

## ATTACHMENT "D"

### I-25 & MULBERRY ANNEXATION NARRATIVE

The following is the required narrative described in the Fort Collins Land Use Code for a proposed annexation. The Annexor does not propose any conditions of annexation with this Petition and Zoning request.

***4(g) A statement as to why it is necessary and desirable for the City of Fort Collins to annex the area.***

The I-25 and Mulberry property is generally located at the northeast corner of I-25 and Mulberry Street. The property is currently vacant and has been historically used for irrigated agricultural farming activities. The subject property is located within the City's Growth Management Area (GMA) and therefore, is subject to the Intergovernmental Agreement (IGA) between the City of Fort Collins and Larimer County. The IGA requires that before urban development of the property can occur it must request to be annexed into the City of Fort Collins. The boundary of the GMA, together with the IGA, verifies that the City and County agree that the property should be annexed prior to its development. The applicant agrees that this is both appropriate and desirable.

The Owner of the property is requesting annexation and zoning for commercial, retail, and industrial uses consistent with the intent of the City's Structure Plan and the I-25 Subarea Plan. The Subject property is approximately 46.92 acres in size and meets the statutory requirements of one-sixth or greater contiguity to the City of Fort Collins Municipal Boundary in order to be considered for annexation. The proposal is to annex the property to the City of Fort Collins and Zone the western portion of the property, being approximately 17.29 acres, CG - General Commercial with the remaining eastern portion of the property, being 29.63 acres to be Zoned I - Industrial. Primary access to the subject property will be provided through the site with the construction of the realigned I-25 NE Frontage Road, which in the future will be extended to the intersection of Mulberry Street located just south of the property. The realigned I-25 Frontage Road will extend through the site and connect to the existing I-25 NE Frontage Road located at the Northwest corner of the property, additional there will be vehicular access provided to the east with a connection being made to Spruce Lane.

It is proposed to abandon the existing Northeast I-25 Frontage Road, which is located immediately south and along a large portion of the western boundary of the property. It will be relocated interior to the property. The Mulberry Frontage Metropolitan District ("MFMD") will complete the I-25 East Frontage Road realignment. CDOT and the MFMD believes it will be beneficial to relocate the Frontage Road based on the following:

- The realignment of the NE I-25 Frontage Road is necessary to help advance planned improvements to property adjacent to the realigned Frontage Road.
- The realignment of the NE I-25 Frontage Road is anticipated to improve operations at the intersection of Mulberry Street, I-25 Frontage Road, and Cloverleaf Way, which currently requires additional signal phases due to the current configuration.
- CDOT recognized the need in 2005 for the NE I-25 Frontage Road to be realigned as part of the I-25 & Mulberry Street interchange reconstruction and purchased a Deed of Covenant, reserving a portion of property on the north side of Mulberry Street for future development of a new I-25 frontage road.

As a result of the recent NE I-25 and Mulberry Street Interchange Improvements and the proposed abandonment and realignment of the NE I-25 Frontage Road coupled with other recent developments within close proximity of the subject property, the Owner of the subject property recognizes that the development of the property, consistent with the City's CG - General Commercial and I - Industrial Zone Districts would be the best possible use of the I-25 & Mulberry property. Additionally the Owner believes that the development of the property will provide a significant economic benefit to the City of Fort Collins and greatly improving the overall safety and traffic operations at the Mulberry and I-25 Intersection.

***4(h) A description of the zoning classification being requested and any condition requested for that zone district classification.***

The Applicant is requesting a Zone District Classification of CG - General Commercial: 17.29 acres and I – Industrial: 29.63 acres, which is in general conformance with the City of Fort Collins Structure Plan. There are no conditions of zoning being requested at this time.

***4(i) A statement of consistency of the requested zoning to the Structure Plan.***

The City's Structure Plan describes the southernmost third of the I-25 & Mulberry property as being a Suburban Mixed-Use District and the remaining northern portion as an Industrial District.

**City Plan Structure Plan states:**

*The Structure Plan Map and Place Types - or land use categories provide a framework for the ultimate buildout of Fort Collins and plays a critical role in helping the community achieve its vision over the next 10 - 20 years.*

*The City's Structure Plan and associated Place Types:*

- *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.*

**Suburban Mixed-Use District - Key Characteristics as stated by the City Plan Structure Plan**

**City Plan Structure Plan states:**

***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, however, 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.*
- *Uses should be 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.*

**Zoning Consistency with Structure Plan**

Based on the City Plan Structure Plan the Applicant requesting Annexation and Zoning believes that the CG - General Commercial Zone District will best promote the Goals and Objectives of the Suburban Mixed-Use District.

**Industrial District - Key Characteristics as stated by the City Plan Structure Plan**

**City Plan Structure Plan states:**

***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 residential neighborhoods.*
- *Transportation facilities in Industrial Districts should promote the efficient movement of commercial truck 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 exist in some locations.*

**Zoning Consistency with Structure Plan**

Based on the City Plan Structure Plan the Applicant requesting Annexation and Zoning believes that the I – Industrial Zone Districts will best promote the Goals and Objectives of the City’s Structure Plan.