

STRUCTURE PLAN

04

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

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

-Fort Collins resident

Structure Plan

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

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

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

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

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

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

HOW TO USE THE STRUCTURE PLAN

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

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

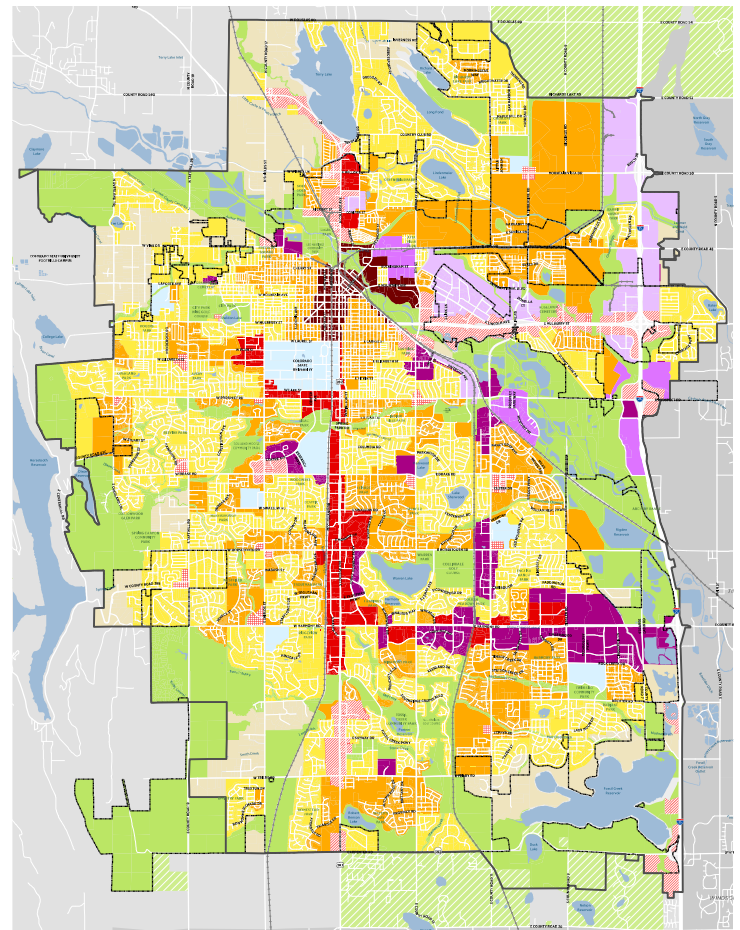
Future zone changes should generally adhere to the place-type boundaries depicted on the Structure Plan, but flexibility in interpretation of the boundary may be granted provided the proposed change is consistent with the principles, goals and policies contained in this Plan. Density ranges outlined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

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

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

O4 | STRUCTURE PLAN


Structure Plan Map



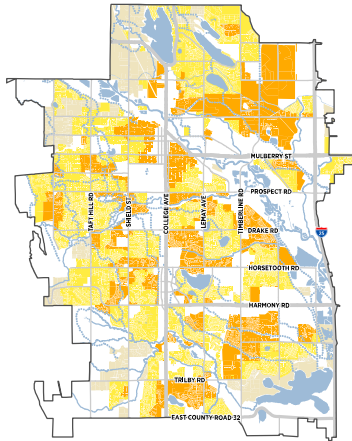
FORT COLLINS CITY PLAN ▶



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

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

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



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

Rural



Principal Land Use
Single-family detached homes, agricultural uses

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

Density
Up to two principal dwelling units per acre

Key Characteristics/Considerations

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

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

Suburban



Principal Land Use
Single-family detached homes

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

Density
Between two and five principal dwelling units per acre

Key Characteristics/Considerations

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

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

Mixed



Principal Land Use

Single-family detached homes, duplexes, triplexes and townhomes

Supporting Land Use

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

Density

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

Key Characteristics/Considerations (New Neighborhoods)

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

(Existing Neighborhoods)

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

Typical Types of Transit

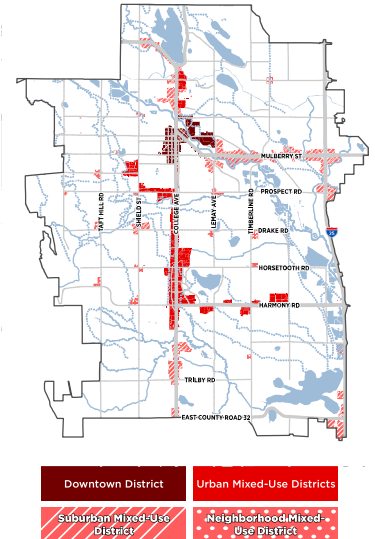
In areas on the lower end of the density range, service will be similar to Suburban Neighborhoods; as densities approach 20 dwelling units per acre, fixed-route service at frequencies of between 30 and 60 minutes becomes viable.



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

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

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



Downtown



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

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

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

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

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

Urban Mixed-Use



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

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

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

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

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

Suburban Mixed-Use



Principal Land Use
Retail, restaurants, office and other commercial services

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

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

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

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

Neighborhood Mixed-Use



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

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

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

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

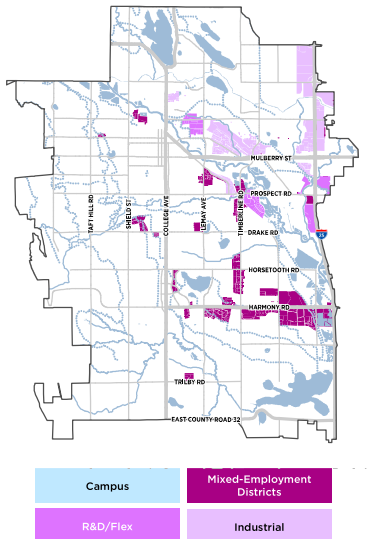
Typical Types of Transit
Varies depending on density and surrounding context, but generally served by fixed-route service at frequencies of between 30 and 60 minutes.



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

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

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



Campus



Principal Land Use
Education, research and employment uses associated with major educational institutions

Supporting Land Use
Retail, restaurant, entertainment and residential uses

Density
Varies

Key Characteristics/Considerations
» Characteristics of Campus Districts vary by location and institution; future development is guided by each institution's master plan.

- » The incorporation of supporting uses and services is encouraged to help advance the mission of the institution and/or allow students and employees to meet more of their daily needs on campus.
- » Supported by direct pedestrian and bicycle linkages from surrounding areas, as well as high-frequency bus and/or BRT.

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

Mixed-Employment **P**



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

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

Density
Varies

Key Characteristics/Considerations
» Provide dedicated opportunities for a range of employment and other supportive uses in a walkable campus or mixed-use setting.

- » The integration of supporting uses, including high-density residential, is supported in Employment Districts to improve access to services.
- » Supported by direct pedestrian and bicycle linkages from surrounding districts and neighborhoods, as well as high-frequency bus and/or BRT.

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

R&D/Flex



Industrial



Principal Land Use

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

Supporting Land Use

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

Density

Varies

Key Characteristics/Considerations

- » Accommodates a wide range of business types and sizes allowing the City to remain flexible in the types of employers and employment uses it can support and attract.
 - » While more-intense uses should be buffered from the street and surrounding areas, pedestrian and bicycle connections should be integrated into the overall design of a site or project.
 - » Any outdoor storage must be screened from the street and from less-intense uses in adjacent Districts or Neighborhoods.
- Typical Types of Transit**
 Limited due to low population and low employment densities; however, fixed-route service at frequencies of between 30 and 60 minutes may exist in some locations.

Principal Land Use

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

Supporting Land Use

Restaurants, convenience retail and other supporting services

Density

Varies

Key Characteristics/Considerations

- » Areas dedicated for a variety of more-intensive work processes and other uses of similar character, typically located away from or buffered from residential neighborhoods.
 - » Transportation facilities in Industrial Districts should promote the efficient movement of commercial truck traffic and/or access to rail.
 - » Supported by direct pedestrian and bicycle linkages from surrounding areas, as well as transit in some locations.
- Typical Types of Transit**
 Limited due to low population and low employment densities; however, fixed-route service at frequencies of between 30 and 60 minutes may exist in some locations.

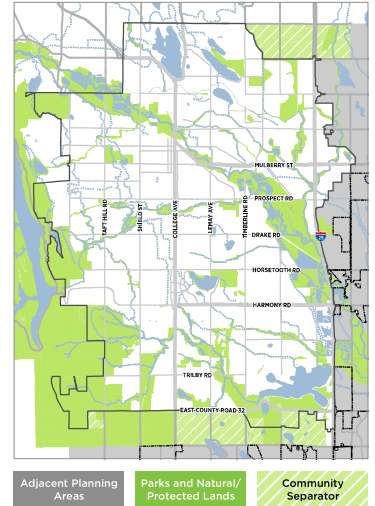


Types of corridors and edges identified on the Structure Plan map include:

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

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

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



Parks; Natural/Protected Lands



Principal Land Use

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

Key Characteristics/Considerations

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

Typical Types of Transit

None; travel volumes typically not sufficient to support transit.

Priority Place Types

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

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

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

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