Fort Collins City Council Work Session Agenda

6:00 p.m., Tuesday, July 8, 2025 300 Laporte Avenue, Fort Collins, CO 80521

NOTICE:

Work Sessions of the City Council are generally held on the 2nd and 4th Tuesdays of each month. Meetings are conducted in a hybrid format, however there is no public participation permitted in a work session.

City Council members may participate in this meeting via electronic means pursuant to their adopted policies and protocol.

How to view this Meeting:



Meetings are open to the public and can be attended in person by anyone.



Meetings are televised live on Channels 14 & 881 on cable television.



Meetings are livestreamed on the City's website, fcgov.com/fctv.

Upon request, the City of Fort Collins will provide language access services for individuals who have limited English proficiency, or auxiliary aids and services for individuals with disabilities, to access City services, programs and activities. Contact 970.221.6515 (V/TDD: Dial 711 for Relay Colorado) for assistance. Please provide 48 hours' advance notice when possible.

A solicitud, la Ciudad de Fort Collins proporcionará servicios de acceso a idiomas para personas que no dominan el idioma inglés, o ayudas y servicios auxiliares para personas con discapacidad, para que puedan acceder a los servicios, programas y actividades de la Ciudad. Para asistencia, llame al 970.221.6515 (V/TDD: Marque 711 para Relay Colorado). Por favor proporcione 48 horas de aviso previo cuando sea posible.



While work sessions do not include public comment, mail comments about any item on the agenda to cityleaders@fcgov.com





City Council Work Session Agenda

July 8, 2025 at 6:00 PM

Jeni Arndt, Mayor Emily Francis, District 6, Mayor Pro Tem Susan Gutowsky, District 1 Julie Pignataro, District 2 Tricia Canonico, District 3 Melanie Potyondy, District 4 Kelly Ohlson, District 5 Council Information Center (CIC) 300 Laporte Avenue, Fort Collins

Cablecast on FCTV
Channel 14 on Connexion
Channel 14 and 881 on Comcast

Carrie Daggett City Attorney Kelly DiMartino City Manager Delynn Coldiron City Clerk

CITY COUNCIL WORK SESSION 6:00 PM

A) CALL MEETING TO ORDER

B) ITEMS FOR DISCUSSION

1. Staff Report: Night Skies Update

The purpose of this item is to provide a staff report on the City of Fort Collins night sky.

2. Civic Assembly Recommendation on Hughes Property

The purpose of this item is to follow up from the May 27 Council Work Session and offer a resolution for consideration of the Civic Assembly recommendations.

3. Land Use Code Update: Commercial Corridors and Centers

The purpose of this item is to update Council on the proposed code changes, approach, and timeline for the Land Use Code (LUC) update.

4. Community Capital Improvement Program Tax Renewal

The purpose of this item is to get direction to finalize ballot language for referral and to provide additional information on pickleball needs and plans, and use of 2050 tax dollars to leverage package projects.

C) ANNOUNCEMENTS

D) ADJOURNMENT

Upon request, the City of Fort Collins will provide language access services for individuals who have limited English proficiency, or auxiliary aids and services for individuals with disabilities, to access City services, programs and activities. Contact 970.221.6515 (V/TDD: Dial 711 for Relay Colorado) for assistance. Please provide advance notice. Requests for interpretation at a meeting should be made by noon the day before.

of Fort Collins Page **1** of **2**

A solicitud, la Ciudad de Fort Collins proporcionará servicios de acceso a idiomas para personas que no dominan el idioma inglés, o ayudas y servicios auxiliares para personas con discapacidad, para que puedan acceder a los servicios, programas y actividades de la Ciudad. Para asistencia, llame al 970.221.6515 (V/TDD: Marque 711 para Relay Colorado). Por favor proporcione aviso previo. Las solicitudes de interpretación en una reunión deben realizarse antes del mediodía del día anterior.

of Fort Collins Page **2** of **2**

Page 2

File Attachments for Item:

1. Staff Report: Night Skies Update

The purpose of this item is to provide a staff report on the City of Fort Collins night sky.

WORK SESSION AGENDA ITEM SUMMARY



City Council

STAFF

Ginny Sawyer, Project and Policy Manager

SUBJECT FOR DISCUSSION

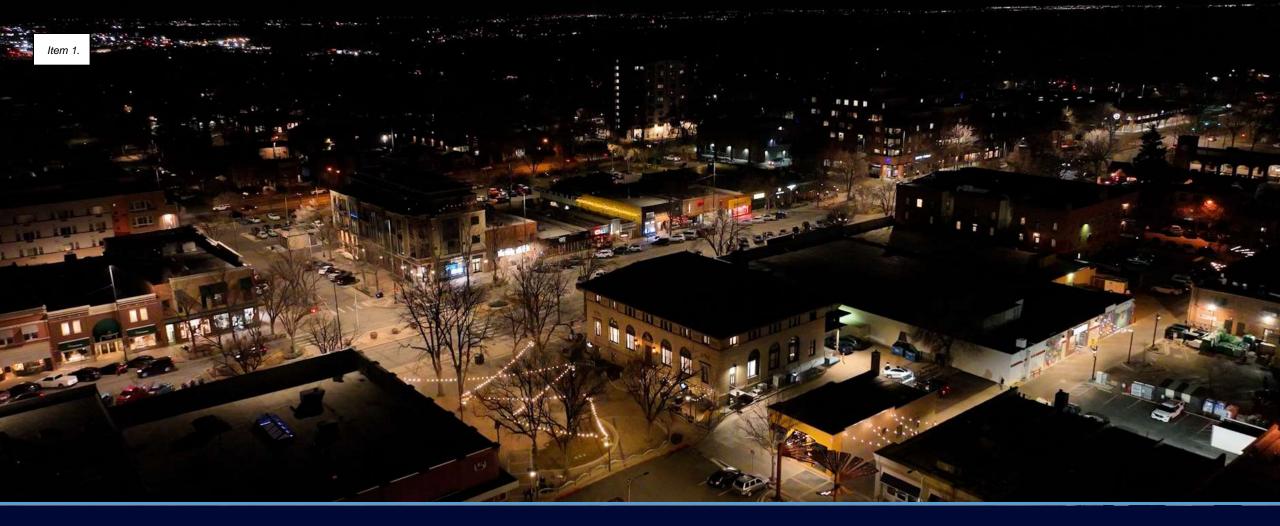
Staff Report: Night Skies Update

EXECUTIVE SUMMARY

The purpose of this item is to provide a staff report on the City of Fort Collins night sky.

ATTACHMENTS

1. Presentation





City of Fort Collins Night Sky





Nature in the City Objective CP2:

Work cross-departmentally and with external partners toward a darker night sky.

Night Sky Initiative Goals:

- Maintain safety and security
- Develop and implement best practices in outdoor lighting
- Reduce light pollution
- Support human and ecological health

Iti-prong Approach



TRIPLE BOTTOM LINE

Outdoor Lighting Considerations

SOCIAL

Safe and effectively lit roadways and other areas, minimized light pollution and glare, and a visible night sky.

ECONOMIC

Energy cost, replacement cost, installation cost, maintenance cost.



ENVIRONMENTAL

Human and wildlife health, energy efficiency.

ttem 1. Jht Sky Initiative — Focus Areas



Multiple Departments/Multiple Activities

- Light & Power
- Building and Zoning
- Facilities
- Natural Areas
- Environmental Services
- Neighborhood Services
- Energy Services



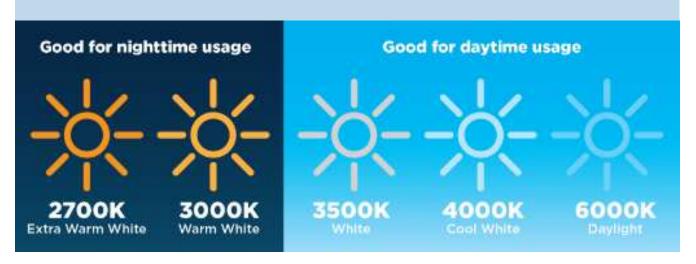
st Practices





- Light only where you need it
- Light only when you need it
- Shield lights and direct them downward
- Use the minimum amount of light needed
- Select the most energy efficient lighting
- Select lamps with warmer colors

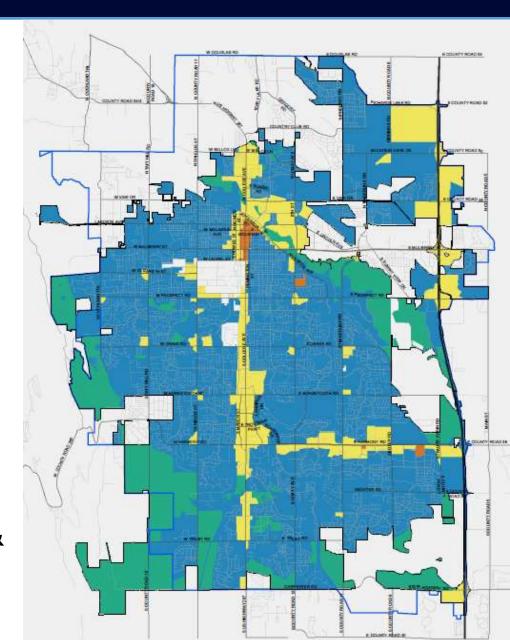




tiatives – Lighting Code



- Night sky friendly lighting on all residential and commercial buildings (Building Code) 2017
- Site lighting (Land Use Code) 2018
- Automatic controls to dim lighting by at least 50% two hours after normal business closing (Energy Code)
- Outdoor lighting (commercial) must be turned off
 30 minutes after sunrise (Energy Code)
- Updated Lighting Code adopting Lighting Zones & Lighting Budgets (Land Use Code)



ttem 1. tiatives - Monitoring



- 7 locations/ 2 set-ups with cameras
- Collaborating with air quality monitoring
- Soapstone station as "control/darkest"

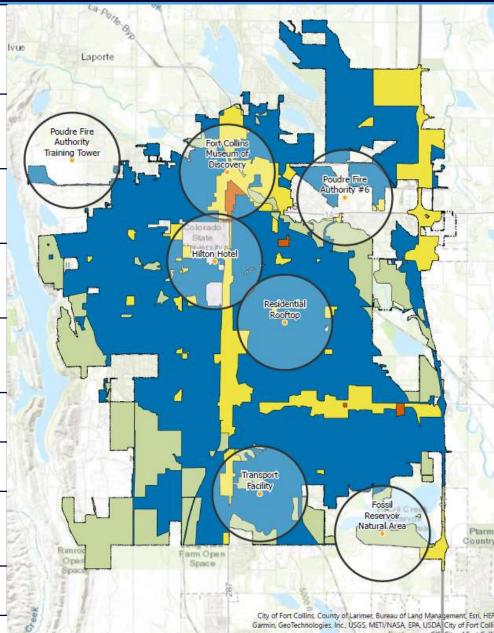




20 Median Overhead Sky Brightness

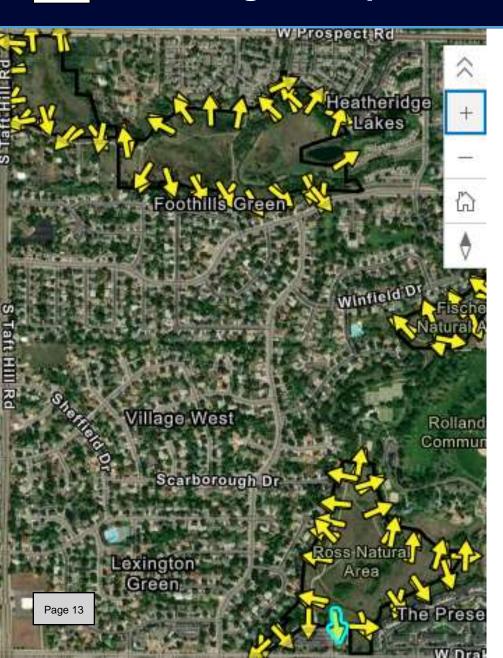


Site	Sky Brightness in milli-candela (mcd)	Ratio to Natural
Soapstone Prairie Natural Area	0.27	0.53
Poudre Fire Authority Training Tower	0.97	4.55
Fossil Reservoir Natural Area	1.25	6.19
Poudre Fire Authority Station 6	1.74	9.02
Transfort Facility	1.86	9.69
Residential Rooftop	2.10	11.04
Fort Collins Museum of Discovery	2.41	12.83
Hotel	3.32	18.09



tiative – Light Trespass in Urban Natural Areas





Community science effort to measure light trespass onto urban natural areas.

The survey method was collaboratively designed with the National Park Service's Night Sky and Sound division.

The ultimate goal of the project is to reduce light trespass into natural areas to improve the quality of night skies and reduce impacts to wildlife.

tiative – Lighting Retrofits



Streetlights:

- Better technology
- Better light temperatures
- Ability to dim

Facilities:

- Leading by example
- Process change to no longer require P&Z meeting
- Utilizing multiple funding sources
- Applying learnings





Item 1. | Coln Center





tiative: Residential & Education

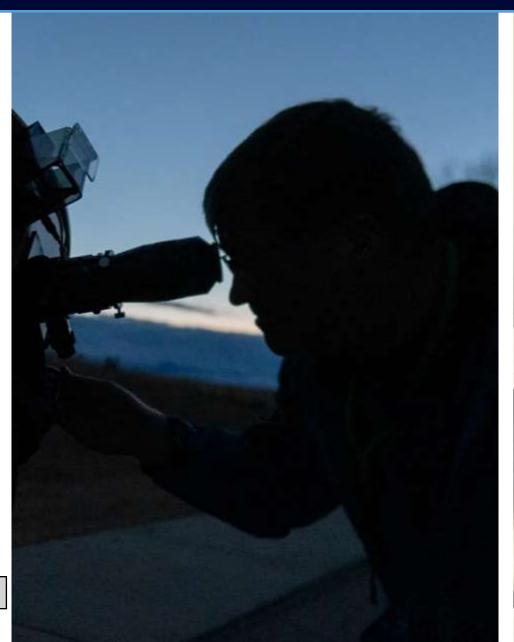




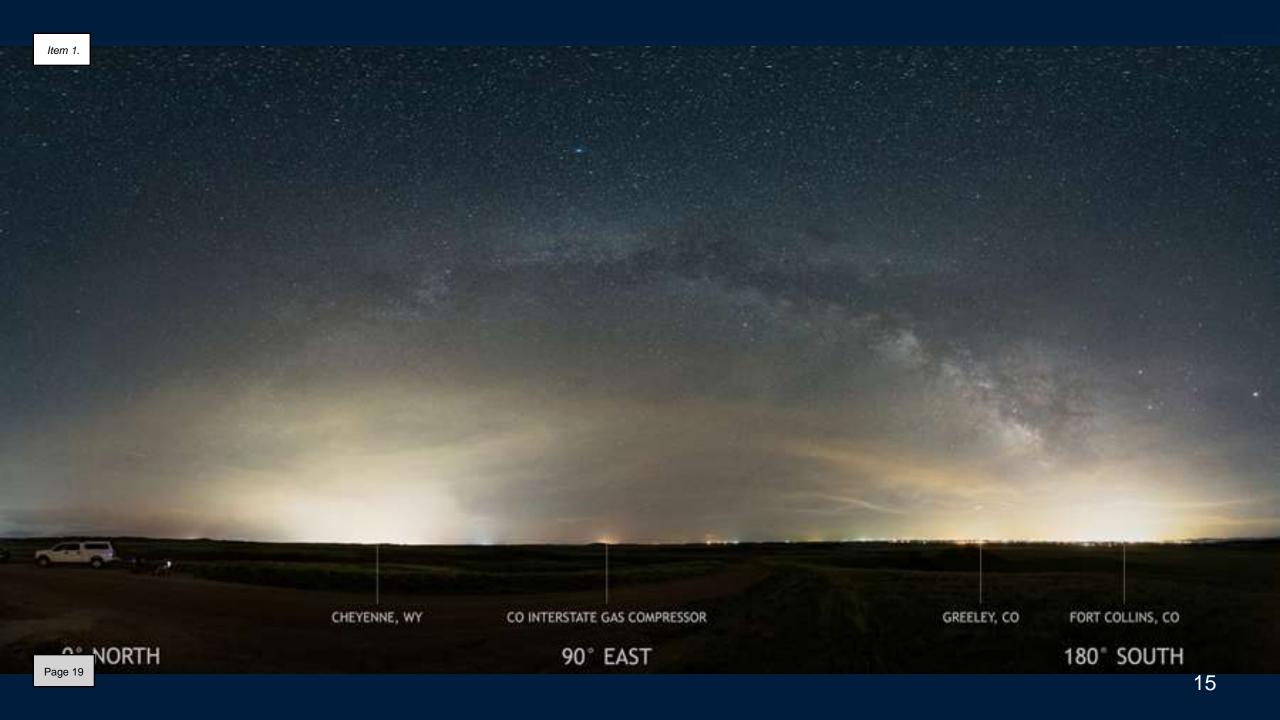


tiative: Residential & Education

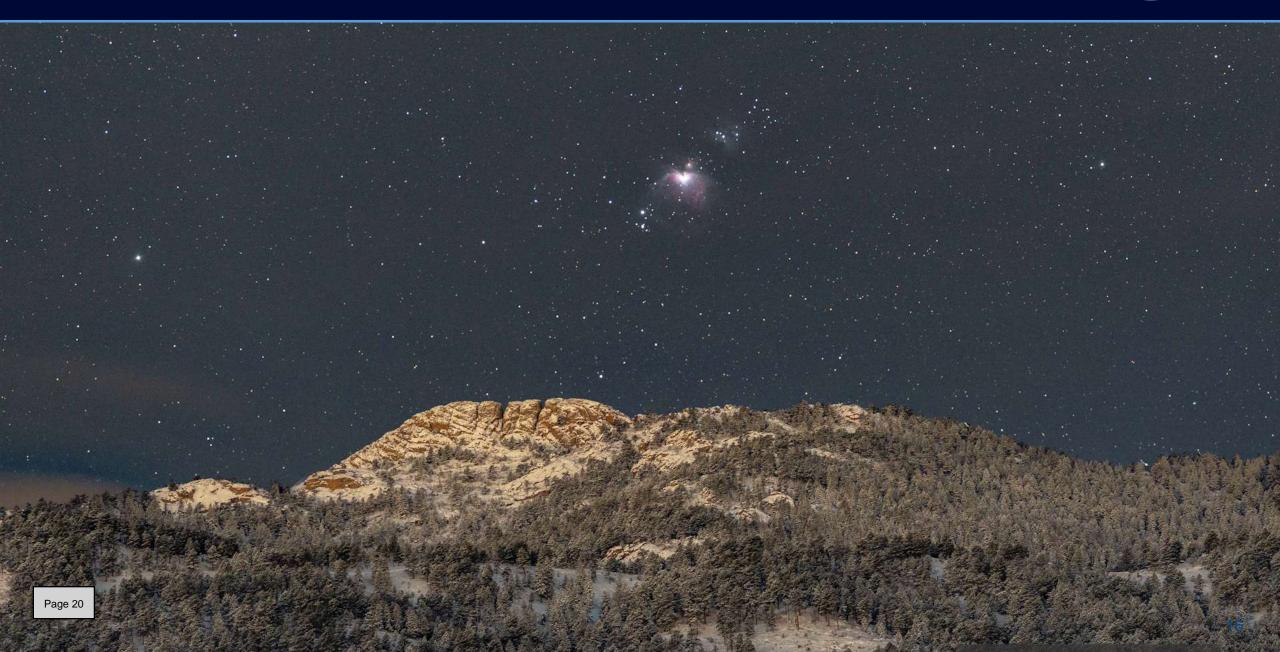












File Attachments for Item:

2. Civic Assembly Recommendation on Hughes Property

The purpose of this item is to follow up from the May 27 Council Work Session and offer a resolution for consideration of the Civic Assembly recommendations.

WORK SESSION AGENDA ITEM SUMMARY

City Council



STAFF

Rupa Venkatesh, Assistant City Manager Ginny Sawyer, Project and Policy Manager

SUBJECT FOR DISCUSSION

Civic Assembly Recommendation on Hughes Property

EXECUTIVE SUMMARY

The purpose of this item is to follow up from the May 27 Council Work Session and offer a resolution for consideration of the Civic Assembly recommendations.

GENERAL DIRECTION SOUGHT AND SPECIFIC QUESTIONS TO BE ANSWERED

- 1. What questions or suggestions do Councilmembers have on the draft resolution?
- Would Councilmembers like staff to bring the resolution forward to a regular meeting?
- 3. Are Councilmembers interested in a ballot measure supporting the Civic Assembly recommendations?

BACKGROUND / DISCUSSION

One of the identified 2024-2026 Council priorities is to develop a Hughes Site Master Plan for the 164-acre site by engaging in an inclusive process to determine desired future uses on the site. Implementation of this objective resulted in a Civic Assembly process. Twenty delegates were randomly selected from across Fort Collins to reflect the city's demographic diversity in terms of age, Council district, housing status, household income, and educational attainment.

The Assembly convened for two full weekends, April 12-13 and May 3-4, to answer the following question:

"Informed by the diverse needs of our community, what use of the Hughes site will contribute most effectively to Fort Collins' long-term vitality and meet the requirements outlined in the 2021 ballot measure?"

On May 27, 2025, staff and delegates from the Assembly presented the final report and recommendations to Council, which included:

- Property should be utilized for multiple uses
- Indigenous consultation, support, and opportunities should be included
- Natural habitats should be restored throughout the development, as possible

- Outdoor education and interpretation should be included
- Community gathering space(s)
- Minimize light pollution
- Include trail connections to Maxwell and Pineridge
- City will consult with land use experts, planners, architects and designers for the optimal location of site features

In an effort to support these recommendations and add additional clarity, staff has prepared (as recommended by the Civic Assembly) the accompanying resolution. The resolution includes the ability to implement all recommendations while adding more clarity to address park design best practices, acreage limitations to set expectations, and flexibility to acknowledge the uncertainties and likely long timeframe to implement the recommendations.

The resolution addresses all recommendations, recognizing that implementation will take many years and that some, like partnerships, would require additional contracts and operational details. All proposed uses align with the Public Open Lands zoning designation, consistent with the 2021 ballot measure.

Key items:

- On-going consultation with tribes and the Indigenous community throughout the development of the site.
- The site character will be predominantly native and xeric vegetation and have a naturalistic architectural palette
- Natural Areas will acquire and restore/maintain up to 60 acres of the property.
- The remaining space will be managed as a park and can include the following uses and amenities throughout existing lifecycle:
 - Connective trail system throughout the site.
 - Disc golf
 - A sledding hill
 - Bike park features not to exceed 35 acres.
 - A community gathering space available for permitting.
 - Any necessary restroom facilities, shade structures, trash collection, parking, etc.
- Environmental educational partnership opportunity, including associated structures, not to exceed 20 acres.
- Site development will be taken through the City's development review process to ensure compliance with all current standards (e.g. stormwater, lighting, etc.).

Boards and Commissions Super Issues Meeting feedback

On June 23, two civic assembly delegates presented their recommendations with support from staff. Approximately 23 people were present, representing a mix of board and commission members and the general public. All were invited to comment and ask questions. Below is a summary of the comments and questions:

- Substantive questions were around the details and ultimate planning for the site. In particular, if the
 delegates or Council will parcel off the site for specific uses and if things like flooding and stormwater
 issues were considered and what kinds of facilities/structures would be permitted.
- Representation of the community through the civic assembly stratification process

Item 2.

- Process around how delegates came to their recommendations and votes and if they were equipped with the information received.
- Recognition that a Civic Assembly process/method is appropriate for large, high profile and high stakes projects -- but may not be the answer for everything.
- General appreciation for the delegates and sharing their perspectives

NEXT STEPS

- Resolution to be considered by Council on August 19
- Resolution to refer to ballot can also be considered by Council on August 19

ATTACHMENTS

- 1. Draft resolution
- 2. Presentation

DRAFT FOR DISCUSSION - JULY 8 WORK SESSION

RESOLUTION 2025-XXX OF THE COUNCIL OF THE CITY OF FORT COLLINS EXPRESSING SUPPORT FOR AND ELABORATING UPON THE RECOMMENDATIONS OF THE CIVIC ASSEMBLY FOR THE DEVELOPMENT AND MANAGEMENT OF THE HUGHES STADIUM SITE

- A. In 2021, a citizen-initiated ballot initiative was passed by the voters requiring the City to purchase the Hughes Stadium Site (the "Hughes Site"), rezone the 164-acre Hughes Site to Public Open Lands District (POL), and use the Hughes Site for "parks, recreation, and open lands, natural areas, and wildlife rescue and restoration."
- B. The City and the Board of Governors of the CSU System signed a contract on March 2, 2023 for the City to purchase the Hughes Site. The transaction closed and the City acquired the Hughes Site on June 30, 2023. The total cost of the purchase, including closing costs, was \$12,700,000.
- C. In 2024, the City commenced a Civic Assembly process to engage the public about the development and management of the Hughes Site. After extensive preparations, in April and May of this year a group of twenty lottery-selected Fort Collins residents, representing a balanced cross-section of the community, met to create recommendations for the development and management of the Hughes Site. At a series of open meetings, the Civic Assembly heard from an array of presenters about potential uses of the Hughes Site consistent with its zoning as Public Open Lands.
- D. Members of the Civic Assembly and City staff presented the Assembly's recommendations for the development and management of the Hughes Site to City Council on May 27, 2025. These recommendations included that the City should:
 - a) Develop and manage the Hughes Site for multiple uses;
 - b) Include Indigenous/Native American consultation, and provide support and opportunities for Indigenous communities;
 - Restore natural habitats throughout the development of the Hughes Site, as possible;
 - d) Include outdoor education and interpretation;
 - e) Develop community gathering space;
 - f) Minimize light pollution;
 - g) Include trail connections to Maxwell and Pineridge Natural Areas; and
 - h) Consult with land use experts, planners, architects and designers for the optimal location of site features.
- E. The City Council identified adoption of a general plan for use of the Hughes Site as one of its priorities for the 2024-2026 term.
- F. Through this Resolution, City Council expresses its support for the Civic Assembly's recommendations to be included in the plan for development of the Hughes

DRAFT FOR DISCUSSION - JULY 8 WORK SESSION

Site. The City Council further, through this Resolution, seeks to elaborate upon those recommendations by setting acreage limitations for certain uses, discussing best practices for open space design and management, and acknowledging that flexibility in the development and management of City open spaces is necessary to meet the changing needs of Fort Collins over time. City Council also notes that it will be the work of future City Councils to implement the vision for the Hughes Site established in this Resolution.

In light of the foregoing recitals, which the Council hereby makes and adopts as determinations and findings, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF FORT COLLINS that the City Council supports the development and management of the Hughes Site in accordance with the following principles:

- Development and management of the Hughes Site will align with its zoning as Public Open Lands;
- 2) The City will endeavor to engage in on-going consultations with Native American tribes and the Indigenous community throughout the development of the Hughes Site;
- 3) The City will cultivate predominantly native and xeric vegetation and the Site will feature a naturalistic architectural palette;
- 4) The City's Natural Areas Department will acquire, maintain and restore a portion of the Hughes Site as a Natural Area, not to exceed 60 acres;
- 5) The City will provide environmental education partnership opportunities, including zoning-appropriate structures, not to exceed 20 acres.
- 6) The City will develop and manage the remaining acreage as a park, which may include the following amenities:
 - a. Connective trail system throughout the Hughes Site;
 - b. Disc golf course;
 - c. Sledding hill;
 - d. Bike park features, not to exceed 35 acres;
 - e. A community gathering space, available for reservation by permit;
 - f. Any necessary supporting facilities, including restrooms, shade structures, trash collection, and parking.
- 7) The City will manage features of the developed Hughes Site appropriately in light of their respective lifecycles;
- 8) Development and redevelopment of the Hughes Site will proceed over time as planning, design and funding allow;
- 9) City projects to develop the Hughes Site will proceed through the applicable components of the City's development review process to ensure compliance with all current standards (e.g. stormwater, lighting, etc.).
- 10) The City will manage the Natural Area in accordance with City laws and policies regarding Natural Areas. The City will manage the park in accordance with City laws and policies governing parks.

Item 2.

DRAFT FOR DISCUSSION – JULY 8 WORK SESSION

Passed and adopted on August 19, 2025.

ATTEST:	Mayor
City Clerk	
Effective Date: [date] Approving Attorney: [name]	
Exhibits:	

-3-

Page 27





Civic Assembly Recommendations

Addressing Council Priority to develop a Hughes Site Master Plan



estions for Council



01

What questions or suggestions do Councilmembers have on the draft Resolution?

02

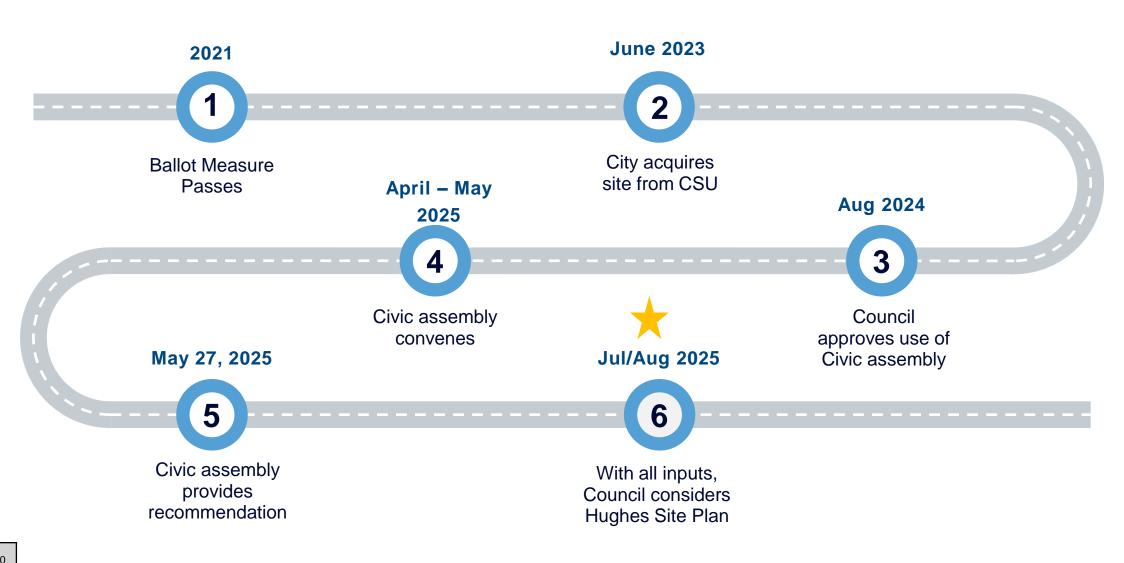
Would Councilmembers like staff to bring the Resolution forward to a regular meeting?

03

Are Councilmembers interested in a ballot measure supporting the Civic Assembly recommendations?







Page 30

/ic Assembly Question





"Informed by the diverse needs of our community, what use of the Hughes site will contribute most effectively to Fort Collins' long-term vitality and meet the requirements outlined in the 2021 ballot measure?"

/ic Assembly Recommendations



Super Majority Outcomes Included:

- Property should be utilized for multiple uses
- Indigenous consultation, support and opportunities should be included
- Natural habitats should be restored throughout the development, as possible
- Outdoor education and interpretation should be included
- Community gathering space(s)
- Minimize light pollution
- Include trail connections to Maxwell and Pineridge
- City will consult with land use experts, planners, architects and designers for the optimal location of site features



solution Parameters





 On-going consultation with tribes and the Indigenous community throughout the development of the site.

- The site character will be predominantly native and xeric vegetation and have a naturalistic architectural palette
- Natural Areas will acquire and restore/maintain up to 60 acres of the property.

solution Parameters



Acres not designated as a Natural Area will be designed and managed by Parks.

Uses can include the following:

- Connective trail system throughout the site
- Disc golf
- A sledding hill
- Bike park features not to exceed 35 acres
- A community gathering space available for permitting
- Any necessary restroom facilities, shade structures, trash collection,
 Page 34 Irking, etc.

solution Parameters





Page 35

Primrose Studio
Reservoir Ridge Natural Area

- Environmental educational partnership opportunity, including associated structures, not to exceed 20 acres.
- Site development will be taken through the City's development review process to ensure compliance with all current standards (e.g., stormwater, lighting, etc.).

vic Assembly Recommendation/Resolution



Civic Assembly (under Section D)	Resolution (under Section F)
a) Property should be utilized for multiple uses	1,4,6) Resolution addresses multiple uses and size limitations within the bounds of the Public Open Lands zone district
b)Indigenous consultation, support, and opportunities should be included	2) Resolution calls out, and staff is committed to, on-going consultation with tribes and the Indigenous community throughout the development of the site
c)Natural habitats should be restored throughout, where possible	3) The site character will be predominantly native and xeric vegetation and have a naturalistic architectural palette
d)Outdoor education and interpretation should be included	5) Environmental educational partnership opportunity, including associated structures, not to exceed 20 acres.

/ic Assembly Recommendation/Resolution



Civic Assembly (under Section D)	Resolution (under Section F)
e) Community gathering space(s)	6e) Remaining space to be managed by parks and further described as a permittable space by the public
f) Minimize light pollution	9) Dev. Review process to ensure compliance with all current standards
g) Include trail connections to Maxwell and Pineridge Natural Areas	6a) Connective trail system throughout the Hughes Site
h) City will consult with land use experts, planners, architects and designers for the optimal location of site features	This is the standard process that the City uses for park and Natural Areas feature design and implementation.



01

What questions or suggestions do Councilmembers have on the draft Resolution?

02

Would Councilmembers like staff to bring the Resolution forward to a regular meeting?

03

Are Councilmembers interested in a ballot measure supporting the Civic Assembly recommendations?

File Attachments for Item:

3. Land Use Code Update: Commercial Corridors and Centers

The purpose of this item is to update Council on the proposed code changes, approach, and timeline for the Land Use Code (LUC) update.

WORK SESSION AGENDA ITEM SUMMARY

City Council



STAFF

Megan Keith, Senior City Planner Sylvia Tatman-Burruss, Sr. Policy & Project Manager

SUBJECT FOR DISCUSSION

Land Use Code Update: Commercial Corridors and Centers

EXECUTIVE SUMMARY

The purpose of this item is to update Council on the proposed code changes, approach, and timeline for the Land Use Code (LUC) update.

GENERAL DIRECTION SOUGHT AND SPECIFIC QUESTIONS TO BE ANSWERED

- 1. What questions do Councilmembers have regarding the proposed Land Use Code changes?
- 2. What feedback do Councilmembers have on the timeline or other considerations for the Land Use Code update?

BACKGROUND / DISCUSSION

Project Overview

The Land Use Code (LUC) Update: Commercial Corridors and Centers, focuses on changes along major roadways with frequent bus service to encourage more housing and mixed-use development, create more resilient commercial and employment centers, and improve predictability through site design standards and clear site improvement requirements.

Foundational Land Use Code Changes

Several foundational LUC changes were adopted by Council on April 16, 2024. These include:

- Reorganized content so the most used information is first in the Code
- Reformatted zone districts with consistent graphics, tables, and illustrations
- Created a menu of building types and form standards to guide compatibility
- Updated use standards, rules of measurement, and definitions to align with new building types and standards
- Expanded and re-calibrated incentives for affordable housing

Regulate density through form standards and building types instead of dwelling units per acre

In addition to the Foundation Land Use Code Changes adopted in 2024, there are similar changes being made with this round of code updates. Those include:

- Reorganizing and consolidating portions of the code, most notably in Articles 4 and 5
- Simplifying text within the Land Use Code and using tables and illustrations where possible
- Clarifying rules of measurement for and standards for commercial development
- Clarifying, simplifying, and codifying micro- minor- and major-amendment standards

The desire for these changes to simplify the process toward greater clarity and predictability within the development review process were expressed during public engagement, most specifically within the Focus Group conversations. These changes, in addition to the changes detailed below, are meant to result in a more predictable and simplified process in applying the Land Use Code, especially in Commercial and Employment areas.

State Legislation

Several bills were passed last year through the state legislature that will affect local Land Use Policy. Compliance with these bills will be integrated into the LUC work and will be brought to Council to comply with their associated deadlines:

HB-1313 Housing in Transit-Oriented Communities:

This bill requires the establishment of a Housing Opportunity Goal and ongoing reporting to ensure a minimum zoned housing capacity along high frequency transit corridors. In addition, the bill requires communities to review and permit multifamily and mixed-use projects in transit areas without requiring a public hearing and to develop anti-displacement strategies. The City has complied with the first deadline to submit a preliminary transit-oriented community assessment report on or before June 30, 2025.

HB-1152 Accessory Dwelling Units:

This bill required updating our Land Use Code to permit Accessory Dwelling Units (ADUs) wherever we allow single-family detached homes. As of February 14, 2025, the LUC was updated to be compliant with HB-1152.

HB-1304 Minimum Parking Requirements:

This bill required updates to the Land Use Code to remove minimum parking requirements for multi-family and certain mixed-use projects close to transit. As of February 15, 2025, the LUC is compliant with HB-1304.

Policy Foundation

Code updates are complex, multifaceted efforts that build on years of previous planning work. The LUC is the City's primary regulatory tool for implementing our community's vision as described in various policies and adopted plans. The City has over 300 pages of adopted policies and information to inform the LUC Updates that primarily come from the following documents:

- City Plan
- Housing Strategic Plan (HSP)
- Economic Health Strategic Plan

- Our Climate Future (OCF)
- Transit Master Plan
- 15-Minute City Analysis
- Land Use Code Audit (which identified opportunities to align LUC with the newly adopted City Plan)
- Council Priorities (affordable and achievable housing strategies; 15-minute communities)
- Urban Forest Strategic Plan

Relevant Council Priorities

- Council Priority No. 1: Operationalize City resources to build and preserve affordable housing
- Council Priority No. 3: Advance a 15-minute city by igniting neighborhood centers
- Council Priority No. 4: Pursue an integrated, intentional approach to economic health
- Council Priority No. 8: Advance a 15-minute city by accelerating our shift to active modes

These documents and priorities serve as primary inputs to the formation of Guiding Principles and code language, augmented by work accomplished in Phase 1 of the LUC update. Staff have been engaging internal staff and providing monthly updates at work sessions with the Planning & Zoning Commission.

Guiding Principles

The following Guiding Principles were developed utilizing goals, policies and action items from the adopted policy plan documents mentioned above, in addition to Council priorities.

- Enable more housing and mixed-use buildings, especially along roads with frequent bus service
- Create resilient commercial and employment centers that are adaptable to future needs
- Create clearer building and site design standards that promote transit use, walking, and rolling along roads with frequent bus service
- Improve Predictability of the Land Use Code, especially to support small business owners

Mapping Potential Code Revisions

Each of the code revisions explained in the project focus areas below attempt to balance Guiding Principles, which were developed utilizing Council adopted policy plans, and current Council Priorities. Staff did explore different ways to achieve this balance in each focus area. To illustrate those and illuminate the arrival at a staff recommended policy package, a spectrum approach was created to show the different options available and where they are along the spectrum. These are illustrated for each of the focus areas within the corresponding slide deck.

Project Focus Areas

Focus areas for Land Use Code updates have been identified based on Guiding Principles, community input, and analyses conducted by the consultant team and City staff.

Transit Oriented Development Overlay (TOD) District

Corresponding Guiding Principle: Enable more housing and mixed-use buildings, especially along roads with frequent bus service

The Purpose of the Transit-Oriented Development Overlay District is to modify the underlying zone districts along College Avenue south of Prospect Road to encourage denser development and supportive land

uses close to transit. The TOD Overlay offers height bonuses if projects meet various criteria. These criteria include building affordable units (at least 10%), including structured parking, and including mixed-use. Height bonuses are meant to incentivize greater density in certain areas. Most of the underlying zone district south of Prospect Road within the TOD Overlay is General Commercial.

Example: A 4-story building is currently allowed in General Commercial zoning (CG). With the TOD Overlay Zone Incentives, up to a 7-story building would be allowed if all incentives are used.

Standalone Residential

- Although the TOD Overlay encourages higher-intensity mixed-use development, most of the built and proposed development and redevelopment in this area continues to be suburban in character and generally low-intensity uses.
- Testing the various potential configurations for market feasibility reveals that most configurations to include mixed-use, even with the additional height allowances, do not achieve a feasible internal rate of profitability return that would make a developer willing to take on a project. Primarily, costs of construction and low commercial rents disincentivize building more floors.
- Only with a tax incentive does the prospect of adding the additional 3 floors allowed within the TOD Overlay and a ground floor commercial component begin to achieve a feasible internal rate of return.

However, a test scenario to assume one-story additional height allowance (5-story residential building) without a mixed-use component is found to be the most market feasible development type available today. Based on these findings, a change related to height allowance is included in the recommended code changes.

Recommended Code and Policy Changes – TOD Residential

- Allow 5-story standalone residential within the General Commercial (CG) Zone District
 - This change increases zoned residential capacity and aligns with the market feasibility study conducted by our consultant team.

TOD Subareas

Another reason why the development pattern within the TOD Overlay continues to be low-density and auto centric could be the land uses that are allowed by the Land Use Code. Permitted land uses in the TOD currently include gas stations, self-storage, drive-thru restaurants, drive-thru pharmacies, car washes, drive-thru banks & credit unions, and stand-alone parking lots, amongst others. Auto-centric uses are already concentrated within most of the TOD Overlay, particularly in the area south of Prospect Road. Additional concentration of these uses makes it more difficult to achieve the dense, mixed-use environment as envisioned by the TOD Overlay.

Staff recognize that the existing function and conditions of College Avenue/Highway 287 as a state highway are partially at odds with the vision for both the TOD overlay as well as how City Plan and other policy plans envision this area. For this reason, many approaches were considered when formulating recommendations related to the TOD overlay. Options under consideration and shared during community engagement included:

- Make no changes to allowed uses within the TOD Overlay
- Limit all new auto-centric uses within the TOD Overlay

- Limit certain auto-centric uses with geographic parameters (such as distance requirements between uses, or distance from MAX stations)
- Introduce additional design standards to influence the form and design of future auto-centric uses

Through these conversations, staff, community members, and focus group participants also recognized that there are many different contexts within the TOD Overlay. For example, the character of the area surrounding the College and Prospect intersection is much different than the context of College Avenue south of Harmony Road. And although all of these areas within the TOD Overlay are envisioned to become transit-oriented, mixed-use places over time, there could be more readiness for a larger shift in the northern portion of the TOD overlay closer to the CSU campus and closer to Downtown. Following consideration of the above options and robust conversations with community members and focus group participants, the

Recommended Code and Policy Changes - TOD Subareas

- Establish subareas within the existing TOD overlay to better respond to existing context
- Consider:
 - Limit new gas stations and convenience retail stores with fuel sales within 1000-feet of MAX stations and within existing gas stations and retail stores with fuel sales
 - Consider changing allowances and review type for drive-throughs as accessory and primary uses
 - Remove as a permitted use "Boat Sales with Storage"

following are recommended in the changes to the LUC.

Parking

Community engagement for this project thus far has documented a large volume of comments about the amount of existing surface parking provided by many of the commercial developments across Fort Collins, but particularly in the TOD overlay. Currently in the Land Use Code, there is a parking minimum and a parking maximum that must be met by nonresidential uses. Like the topic of the TOD Overlay, many different scenarios related to parking were considered and discussed. Some options under consideration and shared during community engagement included:

- Keep parking minimums and maximums as-is
- Lower parking minimums and/or lower parking maximums
- Eliminate parking minimums for non-residential uses in the TOD
- Eliminate parking minimums for non-residential uses citywide (including the TOD)

Recommended Code and Policy Changes - Parking

- Within the entire TOD:
 - Eliminate parking minimums
 - Revise existing maximums to apply to surface parking lots only and establish a maximum area for contiguous surface parking lots
 - Require parking lots larger than one acre to be bounded on multiple sides by "streets" that are designed/function as public streets with street trees and sidewalks

Other Policy Considerations outside of the Land Use Code for the TOD:

• Leverage other City incentives outside of the LUC to encourage desired TOD development: Examples: URA, public-private development opportunities.

Harmony Corridor and Employment Zones

Corresponding Guiding Principle: Create resilient commercial and employment centers that are adaptable to future needs

The Harmony Corridor District is intended to implement the design concepts and land use vision of the Harmony Corridor Plan - that of creating an attractive and complete mixed-use area with a major employment base. The Harmony Corridor Plan was adopted in 2006 as an element of City Plan. "Primary" and "Secondary" uses were established to emphasize the office and employment functions of the area. While this has served the area well in the past, market conditions have shifted away from large office parks and demand for residential and smaller retail has increased.

Current Standards:

In addition to defining Primary and Secondary Uses within the Harmony Corridor, the code defines ratios of Primary versus Secondary Uses for development plans as follows:

- Secondary Uses may occupy no more than 25% of the Gross Area of the Development Plan
- Locate industries and businesses in areas designated for Primary Uses.
- Primary uses must account for 75% of the development plan area.

Primary Uses:	Secondary Uses:
Offices, financial services & clinics	Residential uses (with some exceptions)
Long term care facility	Convenience shopping centers
Medical centers/clinics	Standard restaurants
Light industrial	Limited indoor recreation use and facility
Mixed-use Dwellings	Child Care Centers
And Others	And Others

Staff considered a variety of options related to the primary and secondary use ratios and presented these options for community consideration. These options included preserving the ratio as-is in order to strongly preserve the employment base, adjusting the ratio to allow more flexibility (50:50), or consider eliminating the ratio entirely. Staff also discussed other ratios, like 60:40 primary/secondary use balance, or multiple other combinations.

Community engagement and focus group engagement showed strong preference to introduce more flexibility, but there were differing opinions on how far to go towards flexibility. Testing various market feasibility scenarios revealed that housing is the most economically viable type of development in these zones – much stronger than the current market for new office development. Achieving a greater supply of housing also aligns with Council Priorities and with other City goals. However, preserving some areas as an employment base align with economic health Council priorities and other city policy priorities as well. For these reasons, recommended code changes include allowing more flexibility by adjusting the primary/secondary use ratios in Harmony Corridor zoning and Employment zoning to 50:50. This balances the desire for a greater mix of uses with the desire to maintain the opportunity for local jobs and industry.

Recommended Code and Policy Changes

- Adjust the primary/secondary use ratio from 75% Primary Uses and 25% Secondary Uses to 50/50 to allow for a greater mix of uses, including housing
- Adjust primary use requirements in mixed-use buildings
 - Explanation: Currently, the LUC requires that the entire ground floor of a mixed-use building in these zone districts be occupied by a primary use. Consider reducing this requirement to allow a smaller portion of the ground floor or any individual floor to be occupied by a primary use.
- Allow more secondary uses as part of a multi-story, mixed-use development
 - Explanation: This would allow more configurations of mixed-use buildings, combining multiple secondary uses. For example, a building with a restaurant on the ground floor and upper floors of residential.
- Allow standalone secondary uses to be developed if replacing an existing surface parking lot. This change is meant to encourage housing development in large, existing parking lots.

Building Design Standards

Corresponding Guiding Principle: Create clearer building and site design standards that promote transit use, walking, and rolling along roads with frequent bus service

The LUC currently does not include non-residential building types or provide additional configurations of mixed-use buildings (Article 3 of the LUC). This often results in a lack of clarity for development teams regarding design standards and can sometimes lead to project delays and miscommunication.

Article 5 of the LUC (General Development and Site Design) includes the standards that influence building placement and site design, building standards, circulation and connectivity standards, bus stop design standards, etc. – **standards that influence the pedestrian, multi-modal, and transit experience.**

Form standards and building types (like the diagrams added during Phase 1 of the LUC update) can yield better design outcomes and can help achieve more predictability in built projects.

Article 5 of the LUC was not updated in the last round of code updates and contains redundant sections that could be clarified, simplified, and possibly eliminated with the addition of building types.

Recommended Code and Policy Changes

To address the redundancy in the code within Article 5 and to move to greater clarity and predictability, staff are recommending the following code changes:

- Develop new Non-Residential Building Types to be added to the LUC
- Consolidate and organize standards addressing non-residential buildings. Convert text standards to illustrations and graphics
- Update pedestrian-oriented design standards:
 - Connectivity and site circulation
 - Frontage and ground floor activity
 - Building massing and articulation

Change of Use

Corresponding Guiding Principle: Improve predictability of the Land Use Code, especially to support small business owners

The Change of Use process is used in a variety of situations, including for existing business spaces that are changing from one allowable use (ex: retail shop) to another (ex: restaurant). Often the requirements are meant to identify both areas of necessary site improvements (ex: sidewalks and lighting) that are commensurate with the change of site intensity (ex: more visitors at different times of the day).

Current standards do not offer clearly defined boundaries for the extent of site improvements. The onus is then placed on staff to decide on the level of requirements for a Change of Use process. These requirements are often based on site deficiencies rather than other factors, such as actual changes to site intensity or the magnitude of the project (ex: major site reconfiguration or a major change in site use intensity).

Recommended Code and Policy Changes

- Clarify the definitions of minor and major amendments and codify micro amendments (not currently defined within the LUC).
- Clearly delineate in the LUC when no amendment, a micro, minor, or major amendment is required.
- Eliminate the concept of a separate 'change of use' process and restructure process and upgrade requirements based on whether site or building changes are proposed.
 - If no changes are proposed to the site or exterior of the building, site upgrades are not required.
 - Increase predictability by utilizing existing Use Tables within the LUC:
 - If proposed changes include changing the use of the building to a different use table (example: Residential Use Table to the Commercial/Retail Use Table) it would require a Minor Amendment.
 - Building permits, historic review, and conformance with all other codes (including Energy Code) and standards still apply.

The Change of Use process has been identified as an area for improvement, both for process and clarity of requirements. These areas for improvement have been identified through community and staff engagement.

The proposed changes are intended to significantly contribute towards predictability of process and help applicants anticipate what is expected of them upon entering the development review process. Recent focus group engagement with individual business owners and local professionals who have been through the existing change of use process expressed their support for the proposed revisions to the process.

Anecdotally, it is also worth noting that many projects do not continue beyond the Conceptual Review process because they are daunted by the cost and scale of some site upgrades. Although it is impossible to quantify those projects that did not continue beyond 'idea phase', the intent of these changes would be to add transparency and clarity to what review process to expect (i.e. micro amendment, minor amendment, etc.) and what site upgrades would be required based on the required process.

Staff have very preliminarily evaluated how this updated process could impact the volume of projects filtered into each review type. To evaluate this, staff looked at project records and what changes were proposed, then identified whether they would have gone through a different review process if using the proposed code changes. An examination of records from 2023 shows that of the total 152 minor or microamendments:

- Over 10% could have gone from a minor amendment to a micro amendment
- Nearly 25% of the 152 could have gone from a minor or micro amendment to no formal process/building permit only

Staff will continue to study previous records and work to quantify the impacts of these proposed changes for future discussions with Council.

Other LUC Updates

The four categories of code updates organized by Guiding Principle capture the most significant anticipated code updates. However, staff are also tracking a list of smaller clarification and clean-up edits that will appear in the first version of the draft LUC. These edits will be documented, and staff will be prepared to review and discuss these suggested edits with Council during future work sessions.

Focus Group topics and other engagement

A second round of Focus Group conversations were held with frequent users of the code and smaller, local businesses who have recently gone through a development review process. The same participants from the first round of Focus Groups in January/February were invited to participate for a second time, this time focusing on potential code edits. Unlike the first round of focus groups, this time City staff and consultant teams presented potential updates based on the four LUC topics (TOD, Harmony Corridor/Employment, Building Design Standards, Change of Use, and an overview session that covered all potential updates). These were held in early June 2025. A summary of feedback from all of the five focus groups is attached to this AIS.

Timeline and Next Steps

Following this July Work Session, staff will make any adjustments to the draft LUC and plan to release it for public review. During the July Work Session, staff would like to discuss timeline with Councilmembers and review any potential updates to the timeline for adoption.

ATTACHMENTS

1. Draft Summary of June Focus Group Feedback

- 2. Subarea Plan Mini-Audit
- 3. Presentation

Fort Collins Land Use Code Updates Spring 2025 Outreach Summary Overall Themes and Takeaways

Approach

The City of Fort Collins is updating its 1997 Land Use Code (LUC or Code) to meet the community's evolving needs. The first set of updates focused on housing, reorganization, and moving to visual representations of code standards, away from a fully text-based code. City Council adopted these updates in May 2024. The second set of updates is centering on commercial and mixed-used corridors.

A first round of outreach on commercial and mixed-used corridors took place in January and February 2025, to identify how the LUC can enable outcomes that align with the City plan's values and priorities; understand perspectives on the existing Code and ideas for changes in the new Code; and understand how the LUC is or is not supporting interests and desired outcomes, need for clarity, and pain points. Feedback from that initial round of outreach shaped the changes proposed in this Spring 2025 outreach.

Kearns & West, a neutral facilitation firm, facilitated four topical work sessions and one general focus group in June 2025. The topical work sessions focused on the Change of Use Process, Transit-Oriented Development, Harmony Corridor and Employment Zone Districts, and Building Types and Design Standards. These sessions, as well as the general focus group, offered participants the opportunity to learn more about and share additional feedback on proposed changes before a draft updated Code is shared with City Council and for public comment.

Participants

Focus group participation was by invitation and referral from invitees, prioritizing frequent Code users who were involved in the first round of public engagement in Winter 2025. A total of 19 individuals participated across all sessions, with six to nine participants per session. Most participants were architects, designers, developers, or consultants, along with two small business owners.

The City of Fort Collins will initiate a public comment period on the proposed Code changes in Summer 2025.

Summary

This summary captures high-level feedback received through each of the topical work sessions and the general focus group.

Change of Use Process

Participants in this work session expressed support for the proposed Code change that would allow an applicant to move straight to building permit if no changes are needed to a building to

occupy it, noting that this will help small businesses. However, one person noted that this could leave more discretion in the hands of the building department instead of the planning department.

Continuity and training of City staff was raised as an issue. Some participants suggested that it would be helpful to have a designated staff person who can help ensure that comments are resolved before they go back to the applicant and address (or facilitate in-person addressing of) outstanding conflicts between City departments.

Overall, participants agreed that flexibility and proportionality are key principles with regards to the Change of Use process, including which changes are subject to minor and major amendments, and some discretion on the part of the Director will still be necessary.

Transit-Oriented Development

Participants acknowledged the value of Transit-Oriented Development (TOD) while struggling with timing. Some suggested that it is unrealistic to eliminate parking and autocentric uses and assume people will use transit before Fort Collins gets denser and the transit system gets more robust. In the meantime, incentives and other tools can be used to privilege transit-supported development and density.

Support for limiting autocentric uses in the TOD overlay was tepid overall. Most supported minimum distances between gas stations and/or limiting where on a street they can be.

All were supportive of eliminating parking minimums for commercial buildings, noting that the market will determine how much parking is needed. They also supported maximums on surface parking for commercial buildings. Some encouraged more parking around the Max line stops to encourage use of the line.

With respect to both parking and certain building types in the TOD, the group discussed form. Parking and certain building types are much more palatable if they are designed for a more dense, urban environment (e.g., parking structures or underground parking, drive-throughs artfully incorporated into buildings). Participants were also open to more public and shared parking.

In the longer term, the City may want to consider segmenting within the TOD overlay since there is so much diversity within it.

Harmony Corridor and Employment Zone

Participants shared that to move in the right direction in the near term, it would be beneficial to:

Adjust the ratio of primary and secondary uses in the Harmony Corridor Employment
Zone to allow for more secondary uses (e.g., from 75/25 to 50/50), allowing the secondary
use limits to be exceeded if the development meets core City goals or provides certain
public benefits.

- Review the primary and secondary use lists and move some of the secondary types to primary (especially housing).
- Clarify how the ratios are being calculated.
- Change the definition of light industrial to allow outdoor storage to be some portion of the site.

In the longer term, the group suggested that the amount and purpose of Employment Zones should be revisited to see if they need to be redefined, if some zones need to be re-zoned, or if the category of Employment Zones is needed at all.

Building Types and Design Standards

Participants expressed a general sense of frustration with the proliferation of "bad design" and/or buildings with a similar look across Fort Collins, especially in downtown. Some said that Fort Collins' LUC does not allow for creative and beautiful architectural design.

All appreciated the move to a form-based code, while struggling with how to balance the need for clarity and predictability while allowing flexibility in building design and encouraging architectural diversity. Some were concerned that architects end up building exactly what is diagrammed in the form code, even if it is only intended to be *an* example of what works. If flexibility is encouraged, the code should offer a few different diagrams and/or photos of representative buildings and/or make abundantly clear that flexibility is allowed. In other words, the Code should provide clarity on limits/hard requirements as well as on the purpose of the examples.

Specific concerns surfaced around the requirement for street-facing entrance doors; one participant encouraged flexibility placement of the entrance door so long as parking is hidden and the street-facing part of the building is well designed.

While the group did not discuss Article 5 standards in detail, some acknowledged that a lot of the content is unnecessary and does not need to be carried over into the new code.

General Focus Group

Participants in the general focus group session largely echoed themes heard in the topical work sessions.

Change of Use Process

- Having "small businesses" defined in the code could add clarity.
- Low Impact Development remains one of the biggest challenges for additional square feet. Additional clarification is needed regarding when it can be waived.
- Participants appreciated the attempts at streamlining, but noted that more clarity is needed on how some issues will be addressed.
- Flexibility is key.

Transit-Oriented Development

- It could be useful to segment out the TOD since there are diverse neighborhoods within the area.
- There was some support for eliminating parking minimums. The City should consider eliminating minimums outside of the TOD.
- In general, participants did not support limiting drive-thrus.
- The City should consider adjusting the TOD boundary to match the state transit plan in the future, once transit has been extended there.
- Keep parking maximums as they are because of market demands (i.e., developers are currently asking to exceed these maximums so reducing them will lead to more requests for exceptions).
- For arterial/arterial intersections, consider limiting uses to corner frontages.
- Consider how to promote shared parking, including cooperating with adjacent properties so that there are fewer parking spots per business but a higher utilization rate.

Harmony Corridor and Employment Zone Districts

- There was support for adjusting ratios and potentially allowing secondary use limits to be exceeded if the development is meeting City goals or providing public benefits.
- Consider which secondary uses could be moved to primary.
- Clarify how primary/secondary ratios are being calculated.
- Some observed that mixed use development might not be feasible in Harmony Corridor, in part because it isn't financially viable. Standalone residential would be a bridge to reach the walkable neighborhood goal. The City could also rezone some of the area to allow other uses.

Building Types & Design Standards

- Less restriction on creative design will help projects pencil and prevent undeveloped sites from sitting around.
- Move from subjective to objective design standards.
- Clarify that architects don't need to design exactly what's shown in the diagrams. It would be helpful to offer more photos and diagrams as examples.

Next Steps

City staff will be sharing its proposed changes and stakeholder feedback with City Council during a work session on July 8, 2025, as well as soliciting input from Boards and Commissions members. A draft code is expected to be ready around the July 8 work session. The draft Code will be posted for public comment later in the summer.

Participant Appreciation

Kearns & West is very grateful to the individuals who shared their time and expertise to inform these LUC updates. We offer a hearty thank you to everyone who participated.



Small-Scale Subarea Plan Audit

Subarea and Corridor Plan Alignment to Commercial Corridors and Centers Land Use Code Update

Small-Scale Subarea Plan Audit

Purpose of this Audit

At the April 22nd Work Session focused on the Commercial Corridors and Centers Land Use Code Update, Councilmembers asked a variety of questions about the role of subarea plans and their relationship to the proposed updates. Councilmembers particularly asked staff if the proposed changes to the Land Use Code (LUC) could create any conflicts or inconsistencies between the City's subarea plans and the Land Use Code. As a follow-up to that conversation, staff have prepared a small-scale audit of the City's subarea plans.

The process for reviewing these subarea plans included documenting whether policies and implementation actions contained within the subarea plans were in alignment or misalignment with the Guiding Principles and the proposed updates to the Land Use Code.

Distinction between the purpose of the Land Use Code and Subarea/Corridor Plans:

The LUC and subarea plans serve distinct but complementary roles in shaping community development.

The Land Use Code is a legally binding set of rules and standards adopted by the City that regulates how land can be used and developed. It includes zoning regulations, allowable land uses, building heights, setbacks, parking requirements, and other enforceable development standards. The LUC applies citywide and provides the regulatory framework that all new development must follow.

In contrast, a subarea plan is a policy and planning document that outlines a long-term vision and guiding principles for a specific geographic area within the city. Subarea plans reflect extensive community input and provide strategic direction on land use, urban design, mobility, public spaces, and infrastructure. While not regulatory, subarea plans inform and influence how the Land Use Code is applied or amended within the specific area. They help prioritize investment, guide redevelopment, and ensure that changes in the built environment align with community goals and unique neighborhood character. Subarea plans frequently result in changes to the LUC to codify important elements of subarea plans. Examples of this include design standards from the Downtown Plan, the origin of the High-Density Mixed-Use Neighborhood (HMN) zone district, and the Transit-Oriented Development Overlay from the Midtown Plan, amongst others.

In summary, the Land Use Code regulates what is allowed and required, while a subarea plan provides more detail about what is desired and envisioned for a particular part of the city. Together, they guide consistent and intentional growth.

Audit Process

For the purposes of this small-scale audit, the majority of the City's subarea plans and corridor plans were reviewed. Plans were selected for review based on whether they contained significant amounts of commercial zone districts, employment zone districts, or large portions of the Transit-Oriented Development (TOD) overlay. Commercial, employment, and the TOD overlay zone are the focus of the Commercial Corridors and Centers Land Use Code update.

The following subarea plans were reviewed as part of this audit:

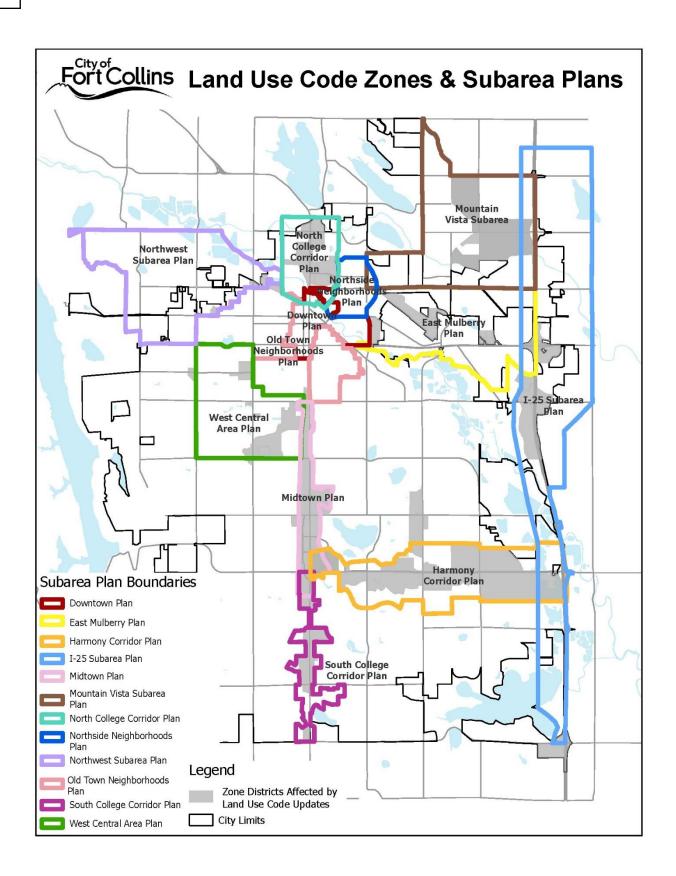
- East Mulberry Plan 2023
- Downtown Plan 2017
- West Central Area Plan 2015
- Mountain Vista Subarea Plan 2009
- Northside Neighborhoods Plan 2005

The City also maintains a set of corridor plans, which are similar to subarea plans but focus on outlining development strategies for a linear space, like certain segments of a roadway.

The following corridor plans were reviewed:

- Midtown Plan 2013
- South College Corridor Plan 2009
- North College Corridor Plan 2007
- Harmony Corridor Plan 2006
- I-25 Subarea Plan 2003

The map on the following page depicts the plan area boundaries of all of the City's current subarea and corridor plans. Areas shown as grey are an amalgamation of various commercial and employment zone districts. Collectively, these zone districts would be subject to update in the Commercial Corridors and Centers Land Use Code update.



Summary of Subarea and Corridor Plan Alignment with Land Use Code Guiding Principles

The following paragraphs summarize how the subarea and corridor plans collectively align to the Guiding Principles of the Commercial Corridors and Centers Land Use Code update. Individual subarea and corridor plan summaries are available in subsequent sections.

Guiding Principle 1 – Enable more housing and mixed-use buildings, especially along roads with frequent bus service.

Subarea Plan Alignment Summary: Most plans are well aligned with this principle, supporting increased residential opportunities and a broader mix of uses along key corridors and within commercial centers. There is a strong emphasis across plans on leveraging existing and planned transit infrastructure to support higher-intensity, mixed-use development. Policies consistently call for a diversity of housing types and the integration of residential into commercial areas, which mirrors the intent of the proposed code changes. However, in a few older or employment-focused plans, such as Harmony, legacy use caps and suburban business park models limit the extent to which mixed-use development is encouraged, even though in practice, mixed-use has often been implemented. In general, the vision expressed in nearly all plans supports denser, more transit-oriented mixed-use areas, with only a few structural or zoning limitations that may affect immediate application of the updated code.

Guiding Principle 2 – Create resilient commercial and employment centers that are adaptable to future needs.

Subarea Plan Alignment Summary: The majority of plans strongly support adaptability within commercial and employment areas, encouraging a mix of uses and flexible development patterns that can evolve over time. Goals frequently include reinvestment in aging commercial properties, accommodating a broader range of business types, and allowing residential and retail uses to coexist with employment uses in a way that reinforces economic resilience. This principle is especially supported in plans focused on reinvigorating older corridors or key nodes of activity. A few plans with more rigid employment designations place some limits on adaptability by restricting non-primary uses, though even these acknowledge the importance of evolving to meet future needs. Overall, the principle of adaptable, mixed-use centers is broadly embedded across the planning documents.

Guiding Principle 3 – Create clearer building and site design standards that promote transit use, walking, and rolling along roads with frequent bus service.

Subarea Plan Alignment Summary: There is strong alignment with this principle in nearly all plans, especially those focused on corridor redevelopment or urban core areas. Plans consistently emphasize the importance of improving the public realm, enhancing pedestrian environments, and designing buildings and sites in ways that encourage walking and transit use. Frequent recommendations include better site connectivity, active ground floors, enhanced streetscapes, and reductions in large surface parking areas. These goals reflect a clear desire for more human-scale, accessible environments that support non-automotive travel, particularly

in areas with frequent bus service. While some older plans rooted in suburban development patterns are less focused on pedestrian design, they do not conflict with these goals and could accommodate improvements over time. In general, the direction across plans complements the proposed code changes aimed at making design standards more effective and transit supportive.

Guiding Principle 4 – Improve predictability of the Land Use Code, especially to support small business owners.

Subarea Plan Alignment Summary: Plans broadly support the concept of making development requirements more predictable and proportional to project scale. Many call for improved clarity and consistency in how zoning and development standards are applied, particularly in encouraging redevelopment or reinvestment in existing sites. The desire for a more transparent and streamlined process is common, especially in commercial areas and aging corridors where reinvestment is a priority. A few plans highlight the importance of ongoing community involvement, particularly around residential growth and neighborhood change, which can sometimes be at odds with simplified or expedited development processes. However, this concern is generally more relevant to residential areas than to commercial or mixed-use contexts. On the whole, the principle of code predictability is well-supported, with only minor tension in specific community contexts that place a high value on participatory review processes.

Individual Subarea Plan Alignment Summaries

Below is a brief summary of each subarea or corridor plan, along with an assessment of how well each aligns with the proposed changes to the LUC based on the specific Guiding Principles of the code updates. In the accompanying tables, color codes indicate the level of alignment for the plan with each guiding principle:

Green = The plan is mostly or fully aligned with the LUC guiding principle and would require little to no updates.

Yellow = Minor updates may be needed, or it is unclear whether the plan is in conflict with the LUC guiding principle.

East Mulberry Plan

Overall Summary of Plan Alignment:

The 2023 East Mulberry Plan updated the 2002 East Mulberry Corridor Plan to guide growth and development in the area over the next 10–20 years. Informed by community input and internal policy discussions, it serves both as a guidance document for Larimer County prior to annexation and as a policy framework for areas that may become part of Fort Collins. The Plan also integrates recent planning efforts across transportation, parks, utilities, and small business support. The plan is generally well-aligned with the guiding principles, particularly in its support for mixed-use development, resilient commercial centers, and improved transit and multi-modal access along Mulberry Street. The plan emphasizes flexibility in land use, clearer design standards, and the integration of recent citywide planning efforts, all of which reinforce its focus on adaptability and long-term economic vitality.

Guiding Principle w/ Alignment rating	Alignment Description
1: More Housing Near Centers	 Aligns by emphasizing the preservation of land for mixed-use and retail development near neighborhoods and by supporting improved transit options along Mulberry Street.
2: Adaptable Centers	 Aligns by promoting flexible, resilient commercial centers that sustain economic vitality for businesses of all sizes while enhancing access to amenities and services for the community.
3: Design Standards	 Aligns by promoting clear design standards that enhance the safety, comfort, and visual appeal of multi-modal corridors and key gateway areas, encouraging active transportation and transit use.

4: Code Predictability	 Somewhat aligns with the development review spectrum by aiming for clarity and proportional requirements, though it may challenge existing upgrade thresholds defined in the spectrum; the plan area includes many small businesses that have voiced concerns about the future costs associated with development review.
---------------------------	--

Downtown Plan

Overall Summary of Plan Alignment:

The Downtown Plan provides a framework for building on the successes of Downtown's revitalization and the 1989 Downtown Plan, while addressing ongoing concerns and accommodating growth and increasing vibrancy. It places an emphasis on enhancing the pedestrian experience, allowing for increased density where appropriate while maintaining compatibility with Downtown's historic character and scale, and promoting a robust and vital local economy. Overall, the Downtown Plan is well-aligned with the proposed Land Use Code changes, particularly those around parking reform, allowing more density, strengthening urban design standards through moving to a more form-based approach, and encouraging a greater mix of uses.

Guiding Principle w/ Alignment rating	Alignment Description
1: More Housing Near Centers	 Aligns by supporting increased residential density where appropriate, emphasizing a pedestrian- oriented environment over an auto-oriented one, and encouraging innovative parking management strategies to address the negative urban design impacts of current parking minimums.
2: Adaptable Centers	 Aligns by emphasizing a vibrant and diverse mix of uses and identifying surface parking lots as key opportunities for future infill development.
3: Design Standards	 Aligns by supporting updates to pedestrian-oriented urban design standards, the development of new Building Types for non-residential buildings, and a shift toward a more form-based code approach.
4: Code Predictability	 Somewhat aligns by aiming to improve code predictability to support small business growth, though there may be some tension between new

Change of Use requirements and delay in achieving some of the Plan's urban design goals.

West Central Area Plan

Overall Summary of Plan Alignment:

This plan contains policies, programs, projects and action items intended to support the quality of life in this core area of the city, bordered by Mulberry, Lake, Shields, Taft Hill and Drake. 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.

The plan generally focuses on housing, streetscape and nature/parks, but does also speak to the desire for mixed-use housing and vibrant commercial centers in this part of town.

Overall, the West Central Area Plan is in alignment with the LUC updates being proposed. One area of potential conflict is that the plan calls for robust community involvement in development review, which can be counter to improved predictability in at least the length of time the development review process requires. However, the call for community involvement stems from changes in residential uses more than commercial uses; this part of town sees ever-present conflict surrounding growth of the CSU student community.

Guiding Principle w/	Alignment Description
Alignment rating 1: More Housing Near Centers	Aligns by focusing on creating a walkable and bikeable environment near CSU's campus and the MAX/Mason Trail corridor, with an emphasis on housing and fostering a strong good-neighbor culture.
	 Somewhat aligns by briefly addressing the role of commercial centers and mixed-use housing, though land use guidance is primarily centered on residential neighborhoods.
2: Adaptable Centers	 Somewhat aligns through indirect support for employment areas, including those on Centre Road, by encouraging businesses to locate in underutilized commercial buildings and emphasizing safe places to live and work.
	 Aligns by recommending robust neighborhood involvement in the design process, which supports

	greater community buy-in and compatibility between uses.
3: Design Standards	 Aligns by providing design guidelines for mixed-use buildings that promote compatibility with adjacent neighborhoods, support for adequate vehicle and bicycle parking, and encouragement of a healthy tree canopy.
4: Code Predictability	 Somewhat aligns by emphasizing collaborative neighborhood processes and extra meetings to manage growth-related concerns, though this approach may reduce predictability for property owners and small business owners seeking to make changes.

Mountain Vista Subarea Plan

Overall Summary of Plan Alignment:

The Mountain Vista Subarea Plan was originally adopted in 1999, shortly after the 1997 adoption of City Plan, and then updated in 2009. It addresses an area of the city that has been developing in recent years and encompasses a large portion of the undeveloped land within the Growth Management Area (GMA). The purpose of the plan is to guide future development to best integrate and connect with the larger community in alignment with City Plan, while creating a distinctive area within the City that offers a balance of employment, services, schools, parks, and a variety of housing options to residents and businesses. The objectives, framework, and policies contained in the plan speak specifically to evolution into a thoughtfully designed, accessible, people-centered area of the City that supports the breadth of daily life needs within the area – work, play, school, entertainment, restaurants. These principles are in substantial alignment and support of the proposed changes to the LUC.

Guiding Principle w/ Alignment rating	Alignment Description
1: More Housing Near Centers	 Provides for employment, light industrial, retail, service and mixed density residential uses to be balanced and organized by function along corridors, with a walkable Central Community District (CCD).
	 Transit and multi-modal oriented design and function are encouraged to address transportation and community needs.

2: Adaptable Centers	 CCD envisioned to support a wide range of uses; with Neighborhood Centers serving daily needs.
	 Notes the need for higher density mixed-use residential near CCD and travel corridors.
	 Area is intended to serve as a primary transit hub, with supporting design and facilities.
3: Design Standards	 Discusses uses and design oriented to pedestrian access and experience, including "active street fronts".
	 Addresses land uses and design of gateway along I- 25, and orienting development to mountain vistas.
	 Encourages more traditional grid street pattern as a framework for future development.
	 Street design is discussed with significant efforts to design appropriately sized and functioning streets for intended use.
4: Code Predictability	NA – The Plan does not discuss code predictability.

Northside Neighborhoods Plan

Overall Summary of Plan Alignment:

This plan contains policies, programs and action items intended to celebrate and preserve the rich cultural history of this part of Fort Collins while addressing long-standing inequities in infrastructure investment.

This plan does speak quite a bit about encouraging mixed-use and commercial development and preserving existing and fostering new businesses in the area. The Commercial Corridors and Centers update will not modify the standards of any of the zone districts within the area covered by the Northside Neighborhoods Plan. However, it was still included in this review because of its proximity to other areas that could be impacted. Zone districts in the Northside Neighborhoods Plan include:

- Downtown/ Innovation (D/I)
- Industrial (I)
- Low-density Mixed-use Neighborhood (LMN)
- Residential, Low-density (RL)

Philosophically, the Northside Neighborhoods Plan is in alignment with the LUC updates being proposed. One area of potential conflict is around standards and infrastructure improvements that aim to improve the function of urban spaces (provide parking, provide sidewalks, prevent flooding, etc.). On the other hand, the plan speaks quite a bit about the importance of supporting existing businesses and new businesses in this part of Fort Collins. It does not speak to how to strike the right balance with those goals.

Overall Summary of Guiding Principle Alignment:

Guiding Principle w/ Alignment rating	Alignment Description
1: More Housing Near Centers	 Aligns philosophically by encouraging mixed-use development.
	 Note: No zone districts affected by the proposed Land Use Code update are physically located within this plan area.
2: Adaptable Centers	 Aligns philosophically by emphasizing a balanced mix of residential, industrial, and commercial uses, without allowing any one to dominate.
	 Note: No zone districts affected by the proposed Land Use Code update are physically located within this plan area.
3: Design Standards	 Aligns philosophically by calling for design standards that buffer residential and industrial uses from each other.
4: Code Predictability	 Aligns by expressing strong support for existing and new businesses in the area.
	 Aligns by identifying the need for improved landscaping, parking, and critical infrastructure upgrades, with an emphasis on shared cost responsibilities among the City, businesses, and residents.

Midtown Plan

Overall Summary of Plan Alignment:

Midtown is a key portion of the College Avenue commercial corridor, spanning slightly over three miles from Prospect Road on the north to Fairway Lane on the south. The Midtown Plan supports the goals of expanding mixed-use development, creating resilient commercial and

employment centers, and enhancing transit-oriented mobility by articulating a clear vision that aligns with ongoing investment, improving multi-modal connectivity, and leveraging the MAX Bus Rapid Transit system. It promotes higher densities through supportive parking strategies, enhances the pedestrian experience with improved streetscapes and outdoor spaces, and reinforces a strong identity for Midtown through thoughtful design guidance, development prototypes, and implementation strategies.

Guiding Principle w/ Alignment rating	Alignment Description
1: More Housing Near Centers	 Aligns by supporting mixed-use expansion through higher-density residential and commercial development along the College Avenue corridor, which is served by the MAX Bus Rapid Transit system.
	 Aligns by identifying Midtown as a key opportunity area for transit-oriented growth, reinforcing Land Use Code updates that promote more housing and mixed-use development in transit-rich areas.
	 As part of the Midtown Plan's vision for transit- oriented development, the TOD section of the Land Use Code was originally implemented as a direct follow-up to the Plan's adoption and the creation of the MAX Bus Rapid Transit system.
2: Adaptable Centers	 Aligns by supporting a flexible, phased redevelopment strategy that responds to changing market conditions and community needs.
	 Aligns by integrating transit-oriented planning, adaptable development prototypes, and a comprehensive economic development toolbox that uses both incentives and regulatory tools to support long-term commercial and employment vitality.
3: Design Standards	 Aligns by providing clear design guidelines, development prototypes, and streetscape improvements that prioritize walkability, transit access, and active transportation.
	Aligns by encouraging context-sensitive parking strategies and promoting building placement and

	public realm design that support a safe, comfortable, and visually appealing pedestrian environment.
4: Code Predictability	 Aligns by promoting greater code predictability through streamlined development review processes and potential fee reductions for projects that align with the plan's vision.
	 Aligns by fostering a business-friendly environment that reduces uncertainty for developers and small business owners, encouraging reinvestment and growth in Midtown.

South College Corridor Plan

Overall Summary of Plan Alignment:

The South College Corridor Plan is broadly aligned with proposed code changes. While large portions of the overall plan vision and goal are not impacted positively or negatively by the changes, the areas of greatest overlap remain around encouraging higher-intensity, mixed-use development near the South Transit Center, providing consistent and clear design standards for commercial buildings, and enhancements to the Change of Use process that could be utilized by existing business and sites that are nonconforming with existing standards but not yet ripe for larger redevelopment.

Guiding Principle w/ Alignment rating	Alignment Description
1: More Housing Near Centers	 Aligns by encouraging transit-oriented development in the northern portion of the Plan area near the South Transit Center.
	 Aligns by supporting the reduction of lower-intensity, auto-centric uses and mitigating the impacts of large surface parking areas.
2: Adaptable Centers	 Not directly aligned, as the plan area contains no significant employment centers affected by current primary/secondary use issues.
	 Aligns by contemplating a broad mix of uses, including office, light industrial, and local and regional-serving businesses and retail.

3: Design Standards	 Aligns by calling for aesthetic and design improvements that enhance the corridor while maintaining its unique character.
	 Aligns by recognizing the opportunity for updated design standards to guide both incremental redevelopment and higher standards for new greenfield development on remaining vacant parcels.
4: Code Predictability	 Somewhat aligns through support for changes to the Change of Use process, which is particularly relevant given the number of substandard sites occupied by small businesses in the area.
	 Somewhat aligns by emphasizing the importance of allowing continued use and gradual upgrades over time, helping small businesses remain viable without being burdened by costly site improvements upfront.

North College Corridor Plan

Overall Summary of Plan Alignment:

This 2007 plan is strongly aligned with the guiding principles. It envisions urban evolution with a more beneficial and synergistic mix of uses and a more downtown-like scale and pedestrian and bicycle-friendly atmosphere.

It specifically discusses design standards and issues of Change of Use requirements for small business.

Guiding Principle w/ Alignment rating	Alignment Description
1: More Housing Near Centers	 Aligns by envisioning urban evolution and redevelopment with a more synergistic and beneficial mix of uses in a less auto-centric development pattern.
2: Adaptable Centers	 Not applicable, as this plan does not include use mix ratios; therefore, there is no conflict or contradiction with proposed Land Use Code changes.

3: Design Standards	 Aligns by calling for a tailored design character in the corridor's urban evolution, including the application of design standards and guidelines. Aligns by promoting the establishment of a unique identity, supporting all modes of mobility, and
4: Code Predictability	 Aligns by addressing challenges related to Change of Use requirements for older properties, recognizing the need for flexibility in their continued use and adaptation.

Harmony Corridor Plan

Overall Summary of Plan Alignment:

This plan is the only one of its kind in that it is adopted jointly with a separate Design Standards & Guidelines document. The two documents are considered integrally together in this audit and when "the plan" is mentioned, it includes both.

The original plan dates to 1991 with several subsequent updates. The corridor is largely built out, which was done generally in accordance with the plan.

The plan establishes two main land use designations along this 4.5 mile entryway corridor into the city from I-25: an "employment" designation and a "shopping center" designation.

Both designations allow for a mix of uses, however the employment designation emphasizes non-retail employment uses in suburban business park settings, with certain "secondary and supporting uses" allowed as mixed uses, but they are limited to 25% of any development plan.

The original overall vision was to provide opportunities for employers needing large buildings or campus-like facilities for tech, research, and institutional-type uses as a key part of the city's economy and jobs/housing balance.

The shopping center designation was added later in a 1995 update. That designation allows for all of the same uses, plus defined shopping centers in defined locations as a response to retail commercial pressure while avoiding a continuous commercial strip of freestanding individual commercial uses and still maintaining land for employment uses.

These differently defined shopping centers emphasize different types of retail and allow a complete range of uses, including multi-family and mixed-use residential. (One clear exception in the range of uses is drive-through restaurants which are not allowed; and gas stations and vehicle servicing uses are not allowed in the larger shopping centers.)

The plan is highly aligned with the guiding principles above, with the caveat that the employment designation's 25% limit reflects the deliberate vision to allow for single-use employment-focused development.

Overall Summary of Plan Alignment:

Guiding Principle w/	Alignment Description
Alignment rating 1: More Housing Near Centers	 Aligns by allowing for mixed uses throughout the plan area, though the employment land use designation includes a cap on mixed uses. Aligns by allowing residential uses in employment areas without the cap when located above a primary employment use, offering added flexibility for vertical mixed-use development.
2: Adaptable Centers	 Aligns by enabling flexible land uses, encouraging mixed-use development, and promoting pedestrian- oriented site design.
3: Design Standards	 Largely aligns through the inclusion of design standards and guidelines for the employment designation, though these are based on a landscaped suburban business park form that emphasizes the corridor image along Harmony Road.
	 Somewhat aligns by allowing "secondary and supporting uses" within business parks that must be integrated functionally and visually, although implementation has been inconsistent; development in the HC zone has often been characterized by parking lot-oriented layouts and suburban-style landscape buffers.
4: Code Predictability	 As noted, the Harmony Corridor Plan emphasizes employment uses and therefore primarily focuses on large industries rather than small business. Specifically, the Change of Use process is not discussed in this context.
	 In terms of predictable form resulting from the aspects of this plan that were codified and have been implemented, there is significant alignment. Excellence, quality, quality of life, and high

standards are pervasive aspects throughout the plan.

I-25 Subarea Plan

Overall Summary of Plan Alignment:

Generally, the vision and goals of the I-25 Subarea are well-aligned with the updates proposed under the Commercial Corridors and Centers Land Use Code updates. The areas of greatest alignment include the vision for a compatible mix of uses, a variety of housing types and price ranges, as well as an interconnected transportation network that emphasizes walking, biking, and transit connectivity.

The I-25 Subarea Plan includes a planning area of 4,860 acres of land within the Fort Collins GMA (at the time of plan adoption in 2003). The study area generally follows the path of I-25 contained within the City's GMA boundary.

This plan also discusses the relationship of the I-25 Subarea Plan with the I-25 Corridor Plan, which is a plan jointly developed by the jurisdictions of Fort Collins, Loveland, Windsor, Berthoud, Larimer County, Weld County, Timnath, and Johnstown.

Guiding Principle w/ Alignment rating	Alignment Description
1: More Housing Near Centers	 Aligns by emphasizing mixed-use activity centers and the use of alternative transportation modes, which is consistent with the intent of the LUC updates.
2: Adaptable Centers	 Aligns by promoting a balance of residential, commercial, employment, and civic land uses and facilities.
	 Somewhat aligns by maintaining a more traditional approach to separate employment centers, while current LUC updates aim for a greater mix of uses within these areas, without compromising the employment base.
3: Design Standards	 Aligns by emphasizing high-quality design and built character, especially in commercial areas near interchanges.

	 Aligns by supporting well-integrated pedestrian, bicycle, and transit networks, consistent with LUC update goals for multi-modal connectivity.
4: Code Predictability	 Not directly applicable, as the plan discusses a mix of business types and sizes but does not address the specific topics covered in the LUC update. No conflicts identified.





Land Use Code Updates

The Future of Commercial Corridors and Centers





- 1. What questions do Councilmembers have regarding the proposed Land Use Code changes?
- 2. What feedback do Councilmembers have on the timeline or other considerations for the Land Use Code update?

nat is the Focus of this update?



The Future of Commercial Corridors and Centers: Land Use Code Updates

The Future of Commercial Corridors and Centers is focused on updating the Land Use Code governing commercial zone districts, corridors and development standards to ensure they align with current city policies and community needs.

- Advancing the City's 15-Minute City goals
- Aligning with existing City policy plans
- Balancing desired outcomes
- Adding clarity to the City's Development Review Process

PLACETYPES

Districts

Downtown District

Urban Mixed-Use District

Suburban Mixed-Use District

Neighborhood Mixed-Use District

Mixed Employment District

Research & Development/Flex District

Industrial District

Campus District

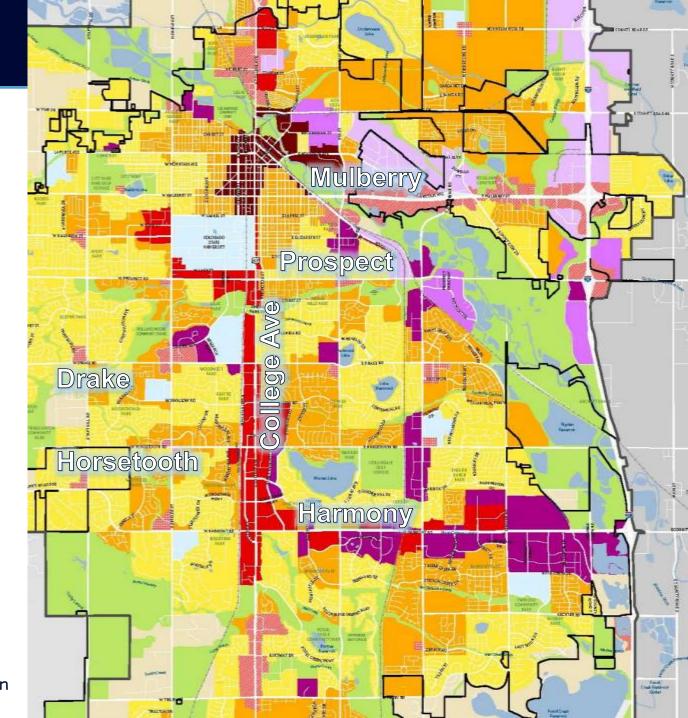
Neighborhoods

Rural Neighborhood

Suburban Neighborhood

P Mixed Neighborhood

Page 75 Priority Place Types Designated in City Plan





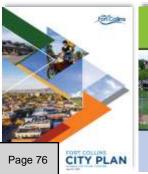
Purpose of the Land Use Code Updates:

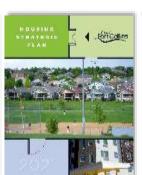
To Align the LUC with Adopted City Plans and Policies





LAND USE CODE



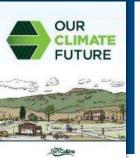


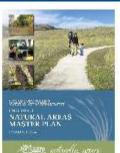










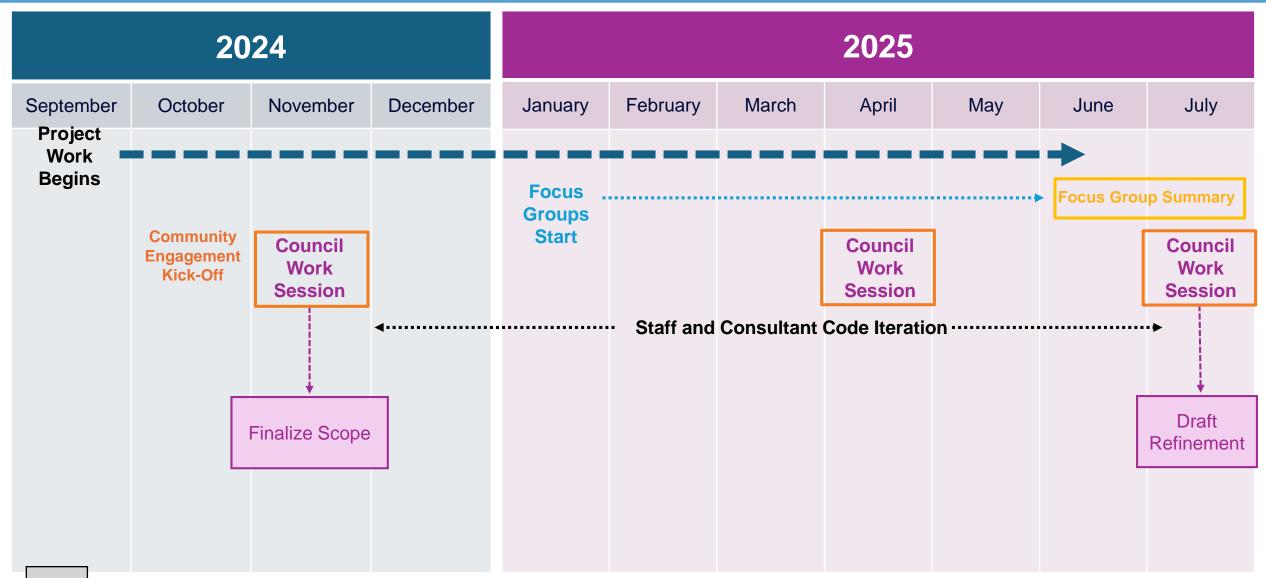




Project Schedule & Public Process







Page 78



Guiding Principles and Project Focus



Council Priority



Council Priority No. 1: Operationalize City resources to build and preserve affordable housing



Council Priority No. 3: Advance a 15-minute city by igniting neighborhood centers



Council Priority No. 4: Pursue an integrated, intentional approach to economic health



Council Priority No. 8: Advance a 15-minute city by accelerating our shift to active modes

Guiding Principles

Enable more housing and mixed-use buildings, especially along roads with frequent bus service

Create resilient commercial and employment centers that are adaptable to future needs

Create clearer building and site design standards that promote transit use, walking, and rolling along roads with frequent bus service

Improve predictability of the Land Use Code, especially to support small business owners

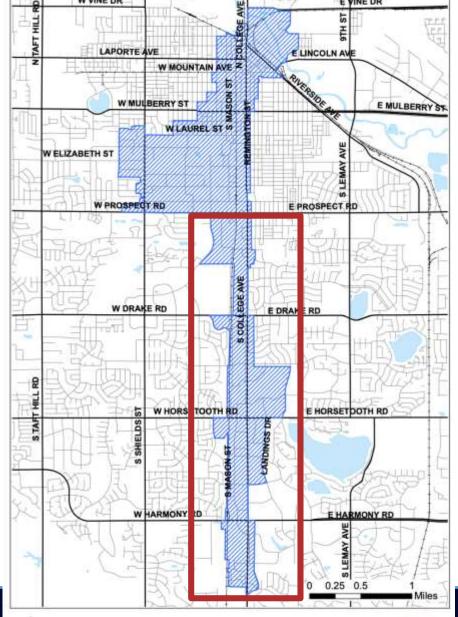
Updated after November Work Session

nsit Oriented Development Overlay

Enable more housing and mixed-use buildings, especially along roads with frequent bus service

- Purpose of TOD Overlay: Modify the underlying zone districts south of Prospect Road to encourage land uses and densities that enhance and support transit.
- The TOD Overlay offers height bonuses if projects meet various criteria.
 - However, with current market conditions, the incentives offered by the TOD Overlay are not economically feasible for producing mixed-use development.
- Permitted land uses in the TOD: gas stations, self-storage, drive-thru restaurants, drive-thru pharmacies, car washes, drive-thru banks & credit unions, amongst others.
 - Some currently allowed uses may not align with the vision of the TOD overlay.

Transit-Oriented Development (TOD) Overlay Zone









Item 3. Commended Land Use Code Changes



Guiding Principle: Enable more housing and mixed-use buildings, especially along roads with frequent bus service.

Current Code

- Standalone residential is limited to 4 stories in the General Commercial zone district
- TOD allows three types of bonuses:
 - 1 Story bonus for Residential Mixed-Use Building.
 - 2 Story bonus for Residential Mixed Use and Affordable Housing
 - 3 Story bonus for Residential Mixed Use, Affordable Housing and Structured Parking
- Many standalone auto-oriented uses are allowed within the TOD
- Parking requirements for nonresidential uses include a parking nimum and a parking maximum

Proposed Changes

- Allow 5-story standalone residential within the General Commercial zone
- Subdivide the existing TOD to better respond to different contexts
- Limit new gas stations within 1000' of MAX Stations, other gas stations, and Convenience stores with fuel sales in specified subareas of the TOD
- Eliminate parking minimums in the TOD
- Retain maximums for surface parking, minimize or hide impacts of surface parking through form and design
- Require additional design standards for auto-oriented uses

Example

- A project within General Commercial (CG) Zone District and within the TOD could be up to 8 stories if all bonuses applied
- Could be up to 5 stories as standalone residential
- No parking minimums required for commercial and already no parking minimums for multi-unit buildings (State law)

ectrum of Options



Guiding Principle: Enable more housing and mixed-use buildings, especially along roads with frequent bus service

Enables less Housing and Mixed-Use in Transit Corridors

Enables more Housing and Mixed-Use in Transit Corridors

Retain Existing Standards

Residential

 Standalone residential is limited to 4 stories in the General Commercial zone district

Auto-Centric Uses

 No limitation on any permitted uses within the TOD

Parking

Page 83

 Retain parking minimums and maximums for non-residential uses

Tensions: Not achieving Council or Other City Priorities

Current Draft Code

Residential

Allow 5-story standalone residential

Auto-Centric Uses

Limit certain auto-centric uses

Parking

- Eliminate parking minimums in the TOD
- Retain maximums for surface parking
- Subdivide the existing TOD Overlay to better respond to existing context

Options to Dial Further

Residential

 Allow a different base height for standalone residential in the General Commercial zone

Auto-Centric Uses

 Disallow new auto-oriented uses

Parking

 Eliminate parking minimums everywhere (including and outside the TOD)



Tensions with Council or Other City Priorities

mony Corridor & Employment Zones

Create resilient commercial and employment centers that are adaptable to future needs

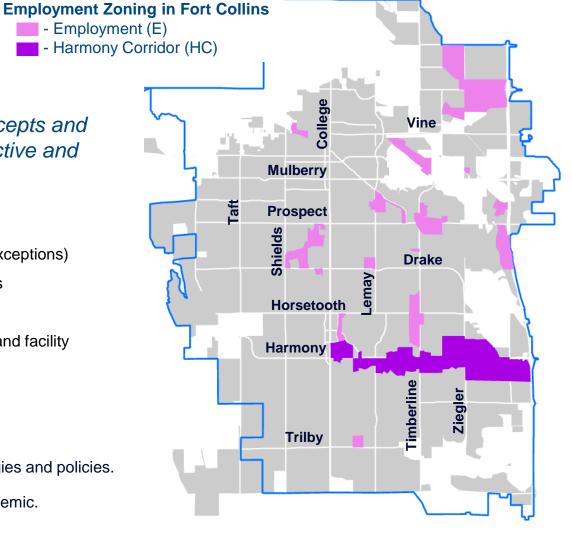
The Harmony Corridor District is intended to implement the design concepts and land use vision of the Harmony Corridor Plan - that of creating an attractive and complete mixed-use area with a major employment base.

Primary Uses:

- · Offices, financial services & clinics
- Long term care facility
- Medical centers/clinics
- Light industrial
- Mixed-use Dwellings
- And Others

Secondary Uses:

- · Residential uses (with some exceptions)
- Convenience shopping centers
- Standard restaurants
- Limited indoor recreation use and facility
- Child Care Centers
- And Others
- Current primary/secondary use requirements could impair mixed-use corridor strategies and policies.
- Demand for new office space has continued to decline following the COVID-19 Pandemic.





commended Land Use Code Changes



Guiding Principle: Create resilient commercial and employment centers that are adaptable to future needs.

Current Code

- Harmony Corridor and Employment districts require a 75:25 split for primary/secondary uses
- Standalone residential is currently limited
- Calculating the ratio is currently confusing and cumbersome
- Consistent methodology for ratio calculation is not codified

Proposed Changes

- Allow a 50:50 primary/secondary use split
- Allow standalone residential to replace existing parking lots
- Codify primary/secondary use split
- Allow greater flexibility for mixed-use buildings

Example

- Harmony Tech Park is currently maxed out for secondary uses
- Proposed changes would open substantial area of land for housing
- Maintains importance of employment land, but increases mix of uses (particularly housing)
- Advances 15-minute city goals for mixed-use development

Page 85

ectrum of Options



Guiding Principle: Create resilient commercial and employment centers that are adaptable to future needs

Enables <u>less</u> adaptability and resilience in employment centers





Enables <u>more</u> adaptability and resilience in employment centers

Retain Existing Standards

- Retain primary/secondary use ratio as-is (75:25)
- Very limited additional secondary uses built (housing)

Current Draft Code

- Adjust primary/secondary use ratio to 50:50
- Increases ability for more secondary uses (housing)

Options to Dial Further

- Eliminate primary/secondary use ratio
- Adjust to a different ratio

Tensions: Not achieving Council or Other City Priorities

Page 86



Item 3. Iding Types & Design Standards

Create clearer building and site design standards that promote transit use, walking, and rolling along roads with frequent bus service

- The LUC currently does not include non-residential building types or provide additional configurations of mixed-use buildings (Article 3 of the LUC)
- Article 5 of the LUC (General Development and Site Design) includes the standards that influence building placement and site design, building standards, circulation and connectivity standards, bus stop design standards, etc. standards that influence the pedestrian, multi-modal, and transit experience.

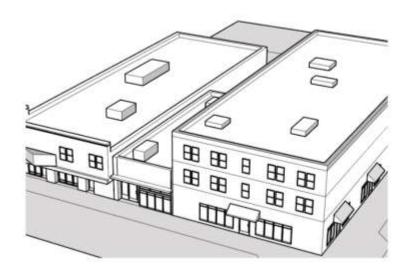


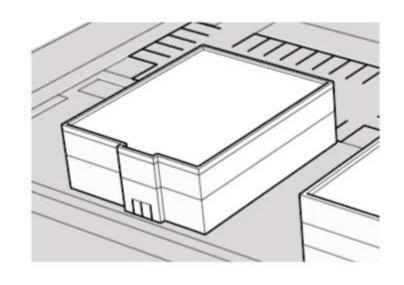


ttem 3. commended Land Use Code Changes



Refine Mixed-Use Building Type/Develop new Non-Residential Building Types





SHOPFRONT

Active ground floor

Apply to commercial, mixed-use, and Downtown zones, where the priority is Page 88 alkable street

GENERAL

A flexible building type allows for a range of uses and site conditions

Apply to commercial, industrial, and mixed-use zones

ttem 3. commended Land Use Code Changes



Consolidate, clarify, and update building standards

Simplify building, site, & design standards from Article 5 into Article 3: Building Types

5.15 Building Standards

- 5.15.1 Building and Project Compatibility
- 5.15.2 Mixed-Use, Institutional, and Commercial Buildings
- 5.15.3 Large Retail Establishments
- 5.15.4 Convenience Shopping Center



ALLOWED ZONE DISTRICTS

BUILDING STANDARDS (HEIGHT, FORM, SETBACKS)

MASSING & ARTICULATION

PARKING & CIRCULATION

SITE ACCESS (VEHICULAR & PEDESTRIAN)

STYLE / MATERIALS

ttem 3. commended Land Use Code Changes



Consolidate, clarify, and update building standards

Simplify design standards through form-based code and zoning criteria

Convert text standards to user-friendly illustrations and tables

Remove or address standards without clear dimensional requirements



ange of Use Process

Improve predictability of the Land Use Code, especially to support small business owners

- A change of use means the act of changing the occupancy of the building or land to a different use
- Under the current process, businesses are required to comply with the LUC, with a few exceptions
 - Traditionally, the Land Use Code has relied on an 'all-or-nothing' approach to site upgrades
 - The Director may grant a waiver for a few standards only





commended Land Use Code Changes



Guiding Principle: Enable more housing and mixed-use buildings, especially along roads with frequent bus service.

Proposed Changes

- Clarify the definitions of minor and major amendments and codify microamendments (not currently defined in the LUC)
- Clearly delineate when no amendment, a micro, minor, or major amendment is required.
- Eliminate the concept of a separate 'change of use' process and restructure process and upgrade requirements based on whether site or building changes are proposed.
 - If no changes are proposed to the site or exterior of the building, site upgrades are not required.
- Specific site improvements are based on level of review required (micro, minor or major amendment)

Other Change of Use Options Studied

- Require site upgrades based on the cost of the proposed project
- Developing improvement plans that could be applied over time

Example

MOD Pizza - 1013 Centre Ave

- Former gas station converted to pizza restaurant
- Went through minor amendment

With proposed changes:

- Project could have proceeded to tenant finish/building permit without requiring a minor amendment
- Subsequent updates like building expansion or site changes would require a minor amendment





2014

2025

tential Impact of Code Updates



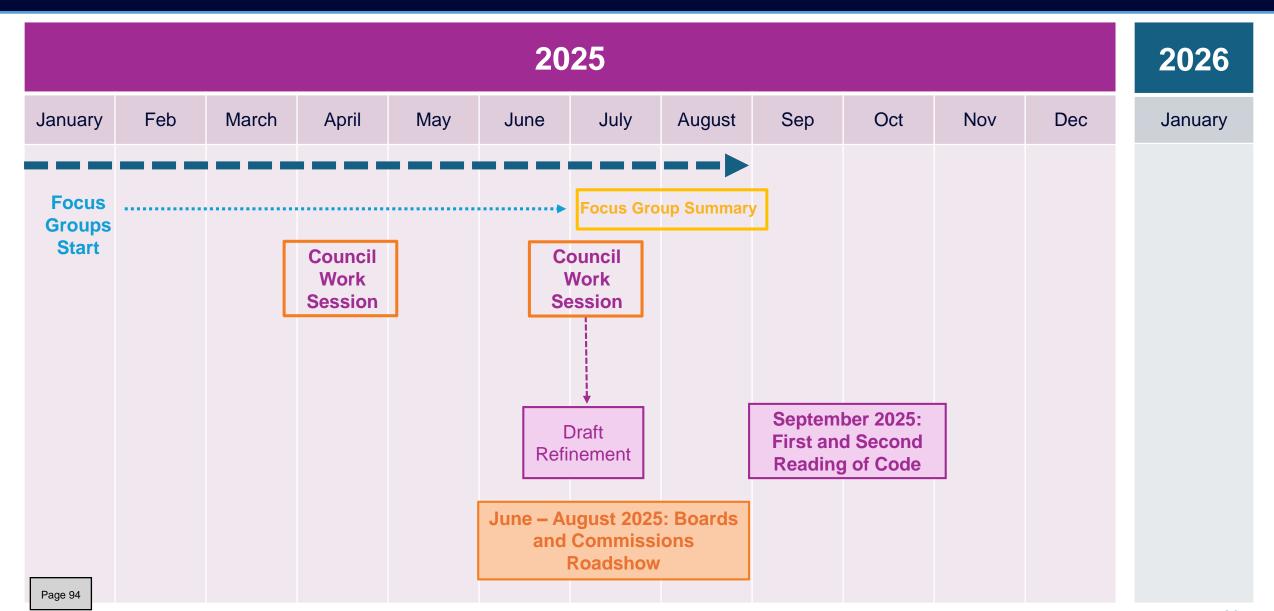


Preliminary Analysis of 2023 Data:

- There were 152 Minor or Micro-Amendments in 2023
- If the proposed updates to the change of use process were in place:
 - Around 35% of those amendments would shift down a level of review or not require a development review process at all











- 1. What questions do Councilmembers have regarding the proposed Land Use Code changes?
- 2. What feedback do Councilmembers have on the timeline or other considerations for the Land Use Code update?



Thank you!

File Attachments for Item:

4. Community Capital Improvement Program Tax Renewal

The purpose of this item is to get direction to finalize ballot language for referral and to provide additional information on pickleball needs and plans, and use of 2050 tax dollars to leverage package projects.

WORK SESSION AGENDA ITEM SUMMARY

City Council



PRESENTER

Ginny Sawyer, Policy and Project Manager Joe Wimmer, Director, Utilities Finance Dean Klinger, Community Services Director

SUBJECT FOR DISCUSSION

Community Capital Improvement Program Tax Renewal

EXECUTIVE SUMMARY

The purpose of this item is to get direction to finalize ballot language for referral and to provide additional information on pickleball needs and plans, and use of 2050 tax dollars to leverage package projects.

GENERAL DIRECTION SOUGHT AND SPECIFIC QUESTIONS TO BE ANSWERED

- 1. Do Councilmembers have any funding or project changes they want included in ballot language?
- 2. What additional questions do Councilmembers have regarding the Community Capital Tax Renewal?

BACKGROUND/DISCUSSION

The current Community Capital Improvement Program (CCIP) tax will expire on December 31, 2025. Staff have been working with Council and the community to create a package to offer voters as a renewal in November 2025 for a tax that would run from January 1, 2026, to December 31, 2035.

Key attributes of this renewal include the long history of utilizing this tax for community good, a renewal does not increase taxes, and this tax and other dedicated taxes are not applied to grocery purchases.

Updates and Proposed Package

Council last discussed the proposed package on May 27, 2025. The work session summary and follow-up information on Sidewalks, Streetscapes, and maintenance of annexed roads is included in this packet.

Since the May meeting, staff have solidified a recommendation to not bond against the Affordable Housing Fund. Using this fund with cash-only adds an additional \$2.5 million that would otherwise go to debt payment. It also makes for a more understandable ballot by removing the question of revenue bond debt issuance.

There was a question out of Leadership Planning Team to consider the addition of a compost facility to the proposed package. A final composting feasibility report will be available July 30, 2025, and Council will

receive a memo summarizing the report along with staff recommendations. Anticipated construction costs are estimated to be between \$16-24M. Based on costs, potential regional partnerships, and possible policy decisions to support a composting facility, staff is not recommending including funding in the CCIP renewal package. Staff is currently soliciting proposals from private companies to pilot innovative ideas related to increased collection/diversion (feedstock) and expansion of beneficial end-use options (e.g., compost applications).

Project Rationale and Details

Language in *italics* is anticipated to be the project description in the ballot resolution language.

Ongoing Capital Programs-Transportation/Engineering

The Transportation/Engineering portion of this package is less than the previous package, however, an effort has been made to add flexibility and maintain sufficient dollars to support needed improvements.

Arterial Intersection Improvement and Streetscapes Program- \$12M

This is a combination of two ongoing programs: arterial improvements and streetscape projects. These have been combined to allow greater flexibility in project selection. Projects are rated through the Transportation Capital Improvement Plan and influenced by development and leveraging opportunities. The Downtown Development Authority has indicated they may be interested in contributing \$1M to the Willow Street streetscape project depending on the timing.

This project will provide an annual fund for improvements to arterial intersections and streetscape improvements as prioritized by safety improvements, multi-modal infrastructure needs, alignment with existing plans, and partnership opportunities.

Bicycle Infrastructure and Overpass/Underpass Program \$11M

This is the combination of two previous package programs: Bicycle infrastructure and over/underpasses. These have also been combined to enhance flexibility and leveraging opportunities. This funding bucket supports the Active Modes Plan, Vision Zero, and 15-minute city goals.

This project will provide annual funding for construction of grade-separated bicycle and pedestrian crossings across roadways and for the implementation of projects identified in the Active Modes Plan, Vision zero plan, and those that help achieve 15-minute city goals.

Pedestrian Sidewalk Program \$14M

This is a continued program that supports implementing and completing the American with Disabilities Act (ADA) compliant sidewalk network throughout the city.

This project will provide annual funding to continue to support the decades-long compliance program to eliminate gaps in the City's pedestrian network and improve ADA compliance.

Transfort Bus Replacement and Stop Enhancements \$3M

This is a continued program supporting transit infrastructure and bus replacement. These dollars have traditionally been heavily leveraged.

This project will provide annual funding to make ADA improvements and upgrades at bus stops throughout the City and will support the local match needed to replace Transfort buses over the next 10 years.

Recreational Paved Trails \$2.5M (Operations and Maintenance included \$10k annually)

This is a new program to the capital tax. Following the completion of the Strategic Trails Plan, adding dollars to implement will help leverage the more traditional funding streams such as Conservation Trust Fund dollars.

This project will provide funding to design and construct portions of trails identified in the City's Strategic Trails Plan.

Housing

Affordable Housing Capital Fund \$10M

The previous package was the first time dollars have been allocated to housing. The success and utilization of those dollars along with the on-going housing priority supports the reflection of more than doubling these amounts in the proposed package. Staff continues to explore ways to make these dollars revolving and sustainable to support housing beyond the life of the tax.

This project will provide funding to assist with the development of affordable housing through community partners and public or private housing projects. The funding will establish an ongoing revolving fund to provide loans at a low-interest rate.

Parks and Recreation

Mulberry Pool Recreational Replacement \$10M

These project dollars represent a significant placeholder/contribution to a future facility. Mulberry Pool is near end-of-life and while these dollars won't cover a replacement, they will facilitate leveraging and advancement of a future facility.

This project will provide a portion of funding anticipated to be needed to replace the existing recreational facility/opportunities currently provided at Mulberry Pool.

Pickleball Outdoor Complex and Courts \$4M (Operations and Maintenance included \$10k annually)

There is a high demand for additional pickleball courts in the community. Based on outreach and a feasibility study, these dollars will help create an outdoor 12-court complex for the public. Additional court creation could occur through fundraising efforts.

Reducing this funding amount by half would result in fewer courts and amenities.

This project creates additional outdoor stand-alone pickleball courts to help meet the growing need in the community.

Community Bike Park \$5M (Operations and Maintenance included \$15k annually)

These dollars are intended to support the recent feasibility study and could be used for land acquisition and/or design and build of a community scale bike park.

This project and funding can be utilized towards land acquisition, design, and construction of a bike park facility.

Lee Martinez Farm Renovation and Expansion \$1M

These dollars will support enhancements at the Farm including ADA accessibility and the addition of a pavilion/shelter.

This project will provide a shelter facility and greater ADA access throughout The Farm at Lee Martinez Park.

Downtown Parks Shop \$7.9M

A new Parks shop will support two to three district maintenance teams in safe and efficient proximity to maintenance areas. The relocation of the current downtown shop will also facilitate the future Civic Center Masterplan.

This project will provide a new Parks shop for maintenance crews which will result in an efficient, safe, and consolidated workspace for people, vehicles, machinery, and horticulture activities.

Cultural Amenities

Historic Trolley Building Renovation \$6.8M (Operations and Maintenance included \$20k annually)

The historic downtown trolley building is an under-utilized public amenity. Stabilizing the building through the use of these dollars will help advance a public process and ultimate partnership to activate the building for public good.

The project will stabilize and update the existing historic 1906 downtown trolley barn to a state that allows for potential programming, public-private partnership, and public utilization.

Gardens on Spring Creek Children's Garden and Event Infrastructure Upgrades \$1.3M

The Children's Garden was the original garden and was created more than 20 years ago. Updating and enhancing this garden will enhance the learning and interactive opportunities while also addressing maintenance issues. Additional garden enhancements could also be achieved through Friends of the Garden fundraising efforts.

This project will renovate the 20-year-old Children's Garden to enhance learning opportunities.

Nature and Environment

Poudre River North – Health, Access, Parks, and Trails \$8M (Operations and Maintenance included \$20k annually)

These project dollars can leverage planned work and funding from stormwater, parks, and natural areas. The area north of the river will likely see development in the coming years and improving the access from north to south for both recreation, nature experience, and circulation will benefit residents of the area and provide an opportunity for river enhancement and protection. Focus in the area will also be informed by any potential mitigation efforts from the Northern project.

This project will leverage Parks, Stormwater and Natural Areas goals and projects to enhance the Poudre River and access for residents north of Lee Martinez Park and west of College Avenue.

Timberline Recycling Center Improvements: \$1.0M

This project has been reduced due to grant funding being secured. Upgrades will include the installation of a fire hydrant and a restroom along with accessibility and safety improvements.

Item 4.

This project will provide a fire hydrant, restroom, and enhanced safety features at the recycling center.

Construction Waste Diversion Equipment: \$2.2M

The City has been able to recycle/reuse significant amounts of concrete, asphalt, soil, and tree material at the Hoffman Mill Crushing Facility. This work requires specialized heavy equipment that is in need of replacement. These dollars will allow for that needed replacement.

This project will replace large equipment over the next 10-years to advance construction and demolition waste and recycling/reuse goals of the City.

Nature in the City: \$3M

This is a continuing fund that supports projects that create native and naturalized landscapes throughout the community.

This project provides annual funding to protect access to nature which can include enhancing existing sites to provide native habitat and increasing species connectivity.

PUBLIC OUTREACH

Since January, staff has been engaging both resident groups and Boards and Commissions totaling approximately 400 residents. This includes a presence at State of the City, Rotary Clubs, Leadership Fort Collins, Fort Collins Chamber groups, Friends of the Gardens, CityWorks 101, and the following Boards/Commissions:

- Affordable Housing Board
- Youth Advisory Board
- Natural Resources Advisory Board
- Land Conservation and Stewardship Board
- Parks and Recreation Board
- Transportation Board
- Disability Advisory Board
- Economic Advisory Board (twice)
- Senior Advisory Board
- Downtown Development Authority
- Human Relations Commission

Many of these groups were offered a basic survey (or directed to the website) to select the top three projects they felt added the most and the least community benefit.

The top 3 selections for **most** community benefit were: Affordable Housing, Bike Infrastructure and Pickleball.

The top 3 selections for *least* community benefit were: Bike Park, Dog Parks, and Pickleball.

NEXT STEPS

Ballot referral will need to be scheduled on either August 12, 2025 (potential special meeting), or August 19, 2025.

ATTACHMENTS

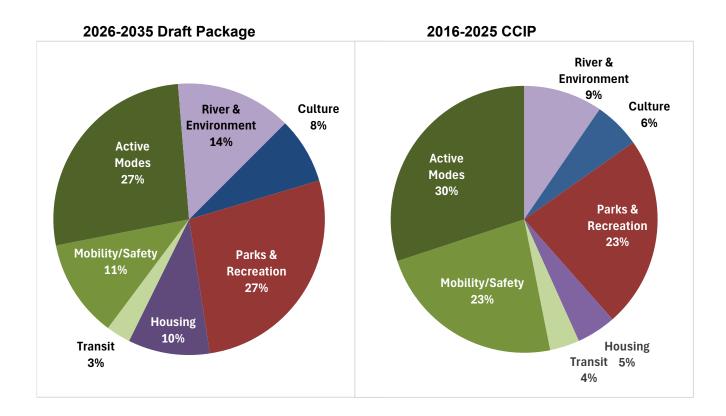
- 1. Proposed Ten-Year Project Package
- 2. May 2025 Capital Tax Work Session Follow Up Pickleball
- 3. May 2025 Capital Tax Work Session Summary
- 4. Presentation

عمال 26-2035 QUARTER CENT CAPITAL TAX RENEWAL Draft Project Package

July 2025 Draft Proposal - Council Work Session

Package Objectives

- · Mitigate level of service impacts for established capital programs
- · Advance strategic plans and Council priorities
- Prioritize projects with optimal funding strategies and funding source leveraging
- Develop a compelling project package informed by community input



Commitment to infrastructure level of service

This project package maintains the level of funding for many ongoing programs established in the previous 10-year Community Capital Improvement Program sales tax. The category splits also closely align with the previous cycle having approximately half of total funding towards transportation-related projects, continuing investment in Poudre River projects and recreational facilities.

Council priority advancement through capital projects

- Operationalize City resourcs to build and preserve affordable housing
- Advance a 15-minute city by accelerating our shift to active modes
- Accelerate zero waste infrastructure and policies
- Reduce climate pollution and air pollution through best practices, emphasizing electrification

Projects advancing Council Priorities are emphasized with a package that strongly supports the City's 15-minute city infrastructure with bicycle, pedestrian, and intersection improvements. Affordable housing capital fund is proposed to increase from \$4M (2016-2025) to \$10M (2026-2035). Projects at Hoffman Mill Crushing Facility and Timberline Recycling Facility are aligned with zero-waste and climate pollution goals.

Project strategic financing

Capital tax funds have historically been highly leveraged as local match dollars for state and federal project funding. The transportation, active modes, and transit programs are recommended for funding to continue this leveraging effect. Other projects included in the package may have local partners involved in the early project development, and/or have likelihood for strong philanthropic partnerships

Project funding source leveraging estimates:

- Arterial Intersection & Streetscape Program 2:1
- Bicycle Infrastructure & Overpass/Underpass 2:1
- Pedestrian Sidewalk Program 1:1
- Transfort Bus Replacement & Bus Stops 4:1

5 QUARTER CENT CAPITAL TAX RENEWAL Draft Project Package - July 2025 Work Session

		Dept. I	Requested	Scaling	Proposed	Inflationary Adj. Plus O&M	
	Project Name	10-yr to	tal (2024 \$)	Percentage	10-yr total (2024 \$)	10-yr total	<u>Notes</u>
	Arterial Intersection Improvement & Streetscapes Program	\$	16,000	75%	12,000	14,425	Last package \$6M arterials and \$7M streetscapes Linden/Willow
	Bicycle Infrastructure & Overpass/Underpass Program	\$	20,000	55%	11,000	13,824	Last package \$11M
Transportation	Pedestrian Sidewalk Program	\$	16,000	88%	14,000	17,594	Last package \$14M
	Recreational Paved Trails	\$	10,000	25%	2,500	3,110	1/4 mile/year. Anticipated high community appeal
	Transfort Bus Replacement & Stop Enhancements	\$	6,000	50%	3,000	3,531	Last package \$3M
Housing	Affordable Housing Capital Fund	\$	10,000	100%	10,000	11,255	Last package \$4M. Recommended \$10M for RLF establishment
	Community Bike Park	\$	5,000	100%	5,000	6,146	Feasibility study in progress
	Downtown Parks Shop	\$	7,900	100%	7,900	9,602	\$7.9M minimum viable funding amount
Parks & Rec	Lee Martinez Farm Renovation & Expansion	\$	1,000	100%	1,000	1,407	Shelter/pavilion & ADA improvements
	Mulberry Pool Recreational Replacement	\$	10,000	100%	10,000	12,489	Capital tax share only - minimum contribution to future facility
	Pickleball Outdoor Complex & Courts	\$	4,000	100%	4,000	4,308	Additional courts and potential philanthropic contribution
Culture	Gardens on Spring Creek - Garden & Infrastructure	\$	5,200	25%	1,300	1,829	Partial funding for garden and/or infrastructure improvments
	Historic Trolley Building Renovation	\$	6,800	100%	6,800	10,769	Two-phase approach for renovation & repurposing
	Construction Waste Diversion Equipment	\$	2,200	100%	2,200	2,580	5/5 requested equipment replaced
River &	Poudre River North - Health, Access, Parks, and Trails	\$	8,000	100%	8,000	10,497	Capital tax share only, stormwater, natural areas not included
Environment	Nature in the City	\$	3,000	100%	3,000	3,130	Last package \$3M
	Timberline Recycling Center Improvements	\$	1,000	100%	1,000	1,189	Recent scope change - awarded grant funding
	Total				\$ 102,700	\$ 127,686	\$127,700 forcasted 2026-2035 total revenue



Quarter Cent Capital Tax - Project Summary

Project Title: Arterial Intersection Improvement & Streetscape Program

Previous Capital Tax Funding: \$13,008,000 New Capital Tax Funding: \$12,000,000

Arterial Intersections \$6,000,000 Streetscapes \$7,008,000

Department: Engineering Project Location: City-wide
Strategic Outcome: Transportation & Mobility Type: Repair/Replace

Strategic Objective: T&M 1 - Make significant progress toward the Vision Zero goal to have no serious injury or fatal crashes for people walking,

biking, rolling or driving in Fort Collins

Project Description:

This project will provide an annual fund for improvements to arterial intersections with safety improvements for all travel modes. This funding has allowed City staff to provide needed design, local match for grants, and construction funding, for previous major arterial intersection improvements. This program will be focused on implementing the transportation infrastructure required to support our Vision Zero action plan, as the arterial intersection improvements are located on our High Injury Network. From our 10-year Transportation Capital Improvement Program (TCIP), notable planned projects include:

- Shields and Prospect Intersection Improvements
- Shields and Horsetooth Intersection Improvements
- Drake and Lemay Intersection Improvements
- College and Drake Intersection Improvements
- Shields Corridor, Taft Hill Corridor, and N. Timberline Corridor

The program is proposed to expand to encompass streetscape improvement projects for 2026-2035. Previous streetscape projects funded by the capital tax include Linden Street Renovation (2021) and Willow Street Renovation (2019). Due to the 10-year project timeline and uncertain project viability for potential upcoming streetscape projects, individual projects are not proposed for standalone project scheduling in the tax package. Streetscape projects will create better urban design corridors, expanding the feel of Old Town as accomplished by the previous streetscape renovations. This program is planned to contribute to one or more of the following identified streetscape projects.

- Willow Street (Linden to Lincoln)
- Midtown Streetscape College (Drake to Boardwalk)

Financial Narrative, Scalability, and Timing:

Capital tax funding has historically been leveraged for local match of state and federal capital project grants. Project are typically funded by a mixture of funding sources comprised of dedicated captial tax funds, General Fund Reserves, TCEF, additional state and local matching funds. Consistent year-to-year funding amounts is preferred to assist PDT in planning for project planning and grant matching.

Full streetscape renovation projects are estimated at \$5.0 - \$7.5M. The proposed funding amount anticipates \$6.0M of the program would be contributed to streetscape projects over the ten years of the tax.

Project Funding Source	10 year total
Capital Sales Tax	\$12,000,000
Funding Leveraging	
State & Federal	\$24,000,000
Local	\$1,000,000

Source of Estimate: City Engineering



Project Title: Bicycle Infrastructure & Overpass/Underpass Program

Previous Capital Tax Funding: \$11,000,000 New Capital Tax Funding: \$11,000,000

Bicycle Infrastructure \$5,000,000 Overpass/Underpass \$6,000,000

Department: Engineering Project Location: City-wide

Strategic Outcome: Transportation & Mobility Type: New and Repair/Replace

Strategic Objective: T&M 1 - Make significant progress toward the Vision Zero goal to have no serious injury or fatal crashes for people walking,

biking, rolling or driving in Fort Collins

Project Description:

This project will provide an annual fund to construct bicycle infrastructure as recommended in the Active Modes Plan (AMP). This includes linear facility improvements such as buffered and separated bike lanes as well as spot treatments or crossing improvements such as bike/ped signals and protected intersections. Projects have been prioritized using the outcomes-based evaluation measures of network connectivity, access to transit, safety and comfort, and health and equity, with an emphasis on Safe Routes to Schools. This fund will combine the previous CCIP Bicycle Infrastructure Improvements and CCIP Bike/Ped Grade Separated Crossing Funds. Therefore, this fund will also fund pedestrian underpass projects that align with the AMP and the Strategic Trails Master Plan, as well as aligns with our Vision Zero action plan.

Notable Active Modes Plan future projects include:

- Shields St. separated bike lanes (Mulberry St. to Hilldale Dr.)
- Taft Hill Rd. separated bike lanes (Laporte Ave. to Horsetooth Rd.)
- Lake St. separated bike lanes (Shields St. to Mason Trail)
- Willox Ln. sidepath (College Ave. to Shields St.)
- Boardwalk Dr. buffered bike lanes (JFK Pkwy to Harmony Rd)
- Putnam Elem bike/ped crossing improvement (Laporte/Roosevelt)
- Olander Elem bike/ped crossing improvements (Horsetooth/Arizona and Horsetooth/Platte)
- Johnson Elem/Webber Middle bike/ped crossing improvements (Taft Hill/Imperial and Taft Hill/Brixton)
- Tavelli Elem bike/ped crossing improvements (Lemay/Willox)
- Irish Elem bike/ped crossing improvements (Vine/Irish)
- Lesher Middle/PSD Global bike/ped crossing improvements (Prospect/Stover)
- Fort Collins HS bike/ped crossing improvements (Horsetooth/Kingsley)

Notable grade separated crossings from Strategic Trails Plan include:

- Power Trail connection to Caribou Drive
- Power Trail connection to Nancy Gray Drive
- Linden Street and Poudre River Trail

Financial Narrative, Scalability, and Timing:

Capital tax funding has historically been leveraged for local match of state and federal capital project grants. Project are typically funded by a mixture of funding sources comprised of dedicated capital tax funds, General Fund Reserves, TCEF, additional state and local matching funds. Consistent year-to-year funding amounts is preferred to assist PDT in planning for project planning and grant matching.

Project Funding Source	10 year total
Capital Sales Tax	\$11,000,000
Funding Leveraging	
State & Federal	\$22,000,000

Source of Estimate: City Engineering, FC Moves



Project Title: Pedestrian Sidewalk Program

Previous Capital Tax Funding: \$14,000,000 New Capital Tax Funding: \$14,000,000

Department: Engineering Project Location: City-wide

Strategic Outcome: Transportation & Mobility Type: New and Repair/Replace

Strategic Objective: T&M 1 - Make significant progress toward the Vision Zero goal to have no serious injury or fatal crashes for people walking,

biking, rolling or driving in Fort Collins

Project Description:

This project will provide an annual fund for construction of missing and ADA deficient sidewalks to complete the build out of the City network as well as pedestrian crossing improvements recommended in the Active Modes Plan. This funding provides approximately 1.5 to 2 miles of new sidewalk per year. This includes new sidewalk and combined bike/pedestrian path segments in areas of the City where sidewalks and/or bike lanes do not exist currently, or replacement is needed due to not meeting ADA width requirements. Priority is given to areas near schools to advance the Safe Routes to School Program, as well as along arterial roads. This program aligns with and helps execute our Active Modes Plan, as well as our Vision Zero action plan, and can provide local match for grants in support of AMP focused capital projects as needed.

Notable previous improvements accomplished by the program were along arterial corridors such as Prospect Rd, Drake Rd, Harmony Rd, and Kechter Rd. The program built approximately 20 miles of new sidewalk in the last 10 year period.

The next ten years will provide sidewalk connections along our arterial road network in areas of the City where we are continuing to final buildout, such as Kechter Road, Trilby Road, Mountain Vista Dr, Vine Dr, and continuing needed work along Prospect and Drake. The total miles of sidewalks needed for existing network build out is approximately 50 miles, and the next ten years will provide 20 miles of new sidewalk, which forecasts total buildout at year 2050.

Financial Narrative, Scalability, and Timing:

Capital tax funding has historically been leveraged for local match of state and federal capital project grants. Project are typically funded by a mixture of funding sources comprised of dedicated captial tax funds, General Fund Reserves, TCEF, additional state and local matching funds. Consistent year-to-year funding amounts is preferred to assist PDT in planning for project planning and grant matching.

Project Funding Source	10 year total
Capital Sales Tax	\$14,000,000
Funding Leveraging	
State & Federal	\$14,000,000

Source of Estimate: City Engineering



Project Title: Recreational Paved Trails - Strategic Trails Plan Implementation

Previous Capital Tax Funding: \$0 New Capital Tax Funding: \$2,500,000

Department:ParksProject Location:City-wideStrategic Outcome:Culture & RecreationType:New

Strategic Objective: C&R 2 - Implement criteria and prioritization to manage assets and replace equipment that will revitalize parks and recreational

facilities, as the planned build out of the parks and trails systems continues

Project Description:

Trails are the highest rated Community Services amenity (93%) in the 2024 City of Fort Collins Community Survey (Figure 19: Ratings of Parks, Recreational, and Cultural Programs and Facilities Compared by Year). The Park Planning & Development team is updating the City's Strategic Trails Plan (STP) which will provide a framework for the future planning, design, maintenance, and preservation of the recreational paved trail system. The Strategic Trail Plan is currently in phase III of public outreach and will be completed in mid-2025.

Paved trails cost approximately \$1 million per linear mile to build. Additional annual funding for STP implementation will support the current Conservation Trust Funds and expedite delivery of this valued amenity as developed by the plan. Planning efforts are underway through the 2025-26 budget for the northeast and western Fort Collins, where proposed trails are poised to connect a rapidly developing area with limited walking and biking infrastructure. Funding would expedite trail development in these focus areas if opportunities are available.

Financial Narrative, Scalability, and Timing:

Additional funds will expedite trail delivery, as currently funded by Conservation Trust Fund revenue. Consistent year-to-year funding amounts are preferred to assist in planning for project planning and grant matching.

Additional trail miles will impact ongoing operating costs with operating & maintenance (O&M) funding requested from the capital tax at \$10k per year.

Project Funding Source	10 year total
Capital Sales Tax	\$2,500,000
Convservation Trust Fund	\$20,000,000

Source of Estimate: 2024 Strategic Trails Plan



Project Title: Transfort Bus Replacement & Stop Enhancements

Previous Capital Tax Funding: \$3,000,000 New Capital Tax Funding: \$3,000,000

Bus Replacement \$2,000,000
Bus Stop Improvements \$1,000,000

Department: Transfort Project Location: City-wide

Strategic Outcome: Transportation & Mobility Type: New and Repair/Replace

Strategic Objective: T&M 2 - Increase Transfort access and ridership by ensuring the City's transit services provide safe, reliable and convenient alternatives

to driving

Project Description:

Transfort maintains and improves 418 bus stops throughout Transfort's service area, of those, approximately 150 bus stops will need replacement and updated amenities over the next 10 years. Transfort operates 53 buses in service, and will have at least 30 buses, including eight articulated MAX buses, reach the end of useful life in the next 10 years. The previous 10-year CCIP tax funding of \$3M provided for Transfort's local match leveraging of \$12M in federal funds. These funds purchased 14 bus replacements and will complete ADA improvements at 240 bus stops. Funding also went toward the purchase of needed amenities including 25 shelters, and approximately 90 benches and trash cans.

The next 10 years of capital sales tax funding will assist Transfort in replacing buses on a regular schedule to meet a goal of 0% of vehicles are past Transfort's useful life benchmark. To align with Our Climate Future, Transfort has adopted a goal to purchase Zero Emission Vehicles for all future bus replacements. A portion of funds may also be used toward the procurement of smaller or alternative vehicles, as a result of the ongoing 2024 Optimization & Microtransit Planning study. Capital sales tax funding will also be used to purchase additional enhancement amenities for bus stops, continuing to add needed shelters to stops, and to maintain Transfort's existing bus stops in a state of good repair for future riders.

Financial Narrative, Scalability, and Timing:

Historically, Transfort has utilized all of its capital tax bus replacement funding to leverage federal grant dollars at a typical match rate of 80% federal / 20% local dollars to purchase vehicles and complete bus stop upgrades. Having guaranteed and consistent funding available assists Transfort in submitting strong federal and state grant applications that are more likely to be considered and awarded for funding.

Project Funding Source	10 year total
Capital Sales Tax	\$3,000,000
Funding Leveraging	
State & Federal	\$12,000,000

Source of Estimate: Transfort



Project Title: Afforable Housing Capital Fund

Previous Capital Tax Funding: \$4,000,000 New Capital Tax Funding: \$10,000,000

Department: Social Sustainability Project Location: City-wide
Strategic Outcome: Neighborhood & Community Vitality Type: Fund/Program

Strategic Objective: NCV 1 - Increase housing supply, type, choice, and affordability to address inequities in housing so that everyone has healthy,

stable housing they can afford

Project Description:

The Affordable Housing Capital Fund is intended to provide a flexible source of funding for development or rehabilitation of one or more public or private housing projects. The Affordable Housing Capital Fund is intended to provide additional funding that will either address a critical funding gap or accelerate a project's construction timeline. While timing and use of the Housing Fund is intentionally flexible, funds will be used in one of three ways for qualifying projects:

- Low-interest revolving loans
- Fee credits
- Direct subsidy

These funds may not fund day-to-day operational costs, rent payments, or other non-capital costs.

The Housing Strategic Plan (2021, pg. 67) also includes several guiding principles that apply to allocation of Housing Fund resources:

- · Focus direct investment on the lowest income levels
- Be agile and adaptive
- Expect and label tensions, opportunities, and tradeoffs

Financial Narrative, Scalability, and Timing:

Capital tax funding has historically been used as "first in" or "last in" funding for qualifying projects, representing under 5% of total funding for any previously-funded housing project. Total funds allocated to affordable housing (\$2-3 million/year from all sources) have remained consistent for the last 10+ years, while the cost to build one unit of affordable housing has increased more than 65% over the last 5 years. To date, the Housing Fund has not included any loan activities, though this is being explored as an option to better leverage limited dollars.

There is some administrative cost (staff time) associated with administration and monitoring of Housing Fund activities. If a low-interest revolving loan program is pursued, partnering with an outside agency may be necessary to most efficiently administer the program.

Project Funding Source	10 year total
Capital Sales Tax	\$10,000,000

Source of Estimate:	Social Sustainability/Financial Services



Project Title: Community Bike Park

Previous Capital Tax Funding: \$5,000,000

Department:ParksProject Location:City-wideStrategic Outcome:Culture & RecreationType:New Asset

Strategic Objective: C&R 2 - Implement criteria and prioritization to manage assets and replace equipment that will revitalize parks and recreational

facilities, as the planned build out of the parks and trails systems continues

Project	Desc	rintion

Implement the first phase of a community blke park based on feedback gathered in the Blke Park Feasibility Study. The feasibility study, currently underway
includes an evaluation of potential bike park locations, associated capital and ongoing costs, identification of park amenities and features, and a communit
engagement process.

Financial Narrative, Scalability, and Timing:

Timing for construction of the bike park is dependent on completion of the bike park feasibility study. \$500k of the project cost is estimated for potential real estate acquisition. Capital tax funds are considered a portion of total funding needed for the project, dependent on location and scale.

Operating and maintenance contributions from the capital tax are planned for \$15,000 annually. O&M costs could include the need for an aditional Worker 1 position, hourly support, and supplies estimated at \$150,000 per year.

Project Funding Source	10 year total
Capital Sales Tax	\$5,000,000

Source of Estimate:	Park Planning & Development



Project Title: Downtown Park Shop

Previous Capital Tax Funding: \$7,900,000

Department: Parks Project Location: To Be Determined

Strategic Outcome: Culture & Recreation Type: New Asset

Strategic Objective: HPG 4 - Incorporate a management strategy for all new and existing City assets that addresses deferred maintenance and

accessibility

Project Description:

The Parks Department has been built on a district model for maintenance activities. The importance of the maintenance shops being located and constructed in close proximity to the areas of responsibility is paramount in the downtown district. The City's approach of getting into the downtown early and disappearing into the landscape leaving behind a well-groomed landscape can only be achieved when the support of a maintenance shop is in close proximity. The current downtown site is located in a refurbished commercial warehouse which is near the end of its useful life. This building is also scheduled to go away with the build-out of the current Civic Center Master Plan. Providing a new facility in the downtown area will house not only the local support staff but also the crews which support the horticultural areas around our facilities, throughout the public areas and trail systems. Two districts will work out of this facility providing efficient operations in a timely manner to the public.

Financial Narrative, Scalability, and Timing:

The cost of this new downtown park shop is based off the recently completed East District Community Park Shop which is a 6,500 SF office/shop located on 3.5 acres which has a yard for equipment and landscaping maitenance. The new facility being operational by the end of 2028 would allow for the advacement of the Civic Center Campus and Master Plan.

Project Funding Source	10 year total
Capital Sales Tax	\$7,900,000
Capital Expansion Fee	-
	\$7,900,000

Source of Estimate: Park Planning & Development



Project Title: Lee Martinez Farm Renovation & Expansion

Previous Capital Tax Funding: \$0 New Capital Tax Funding: \$1,000,000

Department: Recreation Project Location: Lee Martinez Park
Strategic Outcome: Culture & Recreation Type: New and Repair/Replace
Strategic Objective: C&R 1 - Make City arts, cultural and recreational programming more inclusive to reflect the diversity of our community

Pro	ject	Descr	iption

As the community has grown, so has the demand for programs at the Farm. This project funds enhancements at the Farm by expanding inclusive outdoor recreation opportunities including a shelter space, ADA upgrades, and additional education features.	

Financial Narrative, Scalability, and Timing:

Project has been scaled to the minimum viable amount (\$1.0M) for completion of scope to include shelter/pavilion. Timing of project year is flexible across capital tax timeline.

Project Funding Source	10 year total
Capital Sales Tax	\$1,000,000

Source of Estimate:	Parks Planning & Development, Recreation



Project Title: Mulberry Pool Recreational Replacement

Previous Capital Tax Funding: \$0 New Capital Tax Funding: \$10,000,000

Department: Recreation Project Location: TBD

Strategic Outcome: Culture & Recreation Type: New and Repair/Replace

Strategic Objective: C&R 2 - Implement criteria and prioritization to manage assets and replace equipment that will revitalize parks and recreational

facilities, as the planned build out of the parks and trails systems continues

Project Description:

Opened in 1974 after renovating the former Lincoln Jr. High, the 50-year-old aquatic facility is functionally obsolete and should be rebuilt to meet the current and future needs of the Fort Collins community.

A new modern facility would better serve the growing needs of Fort Collins. These funds are intended as a contribution to a new facility as additional revenue, partnerships, and leveraging will also be necessary.

Financial Narrative, Scalability, and Timing:

The recreational replacement facility will require additional funding beyond the \$10,000,000 proposed to be contributed by the capital sales tax.

Future scope definition efforts will better refine funding identification and ongoing operations & maintenance cost requirements.

Project Funding Source	10 year total
Capital Sales Tax	\$10,000,000
2050 Tax	-
	\$10,000,000

Source of Estimate: Recreation



Project Title: Pickleball Outdoor Complex & Courts

Previous Capital Tax Funding: \$4,000,000

Department: Parks Project Location: Fossil Creek Community Park, City-wide

Strategic Outcome: Culture & Recreation Type: New Asset

Strategic Objective: C&R 2 - Implement criteria and prioritization to manage assets and replace equipment that will revitalize parks and recreational

facilities, as the planned build out of the parks and trails systems continues

Project Description:

For the third year in a row, pickleball is the fastest-growing sport in America, having grown 51.8% last year and an incredible 223.5% in three years (2024 Topline Participation Report). Ensuring facilities and programs continue to respond to changing user needs is an action related to the Parks and Recreation Plan goal of providing equitable access to recreational experiences. The Parks and Recreation Plan (p175) calls for thirteen additional pickleball courts by 2040. A pickleball complex feasibility study is underway to determine if a community park site can close the gap in the short-term while waiting for future community parks to be built. Based on the Pickleball Complex Open House and additional community feedback, there is a large amount of support for the pickleball complex at Fossil Creek Community Park. Noise impacts remain one of the highest concerns and Park Planning and Development is in studying the issue with an independent, third-party acoustical engineer to evaluate noise impacts in greater detail. Implementation of the feasibility plan, building a 12-court complex, would cost approximately \$4m. Project funding may also support new and existing pickleball courts at parks city-wide.

Financial Narrative, Scalability, and Timing:

Recreation revenue will be added as the new amenity is programed. The new complex will need ongoing maintenance and utility costs estimated at \$10,000 per year.

Project Funding Source	10 year total
Capital Sales Tax	\$4,000,000

Source of Estimate: Park Planning & Development



Project Title: Gardens on Spring Creek (GOSC) - Children's Garden and Infrastructure Upgrades

Previous Capital Tax Funding: \$2,385,000 New Capital Tax Funding: \$1,300,000

Department: Cultural Services Project Location: Gardens On Spring Creek - 2145 Centre

Strategic Outcome: Culture & Recreation Type: New and Repair/Replace

Strategic Objective: C&R 1 - Make City arts, cultural and recreational programming more inclusive to reflect the diversity of our community

Project Description:

For twenty years, The Children's Garden at the Gardens has been a beloved destination, offering family-friendly activities and fostering cherished memories for our community. With its wide variety of inviting spaces designed for children to explore, learn, and grow, the garden has become one of GOSC's most popular attractions, serving both daily visitors and as a hands-on classroom for our youth summer camps. However, after two decades of service, the garden is beginning to show signs of wear.

This comprehensive renovation will not only rejuvenate the garden but will also integrate the latest educational practices, ensuring the space remains both relevant and impactful for future generations. We will address critical challenges such as drainage and long-term maintenance, creating a sustainable, high-functioning environment that enhances the garden's longevity and usability.

As part of this project, we're inviting the community to share their ideas and feedback. This will allow us to create a space that truly reflects the diverse cultural values of our residents and reaches a wider audience, strengthening the bond between our garden and our growing community. Additionally, we're focusing on the mental health benefits of nature, with the goal of offering a healing and enriching environment for play that will serve Fort Collins and the surrounding region.

In addition to the garden improvements, significant updates to the event infrastructure will help the Gardens keep pace with the increased attendance following its expansion in 2019. Key updates will include expanded restroom facilities, long-term solutions to parking challenges, reimagined propagation spaces for sustainable plant care, and enhancements to ensure full ADA accessibility, making the Gardens more welcoming and functional for all.

Financial Narrative, Scalability, and Timing:

- Design documents for Children's Garden: \$470k
- Design documents for parking, restroom, and ADA improvements: \$650k
- Children's Garden Construction: \$2.5M to \$3.5M for construction of the new 1.1 acre garden
- Greenhouse space repurposing: \$700k to \$1.15M for addition / remodel of current structure into indoor learning space
- New Greenhouse: \$500k to \$1.0M

The project is positioned as a likely candidate for philanthropic support, and would need other funding sources identified in addition to the capital sales tax to complete the full scope identified.

Capital Sales Tax \$1,300,000
Capital Sales rax \$1,300,000

Source of Estimate:	Gardens on Spring Creek / Operation Services
Course of Louinates	caracile on opining order, operation convicto



Project Title: Historic Trolley Building Renovation

Previous Capital Tax Funding: \$6,800,000

Department: Operations Services/Cultural Services Project Location: 330 North Howes Street

Strategic Outcome: Culture & Recreation Type: Repair/Replace

Strategic Objective: C&R 1 - Make City arts, cultural and recreational programming more inclusive to reflect the diversity of our community

Project Description:

This funding would be utilized to stabilize the historic downtown trolley building. This building currently houses the Museum of Discovery's object artifacts and other miscellaneous storage. Stabilizing the building for future use is a first step towards maintaining and opening the space for greater public use. Funding in this offer includes temporary storage of the artifacts. In 2017, the Downtown Master Plan identified the historic Downtown Trolley Building as high potential for a community-centered use.

Financial Narrative, Scalability, and Timing:

Phase I

\$1.5M - \$2.0M building exterior restoration based on recent building condition assessment. Includes structural repairs, tuck-point masonry, and repairs to roof.

Phase 2

\$3.5 - \$4.8M dependent on future-determined use of building. Includes high-level estimate for all interior construction, utilities, fixtures and finishes.

Funding from the capital sales tax is needed for the relocation of existing museum artifacts, which must occur before the renovation can begin.

Contribution to operating and maintenance costs may also be necessary depending on the final use of the facility, tentatively estimated at \$20,000 annually.

Project Funding Source	10 year total
Capital Sales Tax	\$6,800,000

Source of Estimate: 2024 Building Condition Study/Ops Services



Project Title: Construction Waste Diversion Equipment

Previous Capital Tax Funding: \$0 New Capital Tax Funding: \$2,204,000

Department: Streets Department Project Location: 1380 Hoffman Mill Road

Strategic Outcome: Environmental Health Type: Repair/Replace

Strategic Objective: ENV 1 - Implement Our Climate Future to advance the City's greenhouse gas, energy and waste goals; reduce air pollution; and

improve community resilience

Project Description:

This funding request seeks to proactively address equipment to support the current and future levels of recycling at the Hoffman Mill Crushing Facility, which is a lesser-known City facility that has a significant impact on recycling rates in our community. It would take 3.5x the recycling generated by all households and businesses in Fort Collins to equal the amount of concrete, asphalt and soil recycled at the Hoffman Mill Crushing Facility in 2023!

The Hoffman Mill Crushing Facility is crucial to make progress toward Fort Collins' adopted goal of zero waste by 2030 and the Council Priority to Accelerate Zero Waste Infrastructure and Policies. It is admired by other communities working toward zero waste.

Not only does it recycle a vast amount of material, but the Hoffman Mill Crushing Facility also saves the City money by preventing costly landfilling of these heavy materials. With such a high volume of material being processed at the site, equipment breakdowns can severely impact the amount of material the site can recycle, which is why this project focuses on proactive equipment replacement.

In addition to recycling concrete, asphalt and soil from the municipality and the community, Hoffman Mill also works with the City's Parks and Natural Areas Departments to compost the yard trimmings their work generates. This project facilitates the expansion of the existing composting program, enhancing its scope and capacity.

Financial Narrative, Scalability, and Timing:

The timing of equiptment replacement is flexible and scalable with compative vendor pricing. Current Hoffman Mill operations are supported by fee revenue generated by the sale of outbound materials; The additional capital sales tax funding is needed to support the purchase of large capital replacements. Equipment is listed in order of priority:

- 1 Dirt Screener \$220,000 (Composting)
- 2- Impactor/Crusher \$695,000
- 3 -D7 Dozer \$648,000
- 4 Backhoe \$118,00
- 5 -200D Excavator \$523,000

Project Funding Source	10 year total
Capital Sales Tax	\$2,204,000

Source of Estimate:	Streets Department	



Project Title: Poudre River North - Health, Access, Parks, and Trails

Previous Capital Tax Funding: \$8,000,000

Department: Parks Project Location: Poudre River Area, Legacy Park to Soft Gold

Strategic Outcome: Culture & Recreation Type: New and Repair/Replace

Strategic Objective: C&R 2 - Implement criteria and prioritization to manage assets and replace equipment that will revitalize parks and recreational

facilities, as the planned build out of the parks and trails systems continues

Project Description:

This funding is proposed to leverage planned and future activity in the area focused on cross-departmental efforts that support ecological functions, recreation, and community safety. This project builds on anticipated stormwater and floodplain improvements for the North College community and will support further river health and riparian habitat priorities. Overall goals include improving access to the Poudre River for neighborhoods to the north and would include habitat, user experience and accessibility improvements.

The specific location and scope of the project are presently under review and is anticipated to include the area of Soft Goft Gold Park, Hickory Trail, Legacy Park, and Rivers Edge Natural Area.

Financial Narrative, Scalability, and Timing:

Project will require capital improvement plan and funding source coordination between Parks Planning & Development, Stormwater Utility, and Natural Areas. Consideration of capital expansion fees as project funding source.

Operating cost impact will be dependent on projects selected for construction and scale, and is estimated at \$15k-\$20k per year.

Project Funding Source	10 year total
Capital Sales Tax	\$8,000,000
Stormwater	-
Natural Areas	-
Capital Expansion Fees	-
	\$8,000,000

Source of Estimate: 2014 Downtown River Master Plan, PP&D



Project Title: Nature in the City

Previous Capital Tax Funding: \$3,500,000 New Capital Tax Funding: \$3,000,000

Department: Natural Areas Project Location: City-wide

Strategic Outcome: Environmental Health Type: New and Repair/Replace

Strategic Objective: ENV 3 - Expand, restore and maintain the Natural Areas land portfolio to improve habitat conditions across the community and

ensure equitable access to nature

Project Description:

As Fort Collins grows, Nature in the City (NIC) projects provide opportunities for people to interact with and become stewards of their surrounding environment. NIC projects build familiarity with and acceptance of native plantings and naturalized landscapes, with each project helping bring nature closer to the places our community lives, works, learns, and plays. These projects increase wildlife values by creating stronger connectivity between larger patches of urban habitat, such as natural areas and City parks. By funding both internal City efforts and public/private partnerships, the community integrates diverse, native landscapes from the center of Fort Collins to the edges of the Growth Management Area. City-led projects typically address the need to replace existing, resource-intensive and low habitat value landscapes with more diverse and efficient landscapes that help demonstrate how the City organization is working to achieve the same standards being asked of the community. Community-led projects support efforts to extend naturalized landscapes throughout the community. Nature in the City supports numerous current City plans including: 2024 Strategic Plan, City Plan, Our Climate Future, and the Natural Areas Urban Zone Plan, as well as the forthcoming Water Efficiency Plan and Natural Areas Strategic Framework.

Financial Narrative, Scalability, and Timing:

Nature in the City invests in City-led and community-led projects through an annual review of project proposals. Projects may submit for design/planning funds, as well as construction/implementation funding. While the number and scope of projects vary from year to year, annual investment will be generally consistent between 2026-2035.

Native habitat projects take between 3-10 years to establish and stabilize, depending on scale and focus. During this period, projects benefit from support ranging from soil amendments to replanting of challenging areas. Previous CCIP funding of NIC dedicated \$500,000 (2026-2030) to support operating costs over five years following construction and implementation. For 2026-2035, operating costs will be addressed by the capial tax annual allocations.

Project Funding Source	10 year total
Capital Sales Tax	\$3,000,000
General Fund	\$1,200,000
	\$4,200,000

Source of Estimate:	Nature in the City Program Staff	



Project Title: Timberline Recycling Center Improvements

Previous Capital Tax Funding: \$1,000,000

Department: Streets Department Project Location: 1903 S. Timberline Rd.
Strategic Outcome: Environmental Health Type: New and Repair/Replace

Strategic Objective: ENV 1 - Implement Our Climate Future to advance the City's greenhouse gas, energy and waste goals; reduce air pollution; and

improve community resilience

Project Description:

The Timberline Recycling Center (TRC) is a well-utilized community resource and hub of recycling in Fort Collins. Our City's waste diversion efforts rely on both innovative recycling solutions and the infrastructure to support them. The Timberline Recycling Center, experiences high utilization, serving over 400 visitors per day. As demand increases, ensuring the site remains safe, accessible, and functional is a priority. This project includes a fire hydrant to enhance safety around flammable materials and a restroom facility to improve accessibility for both customers and onsite staff. These enhancements will create a safer and more customer focused experience for residents.

By investing in improved infrastructure, these enhancements will reinforce Fort Collins role as a steward of waste diversion and sustainability. Strengthening recycling operations will not only advance the City's Zero Waste goals but also create a more resilient, cost-effective, and environmentally responsible waste management system for the future.

Financial Narrative, Scalability, and Timing:

- 1. Site changes to increase safety: \$313,908
 - -Installation of a Fire Hydrant.
- 2. Additional site improvements to provide a restroom \$667,275.00
 - -Provide a heated vault style restroom with running water and flushing toilets.
 - -Installation of a Water Meter.
 - -Installation of restroom may be less expensive if fire hydrant/water line is installed with site improvement.

Site designs for the requested improvements have been completed. Timeline for project completion will depend on several factors, including permitting, procurement, contractor availability, and seasonal construction constraints.

0,000
0,000
,000
)

Source of Estimate: Streets Department



Additional Pickleball Information

- The 2021 Parks and Recreation Plan ReCreate provides guidance on level of service goals for
 different park and recreation amenities. The plan calls for 13 additional pickleball courts by the year
 2040 to meet growing demand and to maintain equity access across the city. The level of service is
 based on an access standard of a 5-minute drive and a population-based standard for quantity.
 Other amenities, such as playgrounds, have a more intensive access standard associated with a 10minute walk. Fort Collins Pickleball Club has 1,600 members.
- This standard was new in 2021 and will most likely be updated. Trust for Public Land monitors park
 feature inventories (<u>City Park Facts Trust for Public Land</u>) and shows a wide range of pickleball level
 of service. Based on current population, the ranging service levels of .85 to 1.8 courts per 10,000
 would reflect a need for 15 31 stand-alone courts. The City currently has 8 stand-alone courts.
- Currently, our system includes 46 striped pickleball courts on tennis courts (31 of which are fenced).
 Tennis remains a popular sport in Fort Collins, and the City partners with Poudre School District (PSD) to share facilities like tennis courts in exchange for access to some PSD amenities. USTA designated courts (5 or more courts together) cannot be striped for pickleball. Tennis participation has grown in the nation, the city, and in the school district the past 4 years.
- Private courts are being built. Pickleball Ventures, near Golden Meadows Park, plans on providing 11 indoor courts and 6 outdoor courts. The Picklr, near the Bucking Horse neighborhood, plans on providing 10 indoor courts and no outdoor courts. These providers typically charge \$30-\$40 per hour per court or \$100-\$120 per month for unlimited individual memberships and up to \$349 for a family membership.

Additional Information on Proposed Pickleball Project

- The Fossil Creek pickleball complex proposes 12 outdoor courts and supporting amenities, such a small shade shelter, shaded benches, individual court fencing, noise barriers, lighting and additional landscaping. The project is scalable, and options could include scaling back the amenities and/or the number of courts. Currently, the budget for the project is approximately 72% for lighted courts and site work; 20% for amenities and 8% for design.
- There is an economy of scale for the 12 courts (roughly the size of 3 tennis courts plus amenity space). The design intent is to maintain at least two accessible courts, which have a slightly larger footprint, in addition to the other ten courts. The Adaptive and Inclusive Recreation Program would be able to expand their programs and possibly hold regional and state Special Olympic tournaments.
- Space is restricted in our parks and 12 courts is an appropriate size and allows up to 48 active players
 plus space for standby players to wait.
- At a budget of \$2M, the project could scale back amenities and reduce the number of courts to 9.
 The project could also seek private contributions to help mitigate the deficit or phase certain parts of construction (such as sleeving for lighting but not installing lighting).



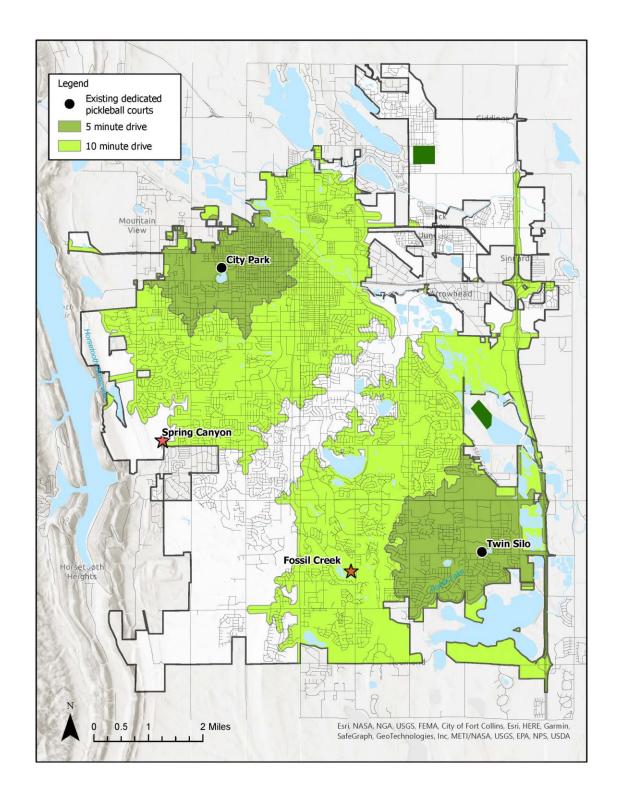
- A noise impact study was conducted in December 2024 to assess expected noise levels for a proposed 12-court outdoor pickleball facility at Fossil Creek Community Park. An acoustical engineer measured existing noise levels at the park and recorded live pickleball sounds at Spring Canyon Community Park to model noise projections for the new site. The noise impact study considered factors such as distance (~475' to nearest residence), topography, sound direction, 10 ft. noise barriers, and ground cover, including water bodies. Fossil Creek Community Park follows Low-Density Residential noise limits of 55 dBA from 7 a.m. to 8 p.m. and 50 dBA from 8 p.m. to 7 a.m. Overall, the proposed design for the pickleball complex reduces community noise exposure. Additional design adjustments, such as noise panels will be included based on the noise impact study.
- Older asphalt courts in Fort Collins (like the Rolland Moore tennis center) take a good deal of
 ongoing repair and replacement. The standard in Fort Collins, as we replace courts, is to install posttension concrete, instead of asphalt. It has a higher upfront cost, but this product exceeds a typical
 30+ year life cycle and has low ongoing repair and replacement costs. Maintenance costs tend to be
 low for post-tension concrete courts, typically just net replacements as needed. Repairs and
 renovations for post-tension courts include resurfacing every 7-10 years depending on condition;
 fence fabric repairs as necessary; noise barrier replacement as necessary.
- Recreation would manage this facility including programing classes, tournaments and making the
 courts available for both reservation and drop-in use. The revenue generation would fall into the
 current fee structures in sports with similar cost recovery.

LINKS:

Pickleball Complex: https://ourcity.fcgov.com/pickleball

Pickleball Map for Fort Collins: https://www.fcgov.com/parks/files/pickleball2024.pdf?1723067097





Item 4.



City Manager's Office City Hall

300 LaPorte Ave. PO Box 580 Fort Collins, CO 80522

970.221.6505 970.224.6107 - fax fcgov.com

WORK SESSION MEMORANDUM

Date: June 5, 2025

To: Mayor and City Councilmembers

Through: Kelly DiMartino, City Manager

From: Ginny Sawyer, Project & Policy Manager

Subject: Work Session Summary, May 27, 2025 - Capital Tax Renewal

BOTTOM LINE

The purpose of this memo is to document the summary of the discussion during the May 27, 2025 work session. All Councilmembers were present with Councilmember Canonico participating remotely.

Staff provided an update on work that has occurred since the last work session in November 2024, which included project and budget refinement, feedback from outreach and from Council Finance, and the scaling of programs and projects to hit anticipated revenue. The package presented reflects the combining of some previous programs (arterials and streetscapes, etc.), the removal of funding for dog parks, less funding for Timberline recycling improvements due to a grant award, and considerations to use the Affordable Housing fund as a cash fund (vs bonding) which increases the available amount from \$7.5M to the full \$10M.

DISCUSSION SUMMARY

- Overall, Councilmembers feel like package development is on track.
- There was an overall desire to see more money in the Affordable Housing fund but no consensus on where additional funding should come from.
- Councilmembers expressed a need to clearly message the difference between the 2050 Tax and the Capital Tax, especially in the areas of transit and parks and recreation.
- Additional questions focused on:
 - Pickleball indoor/outdoor, rightsizing, and maintenance
 - To what degree are the Farm/Gardens etc. contributing to these projects
 - Can we addresses annexed streets level of service in this package

NEXT STEPS

- Council work session July 8, 2025. Staff will use this to address questions mentioned above
- Ballot referral July 15 or August 19, 2025

ADDITIONAL FOLLOW-UP

Cc: Joe Wimmer, Senior Analyst, Finance

Item 4.



Roads:

Attached to this memo is a previous memo that addresses annexed roads. It was included in the March, 20, 2024 Council Finance packet.

Sidewalks:

The sidewalk program is a long-standing effort to improve sidewalks citywide and it utilizes an established Sidewalk Prioritization Model (attached.) The current and projected funding for the program enables City staff to construct approximately 2 miles of new sidewalk each year.

The prioritization model gives scoring for Demand (35%), Health and Equity (20%), and Safety (45%). For example, priority would be given to missing gaps near schools (Demand), in proximity to arterial roadways (Safety), and in a higher Health Equity Index need (Health and Equity). In addition to areas where there is no current sidewalk, we consider the 2.5 foot "Hollywood style" sidewalks to be the same as a missing gap because they do not meet ADA minimum width standards.

Notable improvements in the last 10 years include arterial corridors such as Prospect Road, Drake Road, Harmony Road, and Kechter Road, among others. The next ten years will provide sidewalk connections along our arterial network in areas where we are meeting final buildout, such as Kechter Road, Trilby Road, Mountain Vista Drive, Vine Drive, and continuing to fill gaps (or replace Hollywood style sidewalks) along corridors such as Prospect Road and Drake Road.

Streetscapes:

When considering and prioritizing streetscapes considerations include a nexus between improving multimodal safety, especially for bicyclists and pedestrians, partnership funding opportunities, and alignment with the 15-minute city concept and existing plans.

The tie to safety and vision zero is always a priority, and it increases the likelihood of federal and state grant funding opportunities. The three streetscape projects that we had previously identified for the CCIP were identified in the Downtown Plan and River District Plan (Jefferson Ave from College to Mountain, and Willow Street from Linden to Lincoln), as well as the Midtown in Motion Plan which generated the Midtown improvements project (College Ave from Drake to Boardwalk). Projects advanced due to willing partnerships to help fund and guide the work (the DDA and the Midtown BID).

In addition, all intersection improvement projects typically have some degree of streetscape improvement associated with them, so by blending the arterial intersection and streetscape funding we maximize our execution flexibility with the overall program. It's also worth noting that previous Council feedback has been to not focus the streetscape funding only in the downtown area, so it is the intent of City staff to focus the streetscape funding on both the Midtown improvements and the Willow projects.



Capital Sales Tax 1/4-cent Renewal

Council Finance Committee

Ginny Sawyer - Lead Policy and Project Manager Joe Wimmer - Utilities Finance Director



ection Sought



01

Do Councilmembers have any funding or project changes they want included in ballot language?

02

What additional questions do Councilmembers have regarding the Community Capital Tax Renewal.

newal Timeline



2024

Q1 2025

Q2-Q3 2025

Q4-2025

>

- › Begin package Development
- February Work Session
- > March CFC
- April Work Session
- July CFC
- > October CFC
- > November Work Session

- Begin Public Outreach and Engagement
- Refinement of all projects and Programs

Council Touchpoints:

March CFC

- Start to finalize total package
- > Continue outreach

Council touchpoints:

- > May 27, work session
- July 8, work session
- July 15 or August 19 Ballot referral

> November ballot

pital Tax – Successful Project Package



Asset
Management &
Master Plans

Community Appeal

Council Priorities



2026-2035 Proposed Package



tem 4. :als & Summary

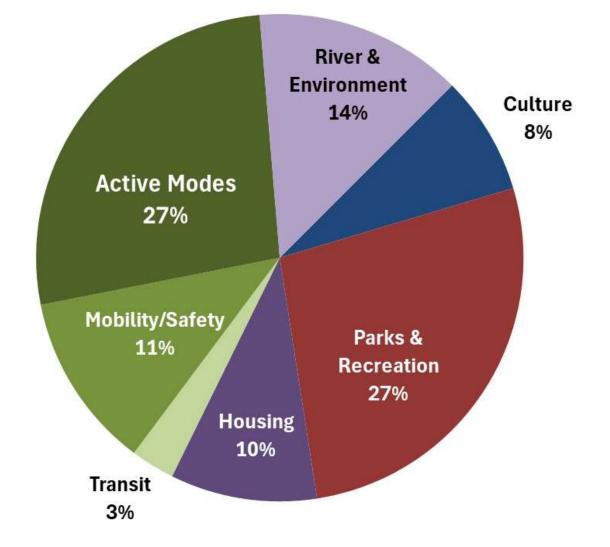


1/4 Cent Tax Revenue

- \$11M annual revenue (2024*)
- \$110M total revenue 2026-2035 (2024*)

Draft Project Package

• \$102.7M total projects (2024*)



* Values are in 2024 dollars for purposes of uniform budgeting of project cost inflation and Page 134 tax revenue growth

Chart represents draft package (\$102.7M)

aft Project Package



Project Name	10-year total (2024\$)
Pedestrian Sidewalk Program	14,000,000
Arterial Intersection Improvement & Streetscapes Program	12,000,000
Bicycle Infrastructure & Overpass/Underpass Program	11,000,000
Affordable Housing Capital Fund	10,000,000
Mulberry Pool Recreational Replacement	10,000,000
Poudre River North – Health, Access, Parks, and Trails	8,000,000
Downtown Park Shop	7,900,000
Historic Trolley Building Renovation	6,800,000
Community Bike Park	5,000,000
Pickleball Outdoor Complex & Courts	4,000,000
Nature in the City	3,000,000
Transfort Bus Replacement & Stop Enhancements	3,000,000
Recreational Paved Trails	2,500,000
Construction Waste Diversion Equipment	2,200,000
Gardens on Spring Creek - Garden & Infrastructure	1,300,000
Lee Martinez Farm Renovation & Expansion	1,000,000
Timberline Recycling Center Improvements	1,000,000
Total	al \$ 102,700,000

ection Sought



01

Do Councilmembers have any funding or project changes they want included in ballot language?

02

What additional questions do Councilmembers have regarding the Community Capital Tax Renewal.

