

# AGENDA ITEM SUMMARY

City Council



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## STAFF

Seth Lorson, Senior Transportation Planner  
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Aaron Guin, Senior Assistant City Attorney

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## SUBJECT

**First Reading of Ordinance No. 158, 2023, Amending the City's Master Street Plan.**

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## EXECUTIVE SUMMARY

The purpose of this item is to request approval by Council of proposed amendments to the Master Street Plan as described below.

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## STAFF RECOMMENDATION

Staff recommends adoption of the Ordinance on First Reading.

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## BACKGROUND / DISCUSSION

### Master Street Plan

The Master Street Plan (MSP) is a map that serves as the official source for identification of street alignments and classifications for the City. The MSP shows both existing and future street locations. Implementation of the MSP occurs through capital improvements that either upgrade a street or intersection or build an entirely new street, and through requirements of private development to provide right-of-way and construct street improvements. Updates to the MSP are made either through a request from a developer's proposal or are initiated by the City based on changing plans, functions, or information. The requests to update the MSP in this agenda item include City-initiated requests due to the adoption of the North College MAX Plan, several clean-up items identified during the development review process, and a developer-requested amendment associated with the Montava development.

The MSP is a component of the Transportation Master Plan which is part of City Plan. The Transportation Master Plan defines the MSP as follows:

*The major street network is defined by the Master Street Plan (MSP), which informs the development of the Capital Improvement Program. The MSP helps identify projects the City should undertake to support future travel needs and is updated to reflect demand, new infrastructure and planning. Updates to the MSP will reflect future travel needs identified by the regional travel model, input from stakeholder and public comment, and the adoption of the layered network concept.*

The Master Street Plan can be found online at:

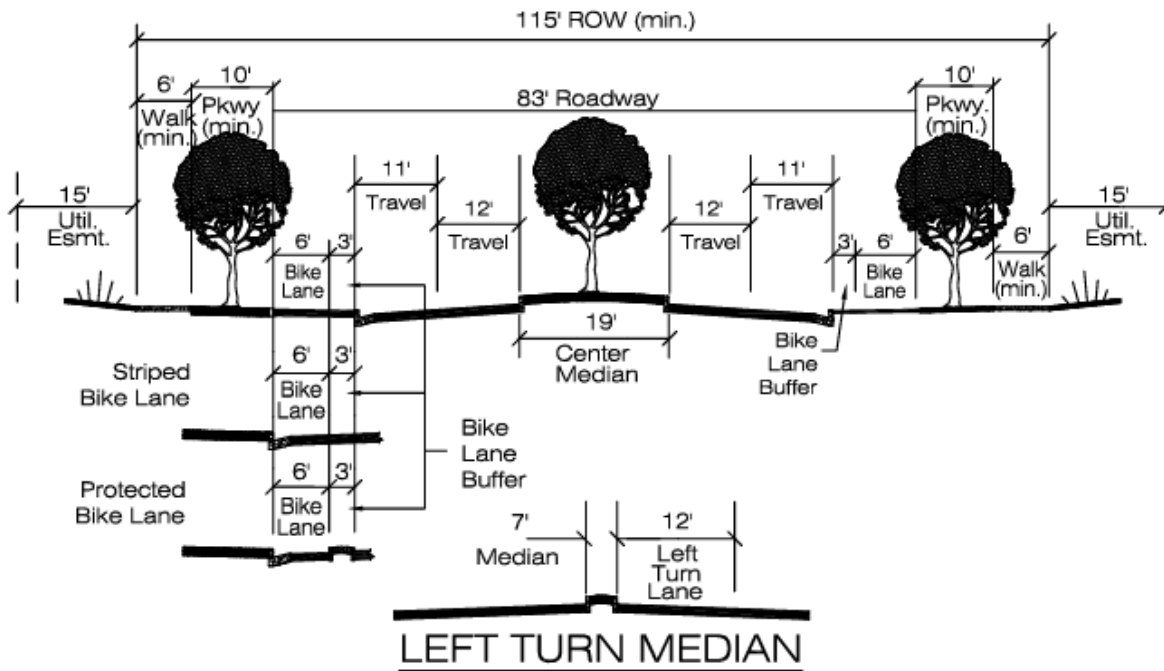
<https://gisweb.fcgov.com/HTML5Viewer/Index.html?Viewer=FCMaps&layerTheme=Master%20Street%20Plan>

### Larimer County Urban Area Street Standards (LCUASS) – Relevant Cross-sections

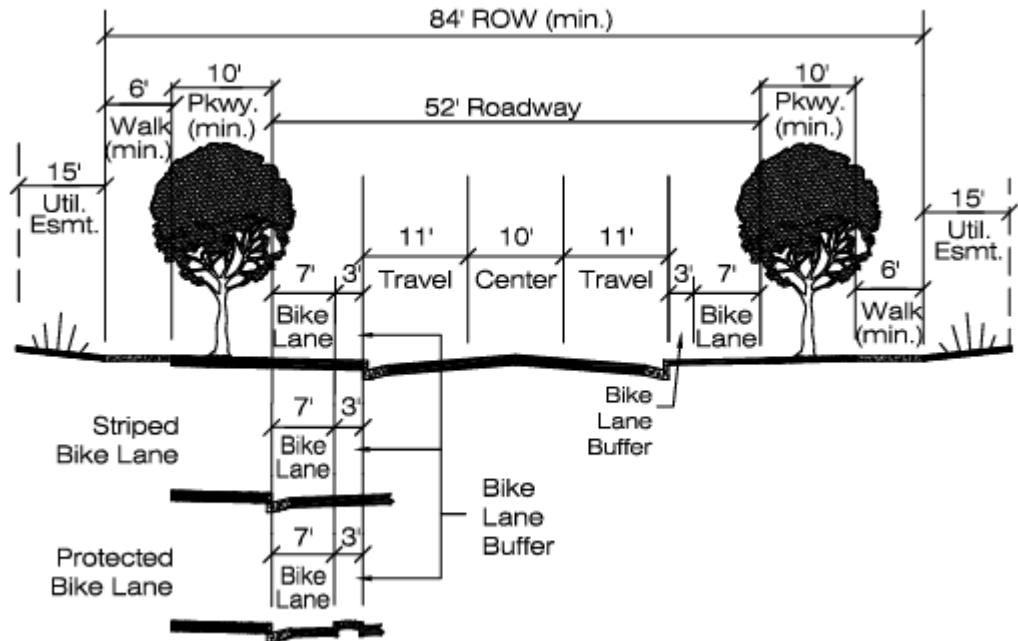
These cross-sections are the most relevant to the proposed MSP amendments and are included for reference purposes. There are additional cross-sections in LCUASS that can be found online at:

[https://www.larimer.org/sites/default/files/uploads/2021/fort\\_collins\\_figures\\_7.1f\\_to\\_7.13f.pdf](https://www.larimer.org/sites/default/files/uploads/2021/fort_collins_figures_7.1f_to_7.13f.pdf)

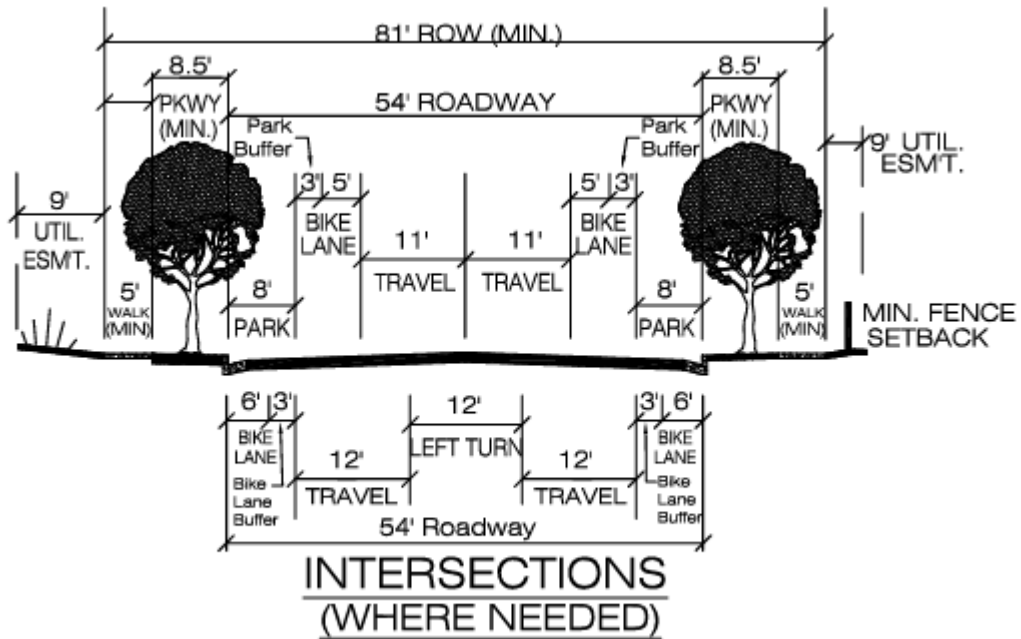
#### 4-Lane Arterial:



2-Lane Arterial:



Collector With Parking:



**Proposed Amendments**

**Street Amendments**

The proposed amendments include 12 street changes to the MSP.

## North College MAX Plan Amendments

The North College MAX Plan, adopted by City Council in February 2023, recommends two changes to the Master Street Plan:

1. North Mason Street (Collector): Terminate north of Bristlecone Street and add Bristlecone Street as a Collector between North College Avenue and North Mason Street. North Mason is currently shown passing through two mobile home parks (North College MHP and Poudre Valley MHP) and is no longer consistent with the goals for the City of Fort Collins. This change has been confirmed with extensive community outreach during the North College MAX Plan and by City Planning for rezoning purposes.
2. Red Cedar Circle (Collector): Remove the extension of Red Cedar Circle north of Bristlecone Street and realign to a 90 degree turn at Bristlecone and add Bristlecone as Collector designation between Red Cedar and College Avenue. The intersection of College and Bristlecone is designated as a signalized intersection in the CDOT Access Management Plan. The length of Red Cedar Circle proposed to be removed as a Collector was discussed at length during the North College MAX Plan. The current alignment is shown in the delivery alley behind the former Albertson's site and has recently not been required to be built by new development because it is unnecessary. Additionally, there are two private streets north of Bristlecone creating adequate access and circulation for the commercial district.

## Clean-up Amendments

The majority of the amendments proposed below were identified during the development review process when closely compared to the current status of actual transportation and land use conditions.

3. East Laurel Street (Collector): Terminate East Laurel as a Collector at Stover Street. The length of Laurel Street between Stover and its eastern terminus does not connect to any other Collector Streets or Arterial Streets. A recent development project at the end of Laurel and the existing commercial center (Safeway) is precluding Laurel from ever extending further east.
4. Red Willow Drive (Collector): Add Collector designation for Red Willow Drive south of Linden Park. This will complete the connection between arterial streets with a Collector Street, effectively reducing the amount of accesses onto the surrounding Arterial streets (Trilby & Timberline).
5. East Vine Drive (2-Lane Arterial): Reclassify East Vine Drive from 2-Lane Arterial to Collector. Construction of the North Lemay overpass (over Vine) is complete, reducing the amount of vehicles on East Vine. In anticipation of this improvement, Suniga was constructed as an east/west Arterial Street and is intended to take much of the traffic that was formerly on East Vine.
6. Hickory Street (Collector): Remove Hickory Street west of Soft Gold Park from the Master Street Plan. It is currently shown going through two Natural Areas. The Natural Areas Department confirmed that Hickory Street will never be allowed to be built through Magpie Meander Natural Area or McMurry Natural Area.
7. Brightwater Drive (Collector): Relocate Collector to continue on Brightwater Drive to connect to Morningstar Way and remove Collector designation from Parkside Drive. Brightwater Drive was built as a Collector during the development of Water's Edge Subdivision therefore Parkside is not needed to continue the Collector connection.
8. East Mulberry Street/I-25 Frontage Road (Collector): Realign unnamed future Collector between East Mulberry Street and East Vine Street. Show the street alignment to curve close to I-25 to utilize the existing bridge over the Great Western Railway RR tracks. This alignment maintains the connection between Mulberry and Vine streets and greatly reduces the cost of implementation. The alignment has

been discussed with the property owners/developers (Sunstate Development) and the Colorado Department of Transportation (CDOT).

9. North Lemay Avenue (4-Lane Arterial): Reclassify North Lemay Avenue from 4-Lane Arterial to 2-Lane Arterial between Suniga Road and Country Club Road. The recently constructed Lemay overpass project built North Lemay to neck down to a 2-Lane Arterial north of Suniga. This reclassification creates consistency with existing conditions. Additionally, the area around North Lemay is greatly built out, and there is little expectation that there will be greater traffic demand to require 4 lanes in the future.
10. Remington Street (2-Lane Arterial): Reclassify Remington Street from 2-Lane Arterial to a Collector between Mountain Avenue and Stuart Street. Remington currently operates like a collector with on-street parking and serving as a major Bikeway. The City has no plan to actualize an Arterial cross-section on this street which is primarily residential. The reclassification will allow traffic calming measures to be installed such as speed humps, bulb outs, and asphalt art.
11. South Timberline Road & Carpenter Road (CR 32) (Roundabout): Add roundabout at intersection of Timberline and Carpenter. This is an intersection of two two-lane arterial streets and is currently signalized. The intersection has received more traffic in recent years due to regional commuting. It is anticipated that this intersection and Carpenter Road (shown as 4-Lane Arterial on the MSP) will be improved. This addition of a roundabout on the MSP does not guarantee one will be constructed, only that an analysis for consideration will be completed.

**Developer-requested Amendment**

12. Timberline Road (2-Lane Arterial): The developers of Montava request that the City reclassify Timberline Road from a 2-Lane Arterial to a Collector between Mountain Vista Drive and Country Club Road. This section of Timberline currently is not constructed. Montava is designing this street to serve as an internal collector and not serve traffic outside the neighborhood for cut-through purposes. The developer’s intent is to develop a street with lower vehicle volumes and lower speeds to encourage a safer, pedestrian-friendly environment. Attached is the developer’s request and an extensive justification for the proposal.

**Summary Chart of Proposed Changes**

Map ID #	Street Name	Current Classification	Proposed Classification
1	North Mason Street	Collector	Remove
2	Red Cedar Circle	Collector	Remove
3	East Laurel Street	Collector	Remove east of Stover
4	Red Willow Drive	Collector	Add south of Linden Park
5	East Vine Drive	2-Lane Arterial	Collector
6	Hickory Street	Collector	Remove west of Soft Gold Park
7	Brightwater Drive	Collector	Remove from Parkside Drive

8	Boardwalk Drive	2-Lane Arterial	Collector
9	I-25 Frontage	Collector	Realign with bridge
10	North Lemay Avenue	4-Lane Arterial	2-Lane Arterial
11	Remington Street	2-Lane Arterial	Collector
12	International & Greenfields	Roundabout	Remove
13	Timberline & Carpenter	No Roundabout	Add Roundabout
14	Timberline Road	2-Lane Arterial	Collector

### **CITY FINANCIAL IMPACTS**

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None.

### **BOARD / COMMISSION / COMMITTEE RECOMMENDATION**

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#### **Planning and Zoning Commission, October 25, 2023**

The Planning and Zoning Commission recommended approval of all proposed amendments unanimously on a consent agenda vote.

#### **Transportation Board, August 16, 2023**

The Transportation Board considered a list of amendments to the Master Street Plan and removed two proposals requesting more information, which are not included in this package.

The Transportation Board decided to consider the Montava-related amendment separate from the rest. The Board voted 6-1 to recommend approval of the Montava amendment. The one dissenting vote cited that developers skew traffic impact studies to support their proposal and that more information about future traffic generation was needed.

For the remaining 11 amendments (North College & clean-up) the Board voted 5-2 to recommend approval. The two dissenting members of the Board stated that 1) the changes are not holistic enough and the proposed changes should have been considered before creating the existing MSP; and 2) that they would not support the reduction in classification of any facility.

### **PUBLIC OUTREACH**

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Extensive public outreach was conducted during the North College MAX Plan process. All other proposed amendments did not have any public outreach.

### **ATTACHMENTS**

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1. Ordinance for Consideration
2. Exhibit A to Ordinance
3. Montava Request Memorandum
4. Presentation