic and safety improvements.   | 2.9              | Engineering  |
| 40  | Identify parking lots that generally have additional capacity at certain times or days of the week for <b>shared parking opportunities</b> .   | 2.12, 2.6        | Parking Services                                       |
| 41  | Action items to be implemented in conjunction with Nature in the City: <ul style="list-style-type: none"> <li>Identify <b>gaps in the open space network</b> for both wildlife and recreation, and develop a list of short-term and long-term projects that address the gaps.</li> <li>Identify <b>specific locations where wildlife habitat can be improved or added</b> within the West Central area.</li> </ul> | 3.2, 3.8, 3.9    | Planning, Natural Areas, Park Planning and Development |
| 42  | Identify <b>gaps in transit service near existing or future parks and open space</b> . Consider access to open space when making changes to Transfort bus routes and bus stop locations as part of the next update to the Transfort Strategic Plan.  | 3.3, 2.7         | Transfort, Parks, Park Planning & Development          |
| 43  | Improve <b>underpass at the crossing of Shields Street and the Spring Creek Trail</b> to improve visibility for bicyclists and reduce flooding issues.   | 3.3, 2.1, 2.3    | Parks, Engineering, Stormwater                         |
| 44  | Improve <b>underpass at the crossing of Centre Avenue and the Spring Creek Trail</b> to better accommodate the high volume of users and reduce flooding issues.  | 3.3, 2.1, 2.3    | Parks, Engineering, Stormwater                         |

**Table 12. Mid-Term Actions (2017-2024) - Continued**

| No. | Action Item  | Related Policies      | Responsibility   |
|-----|--|-----------------------|--|
| 45  | Coordinate with CSU on the planning, construction, and funding of a <b>future trail connection</b> between the intersection of Centre Avenue and Prospect Road and the Spring Creek Trail.   | <b>3.3</b> , 2.1, 2.3 | Parks, Park Planning & Development, Engineering                          |
| 46  | Establish a <b>wayfinding system for parks and open space</b> , in conjunction with efforts to improve wayfinding along trails and bikeways throughout the city.   | 3.3                   | Parks, Park Planning & Development, FC Moves                             |
| 47  | Construct a crossing of the Arthur Ditch near <b>Whitcomb and Wallenberg</b> to connect the neighborhood to the Spring Creek Trail.  | <b>3.4</b> , 3.3      | Planning, FC Moves, Engineering  |
| 48  | Construct a crossing of Larimer County Canal Number 2 at <b>Westview Ave.</b> to improve neighborhood connectivity.  | <b>3.4</b> , 3.3      | Planning, FC Moves, Engineering  |
| 49  | Construct a crossing of Larimer County Canal Number 2 between <b>Lynwood Drive and Bennett Elementary</b> to support Safe Routes to School.  | <b>3.4</b> , 3.3      | Planning, FC Moves, Engineering  |
| 50  | Identify locations (either within existing open space or new locations) that could potentially accommodate off-leash dog use.  | 3.5                   | Stormwater, Park Planning & Development, Planning, Neighborhood Services |
| 51  | <b>Improve Lilac Park</b> to better serve the nearby neighborhoods and complement the Gardens on Spring Creek, wetland improvements on adjacent CSU property, and the proposed relocation of the CSU Horticulture Center to the north of the park.   | 3.5                   | Park Planning & Development, Gardens on Spring Creek, Planning           |
| 52  | Conduct a <b>safety inventory</b> along the Spring Creek Trail to identify locations that present safety concerns, such as poor nighttime visibility, visibility around corners, and areas of potential conflict between bicyclists and pedestrians. | 3.6                   | Parks, FC Moves  |
| 53  | Raise the bridge on the spur trail to the west of the Sheely/Wallenberg neighborhood to <b>mitigate flooding</b> of the trail.   | 3.10                  | Parks, Engineering, Stormwater   |
| 54  | Proactively create <b>additional tree cover</b> in areas dominated by ash trees to mitigate the potential impacts of the emerald ash borer.  | 3.11                  | Forestry   |
| 55  | Pursue funding to develop <b>Final Design and construction plans</b> for the Prospect Corridor.  | Prospect              | Engineering, FC Moves  |

**Table 13. Ongoing Programs & Actions**

| No. | Action Item   | Related Policies | Responsibility   |
|-----|---|------------------|--|
| 56  | Promote the annual Neighborhood Services <b>Landlord Training Program</b> , offered by the City of Fort Collins and CSU, offering landlords and property management firms an opportunity to stay current with all applicable building and property maintenance codes.                           | 1.1, 1.3         | Neighborhood Services  |
| 57  | Support the establishment of <b>networking and professional development group</b> for landlords and property managers that meets casually to socialize and discuss ideas and challenges related to property management.   | 1.1, 1.3         | Neighborhood Services  |
| 58  | Continue to strengthen the <b>effective enforcement of nuisance ordinances</b> . Focus enforcement efforts on neighborhoods with proportionately higher number of violations.   | 1.1, 1.2         | Neighborhood Services, Police Services                                     |
| 59  | When community service is required as a penalty for violations, apply the <b>community service</b> to the neighborhoods in which the violations frequently occur.   | 1.2              | Neighborhood Services, Police Services                                     |
| 60  | Support <b>existing educational programs</b> offered by Neighborhood Services and CSU Off-Campus Life. Strengthen CSU Off-Campus Life's existing programs for educating students about the responsibilities of living off-campus and being a good neighbor.                                     | 1.3              | Neighborhood Services  |
| 61  | Support the establishment and growth of <b>organized neighborhood groups</b> within the West Central area.  | 1.3              | Neighborhood Services  |
| 62  | Leverage existing <b>neighborhood newsletters</b> to improve communication to neighborhood residents and property owners.   | 1.3              | Neighborhood Services  |
| 63  | Support the efforts of Police Services and the CSU Police Department to include educational information and programs as part of their <b>enforcement and community outreach</b> strategy. Continue to hold <b>neighborhood meetings</b> regarding crime activity and safety concerns as needed. | 1.3, 1.4         | Police Services, Neighborhood Services                                     |
| 64  | Improve the utilization of <b>code violation data</b> to identify trends, problem areas, and communicate with the public.   | 1.3              | Neighborhood Services, Police Services                                     |
| 65  | <b>Monitor crime incidents and trends</b> in the West Central area to determine if additional patrols, safety features, or other resources are needed.  | 1.4              | Police Services  |
| 66  | Continue to identify locations where <b>additional lighting, sidewalk connections, and other neighborhood safety improvements</b> are needed over time.   | 1.4, 1.5         | Light & Power, Engineering, Street, Traffic Operations, FC Moves, Planning |
| 67  | Continue to trim tree branches that block <b>sight distance</b> at intersections and stop signs, as needed.   | 1.4              | Forestry, Traffic Operations   |
| 68  | Continue to identify locations for physical <b>traffic calming</b> or radar speed indicators.   | 1.4, 2.3         | Traffic Operations, FC Moves   |

**Table 13. Ongoing Programs & Actions - Continued**

| No. | Action Item  | Related Policies | Responsibility                                     |
|-----|--|------------------|--|
| 69  | Continue to regularly <b>maintain curb paint</b> to prevent parked cars from blocking driveways and interfering with sight distance at intersections.  | 1.4, 2.3         | Traffic Operations                                 |
| 70  | Provide information to neighborhood residents about <b>Access Fort Collins</b> , an application that allows users to directly report issues to City departments.   | 1.5, 1.1         | Neighborhood Services, Planning                    |
| 71  | Improve <b>neighborhood identity</b> and aesthetics with entry signage. Support efforts initiated by neighborhoods to make improvements.   | 1.5              | Planning, Neighborhood Services                    |
| 72  | Continue to <b>widen existing attached sidewalks</b> where feasible. Fill in missing gaps in sidewalks within neighborhoods.   | 1.5              | FC Moves, Engineering, Streets, Traffic Operations |
| 73  | Continue to <b>add street trees</b> throughout the area, particularly along Prospect Road west of Shields Street, along collector roads, and at entrances to neighborhoods.  | 1.6, 3.11        | Planning, Forestry                                 |
| 74  | Continue to implement the citywide <b>Street Maintenance Program</b> within the West Central area to ensure that aging infrastructure is repaired as needed.   | 1.6              | Streets  |
| 75  | Maintain the Neighborhood Commercial (NC) zone district to allow for future development of a <b>mixed-use neighborhood center</b> near Shields and Prospect.   | 1.7              | Planning   |
| 76  | Encourage businesses to locate in existing, <b>underutilized commercial buildings</b> in the West Central area whenever possible.  | 1.7              | Planning, Economic Health                          |
| 77  | Sites that have structures that are officially recognized as local, state, or national historic landmarks are encouraged to consult with the <b>Landmark Preservation Commission</b> or their Design Review Subcommittee in order to gain valuable feedback. In addition, applicants are encouraged to apply for the <b>Design Assistance Grant Program</b> , which offers financial assistance for specialized professional architectural services. | 1.10             | Planning, Historic Preservation                    |
| 78  | Developers should consider <b>additional neighborhood meetings</b> beyond the standard requirement, interactive design charrettes, and individual meetings with affected property owners to demonstrate a high level of collaboration with neighborhood residents.   | 1.10             | Planning   |
| 79  | Ensure that the requirements of the Land Use Code continue to support a <b>variety of housing types and densities</b> within the West Central area.  | 1.11             | Planning   |
| 80  | Continue to enforce building codes that <b>protect the health and safety of tenants</b> in rental housing, particularly for older properties in need of improvement and properties where unauthorized remodeling and building additions have occurred.   | 1.11             | Planning, Building Services                        |

**Table 13. Ongoing Programs & Actions - *Continued***

| No. | Action Item   | Related Policies               | Responsibility  |
|-----|---|--------------------------------|---|
| 81  | Encourage CSU to <b>engage neighborhood residents</b> in the University's plans for long-term growth and new development projects.  | 1.12                           | Planning, Neighborhood Services                               |
| 82  | Engage CSU student groups (e.g., clubs, sports teams, sororities and fraternities, majors with community service requirements) in <b>volunteer efforts</b> to improve the West Central neighborhoods.   | 1.12                           | Neighborhood Services   |
| 83  | Encourage the <b>involvement of CSU students</b> in neighborhood organizations, neighborhood meetings, Neighborhood Night Out, and other events.  | 1.12                           | Neighborhood Services   |
| 84  | Support implementation of the Pedestrian Plan through the <b>Pedestrian Needs Assessment</b> .  | 2.1                            | Engineering, FC Moves   |
| 85  | Assess the impacts of projects on safe routes through the creation of <b>performance measures and evaluation strategies</b> .   | 2.1                            | FC Moves  |
| 86  | Continue to assess the needs and refine designs for the <b>intersection and roadway projects</b> identified in Figures 18 and 19 and Tables 3-6.  | <b>Potential Projects, 2.3</b> | FC Moves, Traffic Operations, Engineering                     |
| 87  | As potential projects are refined, add them to the City's <b>Capital Improvement Program (CIP)</b> .  | <b>Potential Projects, 2.3</b> | FC Moves  |
| 88  | Coordinate the potential projects identified in the West Central Area Plan with other <b>ongoing city programs</b> to make improvements in a cost-effective and efficient manner (e.g., Bus Stop Improvement Program, Street Maintenance Program (SMP), and Capital Improvement Program (CIP)). | <b>Potential Projects, 2.3</b> | FC Moves, Traffic Operations, Engineering, Streets, Transfort |
| 89  | Provide <b>education on safe user behavior</b> as new crossing improvements are implemented.  | 2.3                            | FC Moves, Traffic Operations                                  |
| 90  | Support completion of the <b>low-stress bicycle network</b> , per the 2014 Bicycle Master Plan.   | 2.3                            | FC Moves  |
| 91  | Coordinate with CSU on education and continue <b>Safe Routes to School (SRTS)</b> efforts.  | 2.3                            | FC Moves  |
| 92  | Continue to assess <b>traffic enforcement needs</b> and coordinate with Police Services and the CSU Police Department.  | 2.3                            | FC Moves, Police Services                                     |
| 93  | Pursue <b>sustainable funding strategies</b> for improvements that benefit all travel modes.  | 2.3                            | FC Moves  |
| 94  | Work towards achieving <b>Climate Action Plan goals</b> to reduce VMT through bike, pedestrian, and transit improvements.   | 2.3                            | FC Moves, Environmental Services                              |
| 95  | Work to implement the recommendations of the <b>Bike Share Business Plan</b> .  | 2.4                            | FC Moves  |
| 96  | Consider transit stop locations in <b>bicycle and pedestrian network planning</b> .   | 2.5                            | FC Moves, Transfort   |

Table 13. Ongoing Programs & Actions - *Continued*

| No. | Action Item  | Related Policies | Responsibility   |
|-----|--|------------------|--|
| 97  | <b>Add shelters</b> to existing and future bus stops. <b>Coordinate bus stop improvements</b> with other roadway improvement projects, where applicable.   | 2.7, 1.5         | Transfort  |
| 98  | Seek opportunities to provide additional, high-quality <b>bike parking at bus stops</b> .  | 2.7              | Transfort, FC Moves  |
| 99  | Pursue opportunities to implement <b>neighborhood street retrofitting</b> in conjunction with the Street Maintenance Program and Capital Projects.   | 2.8              | Parking Services, Traffic Operations   |
| 100 | Monitor <b>issues and complaints related to residential parking</b> on a day-to-day basis, and consider the application of the Residential Parking Permit Program (RP3) or other approaches to reduce impacts, as warranted. | 2.10             | Parking Services   |
| 101 | Coordinate with CSU to implement the <b>CSU Parking &amp; Transportation Master Plan</b> , with a focus on minimizing the impacts of student, faculty, staff, and visitor parking in neighborhoods.                          | 2.10             | Parking Services, FC Moves   |
| 102 | Evaluate the <b>parking demand created by new multi-family developments</b> to ensure that adequate parking is provided to support those projects.   | 2.11             | Planning, Parking Services   |
| 103 | Ensure that new development complies with the recently adopted <b>Transit-Oriented Development Overlay Zone parking standards</b> , where applicable.  | 2.11             | Planning   |
| 104 | Facilitate <b>public-private partnership arrangements</b> that allow for shared parking or car storage arrangements.   | 2.12, 2.6        | Planning, Parking Services   |
| 105 | Work with City and CSU Special Events Coordinators to ensure that <b>event management plans</b> include provisions for adequate parking and traffic control.   | 2.13             | Parking Services, Traffic Operations   |
| 106 | Engage <b>neighborhood organizations and homeowners associations</b> to assist with the stewardship of existing and new open space.  | 3.1              | Planning, Neighborhood Services  |
| 107 | Identify <b>funding mechanisms</b> for improvements to existing and acquisition of new parks, open space and trails, as needed.  | 3.1, 3.2, 3.5    | Parks, Park Planning & Development, Natural Areas                                |
| 108 | Create <b>spur trails</b> that better connect neighborhoods to parks, natural areas, schools, the Spring Creek Trail, Mason Trail, and other open space areas.   | 3.2              | Planning, Parks, Park Planning & Development, Natural Areas, FC Moves            |
| 109 | <b>Coordinate among City Departments</b> to align priorities for improving access to open space.   | 3.3              | Parks, Park Planning & Development, Natural Areas, Planning, FC Moves, Transfort |
| 110 | Continue to add <b>safe pedestrian crossings along arterials</b> to provide residents with more direct access to parks and open space.   | 3.3, 2.1         | FC Moves, Traffic Operations, Planning, Engineering                              |

| No. | Action Item   | Related Policies      | Responsibility  |
|-----|---|-----------------------|---|
| 111 | <b>Coordinate with ditch companies</b> to allow for appropriate access along ditches.   | 3.4                   | Planning, Development & Transportation                                  |
| 112 | Remove obstacles for <b>wildlife movement along ditches</b> , including the replacement of old fencing with wildlife fencing, as appropriate.   | <b>3.4</b> , 3.7, 3.8 | Planning  |
| 113 | Coordinate with the Parks, Park Planning and Development, and Stormwater departments to incorporate a <b>broader range of settings and experiences</b> as part of future work plans for parks in the West Central area. | 3.5                   | Stormwater, Park Planning & Development, Planning                       |
| 114 | Support the establishment of <b>community gardens</b> in public areas or areas managed by neighborhood organizations or HOAs.   | 3.5                   | Neighborhood Services, Parks  |
| 115 | Identify locations (either within existing open space or new locations) that could potentially accommodate <b>off-leash dog use</b> .   | 3.5                   | Parks, Park Planning & Development                                      |
| 116 | <b>Monitor complaints and crime reports</b> in City of Fort Collins parks, natural areas, and along trails to improve law enforcement and ranger patrols in those areas.  | 3.6                   | Parks, Natural Areas, Police Services                                   |
| 117 | Partner with ditch management companies to protect and <b>improve wildlife habitat along irrigation waterways</b> .   | 3.7                   | Planning, Development & Transportation, Natural Areas                   |
| 118 | Renovate <b>existing stormwater detention areas</b> to improve wildlife habitat and aesthetics. Where appropriate, consider including soft surface trails and other recreational amenities.                             | 3.8                   | Stormwater, Parks, Natural Areas, Park Planning & Development, Planning |
| 119 | Identify sections the <b>Spring Creek corridor</b> where stormwater management and/or wildlife habitat could be improved.   | 3.8                   | Parks, Natural Areas  |
| 120 | Encourage <b>habitat enhancement on private property</b> through the Natural Areas Certification and Natural Areas Enhancement Fund programs.   | 3.9                   | Natural Areas   |
| 121 | Encourage <b>Low Impact Development</b> (LID) techniques as part of new development and capital projects.   | 3.10                  | Stormwater  |
| 122 | Regularly review the <b>adequacy of stormwater protection</b> and provide additional stormwater protection where needed.  | 3.10                  | Stormwater  |
| 123 | Support <b>neighborhood grant applications</b> that seek to improve parks, open space, and tree canopy within the West Central area.  | 3.11                  | Neighborhood Services   |
| 124 | Continue current policies for including <b>street trees</b> as part of all new developments and City capital projects.  | 3.11                  | Planning, Forestry  |
| 125 | Identify <b>funding mechanisms</b> for improving habitat and urban tree canopy on private property.   | 3.11                  | Planning, Forestry, Neighborhood Services                               |

## Implementation Team

The City, other public agencies, residents, developers, and private sector groups all play an important role in achieving the vision of the West Central Area Plan. Following adoption of the plan, an interdisciplinary team of City staff will be assembled to coordinate and monitor the implementation of the plan. The responsibilities of this team will include the prioritization of action items, identifying and pursuing potential funding sources, convening work teams for specific action items, and monitoring the development of new programs and projects. The team should include designated staff leads from the following City departments:

- FC Moves
- Engineering Services
- Neighborhood Services
- Planning Services

The following City departments should also be consulted or included in the implementation of specific programs or projects:

- Communications & Public Involvement
- Economic Health
- Environmental Services
- Forestry
- Gardens on Spring Creek
- Historic Preservation
- Natural Areas
- Operations Services
- Parks
- Park Planning & Development
- Parking Services
- Police Services
- Social Sustainability
- Streets
- Traffic Operations
- Transfort
- Utilities Services

The following external agencies or organizations play a critical role in the implementation of the West Central Area Plan, and should also be consulted or included in the implementation of specific programs or projects:

- Colorado State University (CSU) Facilities Department
- CSU Off-Campus Life
- CSU Police Department
- Fort Collins Housing Authority
- Poudre School District

## Ongoing Monitoring & Outreach

*"In order to be effective, planning must not be static but rather always dynamic, incorporating a process of planning, taking action, checking progress, and acting to change course where needed." – City Plan, 2011*

Tracking the implementation of the West Central Area Plan programs and projects is critical to achieving the vision and outcomes outlined in the plan. Implementation monitoring is a qualitative exercise, tracking public policy and investment actions. The implementation team, outlined above, will ensure that continuous progress occurs to carry out the policies and action items in the plan. The status of action items will be continually monitored and published in an annual status report, which will be posted to the West Central Area Plan website.

It is important that the plan remains relevant and adapts over time. The overall effectiveness of the plan will be evaluated periodically over the next 10 to 15 years, until an update to the plan is determined to be necessary. If minor changes or additions are deemed necessary prior to a major update, the plan may be partially updated as needed.

Ongoing outreach to residents, developers, and other stakeholders is essential to determining the effectiveness of the plan's action items, projects, and programs at serving the needs of this area and working toward the vision outlined in the plan. As items are implemented, information should be made available through the City's website, email and mailed notifications, and at neighborhood meetings within the West Central area. Certain action items may require additional outreach, as necessary.

## Funding

Many of the projects and programs identified in this plan are not currently funded. Implementation of the plan's recommendations will likely be funded in a variety of ways. Some of the potential funding sources for projects and programs are listed below, along with a brief description and indication of which topic area(s) might be most applicable.

**Table 14. Potential Funding Sources**

| Source  | Description  | Applicability |
|---|--|---------------|
| <b>General Fund (City)</b>                        | <p>The City's General Fund could be a funding source, primarily through the Budgeting for Outcomes (BFO) process used to develop the City's two-year budget. The current budget is set for 2015-16 and includes several projects that could provide funding for projects and programs within the West Central area. Key examples include:</p> <ul style="list-style-type: none"> <li>• Bicycle Infrastructure Investments</li> <li>• Pedestrian Sidewalk and Americans with Disabilities Act Compliance Program</li> <li>• Safe Routes to School Strategic Traffic Infrastructure Program</li> <li>• Bridge Replacements and Maintenance Program</li> <li>• Neighborhood Revitalization Projects</li> <li>• Traffic Calming Study and Infrastructure Program</li> </ul> <p>The process for the 2017-18 budget will begin in 2016.</p>  | All           |
| <b>Keep Fort Collins Great (City)</b>             | <p>Fort Collins voters approved a 0.85 percent sales tax initiative, Keep Fort Collins Great (KFCG), to provide funding for city projects. KFCG funds projects in many different categories, including fire, police, transportation and streets, and parks. KFCG funds are typically allocated through the City's Budgeting for Outcomes (BFO) process.</p>  | All           |
| <b>Voter-Approved Sales Tax Initiative (City)</b> | <p>Fort Collins currently has a capital improvement tax in place, the latest in a series of such taxes beginning in 1973. The current tax is set to expire at the end of 2015.</p> <p>The City Council has adopted Resolution 2015-012, placing an extension of the current tax on the April 7, 2015, municipal election ballot. Several of the projects currently included in the Capital Improvement Program proposal could provide funding for projects and programs within the West Central area, if the sales tax extension is approved by voters. Key examples include:</p> <ul style="list-style-type: none"> <li>• Arterial Intersection Improvements</li> <li>• Pedestrian Sidewalk/Americans with Disabilities Act (ADA) Compliance – Safe Routes to Everywhere</li> <li>• Bicycle Plan Implementation</li> <li>• Bicycles Infrastructure Improvements – Safe Routes to Everywhere</li> <li>• Bus Stop Improvements – Safe Routes to Everywhere</li> <li>• Bike/Ped Grade Separated Crossings Fund</li> <li>• Arterial Intersection Improvements Fund</li> <li>• Implementing Nature in the City</li> <li>• Gardens on Spring Creek Visitor's Center Expansion</li> </ul> <p>If the current sales tax renewal passes, it will last for ten-years; subsequent capital improvement programs funded by voter-approved sales taxes could be additional sources of funding in the future.</p> | All           |

| Source                                       | Description  | Applicability                                     |
|--|--|---|
| <b>Art in Public Places (City)</b>           | Art in Public Places (APP) encourages and enhances artistic expression throughout the city and as part of new development projects. City capital projects with a budget greater than \$250,000 must designate 1% of their budget to providing public art. The program could be applied to enhance neighborhood identity and placemaking within the West Central Area.  | All   |
| <b>Innovation Fund (City)</b>                | The Innovation Fund is an internal grant program open to all City employees. Proposed projects may be implemented by any City department. Submissions are accepted once a year during the application period, and proposals may not exceed \$30,000.   | All   |
| <b>Natural Areas Enhancement Fund (City)</b> | For projects designed to enhance or restore private or public natural areas in Fort Collins. Examples of projects might include native tree and shrub plantings, removal of exotic pest trees, wetland restoration, or native grassland revegetation. Applications for enhancement funds are accepted each fall.   | Open Space Networks                               |
| <b>Neighborhood Grants Program (City)</b>    | For projects designed to enhance or restore private natural areas or public lands, other than those managed by the Natural Areas Department, in Fort Collins.  | All   |
| <b>Street Oversizing Fund (City)</b>         | Fort Collins collects transportation impact fees through developer contributions in order to finance the Street Oversizing program for collectors and arterials.   | Transportation, Land Use & Neighborhood Character |
| <b>Improvement Districts</b>                 | <p>Municipalities have the option of raising funds for special projects by implementing improvement districts. Improvement districts overlay specific parts of the city that stand to benefit from the new project.</p> <p>Land owners within the district often pay either additional property taxes or special assessments. While cities can propose improvement districts, they must then be approved by landowners within the district boundaries.</p>   | All   |
| <b>State and Federal Grants</b>              | <p>Several recent large-scale transportation projects in Fort Collins have received state and federal funds, including the MAX Bus Rapid Transit and North College Avenue Improvement projects. These projects received grants because they will increase mobility and enhance alternative transportation methods.</p> <p>One major source of federal funds is the Transportation Alternatives Program (TAP) section of the Moving Ahead for Progress in the 21st Century Act (MAP-21). Another potential state-funded option would be Funding Advancement for Surface Transportation &amp; Economic Recovery (FASTER) grant money. The FASTER program provides funding for large capital purchases that have significant regional impacts. Funds are awarded on a two-year cycle.</p> <p>Other federal grant funding sources may include:</p> <ul style="list-style-type: none"> <li>• FASTER Safety Program</li> <li>• Hazard Elimination Program (HES)</li> <li>• Transportation Investment Generating Economic Recovery (TIGER) Program</li> <li>• Congestion Mitigation and Air Quality Improvement (CMAQ) Program</li> <li>• Surface Transportation Program (STP) Metro Grants</li> <li>• Community Development Block Grant Program (CDBG)</li> <li>• Sustainable Communities Regional Planning Grants</li> <li>• Environmental Protection Agency (EPA) Smart Growth Grants</li> <li>• Housing and Urban Development (HUD) programs</li> </ul> | All   |

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