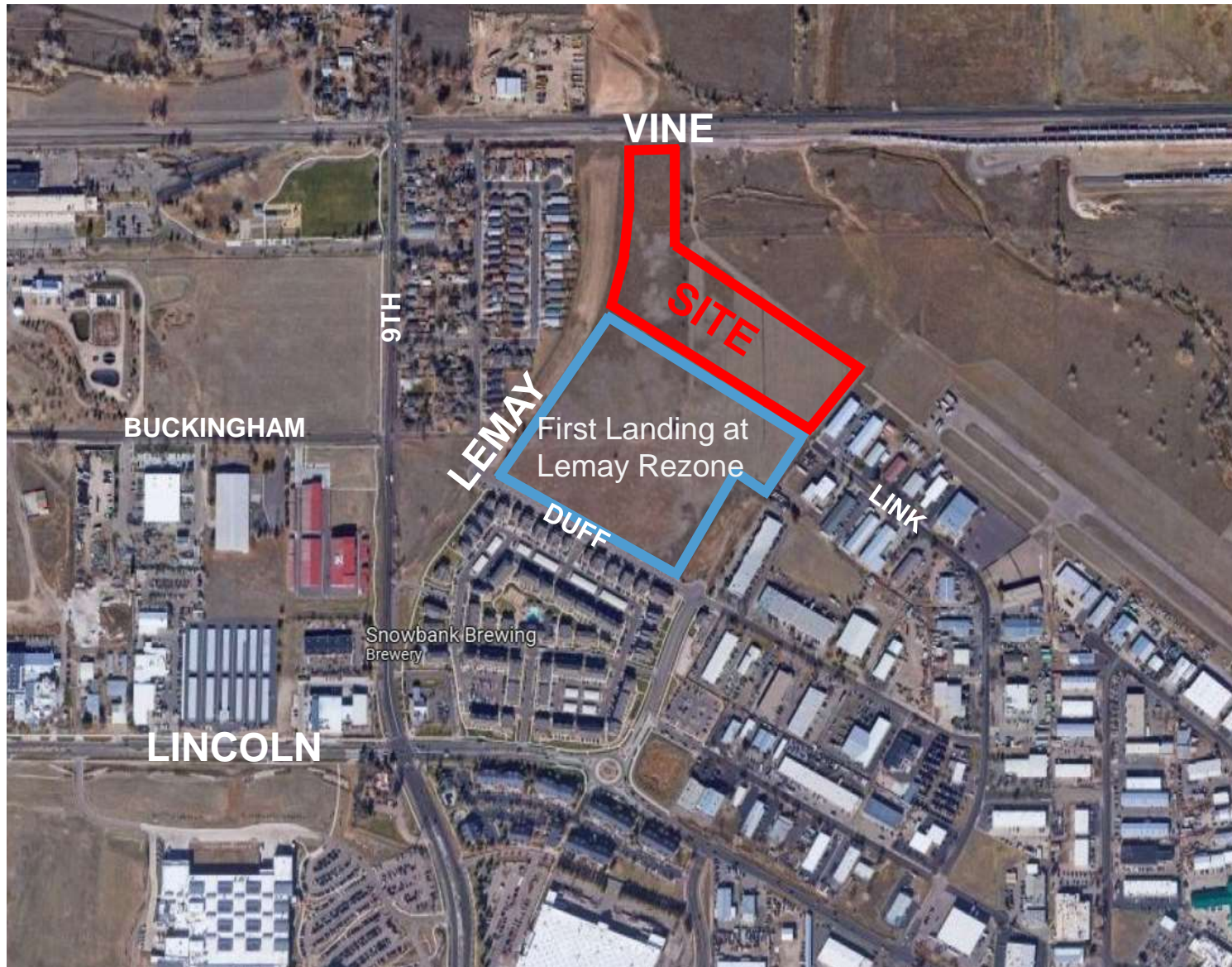




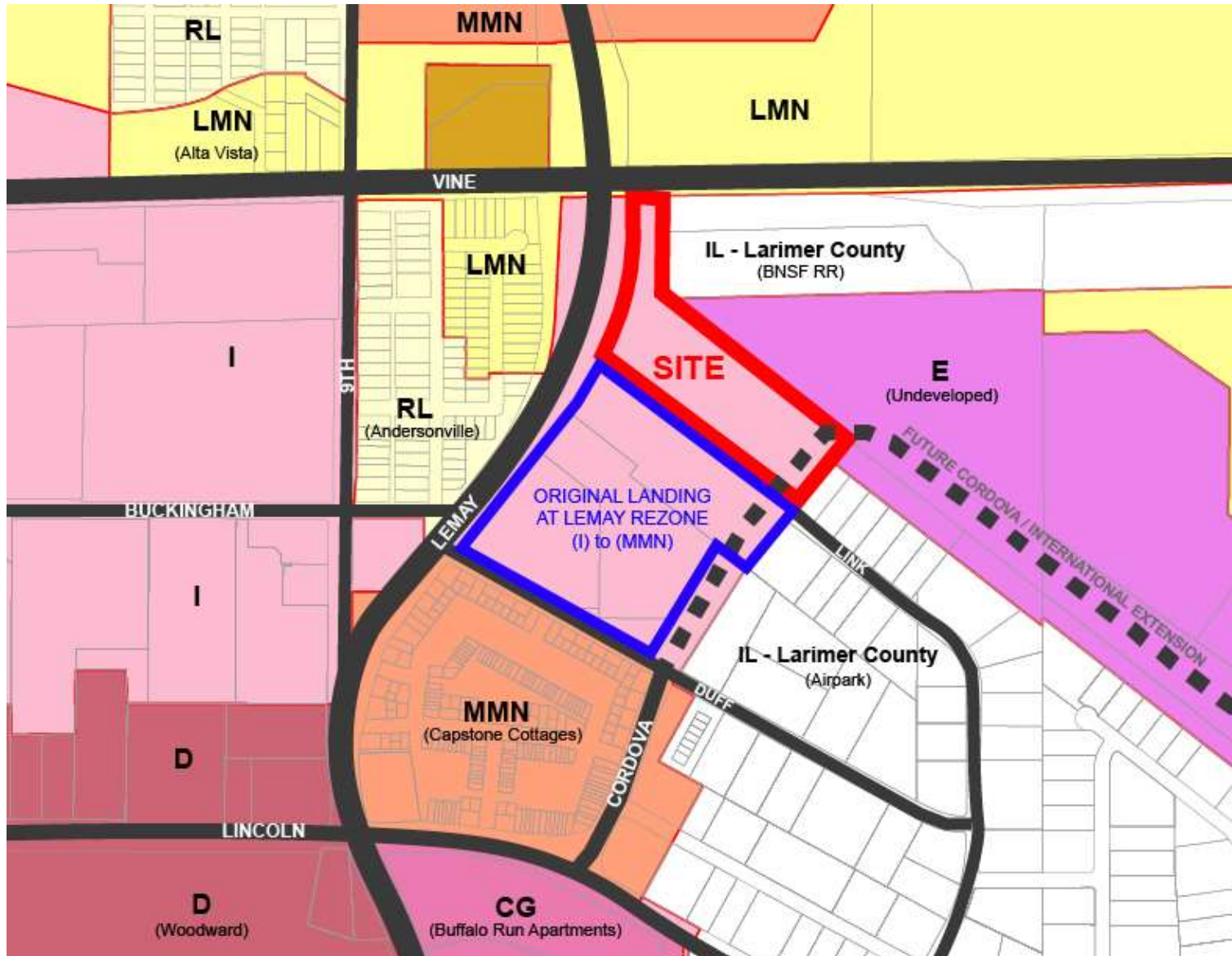
The Landing at Lemay Two Rezoning and Structure Plan
Amendment, REZ230001

June 20, 2023



Proposal

- Structure Plan Amendment from Industrial Place Type to Mixed-Neighborhood Place Type
- Rezone from Industrial to Medium Density Mixed Use Neighborhood District
- Size: ~9.4 acres
- Rezoning consideration based on discussion of the first Landing at Lemay Rezoning, approved February 2023



Land Uses

- Mixed zoning context
 - Residential – South, West, North
 - Industrial/Employment – Northeast, East

- Edges & barriers
 - BNSF Railroad Yard
 - Realigned Lemay / overpass
 - Extension of Cordova Road

- Should the remaining industrial property north of the site also be rezoned to MMN?
 - Small, odd-shaped property featuring the same characteristics and justification for rezoning as the first Landing at Lemay Rezone
 - Uncertainty about requirements for buffering with the first Landing at Lemay rezoning site
 - Proactive rezoning or guidance for the forthcoming Mulberry Corridor Plan update

View from first Landing at Lemay Rezone site looking north/northwest at Lemay Avenue overpass over Vine Drive



View east/northeast towards the Airpark



View south across Duff Drive to the Capstone Cottages neighborhood



Rezonings criteria governed by Land Use Code Section 2.9.4(H)(2) and 2.9.4(H)(3)

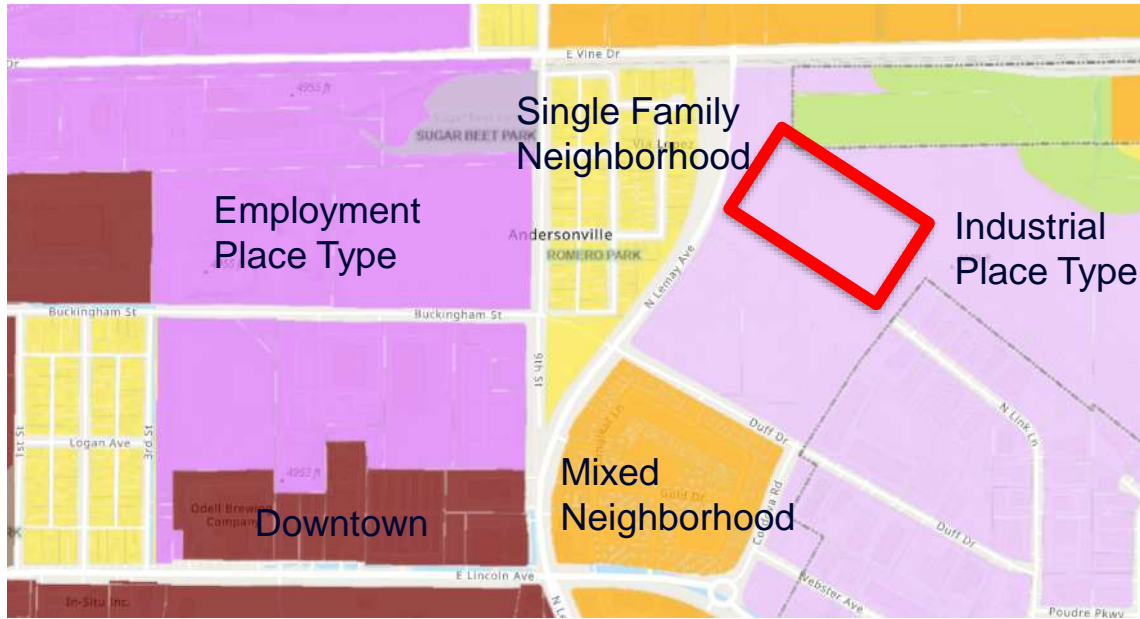
Mandatory requirements for quasi-judicial rezonings:

- 1) Consistent with the City's Comprehensive Plan; and/or
- 2) Warranted by changed conditions within the neighborhood surrounding and including the subject property.

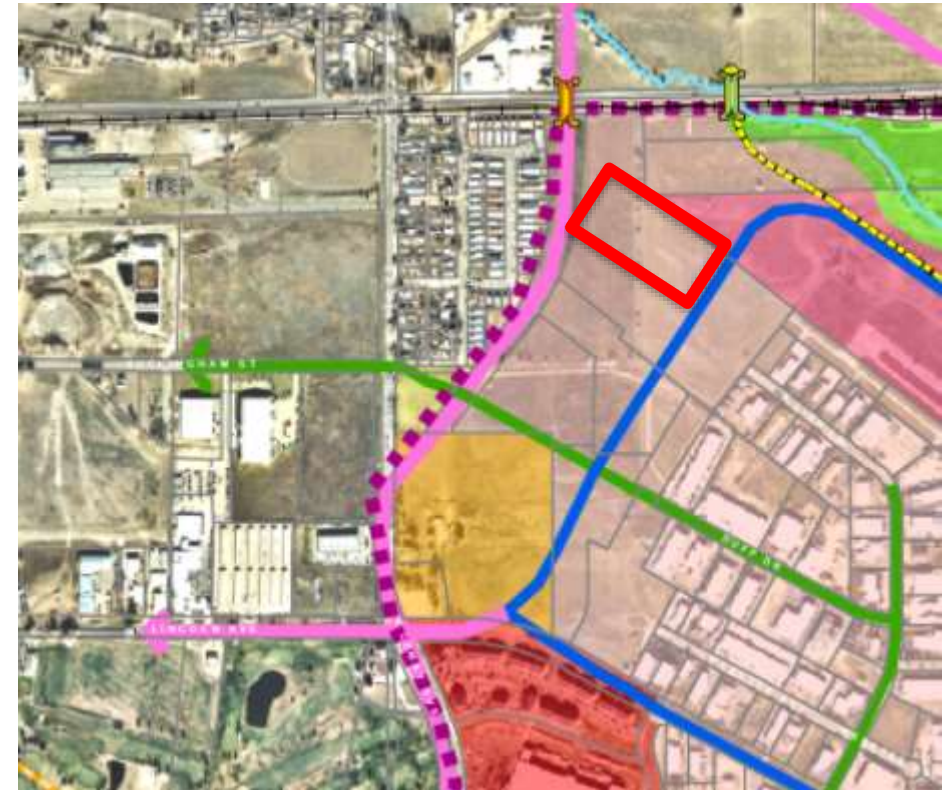
Additional considerations for quasi-judicial rezonings:

- 3) Whether and the extent to which the proposed amendment is compatible with existing and proposed uses surrounding the subject land and is the appropriate zone district for the land.
- 4) Whether and the extent to which the proposed amendment would result in significantly adverse impacts on the natural environment.
- 5) Whether and the extent to which the proposed amendment would result in a logical and orderly development pattern.

Structure Plan Map



(2002) East Mulberry Corridor Plan



City Plan / East Mulberry Corridor Plan land use guidance matches existing Industrial zoning designation

- Structure Plan Map Amendment requested to align with proposed zoning
 - Industrial Place Type → Mixed Neighborhood Place Type

Tension between two sets of policy guidance – could support either existing industrial designation or change to a residential designation.

CITY PLAN

- *Principle EH 4: Ensure that an adequate and competitive supply of space and/or land is available to support the needs of businesses and employers of all sizes.*
- *Policy LIV 5.1: To enhance community health and livability, encourage a variety of housing types and densities, including mixed-use developments that are well served by public transportation and close to employment centers, shopping, services, and amenities.*

EAST MULBERRY CORRIDOR PLAN

- *Principle EMC.LU-4: The East Mulberry Corridor study area supports the retention of existing industrial and agricultural business uses and their future expansion.*
- *Policy EMC.LU – 4.1: Existing and future industrial uses will be supported and focused along I-25 frontage and around the Fort Collins Downtown Airport area.*
- *Policy EMC.H-1.1: A variety of housing types will be developed within new neighborhoods and located close to neighborhood shopping, employment, and recreation.*

RESIDENTIAL POLICY FACTORS:

- Site is located between two major employment centers (Downtown / Mulberry Corridor)
- Site has proximity to Downtown retail and neighborhood retail at the Mulberry & Lemay Crossing Shopping Center.
- Direct link, including transit, along Lincoln Avenue to other Downtown amenities
- Proximity to other employment/industrial users (potential nuisances)

INDUSTRIAL POLICY FACTORS:

- Vacant land available for new development close to other industrial users in the Mulberry Corridor
- Limited size and visibility/accessibility given site context near railroad yard, overpass
- Not likely to contribute significantly to competitiveness of City's future industrial land supply

Infrastructure, Access, Visibility

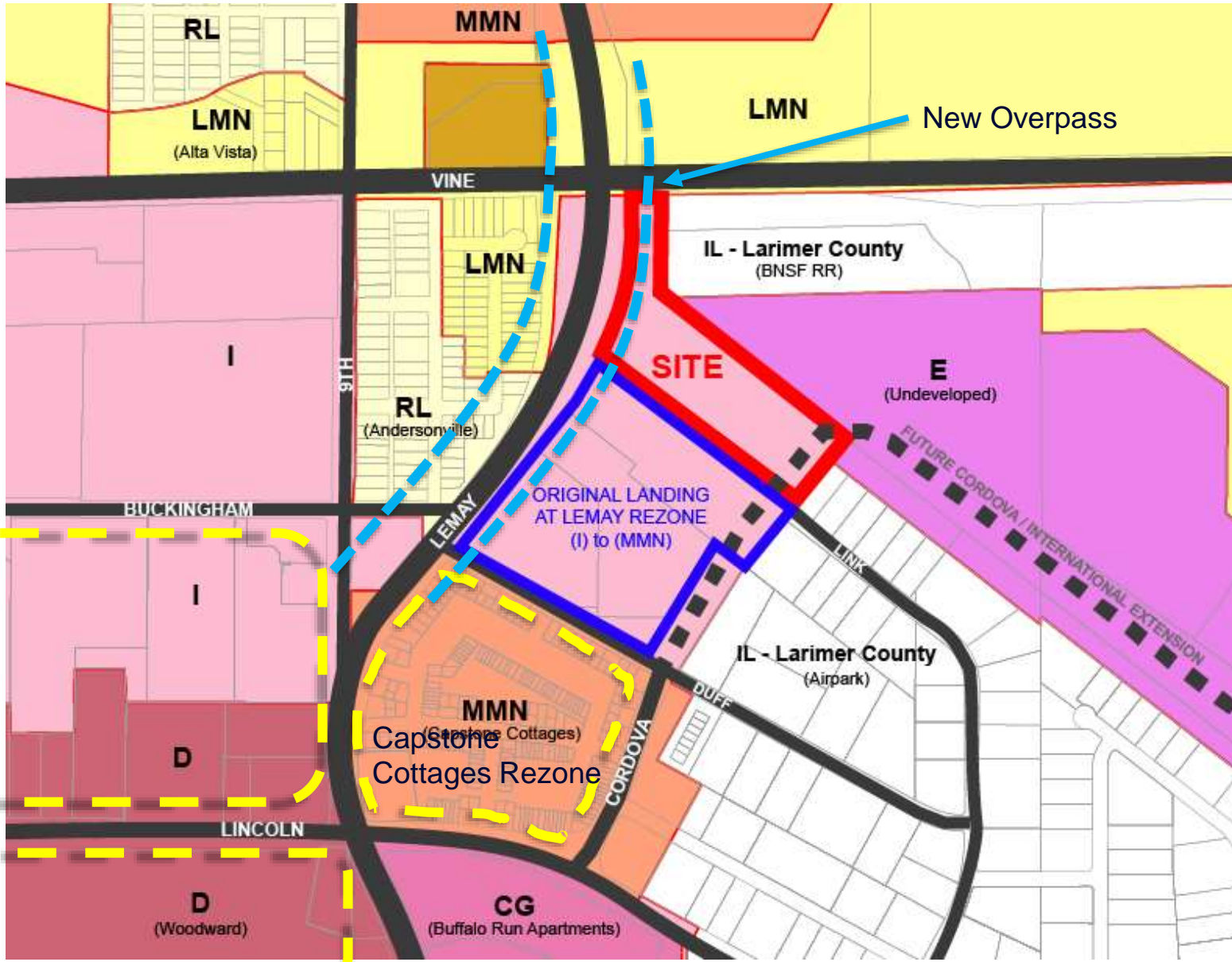
- Realigned Lemay Ave & overpass – limited access, reduced visibility
- Site not as suitable towards certain industrial uses (warehousing / logistics)

Adjacent Zoning & Uses

- Rezones: Landing at Lemay Rezone (I→MMN), Capstone Cottages (I → MMN), Woodward / Lincoln Ave (POL → CCR → D)
- Growth of breweries have changed composition of former (I) areas to the west

Industrial Development Demand

- Since 2000, average annual development of ~55,000 sf
- Demand flat / slightly falling even as community grows
- 850 undeveloped industrial acres remaining (City Plan); require approx. 7-8 acres per year
- Large undeveloped industrial sites along I-25 between Mulberry & Mtn. Vista
- Less demand for speculative custom small industry (ex: airpark) new construction



Site Context

- Abutting zoning split between residential (south & west) and industrial/employment (north & east)
 - Rezoning clarifies role of any buffering needed between this site and the first Landing at Lemay Rezoning
- Site buffered to the north and west by realigned Lemay / overpass; railroad yard

(MMN) vs (I) future development – potential tradeoffs

- MMN – likely more traffic; taller buildings
- I – potential for aesthetic / noise / nuisance impacts
 - Either development scenario: similar intensity to existing, abutting land-uses
 - Future development (regardless of zoning) need to address compatibility concerns

Cordova Road Extension

- Future eastern edge to site
- Opportunity to create an edge and additional distance between existing industrial uses and residential to the west

Considerations

- (I) or (MMN) development have similar development intensity & impacts
 - Ex: (MMN) more human activity; (I) more impervious area
- Site contains no identified Natural Habitats and Features according to inventory mapping
- Aerial imagery indicates possible presence or past presence of prairie dogs
- Ecological Characterization Study required prior to any future development
 - LUC 3.4.1 standards and requirements shall apply
 - Requirements apply to both (I) or (MMN) zoning

Broader Vicinity

- MMN serves as buffer between lower intensity residential zones and non-residential uses
- Future residential well-served by:
 - Transit – Lincoln Avenue
 - Employment – Mulberry Corridor, Downtown
 - Services – Downtown, Lemay Crossing Shopping Center, Future Woodward Retail
- Cordova Rd extension as boundary between Industrial & Residential

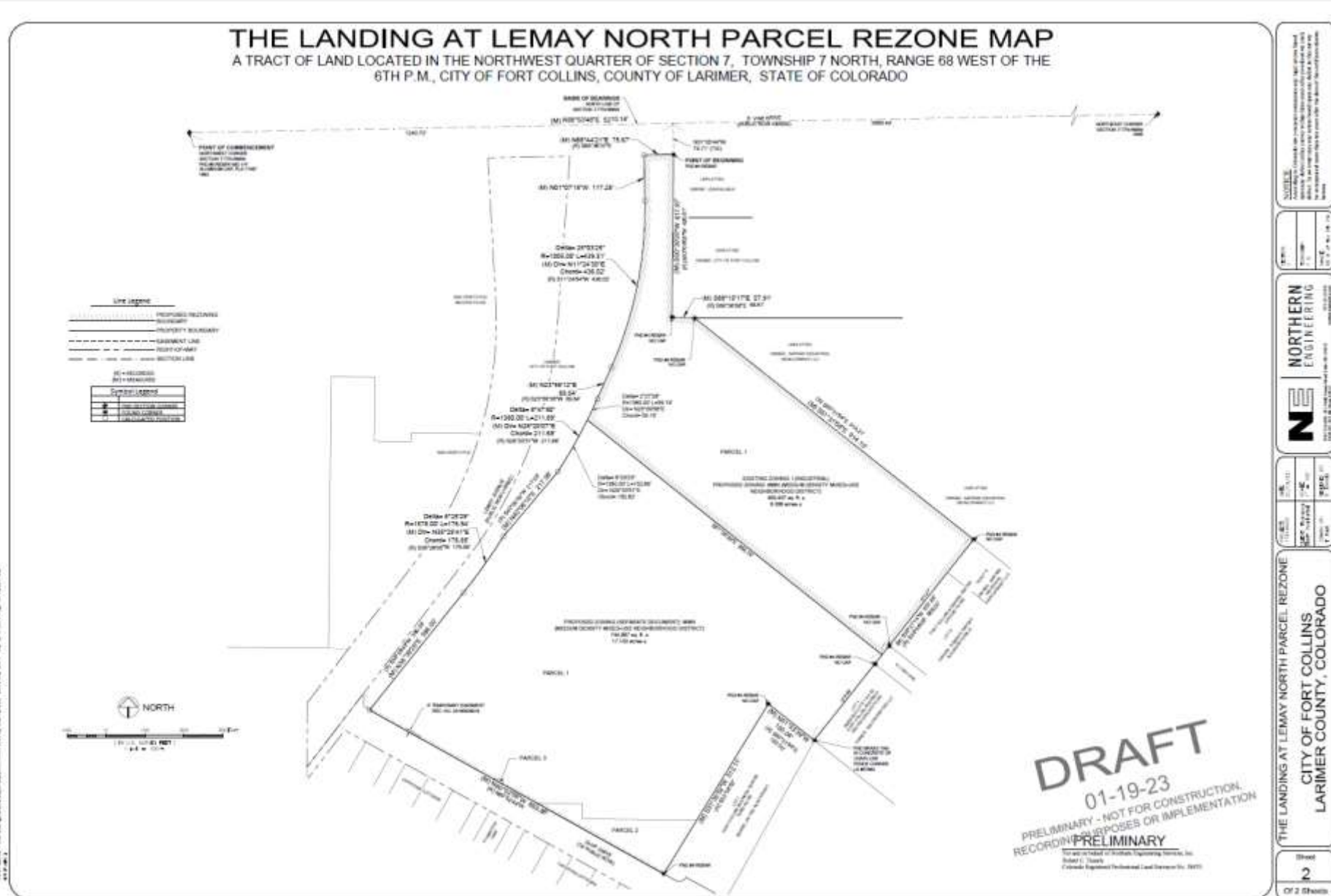


Rezoning Criteria	Staff Evaluation
Consistent with the City's Comprehensive Plan	Complies
Warranted by changed conditions within the neighborhood surrounding and including the subject property	Complies
Proposed amendment is compatible with existing and proposed uses surrounding the subject land and is the appropriate zone district for the land	Complies
Whether and the extent to which the proposed amendment would result in significantly adverse impacts on the natural environment	N/A / Complies
Whether and the extent to which the proposed amendment would result in a logical and orderly development pattern	Complies

Neighborhood Meeting

- October 2021 to discuss rezoning & early multifamily project concepts
- Key discussion topics:
 - Building height & traffic generation concerns
 - Impacts of development on water resources and wildlife
 - Desire for more mixed-use land uses in area; particularly more walkable retail/restaurants

RESOURCES



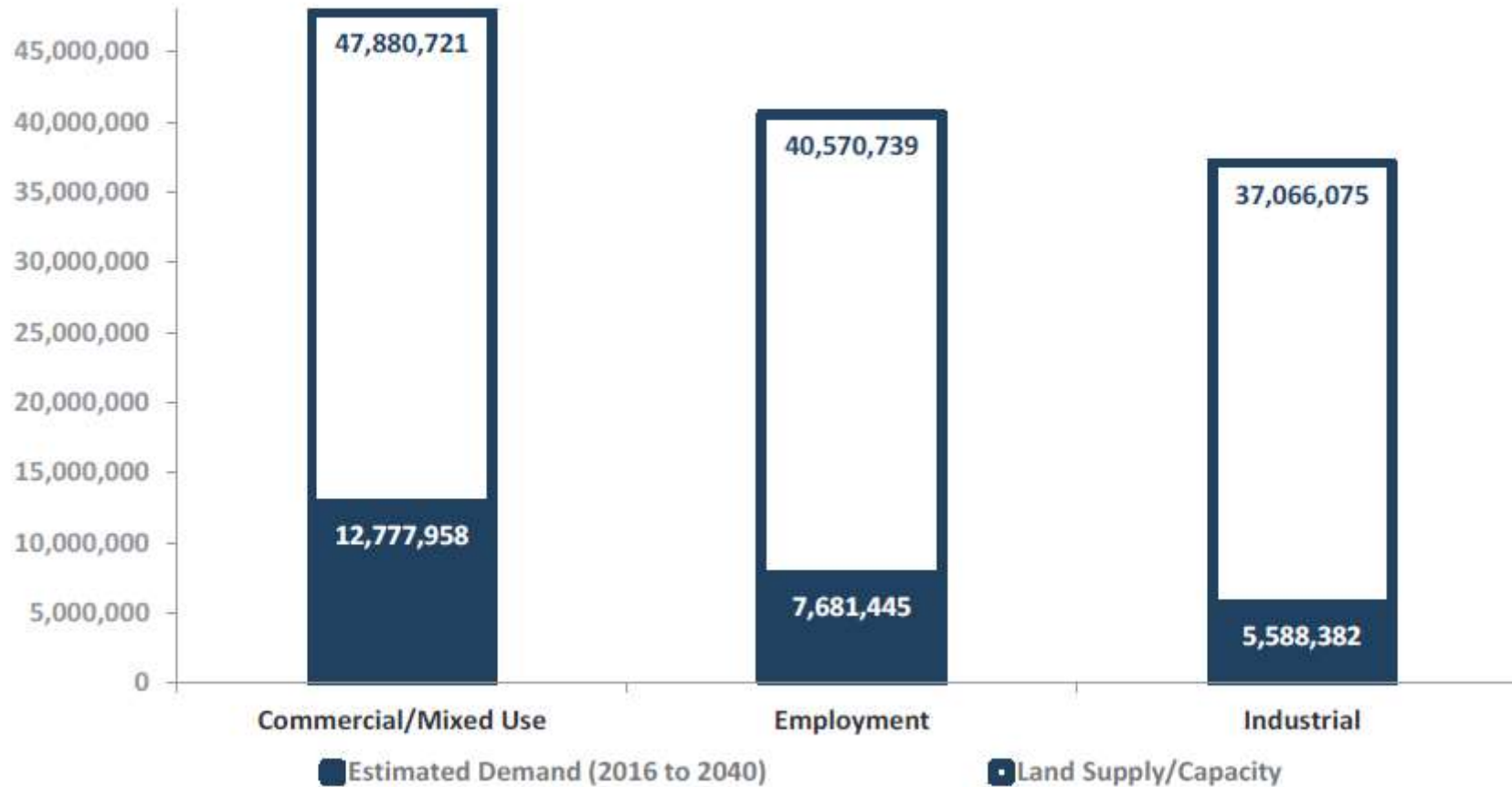
Growth of Logistics

As e-commerce has driven down demand for retail space, it has at the same time driven up demand for industrial development supporting its growth. Logistics and distribution oriented employment sectors (transportation and warehousing, wholesale trade) and industrial development are the largest drivers of new industrial development. As e-commerce retailers and traditional retailers are pushing for more convenience and more online shopping, demands for local distribution are growing. Industrial buildings and developments related to logistics want to locate centrally to their service market, and along major transportation routes. Industrial spaces

Small Urban Manufacturers (SUMs)

Urban manufacturing today is largely occupied by small, specialized firms in collaborative and interdependent networks. In Fort Collins, 80 percent of manufacturing firms have fewer than 20 employees. The average size of a manufacturing firm is 28 employees but the median size is six employees. Manufacturers nationally have also been trending towards smaller footprints and fewer employees. Research has shown that small urban manufacturers (SUMs) are more productive when located in denser urban areas. These firms desire the centrality within their market, which helps with employee attraction and also proximity to goods and services needed to support their businesses. SUMs also tend to pay higher median wages with higher wage growth and skill development opportunities. However, these smaller manufacturers are typically looking for existing, lower cost spaces at least initially. As they grow, finding locations with a larger building and/or the ability to build to suit their own facility is a need, which is increasingly harder to find in central locations and at an affordable cost.

Figure 11
Estimated Land Demand versus Supply, 2016 to 2040

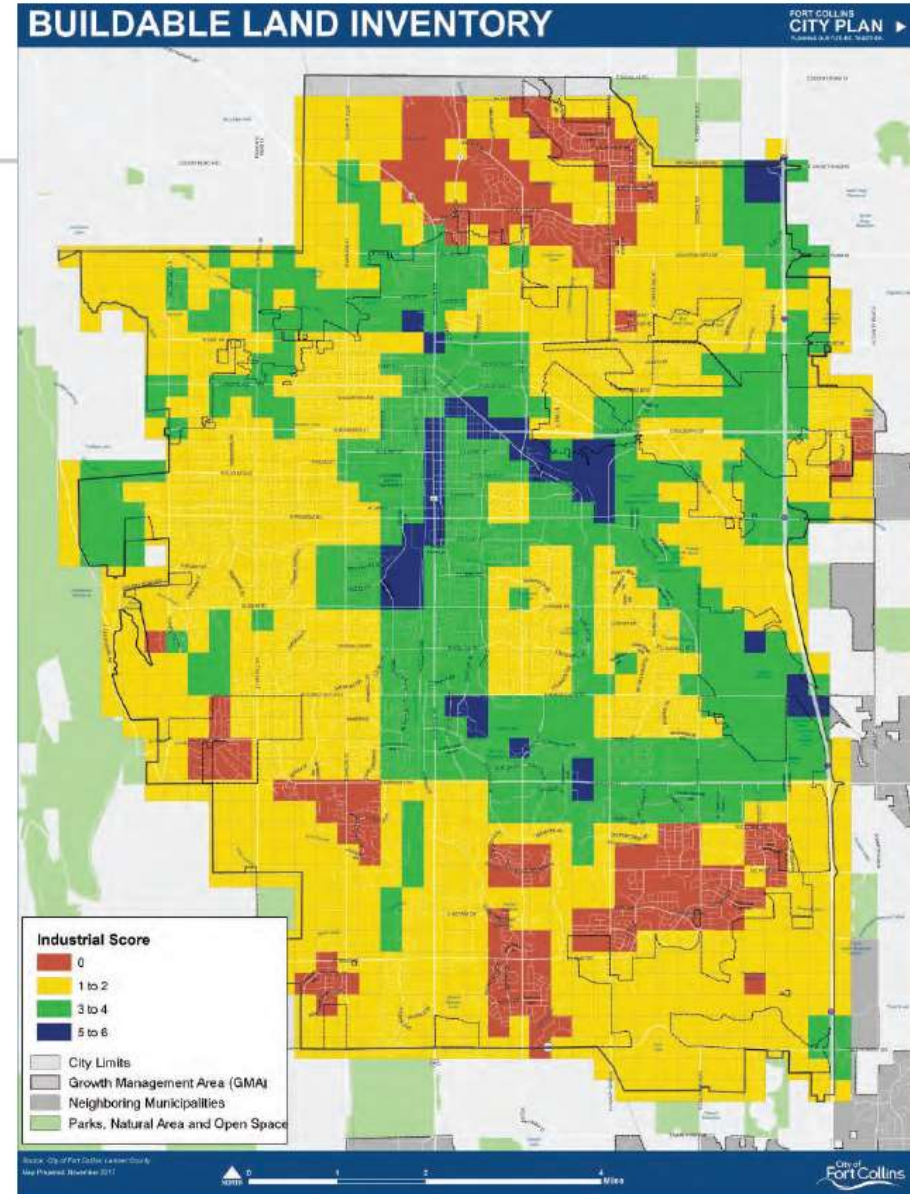


Source: Economic & Planning Systems; City of Fort Collins

INDUSTRIAL

ATTRIBUTES MEASURED

- Access to highways/major arterials
 - Within ½ mile of Major Arterial or Highway
- Highway Interchange
 - Adjacent to interchange
- Access to freight transportation
 - Adjacent to rail
- Presence of Enterprise Zone
 - In an enterprise zone Y/N
- Served by City’s Water and Sewer
 - Water – Yes/No
 - Sewer – Yes/No
- Average parcel size
 - Average parcel size of greater than 2 acres



COMPARISON TO OPPORTUNITY AREAS

QUALITATIVE ASSESSMENT BASED ON SCORING

- Retail Focus Areas
 - Downtown, College and Harmony Corridors and select Highway interchanges
- Office Focus Areas
 - Greater downtown area, Midtown and Harmony Corridors, select opportunities near interchanges
- Industrial Focus Areas
 - Interstate/interchanges, Mulberry Corridor, North College

	Regional/Community Retail	Office/Employment	Industrial
Downtown	Good	Good	Limited
Mountain Vista Area (north of Vine, excluding interchange areas)	Limited	Limited	Limited
North College Corridor	Adequate	Adequate	Good
East Mulberry Corridor (except interchange area)	Adequate	Adequate	Good
Midtown Corridor	Good	Good	Adequate
Harmony Corridor	Good	Good	Adequate
Timberline Corridor (Horsetooth to Harmony)	Adequate	Adequate	Limited
W. Elizabeth Corridor	Adequate	Adequate	Limited
Mountain Visa Interchange	Adequate	Limited	Good
Vine Interchange	Adequate	Limited	Good
Mulberry Interchange	Good	Adequate	Good
Prospect Interchange	Adequate	Adequate	Good
Harmony Interchange	Good	Adequate	Adequate
Hwy 392 Interchange	Good	Adequate	Adequate

LEGEND

	Limited	Adequate	Good
Desirability	Limited	Adequate	Good

LUC 4.28(E)(3)(a)(3)

A minimum eighty-foot deep landscaped yard shall be provided along any boundary line that adjoins a residential land use or a zone district (whether within or beyond the City's jurisdictional boundary) that is predominately characterized by residential uses as permitted uses. This residential buffer yard may be reduced to thirty (30) feet if the adjoining residential land use or zone district (whether within or beyond the City's jurisdictional boundary) is separated by a public street.

LUC 3.8.26 – Supplementary Buffering Standards

Purpose. The purpose of this Section is to provide standards to separate residential land uses and high occupancy building units from existing industrial uses in order to eliminate or minimize potential nuisances such as dirt, litter, noise, glare of lights and unsightly buildings or parking areas, or to provide spacing to reduce adverse impacts of noise, odor, air pollutants, hazardous materials or site contamination, or danger from fires or explosions.

	Option Width	Plant Multiplier	Option: Add 6' Wall	Option: Add 3' Berm or 6' Fence
Buffer Yard B:	15 feet	1.25		
	20 feet	1.00		
	25 feet	.90		
4 Shade Trees	30 feet	.80	.75	.85
4 Ornamental Trees or Type 2 Shrubs ^{***}	35 feet	.70		
3 Evergreen Trees	40 feet	.60		
25 Shrubs (Type 2)	45 feet	.50		

Floodplain Mapping



Site located in the 500-yr Poudre River Floodplain

- Primary impact: No critical facilities