

STRUCTURE PLAN

This chapter establishes a framework to guide growth and investment as the Fort Collins GMA adds 70,000 additional people through 2040 and beyond. Building on the vision and core values outlined in Part 2 of the Plan, this chapter describes the types of places the community would like to foster and—at a higher level—the types of transportation and infrastructure investments that will be needed to achieve desired outcomes. This chapter is intended as a tool for elected and appointed leaders, City staff and administrators, and the community-at-large for evaluating and making decisions regarding the location, intensity and design of future development. This chapter is intended to be applied in conjunction with the principles and policies contained in Part 3 of this Plan, as well as the multimodal transportation recommendations outlined in Part 4.

“We need to build up! Multifamily developments don’t have to be big boxes. Incorporate open space, playgrounds, dog areas and enough parking. Make living and raising a family enjoyable. Make Fort Collins great!”

-Fort Collins resident

Structure Plan

The Structure Plan map and accompanying place types—or land use categories—provide a framework for the ultimate buildout of Fort Collins. Five priority place types have been identified to help illustrate the challenges and opportunities associated with infill and redevelopment, and the critical role it will play in helping the community achieve its vision over the next 10-20 years. Priority place types are identified with a **P** and described in more detail beginning on page 103. Together, they provide direction on what types of uses are encouraged where and at what intensities.

The Structure Plan map illustrates how the community will grow and change over time, serving as a blueprint for the community’s desired future. It focuses on the physical form and development pattern of the community, illustrating areas where new greenfield development, infill and redevelopment are likely to occur, as well as the types of land uses and intensities to encourage. The Structure Plan:

- » Guides future growth and reinvestment and serves as official land use plan for the City;
- » Informs planning for infrastructure and services;
- » Fosters coordinated land use and transportation decisions within the city and region; and
- » Helps implement principles and policies.

The Structure Plan, in conjunction with the Transportation Plan and other supporting elements, will be used to guide future development decisions, infrastructure improvements, and public and private investment and reinvestment in Fort Collins.

The Structure Plan Map serves as a blueprint for the desired future development pattern of the community, setting forth a basic framework for future land use and transportation decisions. Upon annexation or a request for rezoning, the Structure Plan map and City Plan principles and policies provide guidance for decision-makers to identify specific zoning boundaries and zone districts during the development review process. Neighborhood, corridor and subarea plans supplement City Plan with additional policy and land use or transportation designations for specific geographic areas. In the event of a conflict between a policy or designation in City Plan and a subarea plan, the subarea plan shall prevail.

The City maintains a number of adopted subarea and neighborhood plans that include a land use component. These plans are adopted by reference and should be referred to for more detailed guidance.

HOW TO USE THE STRUCTURE PLAN

The Structure Plan establishes a broad vision for future land uses in Fort Collins. In most cases, land use categories generally follow existing parcel lines, roadways and other geographic boundaries. If the place-type boundary shown on the Structure Plan map does not follow an existing parcel line, the actual delineation of place types will be established at the time of a proposed rezoning and development submittal.

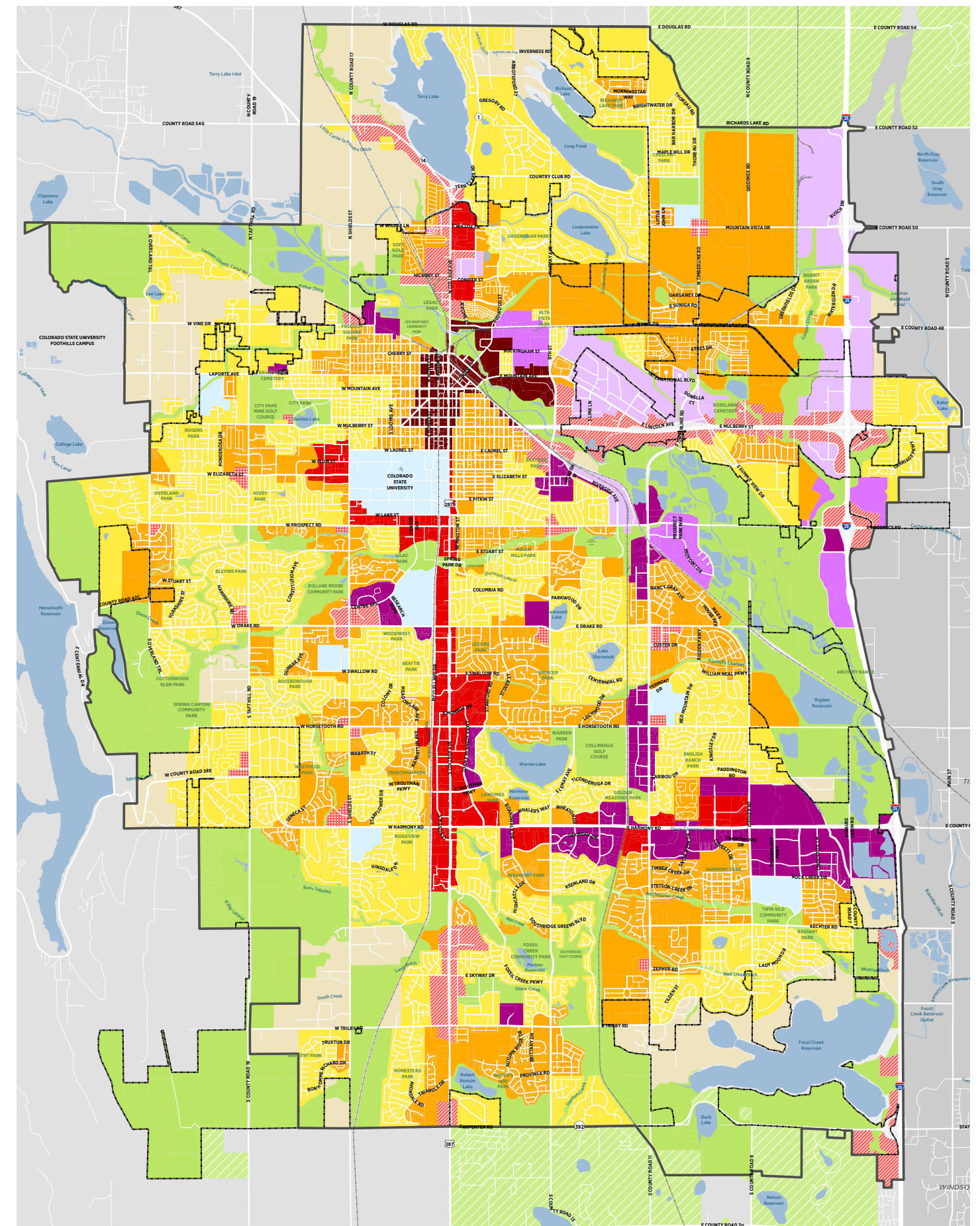
Underlying zoning was reviewed and considered as updates to the Structure Plan were made to ensure that consistency between planned land uses and zoning could be maintained to the maximum extent feasible. However, in some instances, place-type categories do differ from underlying zoning, as was necessary to meet the broader objectives of the Plan. To fully achieve the Plan’s objectives, re-zoning may be required when some properties develop or redevelop in the future.

Future zone changes should generally adhere to the place-type boundaries depicted on the Structure Plan, but flexibility in interpretation of the boundary may be granted provided the proposed change is consistent with the principles, goals and policies contained in this Plan. Density ranges outlined for each place-type category are based on gross acreage and are intended to address overall densities for a particular area rather than for individual parcels.

The Structure Plan is not intended to be used as a stand-alone tool; rather, it should be considered in conjunction with the Transportation Master Plan and the accompanying principles, goals and policies contained in City Plan.

PLACE TYPES	
Districts	Neighborhoods
Downtown District	Rural Neighborhood
Urban Mixed-Use District	Suburban Neighborhood
Suburban Mixed-Use District	Mixed Neighborhood
Neighborhood Mixed-Use District	
Mixed Employment District	
Research & Development/Flex District	
Industrial District	
Campus District	
Other	
Parks and Natural/Protected Lands	
Community Separator	
BOUNDARIES	
City Limits	Growth Management Area (GMA)
Adjacent Planning Areas	

Structure Plan Map

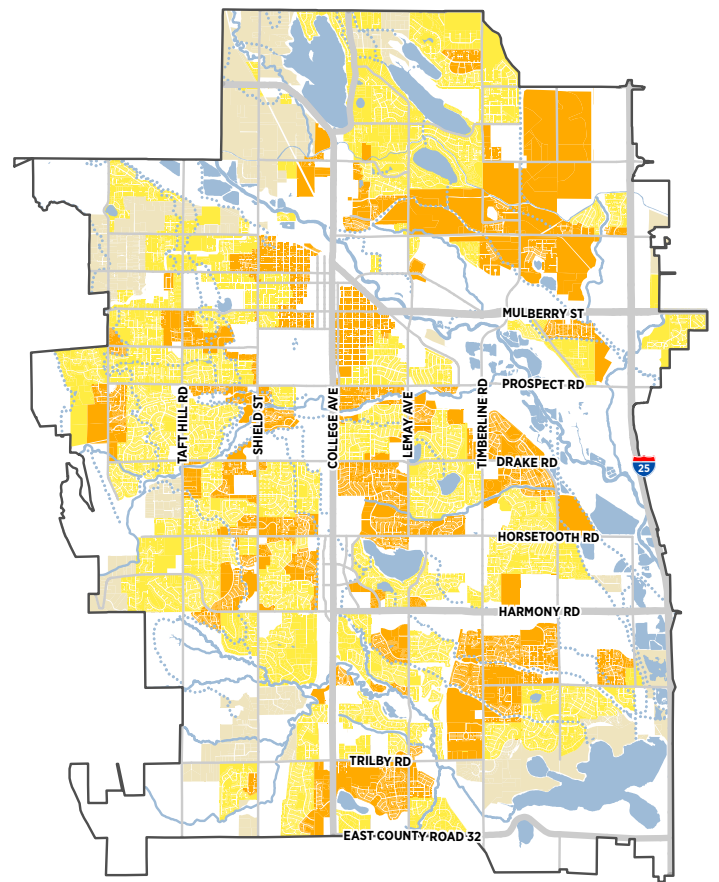




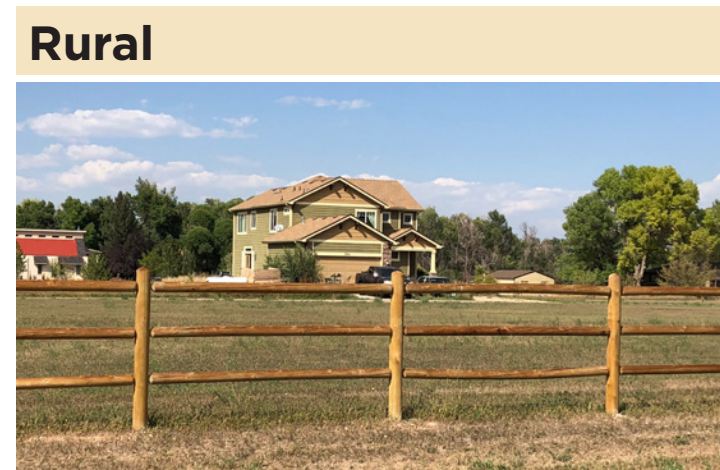
Neighborhoods are the primary building blocks of the community. Whether existing or planned, neighborhoods in Fort Collins will vary in the mix of housing types and supporting uses that are provided; the extent to which they are accessible to adjoining districts, schools, parks, civic uses, transit and other services; and their overall character and form. Three types of neighborhoods are identified on the Structure Plan map:

- » Rural Neighborhoods;
- » Suburban Neighborhoods; and
- » Mixed-Neighborhoods **P**.

Routine reinvestment in existing properties and some infill on vacant lots is to be expected in all neighborhoods. The degree to which existing neighborhoods are likely to experience more significant changes during the planning horizon will be influenced by location, the age and condition of existing housing stock, and the availability of vacant lots or larger plots of land. The City will continue to use the subarea and neighborhood planning process to address specific issues and opportunities. Enhancing connectivity within and between existing and future neighborhoods and improving access to nature are priorities for all neighborhoods.



Rural Neighborhoods **Suburban Neighborhoods** **Mixed-Neighborhoods**



Principal Land Use
Single-family detached homes, agricultural uses

Supporting Land Use
ADUs, limited commercial/employment uses (such as home occupations)

Density
Up to two principal dwelling units per acre

Key Characteristics/Considerations

- » Support opportunities for rural lifestyles and connectivity to open spaces.
- » Rural Neighborhoods should be designed to maximize the preservation of open space or agricultural lands and/or act as a transition between natural and protected lands and other, more-intense uses.
- » Nonresidential uses are supported provided they do not generate excessive noise, traffic or parking requirements, or otherwise detract from the rural character of these neighborhoods.
- » Pedestrian and bicycle infrastructure, as well as transit service, is limited.

Typical Types of Transit
None, densities are not sufficient to support transit.



Principal Land Use
Single-family detached homes

Supporting Land Use
Parks and recreational facilities, schools, places of worship, ADUs in some locations (where permitted by underlying zoning)

Density
Between two and five principal dwelling units per acre

Key Characteristics/Considerations

- » Comprised of predominantly single-family detached homes.
- » Neighborhood Centers may serve as focal points within Single-family Neighborhoods (see Neighborhood Mixed-Use District).
- » Amenities and infrastructure encourage walking and biking, but transit service is typically more limited.

Typical Types of Transit
Limited local bus service with frequencies of approximately every 60 minutes; some locations may also be served by flex services.

Typical Types of Transit
None, densities are not sufficient to support transit.

Mixed



Principal Land Use

Single-family detached homes, duplexes, triplexes and townhomes

Supporting Land Use

ADUs, small scale multifamily buildings, small-scale retail, restaurants/cafes, community and public facilities, parks and recreational facilities, schools, places of worship

Density

Between five and 20 principal dwelling units per acre (typically equates to an average of seven to 12 dwelling units per acre)

Key Characteristics/Considerations (New Neighborhoods)

- » Provide opportunities for a variety of attached and detached housing options and amenities in a compact neighborhood setting; some neighborhoods also include (or have direct access to) small-scale retail and other supporting services.
- » Neighborhood Centers should serve as focal points within Mixed-Neighborhoods (see Neighborhood Mixed-Use District).
- » Typically located within walking/biking distance of services and amenities, as well as high-frequency transit.
- » Mixed-Neighborhoods built in a greenfield context should include a mix of housing options (lot size, type, price range, etc.).

(Existing Neighborhoods)

- » While many existing Mixed-Neighborhoods may consist predominantly of single-family detached homes today, opportunities to incorporate ADUs or other attached housing options of a compatible scale and intensity may be feasible in some locations.
- » The introduction of larger townhome or multifamily developments into existing single-family neighborhoods should generally be limited to edge or corner parcels that abut and/or are oriented toward arterial streets or an adjacent Neighborhood Mixed-Use District where transit and other services and amenities are available.
- » Where townhomes or multifamily buildings are proposed in an existing neighborhood context, a transition in building height, massing and form should be required along the shared property line or street frontage.
- » As existing neighborhoods change and evolve over time, rezoning of some areas may be appropriate when paired with a subarea or neighborhood planning initiative. See the Priority Place Types discussion on page 107 for more details about changes in existing neighborhoods over time.
- » While reinvestment in existing mobile home parks is encouraged, redevelopment of existing parks is not.

Typical Types of Transit

In areas on the lower end of the density range, service will be similar to Suburban Neighborhoods; as densities approach 20 dwelling units per acre, fixed-route service at frequencies of between 30 and 60 minutes becomes viable.

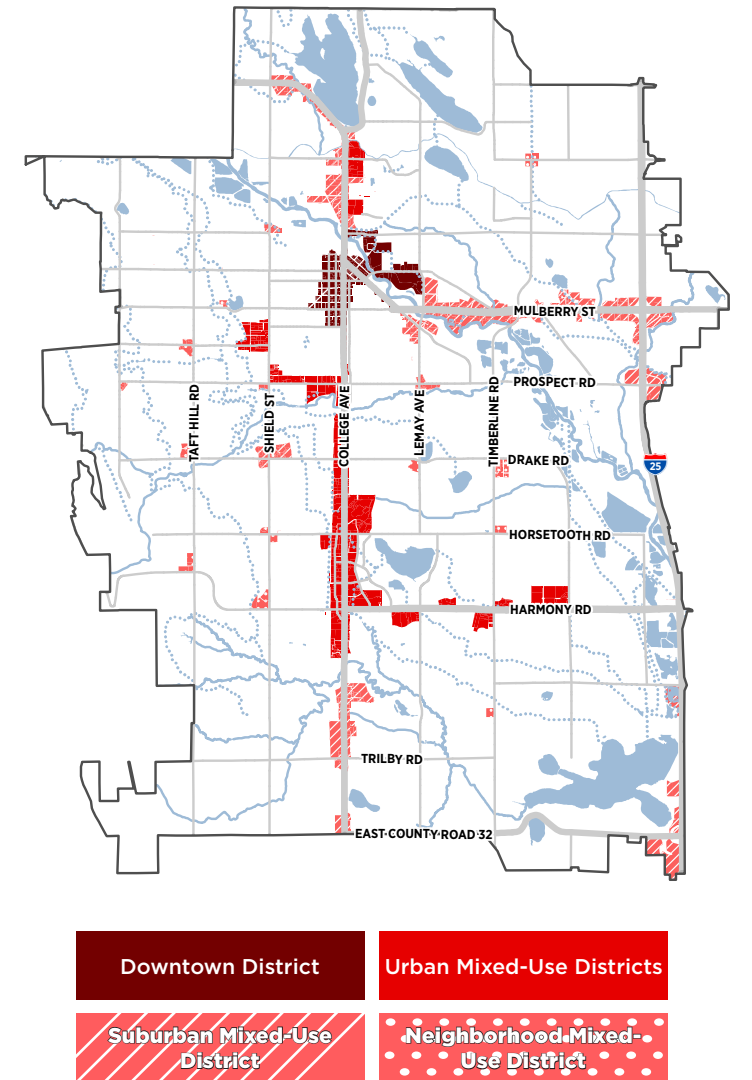


MIXED-USE DISTRICTS

Mixed-use districts provide opportunities for a range of retail and commercial services, office and employment, multifamily residential, civic and other complementary uses in a compact, pedestrian and transit-supportive setting. Although they all support a diverse mix of uses, mixed-use districts vary significantly in both size and in the density/intensity of uses that exist today, or will be encouraged in the future. While larger mixed-use districts may contain multiple, distinct activity centers, others stand alone. Four types of mixed-use districts are identified on the Structure Plan map:

- » Downtown District;
- » Urban Mixed-Use Districts ;
- » Suburban Mixed-Use District ; and
- » Neighborhood Mixed-Use Districts .

Mixed-use districts are the locations in the community most likely to experience significant changes in density, intensity and land use. The continued redevelopment and revitalization of established mixed-use districts along existing or planned high-frequency transit corridors will continue to be a priority. The gradual transition of existing, auto-oriented mixed-use districts will be encouraged to help maximize available land and infrastructure, as well as to support other community objectives, such as expanded housing options, improved access to services and a more robust transit system.



Downtown



Principal Land Use

Generally includes a mix of retail, civic, office, cultural and employment uses, but the mix of uses varies by subdistrict

Supporting Land Use

Multifamily residential buildings, restaurants, bars, cafes, hotels, parks and other public spaces

Density

Densities will vary by subdistrict; building heights will typically be between three and 12 stories

Key Characteristics/Considerations

- » A vibrant neighborhood and regional destination that offers a wide spectrum of employment, housing options, services, and cultural, educational and entertainment experiences in a compact, walkable environment.
- » Includes nine distinct subdistricts: Historic Core; Canyon Avenue; Campus North; Civic; North Mason; River; Innovation; Poudre River Corridor; and Entryway Corridor.
- » Served by BRT, high-frequency bus and regional transit.

Typical Types of Transit

Served by fixed-route and BRT service at frequencies of 15 minutes or greater.

Urban Mixed-Use



Principal Land Use

A mix of retail, restaurants, high-density residential, offices and other community services

Supporting Land Use

Childcare centers, civic and institutional uses, pocket parks and other outdoor gathering spaces, and other supporting uses

Density

Densities will vary; building heights will typically be between three and five stories, but may be slightly higher in some locations

Key Characteristics/Considerations

- » Vibrant mixed-use districts that provide live-work opportunities, as well as a range of supporting services and amenities along high-frequency transit routes.
- » Some existing Urban Mixed-Use Districts may include pockets of lower-intensity, auto-oriented uses; however, these areas should be encouraged to transition to a vertical mix of high-density development through infill/redevelopment, particularly near BRT stations.
- » Supported by pedestrian and bicycle linkages to surrounding neighborhoods and BRT or high-frequency bus service.

Typical Types of Transit

Varies depending on density and surrounding context, but generally served by fixed-route or BRT service at frequencies of 15 minutes or greater.

Suburban Mixed-Use



Principal Land Use

Retail, restaurants, office and other commercial services

Supporting Land Use

High-density residential, entertainment, childcare centers and other supporting uses

Density

Densities and building heights will vary; building heights will generally be between one and five stories, but may be higher in some locations

Key Characteristics/Considerations

- » Walkable mixed-use districts that provide a range of retail and commercial services, as well as high-density residential.
- » Existing Suburban Mixed-Use Districts include lower-intensity, auto-oriented uses; however, the transition of these areas to a more transit-supportive pattern of development is encouraged as infill/redevelopment occurs, particularly where high-frequency transit exists or is planned.
- » Supported by direct pedestrian and bicycle linkages to surrounding neighborhoods, as well as by BRT or high-frequency bus service.

Typical Types of Transit

Varies depending on density and surrounding context, but generally served by fixed-route service at frequencies of between 30 and 60 minutes; higher-frequency service may exist where densities are sufficient to support it.

Neighborhood Mixed-Use



Principal Land Use

Grocery store, supermarket or other type of anchor, such as a drugstore

Supporting Land Use

Retail, professional office, childcare centers and other neighborhood services, along with residential units, civic/institutional uses, pocket parks, gathering spaces and other supporting uses

Density

Densities will vary; building heights will be between one and five stories

Key Characteristics/Considerations


- » Neighborhood Mixed-Use Districts are stand-alone districts that are smaller in scale than Suburban Mixed-Use districts (typically smaller than 10 acres) and surrounded by neighborhoods.
- » Provide a range of neighborhood-oriented services in a compact, pedestrian and bicycle-friendly setting.
- » Supported by direct pedestrian and bicycle linkages to surrounding neighborhoods and more limited bus service.

Typical Types of Transit

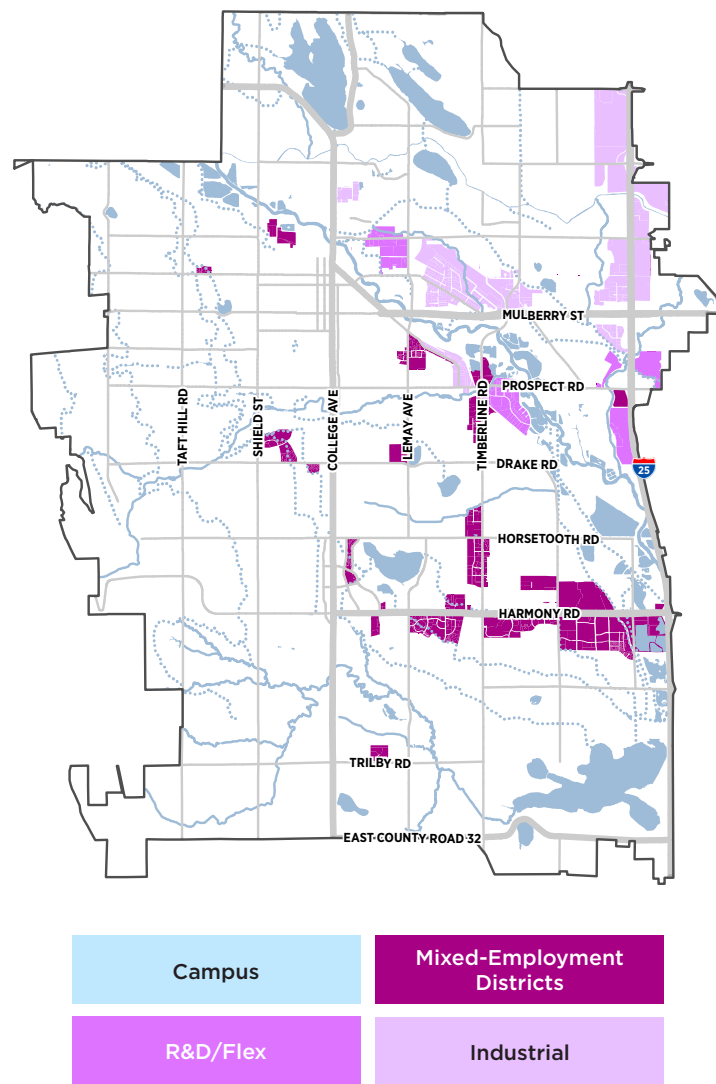
Varies depending on density and surrounding context, but generally served by fixed-route service at frequencies of between 30 and 60 minutes.

EMPLOYMENT DISTRICTS

Employment districts encourage and support a variety of employment opportunities in Fort Collins—ranging from those oriented toward education, research, entrepreneurship and business incubators, to those that endeavor to turn knowledge into products, processes and services, to those oriented toward industrial, manufacturing and logistics. Four types of employment districts are identified on the Structure Plan map:

- » Mixed-Employment Districts ;
- » R&D/Flex Districts;
- » Industrial Districts; and
- » Campus Districts.

Recognizing that different types of employers seek different locations, amenities and services, employment districts also provide guidance as to the specific types of employment that are desired in different parts of the city. A key distinction between employment districts and mixed-use districts—which also support certain types of employment opportunities, such as office and institutional uses—is that while each of the employment districts allows for some types of supporting uses, employment uses are intended to remain the predominant use. This distinction is made to promote a more balanced mix of jobs and housing in Fort Collins and to mitigate pressure for the conversion of employment land to housing or other uses due to rising land costs and supply constraints.



Campus



Principal Land Use

Education, research and employment uses associated with major educational institutions

Supporting Land Use

Retail, restaurant, entertainment and residential uses

Density

Varies

Key Characteristics/Considerations

- » Characteristics of Campus Districts vary by location and institution; future development is guided by each institution's master plan.
- » The incorporation of supporting uses and services is encouraged to help advance the mission of the institution and/or allow students and employees to meet more of their daily needs on campus.
- » Supported by direct pedestrian and bicycle linkages from surrounding areas, as well as high-frequency bus and/or BRT.

Typical Types of Transit

Varies by location, but generally served by local bus service and/or BRT service at frequencies of 15 minutes or better.

Mixed-Employment



Principal Land Use

Professional offices; research and development facilities or laboratories; light-industrial uses; hospitals, clinics, nursing and personal-care facilities; corporate headquarters; vocational, business, or private schools and universities; and other similar uses

Supporting Land Use

Multifamily residential, hotels, sit-down restaurants, convenience shopping centers, childcare centers, athletic clubs and other similar uses

Density

Varies

Key Characteristics/Considerations

- » Provide dedicated opportunities for a range of employment and other supportive uses in a walkable campus or mixed-use setting.
- » The integration of supporting uses, including high-density residential, is supported in Employment Districts to improve access to services.
- » Supported by direct pedestrian and bicycle linkages from surrounding districts and neighborhoods, as well as high-frequency bus and/or BRT.

Typical Types of Transit

Varies by location, density and surrounding context, but most will be served by fixed-route or BRT service at frequencies of 15 minutes or better.

R&D/Flex



Principal Land Use

Employment uses that include administrative, engineering, and/or scientific research, design or experimentation; offices; breweries; manufacturing; warehouses; wholesaling; and business incubator space.

Supporting Land Use

Limited distribution and logistics, convenience retail, commercial services, outdoor storage and other uses related to the principal uses.

Density

Varies

Key Characteristics/Considerations

- » Accommodates a wide range of business types and sizes allowing the City to remain flexible in the types of employers and employment uses it can support and attract.
- » While more-intense uses should be buffered from the street and surrounding areas, pedestrian and bicycle connections should be integrated into the overall design of a site or project.
- » Any outdoor storage must be screened from the street and from less-intense uses in adjacent Districts or Neighborhoods.

Typical Types of Transit

Limited due to low population and low employment densities; however, fixed-route service at frequencies of between 30 and 60 minutes may exist in some locations.

Industrial



Principal Land Use

Industrial land uses such as manufacturing, assembly plants, primary metal and related industries; vehicle-related commercial uses; warehouses, outdoor storage yards and distribution facilities; and flex space for small, local startups as well as large national or regional enterprises

Supporting Land Use

Restaurants, convenience retail and other supporting services

Density

Varies

Key Characteristics/Considerations

- » Areas dedicated for a variety of more-intensive work processes and other uses of similar character; typically located away from or buffered from residential neighborhoods.
- » Transportation facilities in Industrial Districts should promote the efficient movement of commercial truck traffic and/or access to rail.
- » Supported by direct pedestrian and bicycle linkages from surrounding areas, as well as transit in some locations.

Typical Types of Transit

Limited due to low population and low employment densities; however, fixed-route service at frequencies of between 30 and 60 minutes may exist in some locations.

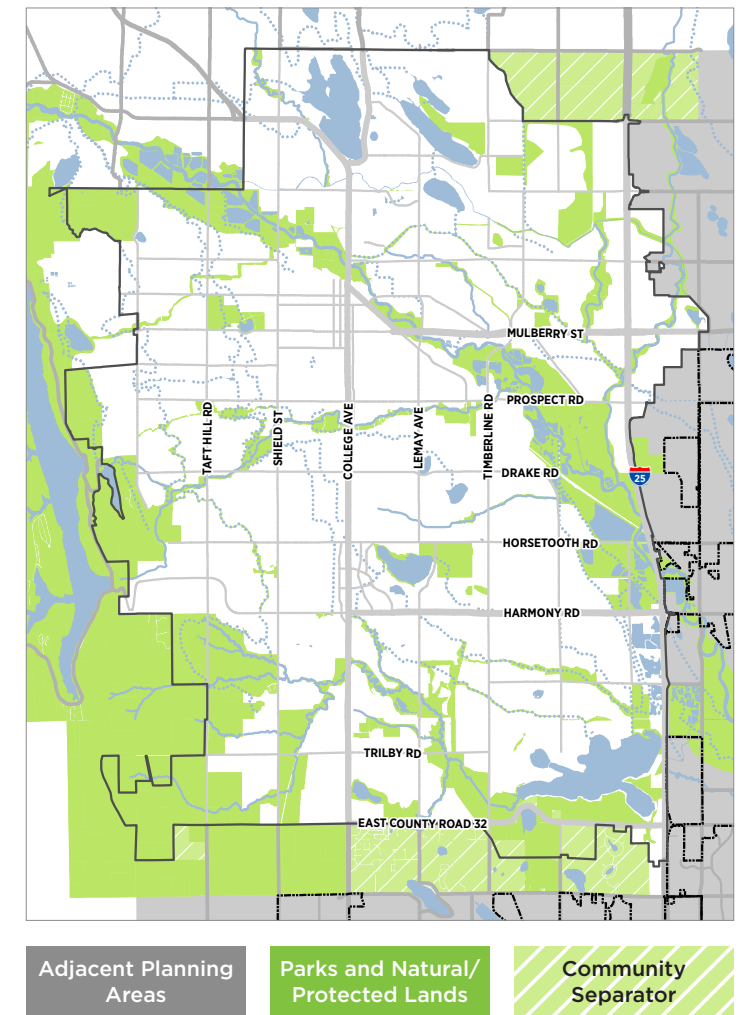


Types of corridors and edges identified on the Structure Plan map include:

- » Parks and Natural/Protected Lands;
- » Community Separators; and
- » Adjacent Planning Areas

Corridors perform two primary functions: travel corridors provide connections between different areas or destinations, while “green” corridors link the community’s network of open lands to the built environment of the city. Travel corridors provide a network of travel routes, increase choices for how people move throughout the city, reduce the need for vehicle trips and connect pockets of green space to one another. Different types of travel corridors are addressed in detail in Part 5: Transportation Master Plan. “Green” corridors such as the Poudre River, streams, drainageways and trails collectively create a network that links open lands to areas of the city where residents live and work.

Edges form the boundaries of our community, both inside and outside the GMA. In some cases, edges are defined by adjoining communities. In other cases, edges reflect a transition from the developed areas of Fort Collins to the rural character of Larimer County. The City will recognize planning efforts within the growth management and planning areas of the adjacent communities of Laporte, Wellington, Timnath, Windsor and Loveland. These edges will take on many forms, including open lands and natural areas, foothills, agricultural/rural lands and rural neighborhoods.



Parks; Natural/Protected Lands



Principal Land Use

Parks, open space, greenways, natural areas, wildlife habitat and corridors, outdoor recreation, community separators and agriculture

Key Characteristics/Considerations

- » Serve a range of roles depending on their location, characteristics, sensitivity and management.
- » Generally owned and managed by public agencies (the City, Larimer County, state or federal) but can also include privately owned areas protected through a conservation easement or other similar mechanism.

Typical Types of Transit

None; travel volumes typically not sufficient to support transit.

Priority Place Types

Fort Collins has a limited supply of vacant land remaining in the GMA. When infill and redevelopment opportunities are taken into account, this supply increases greatly. While the City has encouraged infill and redevelopment in activity centers and along major corridors for many years, the full potential of these areas has not been realized. Five priority place types have been identified to help illustrate the challenges and opportunities associated with infill and redevelopment, and the critical role it will play in helping the community achieve its vision over the next 10-20 years:

- » Mixed-Neighborhoods;
- » Neighborhood Mixed-Use Districts;
- » Suburban Mixed-Use Districts;
- » Urban Mixed-Use Districts; and
- » Mixed-Employment Districts

While most new jobs, housing and transit investment in Fort Collins will be concentrated in these locations, the transformation of these areas will not happen overnight. The graphics and narrative on the pages that follow explore the progression of change that is likely to occur in terms of each area's built form, mix of uses/housing types, and transportation and mobility options over time, as well as the desired end state in each area.

While the planning horizon for City Plan stretches to 2040, there is no specific time frame associated with the transformation of these areas. The speed at which each area is transformed—and the ability to ultimately achieve the desired end state—will be influenced by market demand, the availability of infrastructure, retail and employment trends, regulatory tools, funding for transit, community and neighborhood support, and a variety of other factors.



MIXED-NEIGHBORHOODS

Where We Are Today

If detached single-family homes continue to dominate the city's housing supply, demand for housing is projected to exceed the city's capacity in the future. A more diverse selection of housing types and price points will be needed to meet the needs of the city's changing population. Although a diverse mix of housing types is encouraged in Mixed-Neighborhoods, most have been built at densities that are lower than is supported by adopted policies and regulations and include a limited range of housing options. As a result, alternatives to the traditional detached single-family home or garden apartment, such as duplexes, townhomes and ADUs are limited, and most Mixed-Neighborhoods do not have densities sufficient to support higher-frequency transit.

Opportunities for the Road Ahead

Opportunities to diversify housing options in existing Mixed-Neighborhoods will vary based on the age and condition of existing homes, lot sizes, street and block configurations, access to services and amenities in adjacent districts, and other factors. Specific opportunities should be explored as part of future subarea and neighborhood planning. Where greenfield opportunities remain, new Mixed-Neighborhoods should be required to provide a mix of housing options.

KEY CONSIDERATIONS

Benefits

- » Opportunity to provide alternatives to the more typical single-family detached homes or apartments available in Fort Collins, such as duplexes, townhomes and ADUs
- » Higher densities are more likely to support higher-frequency transit service and additional neighborhood services in adjoining districts
- » Adaptation/replacement of older housing stock can help reinvigorate neighborhoods in need of reinvestment

Potential Limitations/Trade-offs

- » Changes in the character of existing neighborhoods may not be supported in all locations
- » Total number of housing units likely to be gained by changes in existing neighborhoods will probably represent a relatively small portion of demand

What will it take?

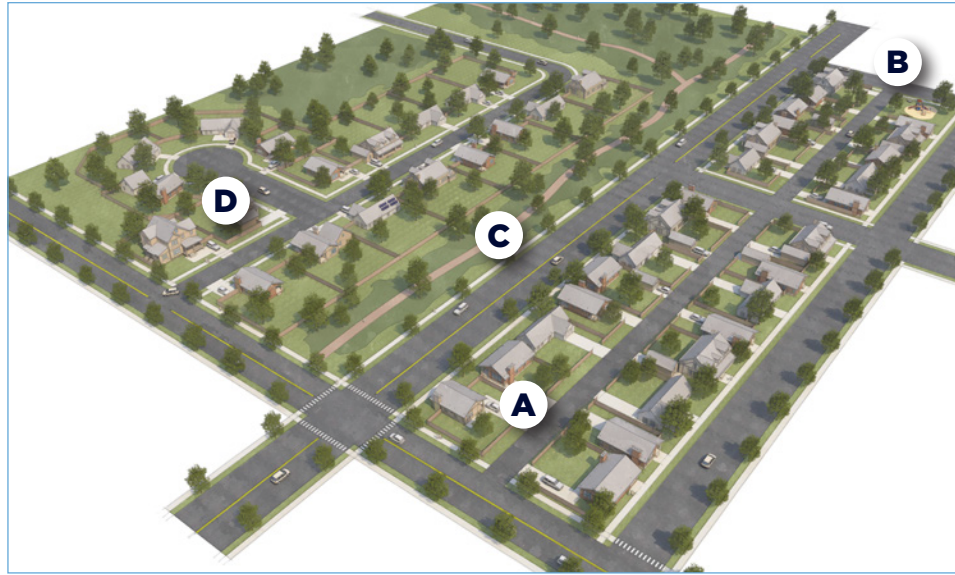
- » In depth assessment of potential in existing Mixed-Neighborhoods
- » Future subarea and neighborhoods planning work in areas with the greatest potential
- » Changes to existing zoning to support desired housing options
- » Design standards to protect neighborhood livability and character as existing areas evolve over time

How might Mixed-Neighborhoods evolve over time?

Existing Conditions

Most existing Mixed-Neighborhoods are comprised of predominantly single-family detached homes. Other characteristics vary but may include:

- A. Varied lot and home sizes;
- B. Integrated parks and open space corridors;
- C. Trail connections; and
- D. Street networks with varying degrees of connectivity—some feature limited connectivity and cul-de-sacs; others feature a traditional grid with alley access.

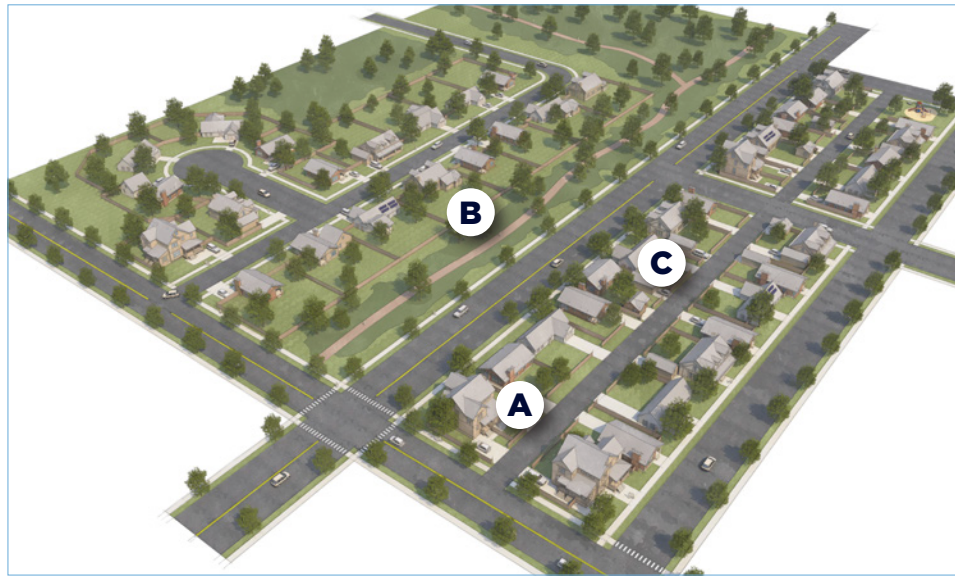


Existing Mixed-Neighborhood with a predominantly single-family character; most homes are on larger lots and feature a mix of driveway and garage orientations and architectural styles.

Modest Degree of Change: Allowances for ADUs and Duplexes

In existing Mixed-Neighborhoods where only modest changes are desired, duplexes and ADUs can be incorporated—with design controls—while maintaining the single-family scale and character of the neighborhood. Changes will typically be initiated on a lot-by-lot basis by individual property owners and are likely to include the addition of:

- A. Duplexes with a similar scale as single-family homes;
- B. Attached ADUs on larger lots or where alleys do not exist; and
- C. Detached ADUs in the rear yard where alley access exists.



Duplexes are incorporated on larger corner lots and designed to resemble larger single-family homes to help expand housing options while maintaining the neighborhood's traditional character.

Moderate Degree of Change: Allowances for More Housing Types

In existing Mixed-Neighborhoods where moderate changes are desired, a broader spectrum of housing options can be incorporated. This degree of change would only be triggered as a result of a subarea or neighborhood planning initiative. Key considerations would probably include:

- A. Allowances for both attached and detached ADUs and duplexes neighborhood-wide; and
- B. Targeted infill and redevelopment to introduce triplexes, townhomes or quadplexes along streets with access to transit and adjacent mixed-use districts.



Townhomes and other higher-density housing options are incorporated along neighborhood edges, where transit and other services are readily accessible.



A Existing Single-Family Homes
Existing one- and two-story single-family detached homes.

B Building Setbacks
Maintain consistent building setbacks as infill/redevelopment occurs to respect the existing neighborhood context.

C Lot Coverage
While new homes may have larger footprints, consideration of existing neighborhood context is important.

D Neighborhood Parks
Provide access to small-scale parks within walking distance of homes to support healthy and active lifestyles.

E Local and Regional Trail Access
An interconnected trail system connects neighborhoods to destinations such as schools, open lands and neighborhood centers.

F Townhomes
Concentrate townhomes and other attached single-family housing types along neighborhood edges or streets where transit service is provided.

G Duplexes
Incorporate duplexes of a similar scale as existing single-family detached homes to maintain character of the street frontage.

H Accessory Dwelling Units (Detached)
Integrate ADUs in rear yards where lot sizes allow and alley access exists. Unit size and massing should be secondary to that of primary dwelling.

I Accessory Dwelling Units (Attached)
Integrate ADUs through additions to the side/rear or basement of a house (with limitations on size) where alley access does not exist.

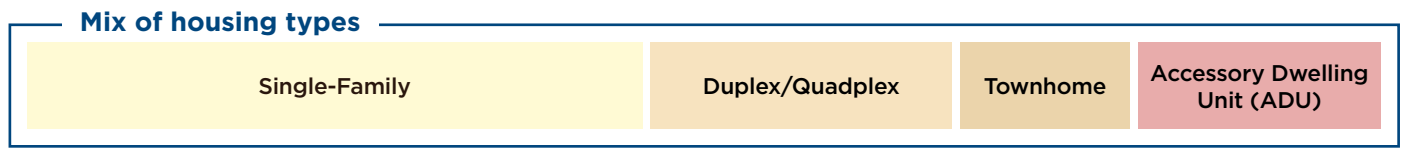
J Energy and Resource Conservation
Incorporate solar and other energy and resource conservation measures as part of the rehabilitation of existing homes and in new construction to support climate action goals.

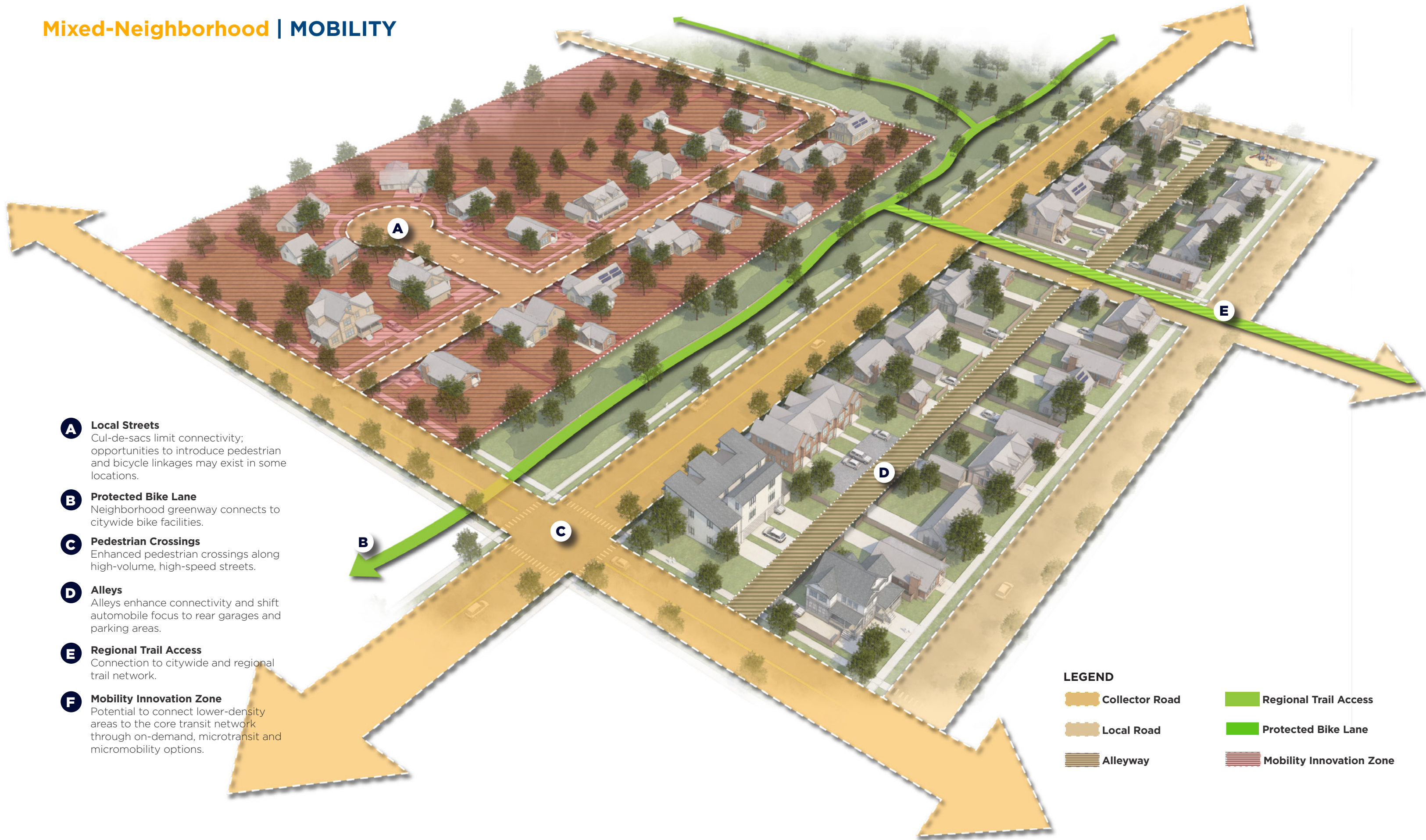
Mixed-Neighborhood | MIX OF HOUSING TYPES



- A Single-Family**
Existing one- and two-story single-family detached homes.
- B Duplexes and quadplexes**
Duplexes and quadplexes added through infill and redevelopment provide alternatives to single-family detached homes.
- C Townhomes**
Townhomes and other attached single-family housing types expand opportunities for residents to age in place.

- D Accessory Dwelling Units (Detached)**
Detached ADUs provide opportunities for smaller, secondary living quarters separate from main residence.
- E Accessory Dwelling Units (Attached)**
Attached ADUs provide opportunities for smaller, secondary living quarters as part of main residence.





- A Local Streets**
Cul-de-sacs limit connectivity; opportunities to introduce pedestrian and bicycle linkages may exist in some locations.
- B Protected Bike Lane**
Neighborhood greenway connects to citywide bike facilities.
- C Pedestrian Crossings**
Enhanced pedestrian crossings along high-volume, high-speed streets.
- D Alleys**
Alleys enhance connectivity and shift automobile focus to rear garages and parking areas.
- E Regional Trail Access**
Connection to citywide and regional trail network.
- F Mobility Innovation Zone**
Potential to connect lower-density areas to the core transit network through on-demand, microtransit and micromobility options.

LEGEND

 Collector Road	 Regional Trail Access
 Local Road	 Protected Bike Lane
 Alleyway	 Mobility Innovation Zone



NEIGHBORHOOD MIXED-USE

Where We Are Today

Neighborhood Mixed-Use Districts are stand-alone, grocery-anchored centers that serve the immediate neighborhood(s). Most have seen little reinvestment over the past decade, and some are in decline. Although Neighborhood Mixed-Use Districts are fairly well distributed across the city, access to services is limited in some neighborhoods, particularly west of Shields Street and south of Harmony Road. City Plan has encouraged the concept of walkable neighborhood centers for many years, but most existing centers have limited pedestrian and bicycle connectivity to adjacent neighborhoods and do not include multifamily residential. Land for Neighborhood Mixed-Use Districts is typically set aside in new neighborhoods; however, implementation has been slow and there is often pressure to convert these areas to multifamily residential over time.

Opportunities for the Road Ahead

As reinvestment in existing Neighborhood Mixed-Use Districts occurs over time, opportunities exist to improve pedestrian and bicycle connections to surrounding neighborhoods, expand the range of services and amenities offered, and even incorporate multifamily housing. New Neighborhood Mixed-Use Districts provide an opportunity to integrate a range of neighborhood-serving uses and amenities as part of the overall neighborhood.

KEY CONSIDERATIONS

Benefits

- » Opportunity to provide multifamily housing options expands housing access in areas where single-family detached homes tend to be the primary option
- » Improving pedestrian/bicycle access from surrounding neighborhoods and adding amenities will help improve access to services for residents and reduce the need for crosstown vehicle trips
- » Increasing the density/intensity of Neighborhood Mixed-Use Districts by incorporating multifamily housing will help support higher-frequency transit

Potential Limitations/Trade-offs

- » Careful consideration of transitions in height and mass will be required to ensure that increases in density/intensity are compatible with existing single-family neighborhoods

What will it take?

- » Evaluation of and potential updates to existing zoning to reinforce desired characteristics
- » Design standards to address transitions between districts and neighborhoods

How might Neighborhood Mixed-Use Districts evolve over time?

Modest Retrofit

Where only targeted improvements are planned in an existing district, key considerations include the potential to:

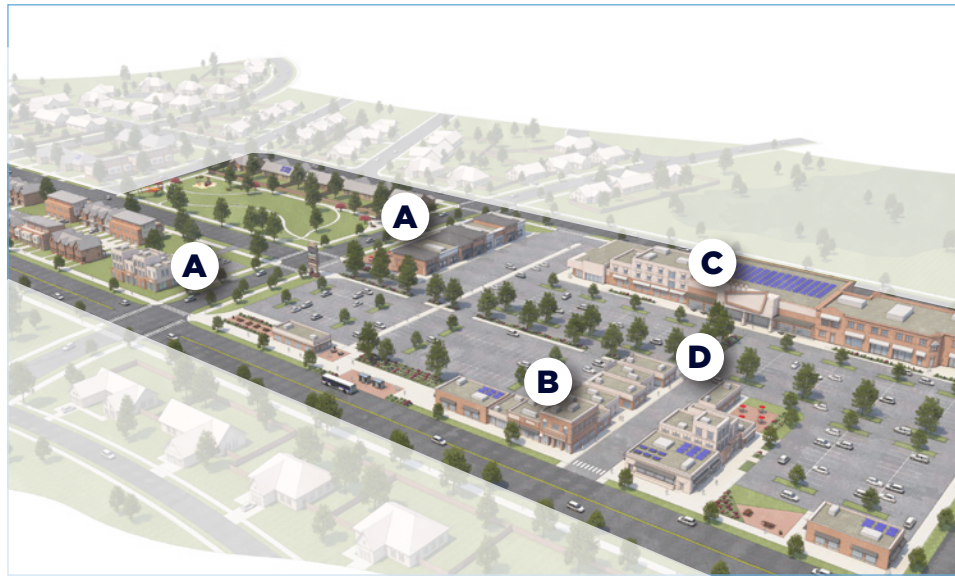
- A.** Incorporate additional neighborhood services by converting surface parking or repurposing outmoded stores;
- B.** Upgrade to existing buildings to improve energy efficiency;
- C.** Add gathering spaces such as outdoor dining and/or plaza areas; and
- D.** Improve pedestrian and bicycle connectivity from adjacent neighborhoods.



Moderate Revamping

Where a moderate degree of change is planned in an existing district through targeted infill/redevelopment, key considerations (in addition to those noted above) include the potential to:

- A.** Incorporate multifamily residential uses within the district and on vacant lots adjacent to the district;
- B.** Integrate a vertical mix of uses, with residential integrated above retail/commercial uses;
- C.** Upgrade older-format stores; and
- D.** Create a more discernible grid of blocks within the district to encourage walking and biking.



Significant Infill/Redevelopment

Where substantial redevelopment of an existing district is planned, key considerations (in addition to those noted above) include the potential to:

- A.** Provide a similar mix of uses at higher, more transit-supportive densities;
- B.** Support higher-frequency transit; and
- C.** Incorporate a vertical mix of retail/commercial with office or residential above in key locations.





A Building Design
Design buildings to relate to the public realm through an emphasis on street-level design elements, variations in massing and form, and the use of complementary materials.

B Building Siting and Orientation
Orient buildings toward streets, plazas and parks to activate public spaces and minimize views of surface parking along primary street frontages.

C Connections to Adjacent Uses
Provide pedestrian and bicycle access from surrounding neighborhoods and amenities using direct sidewalk and trail connections.

D Parks and Public Spaces
Integrate parks and other public gathering spaces, such as plazas, to serve district and neighborhood residents, as well as workers.

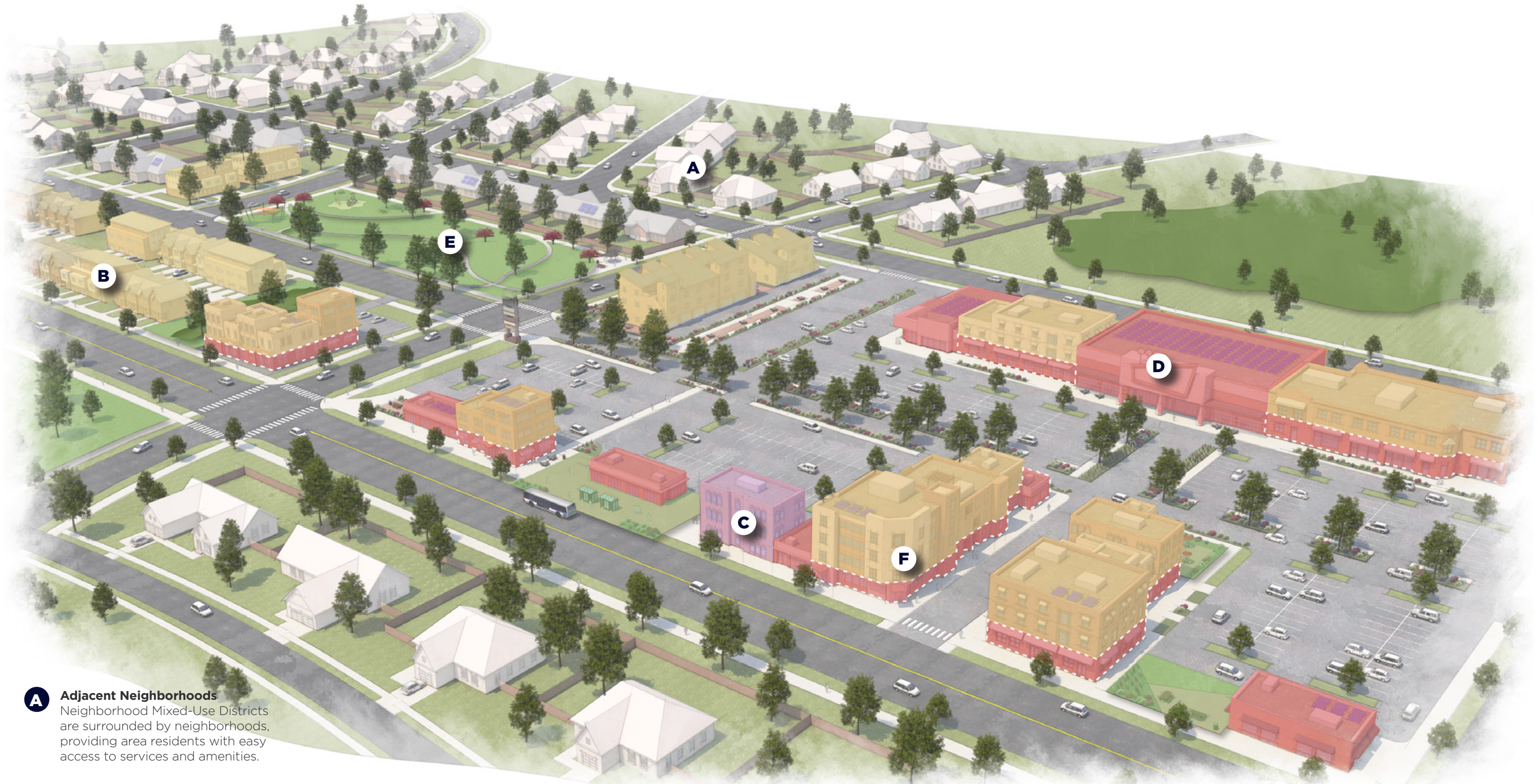
E Transitions to Neighborhoods
Incorporate housing along shared edges to provide a more gradual transition in intensity.

F Energy and Resource Conservation
Integrate green building practices into the design of new buildings and retrofitting of existing buildings.

G Density/Intensity
Concentrate density/intensity along major corridors, particularly those served by or planned for high-frequency transit.

H Reinvestment/Rehabilitation
Encourage upgrades to older grocery stores to adapt to the community's changing needs.

Neighborhood Mixed-Use | MIX OF USES



A Adjacent Neighborhoods
Neighborhood Mixed-Use Districts are surrounded by neighborhoods, providing area residents with easy access to services and amenities.

B Townhomes/Multi-Unit Residential
Townhomes and multi-unit residential along the edge of the district expand housing options near services.

C Office
Banks, medical offices and other neighborhood-serving uses offer employment options for area residents.

D Retail/Commercial
Neighborhood Mixed-Use Centers are typically grocery-anchored; in some locations, existing stores may require upgrades/retrofitting to accommodate new tenants or uses as retail dynamics change over time.

E Parks
Community parks serve the district and adjacent neighborhoods.








F Mixed-Use Buildings
Ground-floor retail with residential or office above contributes to the vibrancy of the district.

Mix of uses





LEGEND

-  Collector Road
-  Local Road
-  Arterial
-  Bike/Transit Corridor
-  Regional Trail
-  Protected Bike Lane
-  Surface Parking Lot

- A Mobility Hub**
Multimodal mobility hub connects bike, bus and other services, such as on-demand/microtransit service.
- B Local Streets**
Local streets provide direct connections to adjacent neighborhoods.
- C Trails**
Wide bicycle/pedestrian trail connects district to citywide and regional facilities.

- D Transit Service**
Local bus (30-min frequency), on-demand or microtransit service.
- E Protected/Buffered Bike Lanes**
Protected or buffered bike lane provides low-stress, connected bike facility.
- F Pedestrian Zone**
Pedestrian-friendly access drive with amenities (e.g., street furniture, trees) and wayfinding.

- G Pedestrian Crossings**
Enhanced pedestrian crossings along high-volume, high-speed streets.
- H Neighborhood Greenways**
Neighborhood greenway connects to citywide bike facilities.



SUBURBAN MIXED-USE

Where We Are Today

Most of the established Suburban Mixed-Use Districts in Fort Collins today are low-density, auto-oriented centers that are largely oriented around retail and commercial uses. Many of these centers are older and are being impacted by changes in the retail dynamic that have led to a reduction in brick-and-mortar stores and a greater reliance on online retailers. As a result, vacant buildings and large, underutilized surface parking lots are not uncommon.

Opportunities for the Road Ahead

Suburban Mixed-Use Districts help meet the needs of surrounding neighborhoods and populations beyond. Although largely auto-oriented today, the integration of higher-density residential and a broader mix of retail/restaurants, office and entertainment uses is encouraged to help reinvigorate underutilized centers, expand housing options where transit exists or is planned, and improve access to services and amenities in both existing and new districts.

KEY CONSIDERATIONS

Benefits

- » Adaptive reuse of vacant and underutilized/centers helps maximize available land and infrastructure
- » Repurposing existing centers can help expand housing options and services in underserved areas
- » Higher-density uses and pedestrian/bicycle enhancements help support existing/planned transit

Potential Limitations/Trade-offs

- » Changes will be incremental; higher-density and/or vertical mixed-use development may not be viable in all Suburban Mixed-Use Districts
- » Transit frequency and type will be dictated by density/intensity and overall mix of uses; not all Suburban Mixed-Use Districts will have the same level of service

What will it take?

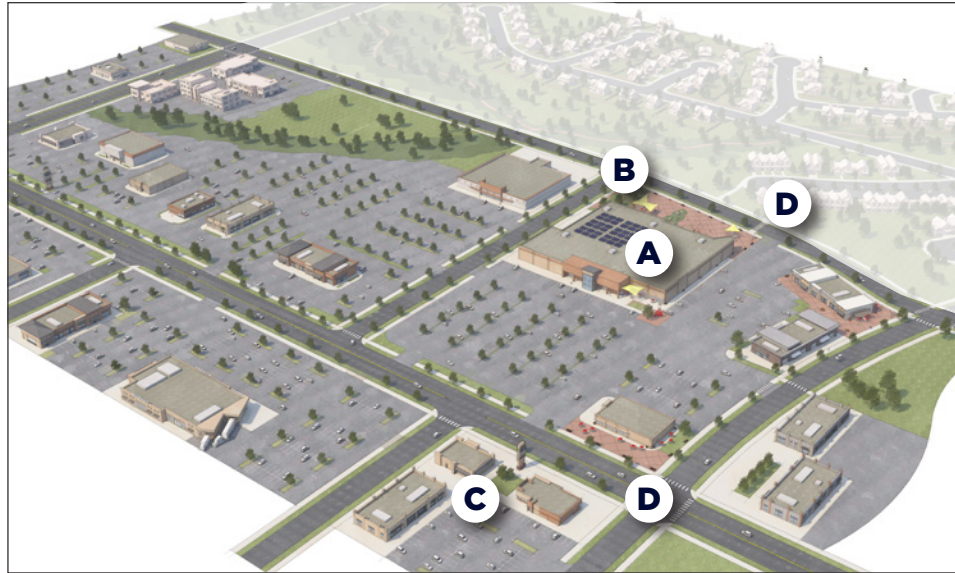
- » Evaluation of and potential updates to existing zoning to reinforce desired characteristics
- » Design standards to address transitions between districts and neighborhoods

How might Suburban Mixed-Use Districts evolve over time?

Modest Retrofit

Where a modest retrofit of an existing district is planned, key considerations include opportunities to:

- A.** Repurpose vacant/underutilized big-box stores for new uses;
- B.** Incorporate community gathering spaces, such as outdoor dining areas and small plazas;
- C.** Upgrade landscaping and signage; and
- D.** Improve pedestrian and bicycle connections to adjacent neighborhoods and employment districts.

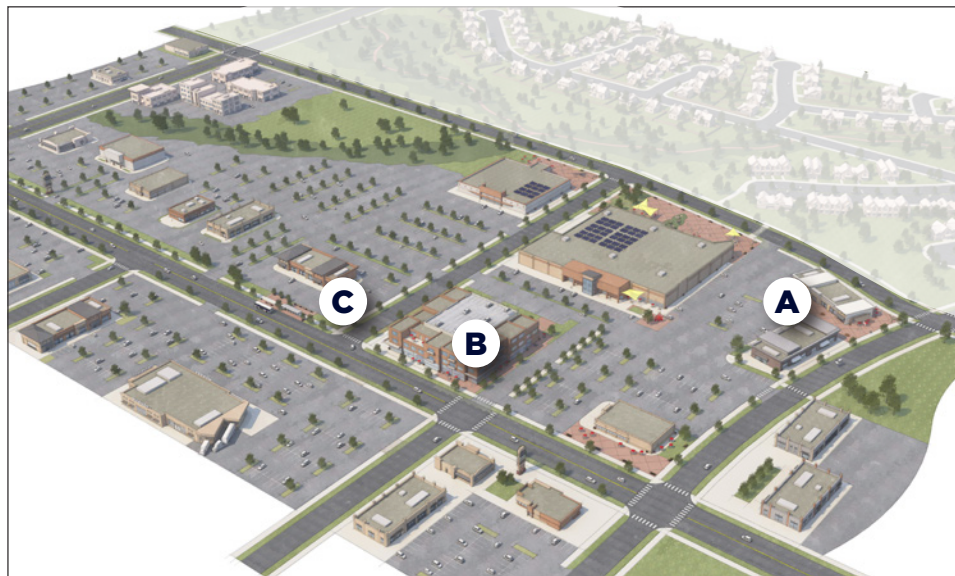


A commercial strip center with surface parking provides convenience to access retail, restaurants and other services.

Moderate Revamping

Where a moderate revamping of an existing district is planned, key considerations (in addition to those noted above) include the potential to:

- A.** Activate spaces around existing buildings;
- B.** Infill outer surface parking lots with multifamily residential and other supporting uses; and
- C.** Integrate higher-frequency transit service.

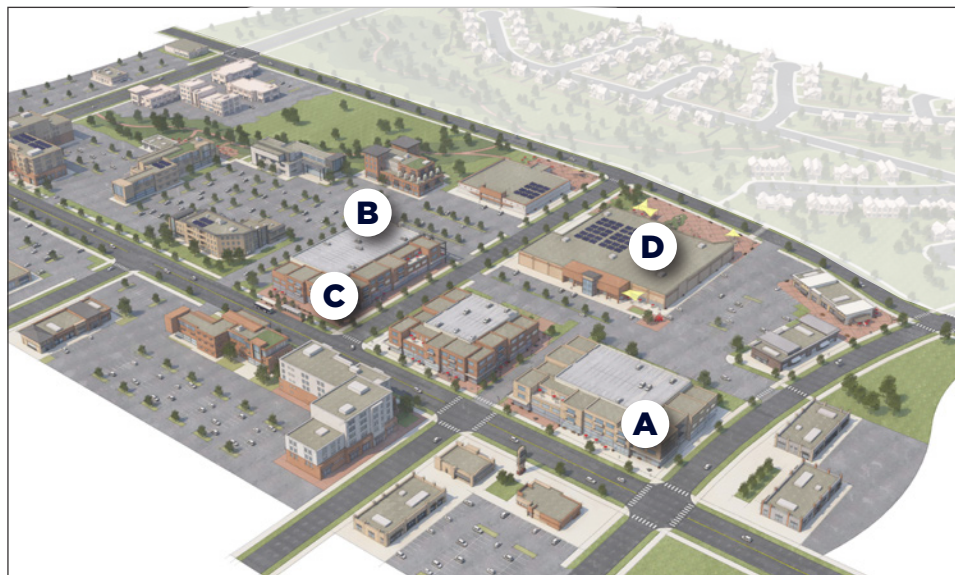


A mixed-use building with ground-floor retail and residential above offers people an urban experience in a suburban place.

Significant Infill/Redevelopment

Where substantial redevelopment of an existing district is planned, key considerations (in addition to those noted above) include the potential to:

- A.** Incorporate a broader mix of uses at more transit-supportive densities;
- B.** Shift from surface parking to structured parking in targeted locations;
- C.** Accommodate the jobs and households needed to support high-frequency transit or BRT; and
- D.** Make more significant progress toward achieving the City's climate action goals.



Surface parking converted to mixed-use development along a high-frequency bus/BRT line expands housing options and access to services. An enhanced public realm with plaza spaces and modern street furnishings creates an inviting place to walk, rest or connect to other places by catching a bus.



A Building Design
Design buildings to relate to the public realm through an emphasis on street-level design elements, variations in massing and form, and the use of complementary materials.

B Building Siting and Orientation
Orient buildings toward streets, plazas and parks to activate public spaces and minimize views of surface parking along primary street frontages.

C Public Spaces
Integrate plazas and vibrant public spaces throughout the district to serve district and neighborhood residents, as well as workers.

D Structured Parking
Wrap parking decks with the uses they serve and activate at the ground level, where appropriate.

E Energy and Resource Conservation
Integrate solar panels and other green building technology, such as green or cool roofs, into new and existing buildings to support climate action goals.

F Mixed-Use Buildings
Concentrate density/intensity near transit facilities and at major intersections.

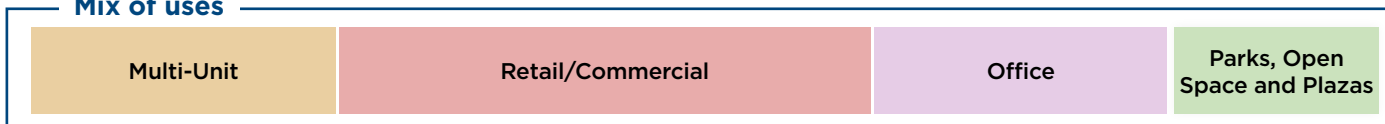
G Big-Box Retrofit
Encourage upgrades to and/or the adaptive reuse of older big-box stores to adapt to changing retail dynamics and community needs.

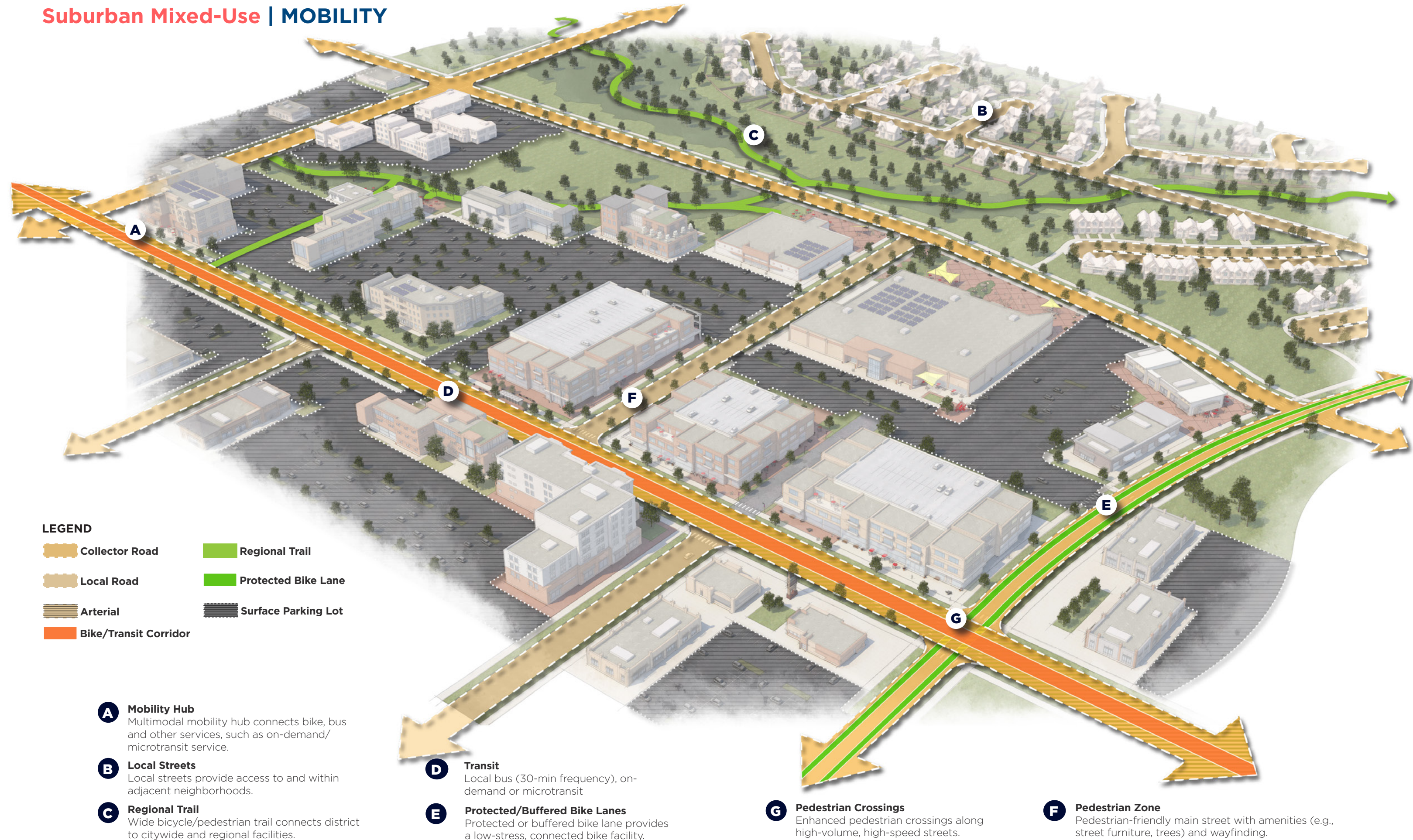


- A Adjacent Neighborhoods**
Suburban Mixed-Use districts typically abut Suburban or Mixed-Neighborhoods providing residents with access to services and amenities.
- B Office**
Professional offices expand employment options in close proximity to housing and transit.
- C Structured Parking**
As densities increase, structured parking will become more prevalent.








- D Retail/Commercial**
The configuration and amount of retail/commercial in each district will vary.
- E Mixed-Use Buildings**
Ground-floor retail with office or residential above activates pedestrian areas.
- F Public Spaces**
Plazas and public spaces provide places for residents and workers to gather.
- G Trail System**
An interconnected trail system connects the district to the surrounding neighborhoods and other destinations.

Mix of uses





LEGEND

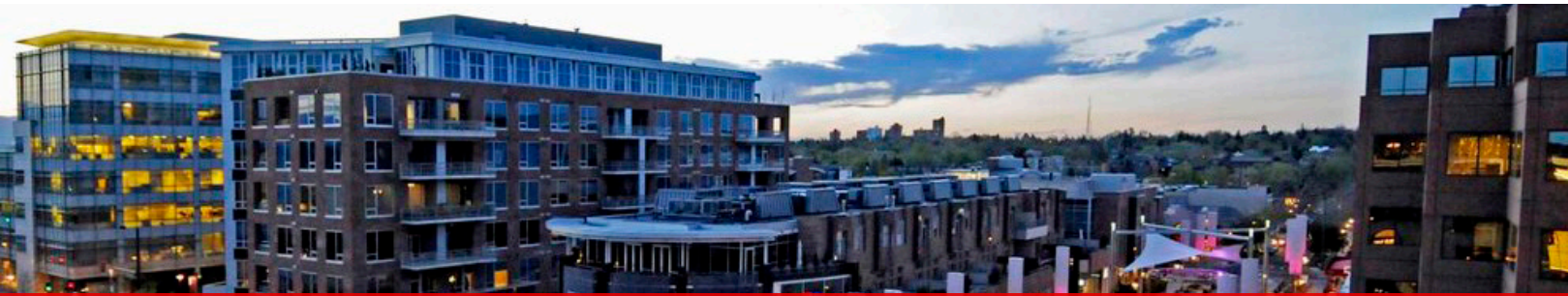
-  Collector Road
-  Local Road
-  Arterial
-  Bike/Transit Corridor
-  Regional Trail
-  Protected Bike Lane
-  Surface Parking Lot

- A Mobility Hub**
Multimodal mobility hub connects bike, bus and other services, such as on-demand/microtransit service.
- B Local Streets**
Local streets provide access to and within adjacent neighborhoods.
- C Regional Trail**
Wide bicycle/pedestrian trail connects district to citywide and regional facilities.

- D Transit**
Local bus (30-min frequency), on-demand or microtransit
- E Protected/Buffered Bike Lanes**
Protected or buffered bike lane provides a low-stress, connected bike facility.

- G Pedestrian Crossings**
Enhanced pedestrian crossings along high-volume, high-speed streets.

- F Pedestrian Zone**
Pedestrian-friendly main street with amenities (e.g., street furniture, trees) and wayfinding.



URBAN MIXED-USE

Where We Are Today

Although the City has had supportive policies, regulations and incentives in place for years, development adjacent to existing MAX stations and along other corridors planned for high-frequency transit service in many cases has not achieved transit-supportive densities or included the mix of activity generating uses desired in these locations. Where more transit-supportive projects have been built in recent years, the height, overall density and relationship between these projects and the surrounding neighborhoods have been controversial.

Opportunities for the Road Ahead

Although Urban Mixed-Use Districts may appear similar in character to Suburban Mixed-Use Districts today, these districts offer the greatest potential for a diverse mix of uses at transit-supportive densities in the near-term. In order to realize the full potential of existing and future transit investments along key corridors, it will be essential that Urban Mixed-Use Districts are built out at their full potential.

KEY CONSIDERATIONS

Benefits

- » Leveraging public investment in MAX line and supporting the expanded transit network that is desired by the community by encouraging increased density and intensity
- » Substantially expanding housing options in areas with high-frequency transit helps to offset underutilized retail/commercial spaces
- » Improving access to services for employees and residents in or adjacent to Urban Mixed-Use Districts
- » Supporting the City's efforts to reduce VMT and support GHG reduction goals

Potential Limitations/Trade-offs

- » Increases in density adjacent to existing neighborhoods may be controversial in some locations
- » Expansion of BRT service (or similar high-frequency service) may not be viable unless/until transit-supportive densities are achieved

What will it take?

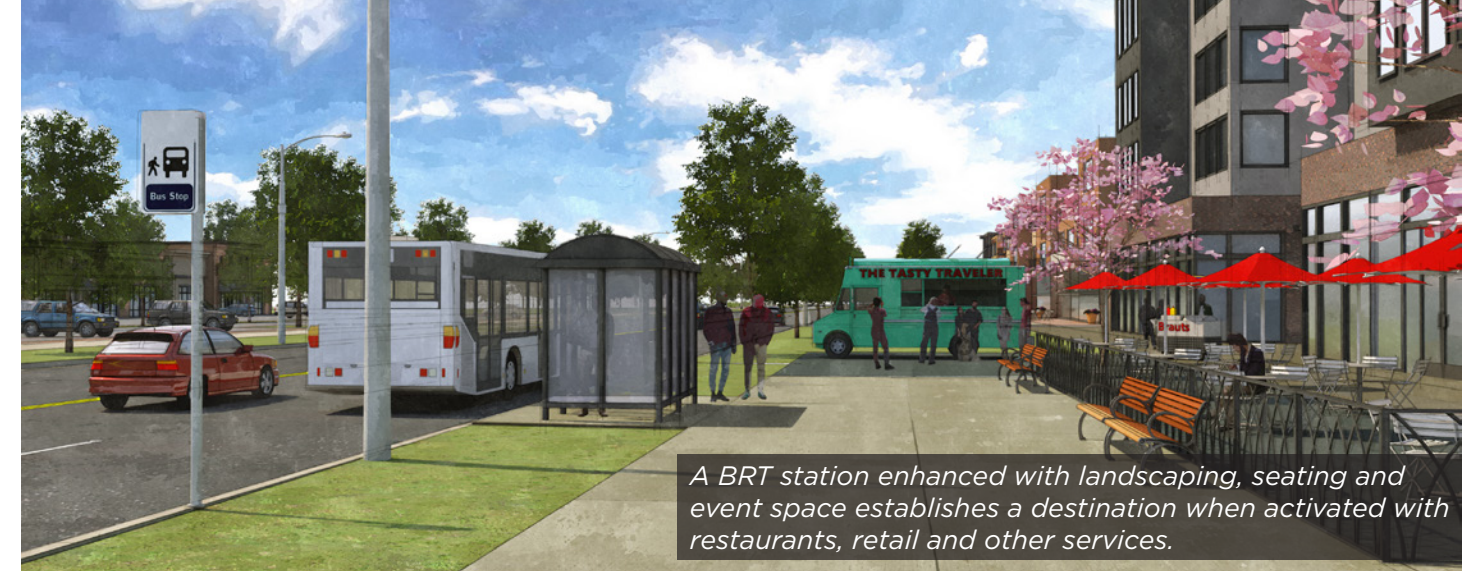
- » Evaluation of and potential updates to existing zoning to reinforce desired characteristics
- » Retooling of existing incentives to prioritize Urban Mixed-Use Districts
- » Potential need to require higher densities and transit-supportive uses in key locations, rather than just encouraging/incentivizing them
- » Design standards to address transitions in density/intensity between districts and neighborhoods

How might Urban Mixed-Use Districts evolve over time?

Modest Retrofit

Where a modest retrofit of an existing Urban Mixed-Use District is planned (or an initial phase in a multiphase project), key considerations include opportunities to transition one quadrant of the intersection or center to:

- A.** Expand mix of uses to include multifamily residential, office and other supporting services by infilling surface parking and replacing single-story retail/commercial;
- B.** Concentrate new high-intensity mixed-use immediately adjacent to BRT station(s); and
- C.** Support the continued viability of existing retail/commercial in adjoining quadrants by increasing activity levels overall.

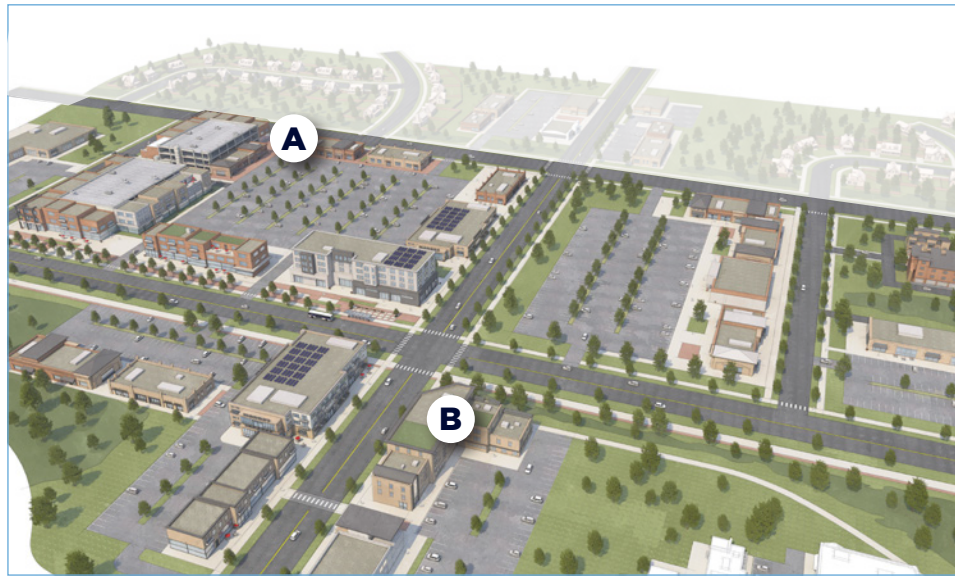


A BRT station enhanced with landscaping, seating and event space establishes a destination when activated with restaurants, retail and other services.

Moderate Revamping

Where a moderate revamping of an existing district is planned (or subsequent phases in a multiphase project are completed), key considerations—in addition to those noted above—include the potential to:

- A.** Transition frontages and existing low-intensity uses in other quadrants to high-density mixed-use to further diversify housing options and the overall mix of uses in the district; and
- B.** Incorporate sustainable development practices (solar panels, green roofs, bioswales).



Ground-floor retail, widened sidewalks and mid-block street crossings create a walkable, active place.

Significant Infill/Redevelopment

Where substantial redevelopment of an existing district is planned (or at full buildout of a multiphase project), key considerations—in addition to those noted above—include the potential to:

- A.** Replace outmoded retail/commercial center on final quadrant with high-intensity, mixed-use development;
- B.** Establish a more walkable pattern of blocks that enhances connections to BRT station(s) and adjacent neighborhoods and employment districts;
- C.** Incorporate townhomes or smaller-scale multifamily housing where the district abuts adjacent neighborhoods to provide a more gradual transition in density/intensity; and
- D.** Make more significant progress toward achieving the City's climate action goals.



Adjacent to a BRT station, mixed-use development rises three to five stories high and supports a range of office, retail and residential uses.



A Building Design
Design buildings to relate to the public realm through an emphasis on street-level design elements, variations in massing and form, and the use of complementary materials.

B Building Orientation
Orient buildings toward streets, plazas and parks to activate public spaces and minimize views of surface parking along primary street frontages.

C Building Organization
Concentrate buildings along major street frontages and drive aisles as a way to define and enclose the public realm.

D Public Spaces
Integrate plazas and vibrant public spaces throughout the district to serve district and neighborhood residents, as well as workers.

E Structured Parking
Wrap parking decks with the uses they serve and activate them at the ground level, where appropriate.

F Energy and Resource Conservation
Integrate solar panels and other green building technology, such as green or cool roofs, into new and existing buildings to support climate action goals.

G Mixed-Use Buildings
Concentrate density/intensity near transit facilities and at major intersections.

H Consistent Streetscape
Integrate street trees, public art, landscaping, pedestrian-scaled lighting and other urban design elements to establish a distinct character.

Urban Mixed-Use | MIX OF USES



A Existing Single-Family Neighborhoods
Urban Mixed-Use districts typically abut Suburban or Mixed-Neighborhoods providing residents with access to services and amenities.

B Office
Offices providing employment opportunities should be integrated into the district.

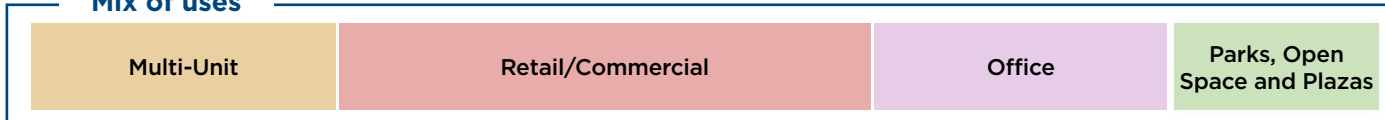
C Parking Structures
Parking structures are integrated into new development.

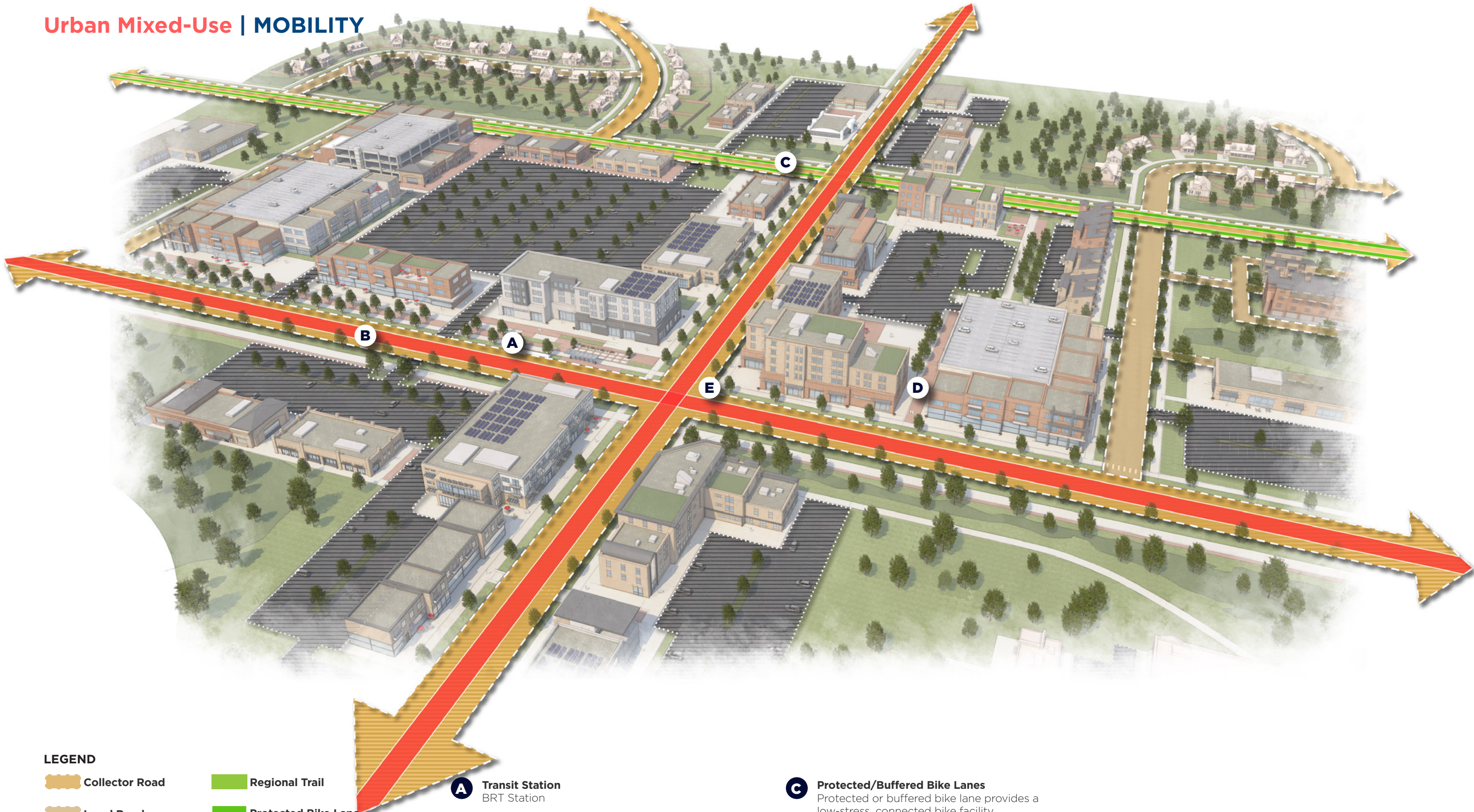
E Plazas
New plazas should be constructed as redevelopment occurs.

D Mixed-Use Buildings
A mix of uses with buildings should occur, with retail on the ground floor and residential or office above.








F Transit Station
The mix of uses and increased intensity should support the high-frequency transit station.

Mix of uses





LEGEND

-  Collector Road
-  Local Road
-  Arterial
-  Bike/Transit Corridor
-  Regional Trail
-  Protected Bike Lane
-  Surface Parking Lot

A Transit Station
BRT Station

B Transit Corridor
BRT with dedicated bus queue jump lanes and transit signal priority

C Protected/Buffered Bike Lanes
Protected or buffered bike lane provides a low-stress, connected bike facility.

D Pedestrian Zone
Pedestrian-friendly main street with amenities (e.g., street furniture, trees) and wayfinding.

E Pedestrian Crossings
Enhanced pedestrian crossings along high-volume, high-speed streets.



MIXED-EMPLOYMENT

Where We Are Today

Shifting preferences nationally are driving employers to make decisions on where to locate based on access to the quality-of-life amenities the younger workforce demands, such as shopping, services and dining. As a result, mixed-use and transit-accessible locations are becoming more attractive to employers and the workers they seek. As they exist today, many of the city's existing Mixed-Use Employment Districts are more characteristic of a single-use, auto-oriented model and are not served by high-frequency transit. Where supporting services and/or multifamily residential have been incorporated as part of Mixed-Use Employment Districts, uses have remained segregated.

Opportunities for the Road Ahead

Retrofitting dated, single-use office parks and employment uses in Mixed-Employment Districts should be encouraged to help Fort Collins remain competitive in its ability to meet the needs of existing and future employers—particularly in areas where high-frequency transit exists or is planned (e.g., Harmony Corridor). Opportunities to integrate a more diverse mix of uses—such as multifamily housing, supporting services and amenities and enhanced connections to surrounding neighborhoods and transit corridors—will help transform these districts into more vibrant destinations, while also helping to support other community priorities.

KEY CONSIDERATIONS

Benefits

- » Provides more opportunities for people to live and access daily services within walking/bicycling distance of where they work
- » Opportunity to reinvigorate older, suburban office parks that might otherwise be underutilized
- » Higher densities are more likely to support higher frequency transit service and additional neighborhood services in adjoining districts
- » Support the City's efforts to reduce vehicle-miles traveled and support GHG reduction goals

Potential Limitations/Trade-offs

- » Increases in density adjacent to existing neighborhoods may be controversial in some locations
- » Expansion of BRT service (or similar high-frequency service) may not be viable unless/until transit-supportive densities are achieved

What will it take?

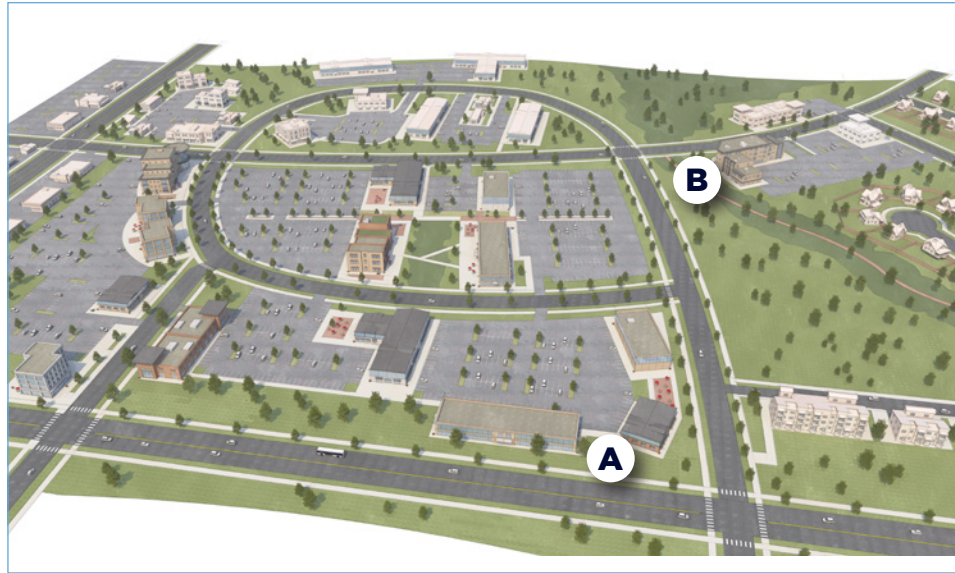
- » Evaluation of and potential updates to existing zoning to reinforce desired characteristics (e.g., integration of housing and services with employment uses)
- » Potential need to require higher densities and transit-supportive uses in key locations, rather than just encouraging/incentivizing them
- » Design standards to address transitions in density/intensity between districts and neighborhoods

How might Mixed-Employment Districts evolve over time?

Modest Retrofit

Where a modest retrofit of an existing Mixed-Employment District is planned, key considerations include opportunities to:

- A. Incorporate supporting services, such as retail or restaurants, on the edge of the district; and
- B. Enhance pedestrian and bicycle linkages to adjacent neighborhoods.

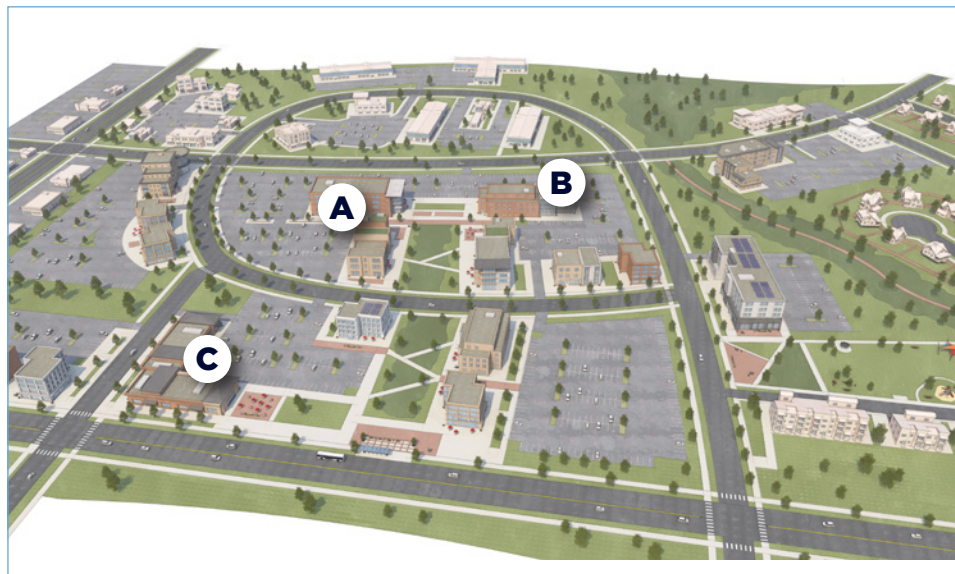


An office park with one- to two-story buildings and surface parking accommodates shared green space and plazas.

Moderate Revamping

Where a moderate revamping of an existing Mixed-Employment District is planned, key considerations (in addition to those noted above) include the potential to:

- A. Incorporate more-intensive office uses served by surface parking;
- B. Integrate supporting services and multifamily housing along the plaza and central green; and
- C. Integration of additional restaurants, retail and other supportive services.

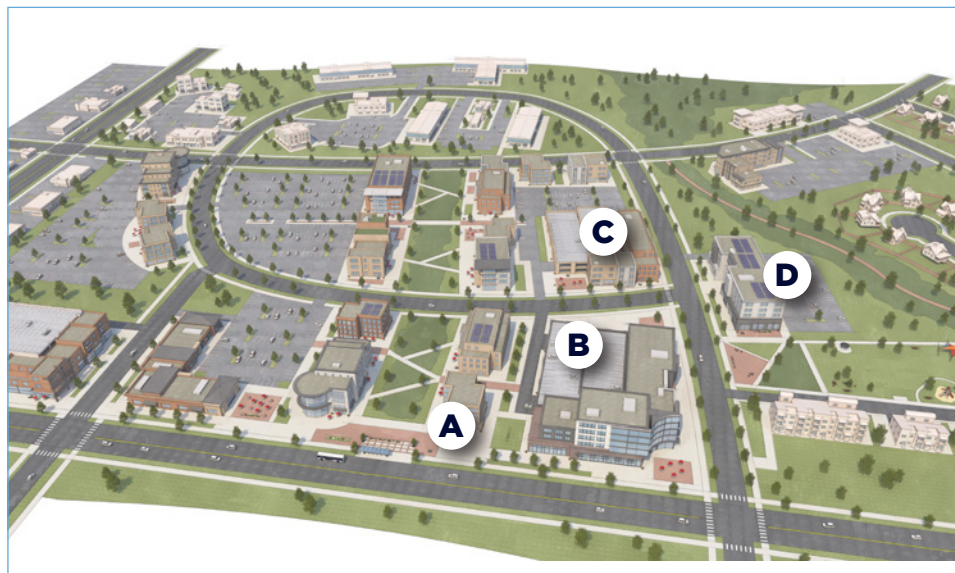


A BRT station along a main road provides regional connections to and from the office park. Plazas, green spaces and sidewalks create pedestrian-friendly environments outside the buildings.

Significant Infill/Redevelopment

Where substantial redevelopment of an existing Mixed-Employment District is planned, key considerations (in addition to those noted above) include the potential for a similar mix of uses at higher, more transit-supportive densities:

- A. High-intensity uses are concentrated adjacent to BRT station (on former surface parking lot);
- B. Parking structures are integrated into new development;
- C. Additional mixed-use development extends along the transit corridor adjacent to the district; and
- D. More significant progress is made toward achieving the City's climate action goals.



Three- to five-story office buildings with ground floor retail line major streets and are well connected to plaza spaces, crosswalks and sidewalks.

Mixed-Employment Districts | BUILT FORM



A Building Design
Design buildings to relate to the public realm through an emphasis on street-level design elements, variations in massing and form, and the use of complementary materials.

B Building Placement
Locate buildings near the street or greenway system to create an inviting and active public realm.

C Building Orientation
Orient buildings toward streets, plazas and parks.

D High-Frequency Transit
Concentrate higher-intensity uses adjacent to high-frequency transit stations.

E Structured Parking
Wrap parking decks with the uses they serve and activate at the ground level, where appropriate.

F Energy and Resource Conservation
Integrate solar panels and other green building technology, such as green or cool roofs, into new and existing buildings to support climate action goals.

Mixed-Employment Districts | MIX OF USES



A Existing Office Park
Existing office parks remain in some locations.

B Retail/Commercial
Retail, restaurants and other services, such as childcare centers, serve employees and residents.

C Multi-Unit Residential
Multi-unit housing adjacent to district is readily accessible to employees.

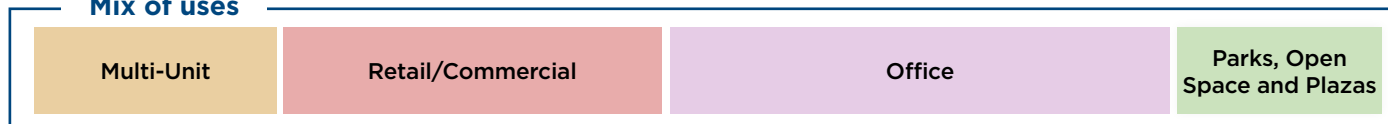
D Parking Structures
Parking structures are integrated into new development.

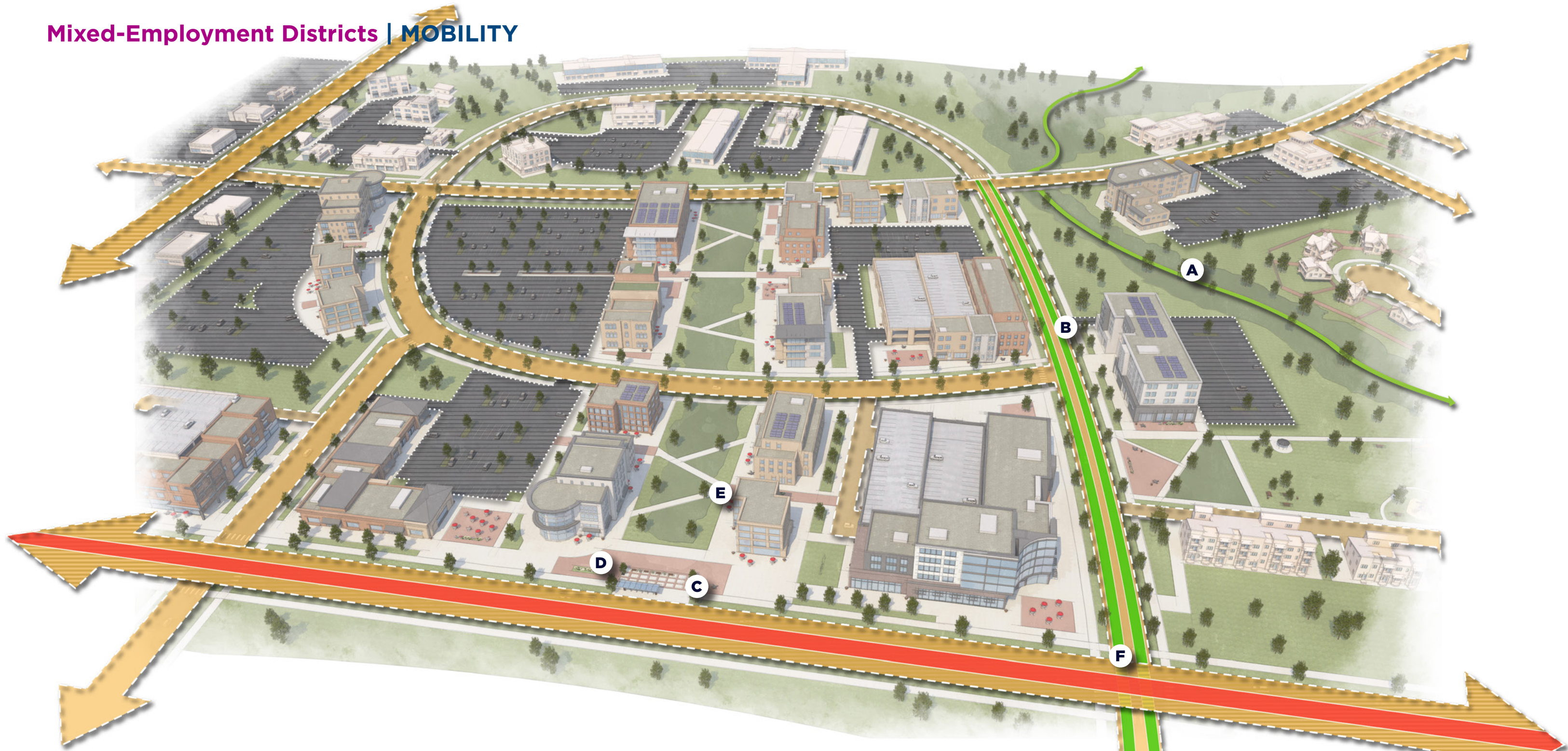
E Mixed-Use Buildings
Ground-floor retail with office or residential above activates pedestrian frontages.

F Public Spaces
Plazas and public spaces provide places for residents and workers to gather.








G Transit Station
High-frequency transit station should be centrally located within the district.

Mix of uses





LEGEND

-  Collector Road
-  Regional Trail
-  Local Road
-  Protected Bike Lane
-  Arterial
-  Surface Parking Lot
-  Bike/Transit Corridor

- A** **Regional Trail**
Wide bicycle/pedestrian trail connects district to citywide and regional facilities.
- B** **Protected Bike Lanes**
Protected or buffered bike lane provides a low-stress, connected bike facility.
- C** **Transit Corridor**
BRT with dedicated bus queue jump lanes and transit signal priority.

- D** **Mobility Hub**
Multimodal mobility hub connects bike, bus and other services, such as on-demand/microtransit service.
- E** **Pedestrian Zone**
Pedestrian-friendly area with amenities (e.g., street furniture, trees) and wayfinding.

- F** **Pedestrian Crossings**
Enhanced pedestrian crossings along high-volume, high-speed streets.