

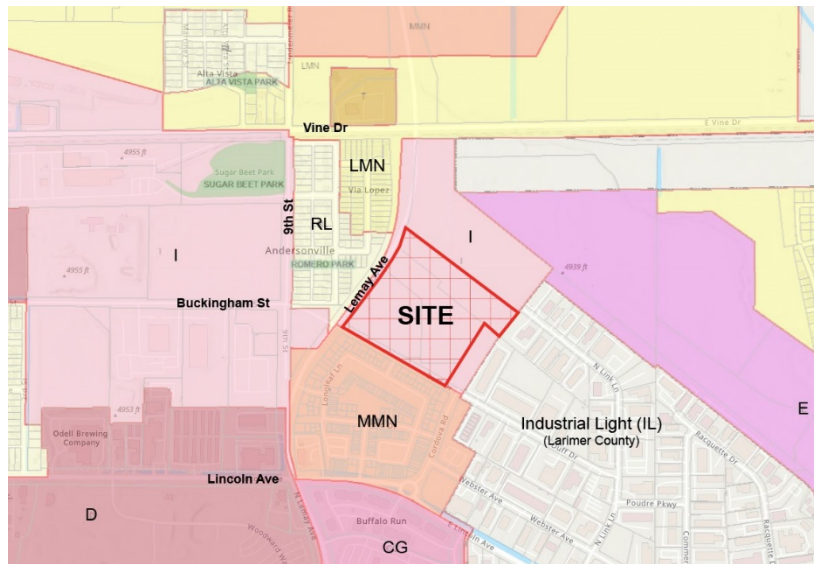
Planning and Zoning Commission Hearing: December 15, 2022

The Landing at Lemay Rezone & Structure Plan Map Amendment, #REZ220001

Summary of Request

This is a request to amend the Structure Plan Map and rezone 17.1 acres from the Industrial (I) zone district to the Medium Density Mixed-Use Neighborhood (MMN) zone district. If approved, the rezoning is likely to facilitate a future proposal for a multifamily development project.

Zoning Map



Next Steps

After receiving a recommendation from the Planning and Zoning Commission, the proposed Structure Plan amendment and rezoning will be presented to City Council for consideration of approval via ordinance.

Site Location

Located east of the intersection of Lemay Avenue and Duff Drive.

Petitioner

Thompson Thrift Residential
111 Monument Circle, Suite 1500
Indianapolis, IN 46204

Owners

John James & Marlena Niforos,
Representatives of the Tonia Niforos Estate
705 14th Street SE 303
Loveland, CO 80537

Staff

Ryan Mounce, City Planner

Contents

- 1. Project Introduction 2
- 2. Public Outreach 5
- 3. Land Use Code Article 2 Procedural Standards 5
- 4. Land Use Code Article 2 Standards 6
- 5. Findings of Fact/Conclusion 11
- 6. Recommendation 11
- 7. Attachments 12

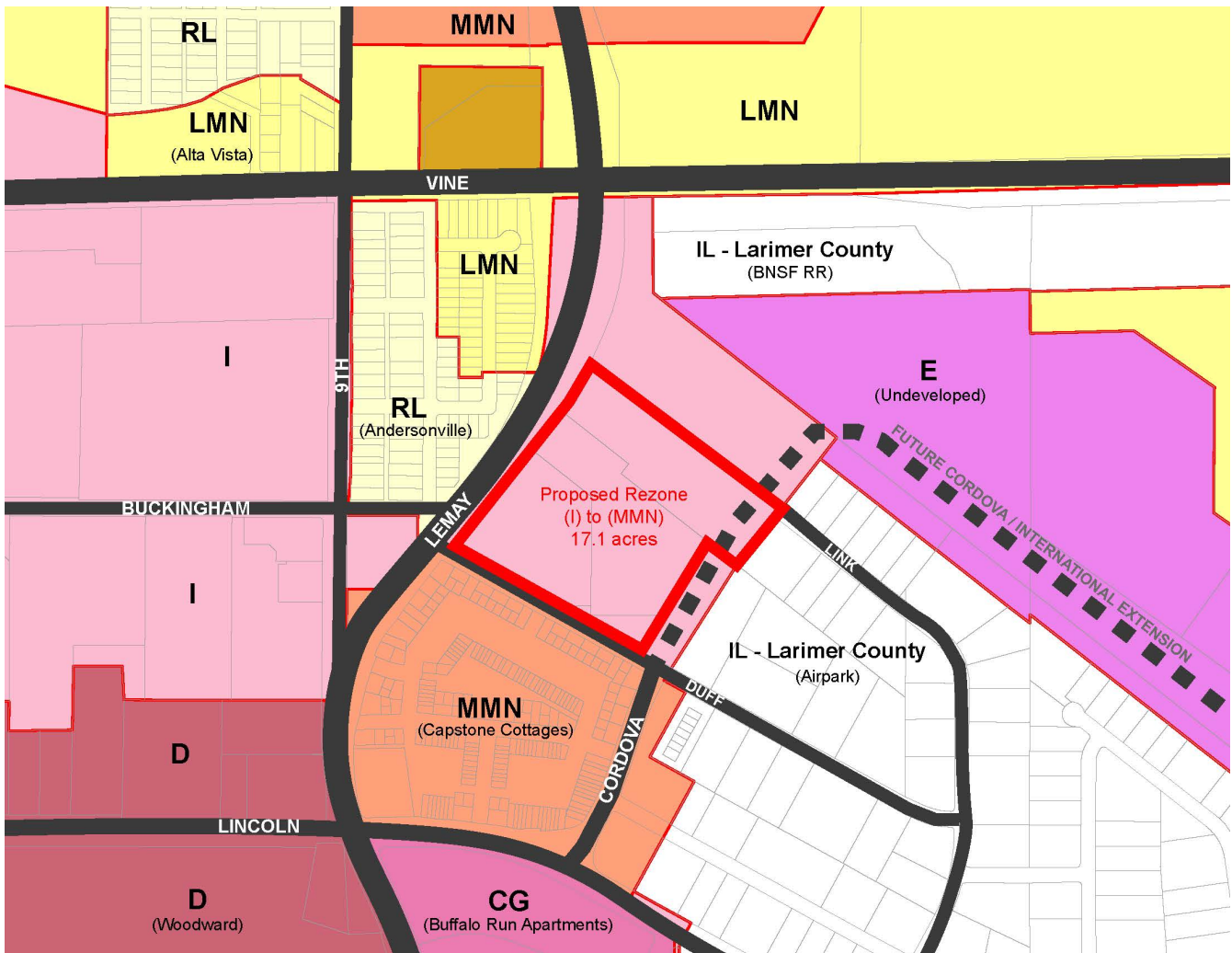
Recommendation

Approval with conditions

1. Project Introduction

A. PROJECT DESCRIPTION

The petitioners are requesting an amendment to the Structure Plan and Zoning Maps for a proposed 17.1-acre rezoning from the Industrial (I) zone district to the Medium Density Mixed-Use Neighborhood (MMN) zone district. The petitioners control approximately 26 acres of undeveloped land north of Cordova Road and Duff Drive and propose rezoning approximately the southern two-thirds of land to (MMN), which would permit consideration for a future multifamily residential project. The remaining 8.9 acres of land would remain under (I) zoning.



Site & Zoning Vicinity Map

B. BACKGROUND & CONTEXT

The site was originally annexed in 1986 as part of the larger Fort Collins Business Center Annexation. Under the zoning designations at the time, the site was zoned Light Industrial (IL), conditioned upon the property being developed as a planned unit development.

While development was contemplated for the site at various points, even leading to the recording of certain annexation and development agreements, the site remains vacant and undeveloped. Many of the obligations originally agreed upon in these prior agreements relate to right-of-way dedication and roadway construction when the property was to be developed, and have either been fulfilled by adjacent surrounding development, or superseded by changes to the City’s transportation network planning in the vicinity. In particular, some of the original street connections to Lemay Avenue are no longer possible now that the Lemay right-of-way has been realigned and the grade builds in height towards the overpass over Vine Drive.

Since annexation, the zoning for the site has remained under Industrial designations. Both the existing City Plan Structure Plan Map, as well as the 2002 East Mulberry Corridor Plan guide for Industrial land-uses. The City is currently working on updates to the East Mulberry Corridor Plan and if a rezoning is approved by City Council, staff will incorporate those changes into a new land use framework map for the East Mulberry Corridor planning effort.

1. Surrounding Zoning and Land Use

	North	South	East	West
Zoning	Industrial (I), Employment (E), Industrial Light (IL – Larimer County)	Medium Density Mixed-Use Neighborhood (MMN)	Industrial Light (IL – Larimer County)	Low Density Residential (RL), Low Density Mixed-Use Neighborhood (LMN)
Land Uses	Undeveloped land, Burlington Northern Santa Fe railroad yard	Single-unit attached, and duplex dwellings	Various industrial and custom industry / workshop uses	Single-unit dwellings, Institutional (Place of Worship, Museo de las Tres Colonias)

Beyond adjacent land-uses, a prominent characteristic of the site is its isolation due to nearby edges and barriers which limit connectivity from several directions:

- North of the site, the Burlington Northern Santa Fe railroad tracks and switching yard prevent street connectivity from Vine Drive.
- North and west of the site features the re-aligned Lemay Avenue as it curves and increases in height, building towards the overpass over Vine Drive. While the site has frontage along Lemay Avenue, visibility and direct access is limited due to mismatched grades.
- Following future development, the site’s eastern edge will be defined by an extension of Cordova Road, a collector street that is intended to curve 90 degrees northeast of the site and travel parallel to the old runways of the Fort Collins Airpark and connect with International Drive and Timberline Road. Given the older local streets of the airpark to the east and the much wider right-of-way of newer collector street standards, Cordova Road will create a defined edge between development on either side.

C. OVERVIEW OF MAIN CONSIDERATIONS

Five criteria govern the review and findings on rezonings. They can be paraphrased as ‘consistent with the comprehensive plan’; ‘warranted by changed conditions’; ‘compatible with surrounding uses’; ‘impacts to the natural environment’; and ‘a logical and orderly development pattern’.

These criteria are explained and evaluated in detail within the staff analysis section of this report. Staff finds that the collective rezoning criteria are either neutral or validate a rezoning request, with the most pertinent criteria relating to changed conditions. Policy support in the comprehensive plan and subarea plans support options both for a rezoning or continuing under the present Industrial (I) district designation.

Within City Plan, the community’s comprehensive plan, as well as the existing 2002 East Mulberry Corridor Plan, one can find multiple policies supporting both the importance of protecting and monitoring Fort Collins’ employment and industrial land supply, as well as a desire to support additional opportunities and housing capacity. These housing goals were reinforced more recently with the adoption of the Housing Strategic Plan. Staff’s evaluation details the tension between these policy goals in greater detail within the staff report as they relate to the proposed rezoning.

Changed conditions and a logical and orderly development pattern that would result from rezoning are staff’s primary evaluation areas supporting a potential rezoning. These are based on significant changes to infrastructure and connectivity surrounding the site, as well as a reduction in industrial land in the vicinity since the site was originally annexed and zoned 36 years ago.

The site’s most proximate land-uses are residential and industrial users. However, given a future collector street will form a boundary between the site and existing industrial development, there is an opportunity to expand a logical buffer separating residential and industrial land uses.

Finally, at the neighborhood meeting, common questions and concerns were raised about traffic with future (MMN) multifamily development, building height, impacts to wildlife using the property, water availability and efficiency, as well as a desire for better trail connections, different types of housing, and opportunities for more amenities such as retail or restaurants. Many of these concerns relate to any future development of the site, but several in particular related to building height, traffic, water availability, and opportunity for amenities can also be evaluated through the lens of potential outcomes under (I) versus (MMN) zoning designations.

2. Public Outreach

A. NEIGHBORHOOD MEETING

A neighborhood meeting for the rezoning was held October 2021 and a meeting summary is attached. The applicant's presentation focused on the proposed rezoning of the property from (I) to (MMN) zoning, and if approved, plans for a future three-story multifamily residential project. Other elements of the applicant presentation included highlighting opportunities and constraints of the property, such as proximity to Downtown and employment areas, as well as the site being located in a floodplain which will require mitigation measures for any future development of the property.

As previously noted, traffic, height impacts of future development, effects on wildlife, and water availability were primary concerns raised by meeting participants, along with suggestions to focus on trails and multimodal connectivity and a desire for different types of housing and retail or restaurants.

B. PUBLIC COMMENTS:

No public comments have been received.

3. Land Use Code Article 2 Procedural Standards

A. PROCEDURAL OVERVIEW

1. Preliminary Design Review - PDR190012

A preliminary design review meeting was held on August 11, 2021.

2. Petition – REZ220001

The rezoning petition and Structure Plan Map amendment was received on February 22, 2022.

3. Neighborhood Meeting

A virtual neighborhood meeting was held on October 4, 2021, via Zoom.

4. Notice (Posted, Written and Published)

Posted Notice: February 25, 2022, Sign # 710

Written Hearing Notice: December 1, 2022, 391 addresses mailed.

Published Hearing Notice: December 4, 2022

4. Land Use Code Article 2 Standards

A. DIVISION 2.9 – AMENDMENT TO ZONING MAP

Applicable Code Standard	Summary of Code Requirement and Analysis	Staff Findings
<p>2.9.4 – Map Amendment Review Procedures</p>	<p>This Code Section enables City Council to approve a change to the zoning map after receiving a recommendation from the Planning and Zoning Commission; and contains the applicable standards governing rezoning of property, as follows:</p> <p>Any amendment to the Zoning Map involving the rezoning of land shall be recommended for approval by the Planning and Zoning Commission or approved by the City Council only if the proposed amendment is:</p> <ul style="list-style-type: none"> • Consistent with the City’s Comprehensive Plan; and/or • Warranted by changed conditions within the neighborhood surrounding and including the subject property. <p>Additional considerations for rezoning parcels less than 640 acres (quasi-judicial):</p> <ul style="list-style-type: none"> • 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. • Whether and the extent to which the proposed amendment would result in significantly adverse impacts on the natural environment. • Whether and the extent to which the proposed amendment would result in a logical and orderly development pattern. <p>Petitioners’ Justification: The petitioners’ justification is attached and addresses these criteria in detail.</p> <p>Staff Analysis: Staff analysis follows, for each of these criteria.</p>	<p>Complies</p>
<p>Staff Analysis: Is the proposed rezoning “Consistent with the City’s Comprehensive Plan”?</p>	<p>Consistency with City Plan, Fort Collins’ comprehensive plan, can come through both the land use guidance provided by the Structure Plan Map and City Plan principles and policies. City Plan also encourages the review of more specific subarea plans, adopted as elements of City Plan. For this site, the 2002 East Mulberry Corridor Plan is relevant for additional context and guidance.</p> <p>City Plan & East Mulberry Corridor Plan – Land Use Framework:</p> <p>The existing City Plan Structure Plan Map identifies the site as part of the Industrial Place Type, consistent with its established industrial zoning. This industrial designation is also represented in the Land Use Framework Map of the 2002 East Mulberry Corridor Plan. These land use designations are not consistent with the proposed MMN zoning, and a Structure Plan Amendment is required alongside a rezoning to create the necessary alignment between site zoning and the land use guidance provided in these policy documents.</p> <p>Staff is mid-process with an update to the East Mulberry Corridor Plan. If the proposed Structure Plan Map amendment and rezoning are approved by City Council, staff intends to reflect those changes in the upcoming Plan update.</p> <p>City Plan & East Mulberry Corridor Plan – Policies</p> <p>City Plan and East Mulberry Corridor Plan policies present a tension between a handful of policies that seek both to ensure the success and preservation of the community’s industrial and employment land supply, as well as policies seeking to</p>	<p>Complies</p>

Applicable Code Standard	Summary of Code Requirement and Analysis	Staff Findings
	<p>maximize housing opportunities and the efficient use of land for housing located along transit and near employment and services.</p> <p>Relevant City Plan policies:</p> <ul style="list-style-type: none"> ▪ <i>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.</i> ▪ <i>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.</i> <p>The East Mulberry Corridor Plan also includes policies addressing both additional housing opportunities and retention/expansion of industrial space and businesses within the Mulberry corridor:</p> <ul style="list-style-type: none"> ▪ <i>Principle EMC.LU-4: The East Mulberry Corridor study area supports the retention of existing industrial and agricultural business uses and their future expansion.</i> ▪ <i>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.</i> ▪ <i>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.</i> <p>These sets of policies could be used to support either the existing industrial designation of the property to ensure a long-term supply of land available for industrial development, or for a residential rezoning given the site’s proximity to transit along Lincoln Avenue and major employment and neighborhood retail in the nearby airpark, Lemay Crossing Shopping Center, and Downtown.</p> <p>Staff’s evaluation finds while there is sufficient compliance with City Plan policies to consider the residential rezoning, the weight of the other rezoning criteria may be of particular importance in evaluating the request given the tension between the provided policy guidance.</p>	
<p>Staff Analysis: Is the proposed rezoning “Consistent with the City’s Comprehensive Plan”?</p> <p>- Conclusion and Conditions</p>	<p>Conclusion and Recommended Conditions:</p> <p>As noted, staff’s analysis finds support through City Plan and the East Mulberry Corridor Plan policies to find compliance with the comprehensive plan. Alongside this compliance comes the opportunity cost of simply continuing the current industrial designation, which is also supported by City Plan policies.</p> <p>In an effort to respond to several concerns and ideas raised at the neighborhood meeting and to broaden City Plan policy support for the rezoning, staff discussed with the applicants providing additional public benefits as part of this proposal that relate to other City Plan policies and priorities.</p> <p>The framework and enforcement for the following conditions is based on the City’s recently adopted Residential Metro District points evaluation system (attached), approved by Council in 2021, anticipating extraordinary public benefits when a residential metropolitan district is sought. The Residential Metro District Policy is organized around a matrix of priorities for housing, efficiency, and livability measures</p>	

Applicable Code Standard	Summary of Code Requirement and Analysis	Staff Findings
	<p>aligned towards City Plan policies. Each category provides a number of different options for a project to achieve enough points to demonstrate compliance with the overall intent of that category.</p> <p><i>Recommended Condition #1:</i></p> <p><i>Residential development within the boundaries of The Landing at Lemay Rezoning shall achieve 15 combined points from the Energy, Renewables, and Water Sub-Categories of the 2021 Residential Metro District Points System.</i></p> <p>This recommendation aligns with City Plan policies encouraging water efficiency and reducing water use in new developments, which was echoed by participants at the neighborhood meeting.</p> <p><i>Recommended Condition #2:</i></p> <p><i>Residential development within the boundaries of The Landing at Lemay Rezoning shall achieve 5 combined points from the Neighborhood Livability Category of the 2021 Residential Metro District Points System.</i></p> <p>The neighborhood livability category provides options for bike and pedestrian amenities beyond Land Use Code standards, additional off-site trail connections, and providing neighborhood services and enhanced gathering spaces. Not only do these align with multiple City Plan policies, but these types of amenities (trail connections, neighborhood amenities/restaurants) were also mentioned by participants at the neighborhood meeting as desirable for the area. Staff has heard similar sentiments during engagement events for the East Mulberry Corridor Plan update, and additional neighborhood-serving amenities is likely to remain a focus within the forthcoming plan update.</p>	
<p>Staff Analysis: Is the proposed rezoning “Warranted by Changed Conditions Within the Neighborhood Surrounding and Including the Subject Property”?</p>	<p>The site’s current industrial designation (and equivalent designations under prior zoning) date to the property’s annexation in the mid-1980s. The site was located in the middle of a larger geographic area of industrial zoning split between the City and Larimer County. To the south and west included other undeveloped or partially developed industrial land along Lincoln Avenue and Buckingham Street and to the east is the established airpark in Larimer County, featuring smaller-scale workshop and custom small industry businesses.</p> <p>Over the three decades since annexation and zoning, the vicinity has seen both physical, adjacent zoning, and market-based changes that have altered the suitability for certain types of industrial uses.</p> <p>Visibility & Connectivity</p> <p>Following annexation and zoning, early plans for the site included the possibility of a larger industrial planned unit development and older annexation agreements from the 1980s indicated future local streets would be constructed through the site and intersect with Lemay Avenue. With the realignment of Lemay Avenue and the new overpass over Vine Drive, the site no longer has opportunity for direct arterial street access and features reduced visibility due to the rising grade of the overpass, especially at the site’s northwestern boundary. Visibility and street connectivity from the north is also limited by the BNSF railroad yard.</p> <p>For certain types of industrial development such as logistics and warehousing, these visibility and accessibility impacts may reduce the suitability of the site for this type of industrial development. The City Plan Employment Land Demand Analysis, attached, weighs visibility and direct arterial and highway accessibility as some of the most important factors for industrial and employment development suitability.</p>	<p>Yes</p>

Applicable Code Standard	Summary of Code Requirement and Analysis	Staff Findings
	<p>Changes in Adjacent Zoning</p> <p>There have also been prominent reductions in the amount of industrially zoned land around the project site. In 2015, the property to the southwest was rezoned from (I) to (MMN) and now features a residential project (Capstone Cottages) with attached and duplex housing. Combined with the Andersonville and San Cristo neighborhood to the northwest, the site now abuts residential zoning more so than industrial zoning.</p> <p>Part of the rationale for the Capstone Cottages rezoning was that the former Link-N-Greens golf course was rezoned from Public Open Lands (POL) to what is now the Downtown (D) zone district to accommodate the new Woodward headquarters. This resulted in a large net increase in employment in the vicinity, even factoring in the loss of industrial land as a result of the Capstone Cottages and this proposed rezoning.</p> <p>West of the site along Lincoln Avenue, former industrially zoned properties were also recently included in a new sub-district of the Downtown (D) zone, recognizing the growing shift in this area’s activity from traditional industrial developments such as supply yards, manufacturing, and outdoor storage, to an area increasingly focused on services and retail/tourism activities anchored by breweries.</p> <p>Given these rezonings and shifts in prior industrial activities, the site is now on the edge of an industrial area rather than being within the middle of a broader industrial district as it was in the 1980s when the site was originally annexed and zoned.</p> <p>Market Dynamics / Industrial Development Demand & Available Sites</p> <p>With policy direction in City Plan encouraging a long-term adequate supply of industrial and employment land, staff also requested updated market and industrial development history information from the applicants. Summit Economics, hired by the applicant team, provided information that since 2000 the average annual industrial development square footage built per year in Fort Collins is approximately 55,000 square feet. While larger spikes of industrial demand were observed in the 1980s and 1990s, the last several decades have observed flat or even slightly decreasing industrial demand and development in Fort Collins even as the population has continued to grow.</p> <p>If these trends persist, Fort Collins should have ample industrial land available for new development through 2040 and beyond. The most recent 2018 City Plan Trends and Forces Report, attached, provided an estimate of 850 acres of remaining vacant industrial land in the community. Assuming a 20% floor area ratio for new industrial development, approximately seven acres of industrial land is needed each year to meet recent average annual industrial demand. This does not account for additional space achieved through redevelopment and intensification of existing sites, or development of industrial space and activities in other commercial zone districts which permit similar activities and land uses, such as custom small industry spaces.</p> <p>While overall available space and land needs may be met, the quality and suitability of the land is also an important factor. Larger sites with high visibility and highway access are particularly suitable for logistics/warehousing and industrial flex space and have been some of the most popular recent forms of new industrial development regionally/nationally. However, the inventory of sites in Fort Collins meeting the aforementioned criteria remain largely undeveloped. For example, large areas of industrial zoned properties located along I-25 between Mulberry Street and Mountain Vista Drive remain undeveloped.</p> <p>The City Plan Trends and Forces report documents the growing popularity of this style of industrial development with large warehouse space in back and office/workshop/retail activities located up front in multi-tenant spaces. In recent years, large new industrial flex developments have been constructed regionally in Loveland near I-25 and Crossroads Boulevard and in Johnstown east of I-25 and US34. Fort</p>	

Applicable Code Standard	Summary of Code Requirement and Analysis	Staff Findings
	<p>Collins has also seen several examples of this development in the Harmony Technology Park and the under construction Mulberry Connection development near I-25 and Mulberry.</p> <p>Summary</p> <p>Since the original annexation and zoning of the site, adjacent infrastructure and zoning changes have eroded what was once planned as a larger and more cohesive industrial area. Due to rezonings and the reorientation of preexisting industrial land toward services, retail, and tourism-based activity, the site now sits at the edge of an industrial area rather than in the middle. Changes in visibility and access due to the construction of the Lemay Overpass may make the site less suitable for certain types of industrial development, while demand for industrial space in Fort Collins over the past several decades has been flat or slightly decreasing.</p> <p>Given the suitability characteristics of the site, demand trends, and the remaining inventory of industrial land in the community in more favorable locations, staff feels the City's overall industrial land inventory for the future remains intact if the proposed rezoning is approved.</p>	
<p>Staff Analysis: "... Compatible with Existing and Proposed Uses... and is the Appropriate Zone District for the Land"</p>	<p>As previously discussed, the site now sits on an edge between two different types of land-uses and zoning: residential from the southwest to northwest, and industrial from the northeast to southeast. Given this edge condition, compatibility to adjacent land-uses could be argued both for the existing industrial designation or to a residential alignment. Already the site vicinity features multiple instances of either (MMN) zoning and development near (RL) and (LMN) zoning or (I) zoning near these three residential zone districts. The extension of Cordova Drive as the future eastern edge of the site also presents the opportunity for a slightly larger industrial-residential buffer due to an expanded collector-street right-of-way from the industrial to the east.</p> <p>Other qualitative compatibility factors related to intensity or possible nuisance and quality-of-life issues are difficult to evaluate, especially for the industrial district which permits a large variety of land-uses and has more potential for direct visual or noise impacts given relaxed standards for industrial businesses to utilize outdoor storage, heavy machinery and/or the presence of larger vehicles. Alternatively, a large multifamily proposal under (MMN) zoning may be considered a more intensive use of the land from a traffic or building height perspective when compared to some of the other nearby industrial development analogs in the nearby airport.</p> <p>Ultimately, either land use would be expected to mitigate potential issues through Land Use Code compatibility and buffer standards when a specific development is proposed. In regard to impacts northwest of the site and the lower intensity residential uses in the (RL) and (LMN) zones, impacts may be partially moderated due to the visual and distance buffer provided by the overpass over Vine Drive and serve to improve compatibility whether the site remains (I) or is rezoned to (MMN).</p> <p>More compelling for a residential zoning of the site and discussed in greater detail under a logical and orderly development pattern section below, is the nearby presence of shopping/services, employment, and transit which provide amenities for MMN-style development.</p>	<p>Yes</p>
<p>Staff Analysis: "...Adverse Impacts on the Natural Environment..."</p>	<p>The site does not contain any yet identified sensitive or natural features and a rezoning from (I) to (MMN) is not likely to substantially alter the level of intensity or impact on the natural environment from either a future industrial or residential development.</p>	<p>NA</p>

Applicable Code Standard	Summary of Code Requirement and Analysis	Staff Findings
<p>Staff Analysis: “...a Logical and Orderly Development Pattern”</p>	<p>The site’s vicinity features a mix of different zoning designations and land-uses and abuts both residential and industrial zoning. Given the adjacent land uses and the lack of a more cohesive land-use pattern, staff finds the proposed rezoning would create a logical and orderly development pattern by extending an abutting area of (MMN) zoning and using the future extension of Cordova Road to establish a clear boundary and buffer between the more industrial airpark east of the site and the residential areas to the west.</p> <p>Under the City’s industrial zone district Land Use Code standards, buffers are to be established where the (I) district abuts residential zone districts or development as follows:</p> <p style="padding-left: 40px;"><i>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.</i></p> <p>The future extension of Cordova Road as a collector street provides the impetus to reduce the required 80-ft buffer to a 30-ft required buffer on the applicant’s site. Staff is recommending an additional condition of approval to establish the 30-ft required buffer on site to achieve the full intended buffer standard from the Land Use Code.</p> <p>This additional 30-ft buffer along Cordova Road will mimic the same setback condition that was already established at the Capstone Cottages further southwest along Cordova Road, and no interruption to the function and appearance of the building to street environment is anticipated.</p> <p style="padding-left: 40px;"><i>Recommended Condition #3:</i></p> <p style="padding-left: 40px;"><i>Residential buildings shall be setback a minimum of 30-ft from the Cordova Road right-of-way.</i></p> <p>In addition, an (MMN) zoning designation for the site follows similar zoning and intensity patterns established elsewhere in the community where multifamily residential and (MMN) zoning is typically utilized as an intermediate zone district between nearby commercial and industrial zoning and other lower intensity residential zone districts such as (LMN) or (RL).</p> <p>Extending beyond the immediate vicinity, the site also has access to well established employment areas along the Mulberry Corridor and Downtown, as well as the amenities and shopping Downtown and just south of Lincoln Avenue at the Lemay Crossing Shopping Center. Transit access on Lincoln Avenue in addition to the aforementioned features make this site well suited towards providing amenities for residential units.</p>	<p>Yes</p>

5. Findings of Fact/Conclusion

In evaluating the petition for The Landing at Lemay Rezoning and Structure Plan Amendment from Industrial (I) to Medium Density Mixed-Use Neighborhood (MMN), staff finds that the petition complies with the standards in Section 2.9 with three recommended conditions.

6. Recommendation

Staff recommends that the Planning and Zoning Commission approve a motion to recommend that City Council approve The Landing at Lemay Rezoning and Structure Plan Amendment, #REZ2200001, based on the analysis and Findings of Fact in the Staff Report, with the following three conditions:

1. Residential development within the boundaries of The Landing at Lemay Rezoning shall achieve 15 combined points from the Energy, Renewables, and Water Sub-Categories of the 2021 Residential Metro District Points System.
2. Residential development within the boundaries of The Landing at Lemay Rezoning shall achieve 5 combined points from the Neighborhood Livability Category of the 2021 Residential Metro District Points System.
3. Residential buildings shall be setback a minimum of 30-ft from the Cordova Road right-of-way.

7. Attachments

1. Rezoning Petition
2. Rezoning Map
3. Applicant's Project Narrative & Justification
4. 2021 Residential Metro District Evaluation System
5. Industrial Land Use, Forecasts, and Absorption in Fort Collins Report
6. City Plan Land Employment Analysis
7. City Plan Trends & Forces Report
8. Neighborhood Meeting Summary
9. Staff presentation