



LAND USE CODE UPDATE

Diagnostic + Code Update Approach

METTAURBANDESIGN

Peter J. Park
City Planning and Design



TABLE OF CONTENTS



I : Introduction

1. Purpose of the Land Use Code Updates
2. The Evolving City
3. Community Engagement
4. Key Plans/Policy Foundation
5. Guiding Principles

II : Code Diagnostic

1. Key Findings Overview
2. Key Findings & Recommendations
 - a. *Does not support future Priority Place Types*
 - b. *Limits Housing Capacity*
 - c. *Does not prioritize housing capacity, diversity, affordability along transit corridors*
 - d. *Difficult to Use*

III : Code Update Approach

1. A Transparent Process
2. Co-Create with Staff
3. Focus on Transit Corridors
4. Update and Create New Zone Districts for Implementing Future Plans

Purpose of the Land Use Code Updates:

To Align the LUC with Adopted City Plans and Policies with a focus on:

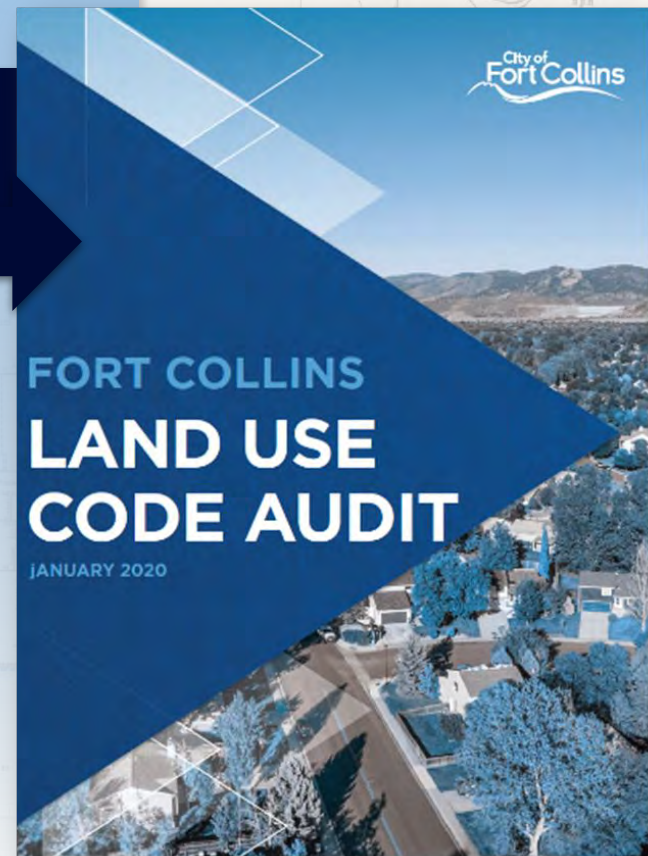
- Housing-related changes
- Code Organization
- Equity



The LUC Updates will also be guided by the LUC Audit prepared upon adoption of City Plan.

5 THEMES:

- 1. Align Zoning Districts and Uses with Structure Plan Place Types**
- 2. Create More Opportunities for a Range of Housing Options**
- 3. Clarify and Simplify Development Standards**
- 4. Enhance the Development Review Procedures**
- 5. Create a More User-Friendly Document**



An Evolving City

Our City's past and future evolution is summarized below in three eras distinguished by different growth patterns that resulted from our evolving city planning priorities and policies, regulatory systems, and transportation modes.



ERA I

Pre-1929 to Late 1950's

HISTORIC CORE

CHARACTER & BUILT FORM:

Land Use

Diverse mix of single unit, duplex, and multi-unit residential buildings often integrated on same block; Commercial uses/services within walking distance of residential areas

Streets & Blocks

Interconnected street grid, alley-loaded garages/services, treelawns, street trees, detached sidewalks

Mobility

Multi-modal (trams, bus transit, automobiles, pedestrian-friendly)

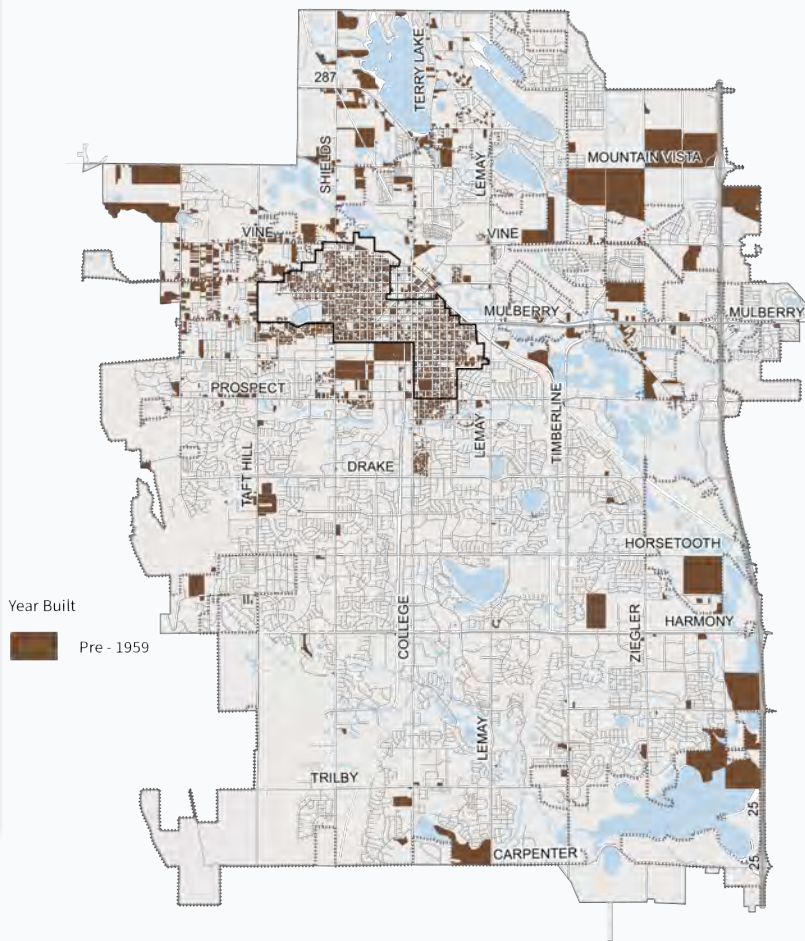
PLANNING/REGULATORY CONTEXT:

Zoning Code (1929)
Annexations



7%
built in
ERA I

An Evolving City



Between **1925 and 1950** the City made only four annexations totaling **18 acres**. However, during the 1951-57 period there were twenty-seven annexations of **1,388 acres** (Fort Collins Postwar Development 1945-1969 Survey Report).

"In 1946 the Chamber of Commerce adopted the slogan "Fort Collins E-X-P-A-N-D-S," a campaign area businesses and the local newspaper supported wholeheartedly."



ERA II

Late 1950's to Early 1980's

GROWING OUT FROM THE CORE

"Fort Collins
E-X-P-A-N-D-S"

CHARACTER & BUILT FORM:

Land Use

Primarily single unit residential with duplex/multi-unit residential and commercial uses often in separate clusters away from single unit areas

Streets & Blocks

Limited connectivity, cul-de-sacs, front-loaded driveways and garages, attached sidewalks

Mobility

Auto-centric with bus transit

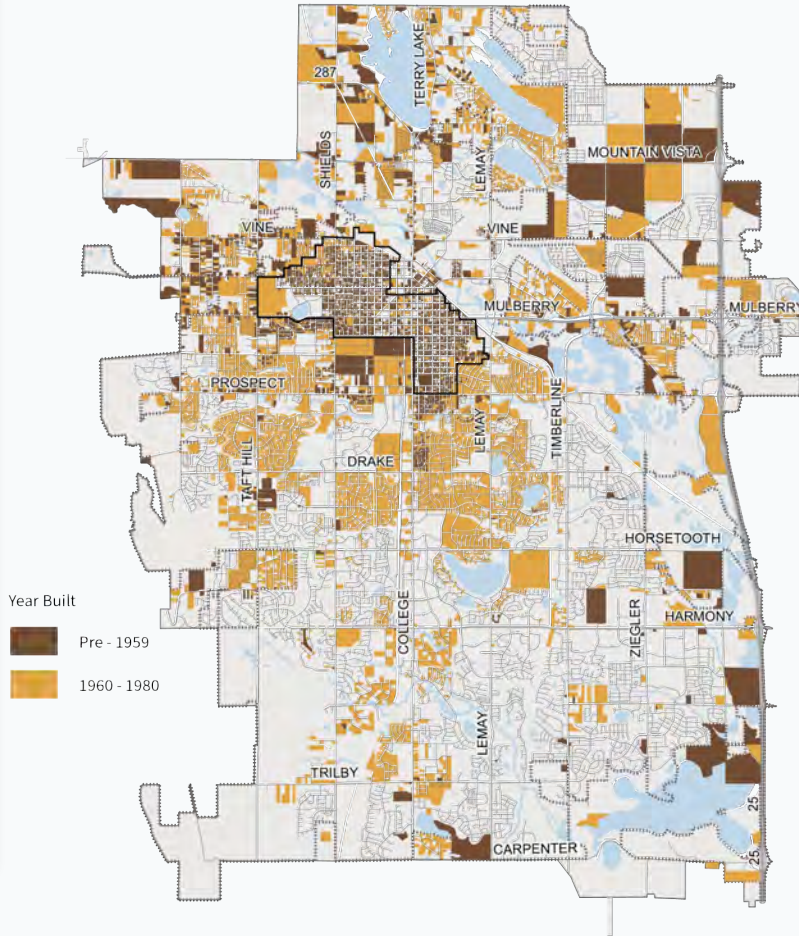
PLANNING/REGULATORY CONTEXT:

1959 Comprehensive Plan
1967 Plan for Progress
1979 Comprehensive Plan
Amendments to the 1929 Code
Annexations



27%
built in
ERA II:
1960-1980

An Evolving City



Given the general lack of development during the 1930s and 1940s, there was little need for zoning enforcement until the postwar period; the Fort Collins zoning board was not created until 1954. This body dealt with **annexations that expanded the city boundaries and dramatic subdivision development during the postwar period and beyond.**

*"The verb 'expand,' in all its meanings, very much defined Fort Collins in the postwar era. The word's Latin root, **expandere**, means literally to **spread out**, an apt description of Fort Collins's geographical transformation in the second half of the twentieth century."*



ERA II

Early 1980's to Late 1990's

GROWING OUT FROM THE CORE

"Fort Collins
E-X-P-A-N-D-S"

CHARACTER & BUILT FORM:

Land Use

Primarily single unit residential with duplex/multi-unit residential and commercial uses often in separate clusters away from single unit areas

Streets & Blocks

Limited connectivity, cul-de sacs, front-loaded driveways and garages, attached sidewalks

Mobility

Auto-centric with bus transit

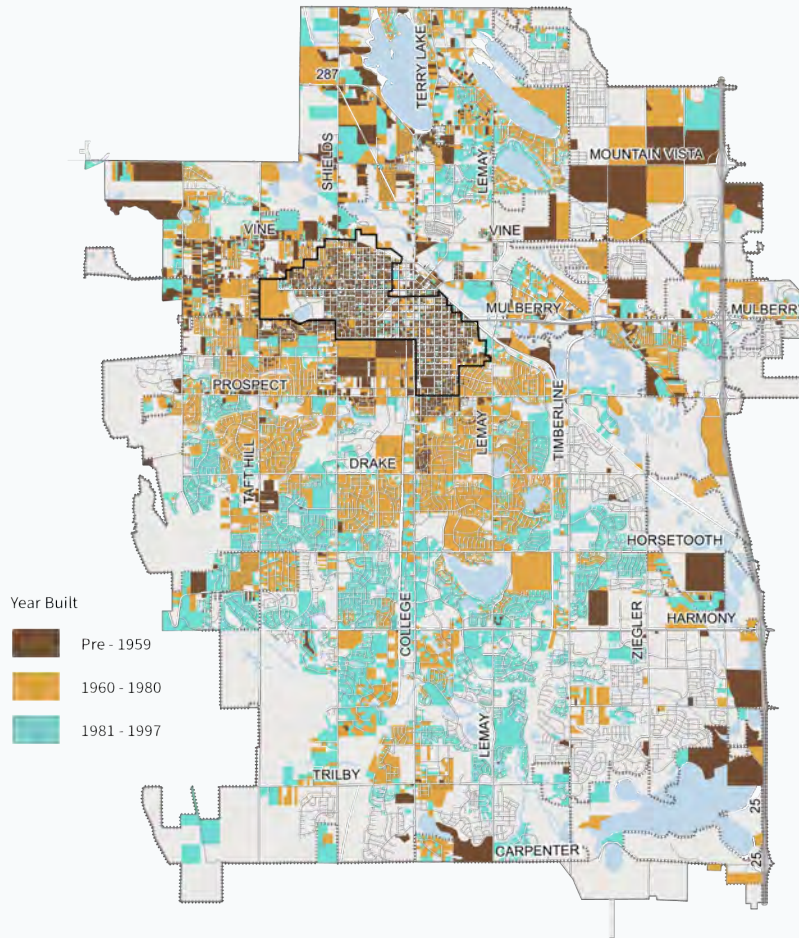
PLANNING/REGULATORY CONTEXT:

1980 Land Development Guidance
System



27%
built in
ERA II:
1981-1997

An Evolving City



Fort Collins continued to E-X-P-A-N-D following postwar development patterns that prioritized accommodation of automobiles and single unit residential most often separated from multi-unit residential and commercial uses.



ERA II

Late 1990's to 2020

GROWING OUT FROM THE CORE

"Fort Collins
E-X-P-A-N-D-S"

CHARACTER & BUILT FORM:

Land Use

Primarily single unit residential with duplex/multi-unit residential uses often in separate clusters away from single unit areas; commercial uses/services within walking distance of residential areas

Streets & Blocks

Internal connectivity, front and alley-loaded garages, treelawns, street trees, detached sidewalks

Mobility

Auto-centric with bus transit, BRT, and dedicated bicycle routes

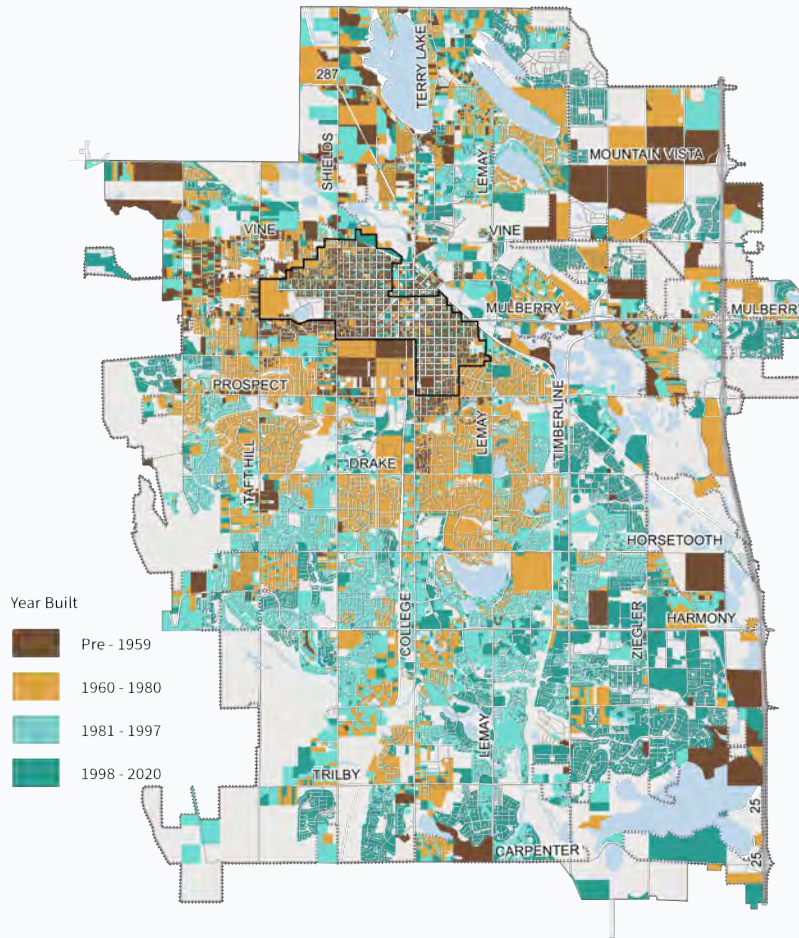
PLANNING/REGULATORY CONTEXT:

1997 City Plan
1997 Land Use Code
2018 City Plan



36%
built in
ERA II:
1998-2020

An Evolving City



Growth continued to prioritize single unit residential separated from multi-unit residential uses, however, alleys, treelawns, detached sidewalks, street trees, and greater emphasis on walkability, multi-modality, and mixed-use emerged in new development areas. More infill development emerged in the "Core" areas.



ERA III

Today and Tomorrow

FUTURE VISION

CHARACTER & BUILT FORM:

Land Use

Diverse mix of single unit, duplex, and multi-unit residential buildings integrated on same block; Commercial uses/services within walking distance of residential areas

Streets & Blocks

Interconnected street grid, alley-loaded garages/services, freelawns, street trees, detached sidewalks

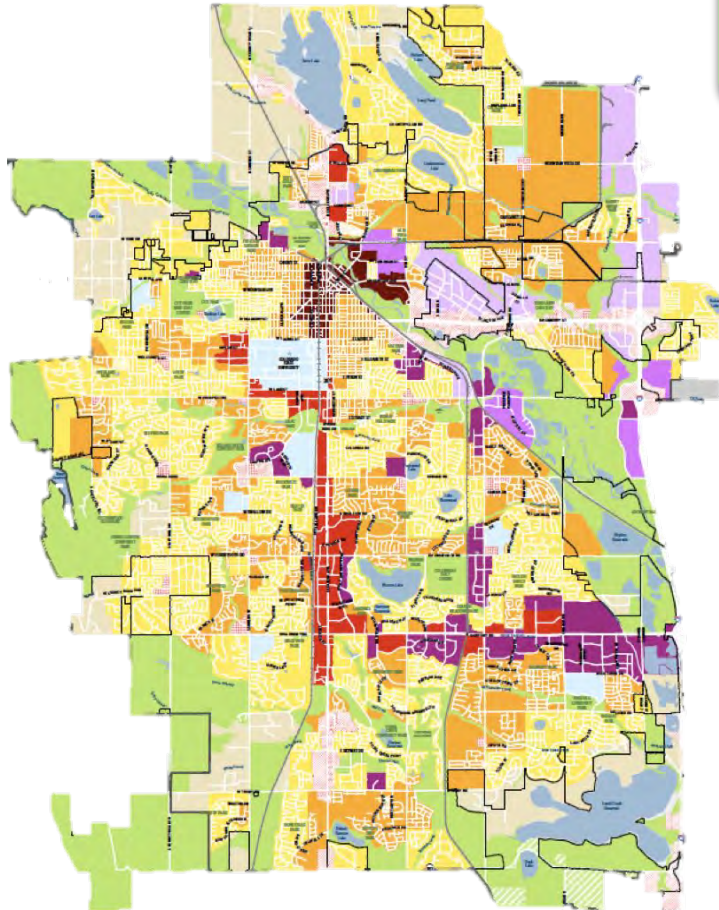
Mobility

Multi-modal (bus transit, BRT, automobiles, pedestrian and bicycle-friendly)

PLANNING/REGULATORY CONTEXT:

2018 City Plan
2021 Housing Strategic Plan
2019 Transit Master Plan
2021 Our Climate Action Future
2022 Land Use Code Updates

An Evolving City



Codes change over time and it's time for our code to change again. Our next era will be guided by our commitments to equity and climate resilience in our future planning and growth.

Key Plans & Policy Foundations



Engagement

Stakeholder Interviews

As part of this Diagnostic, a series of interviews were conducted to get a better understanding of policy priorities and challenges with the current LUC. These included interviews with City Council Members, Planning & Zoning Commissioners in July 2021, a work session with City Staff in September 2021, and the LUC Working Group in October 2021.

"Does not have a robust menu of zone district options to accommodate varying housing densities and types."

"Single family zoning has a **long history of limiting options.**"

"Setbacks and other form standards presume greenfield development and **create constraints** for infill, more urban contexts."

"Need more variety in minimum lot sizes and consider small lots."

"If we can't build more outward, we need to build more upward."

"Zoning along transit; too auto oriented, too commercial."

Engagement

Public Information / Input Sessions

City Staff conducted a series of Public Information and Input Sessions in October and November 2021. Below is a summary of input from those sessions.

Lack of Affordability

- Concern that **younger generations** will not be able to buy a home in Fort Collins

Housing Mix

- **Oversaturation** with one housing type
- Desire for **more diverse housing** options throughout the city

ADUs

- Helpful, but concerns about ADUs used as **short term rentals** for visitors
- Need to ensure ADUs would be for people who actually live here and need housing

Parking/Transportation

- Increasing capacity without considering parking would create major headaches in all neighborhood types
- Suburban neighborhoods already experiencing parking issues
- New housing in vacant land must be done in tandem with **increasing access to public transit** to help alleviate parking/traffic issues

Changes people are willing to accept:

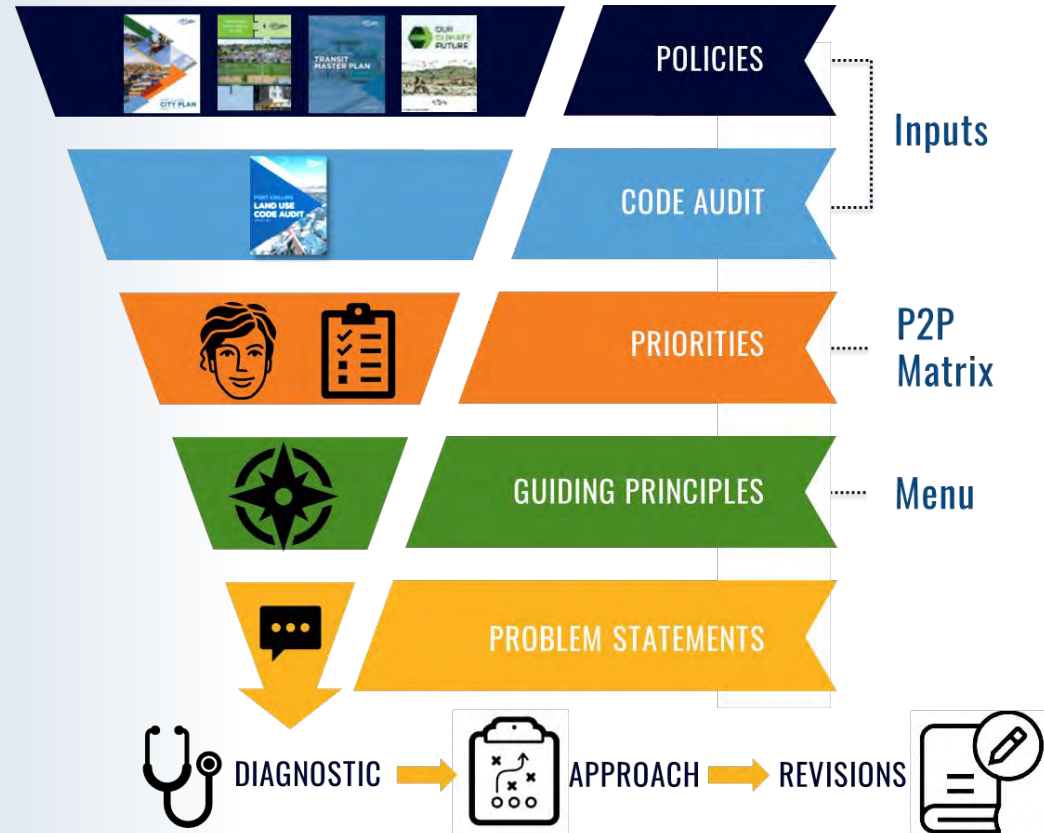
- *Density increases*
- *Smaller yards*
- *Taller buildings*
- *City needs to demonstrate infrastructure (streets, transportation, water, etc.) would be able to accommodate this increase in density*

Policies To Principles

The LUC is the City's **primary regulatory tool for implementing the community's vision** as described in various adopted policies and plans so it's critical to establish a clear understanding of the relationship between the City's policy priorities and the current LUC.

Over 300 pages of adopted policies and information were distilled into **five guiding principles** to inform the LUC Updates, Diagnostic, and Approach work.

The LUC Updates depend on **broad understanding and support** for the guiding principles.



FIVE GUIDING PRINCIPLES

These Guiding Principles (presented to City Council on November 9, 2021) provide the foundation for the LUC Updates Diagnostic and Approach and will inform all proposed code changes with emphasis on Equity.

1. ***Increase overall housing capacity*** (market rate and affordable) and calibrate market-feasible incentives for Affordable (subsidized/deed restricted) housing
2. ***Enable more affordability*** especially near high frequency/capacity transit and priority growth areas
3. ***Allow for more diverse housing choices*** that fit in with the existing context and/or future priority place types
4. ***Make the code easier to use*** and understand
5. ***Improve predictability*** of the development permit review process, especially for housing

KEY FINDINGS & *Recommendations*

KEY FINDINGS

A disciplined and deliberate process:

All proposed LUC Updates will be created and evaluated based on how they address the findings.

1. *Does not support future Priority Place Types*
2. *Limits housing capacity*
3. *Does not prioritize housing capacity, diversity, & affordability along transit corridors*
4. *LUC is difficult to use*

KEY FINDING #1

DOES NOT SUPPORT FUTURE PLACE TYPES

- **OVERVIEW OF PRIORITY PLACE TYPES**
- **LIMITS HOUSING DIVERSITY AND CREATES UNCERTAINTY**
 - Mixed Neighborhood
 - Mixed Employment
 - Mixed Use Districts
- **DOES NOT SUPPORT COMPATIBLE INFILL**
- **PLACE TYPE + ZONING MISMATCHES**

KEY FINDING #1

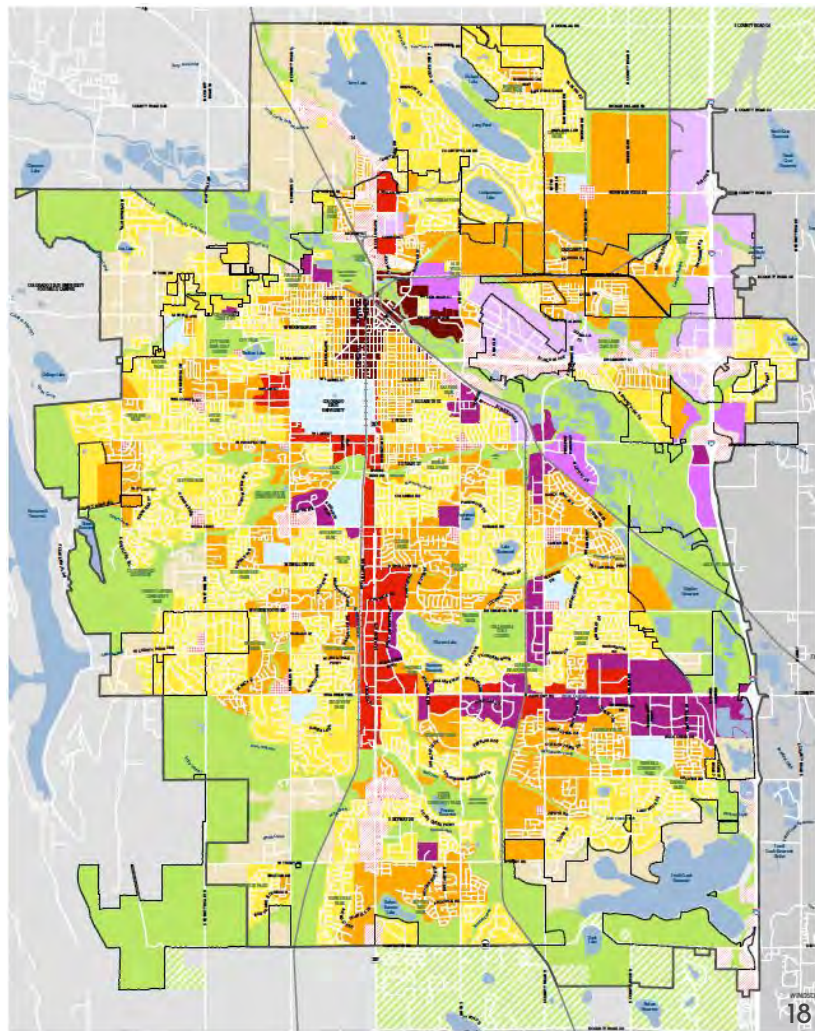
DOES NOT SUPPORT
FUTURE PLACE TYPES

Priority Place Types Overview

The Structure Plan establishes the guiding vision for **where and how new housing will be developed** in Fort Collins. Structure Plan Place Types describe the **intended built form** of various types of neighborhoods and mixed use districts.

These **Place Types are distinct from zone districts**. Place Types are broad depictions of form and character. Zone districts are specific regulations that implement the vision of a Place Type. A single Place Type may be implemented through multiple zone districts with regulations that vary by specific context.

This diagnostic focuses on the five (5) Priority Place Types for residential development in the Structure Plan that offer the **greatest opportunities for more diverse housing options**.



KEY FINDING #1

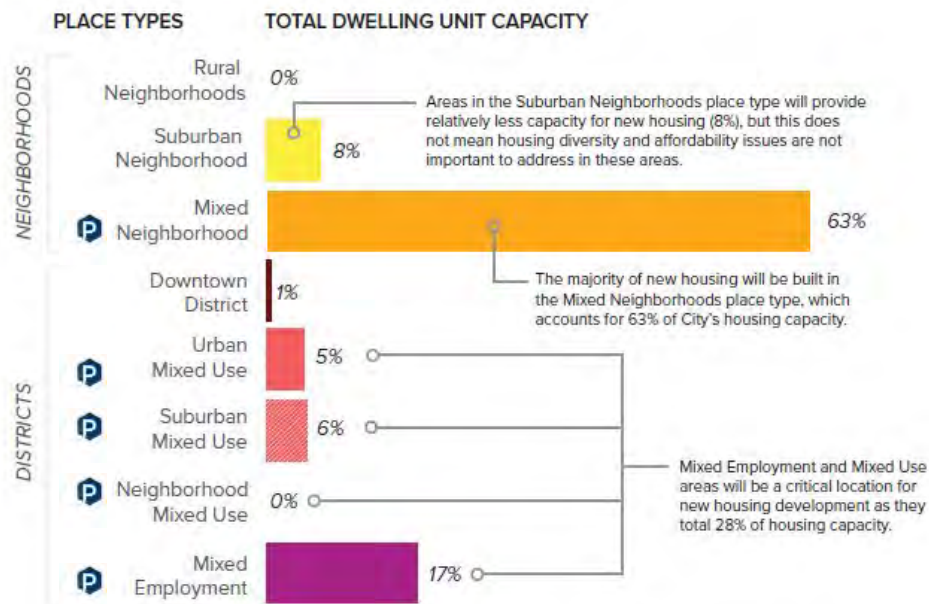
DOES NOT SUPPORT
FUTURE PLACE TYPES

Priority Place Types Overview

The Place Types with the **greatest supply of vacant and redevelopable land** and **zoned capacity** are Mixed Neighborhoods and four Mixed Use Districts comprised of Mixed Employment, Urban Mixed Use, Suburban Mixed Use, and Neighborhood Mixed Use Districts.

City Plan acknowledges that much of the needed growth is going to be **infill and redevelopment**, however, the current code does not provide clear guidance for these situations - most of the standards and guidance are for greenfield development. This mismatch is most apparent in the "Core" and nearby areas where there are a significant number of non-conforming lots and structures that resulted from code changes made after 1929 to bring these areas up to "modern" postwar standards. While investment and infill activity in these older neighborhoods are proof of their desirability today, the **code makes it difficult to develop buildings that "fit"** in context sensitive ways.

Land Supply: Where is the zoned capacity for housing?



KEY FINDING #1

DOES NOT SUPPORT
FUTURE PLACE TYPES

Limits Housing Diversity



If detached single-family homes continue to dominate the city's housing supply, demand for housing is projected to exceed the city's capacity in the future. A more diverse selection of housing types and price points will be needed to meet the needs of the city's changing population.
(City Plan, p. 108)



KEY FINDING #1

DOES NOT SUPPORT
FUTURE PLACE TYPES

Limits Housing Diversity

"Missing Middle" Housing Types

City Plan recommends allowing a variety of housing types to expand housing options.

The Audit describes the following specific changes to achieve this goal:

- "Current standards were described as overly restrictive and out of touch with market demands." **Increase clarity and build in flexibility** in order to promote a diversity of housing options and density called for by City Plan.
- **Define a range of options between two-family and multi-family housing:** duplexes, triplexes, townhouses, ADUs (attached and detached), small-scale multifamily.
- **New definitions for:** ADU, co-housing, triplex, fourplex, multi-family, cottage developments, live-work, student housing complex
- **Updating definitions for:** Carriage house, single-family detached, duplex

Detached ADU



Duplex



Triplex



Quadplex

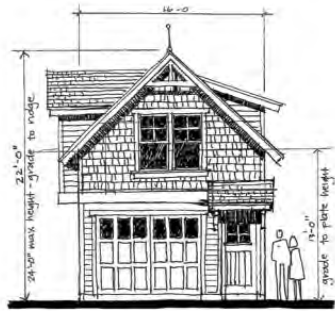
KEY FINDING #1

DOES NOT SUPPORT
FUTURE PLACE TYPES

Limits Housing Diversity

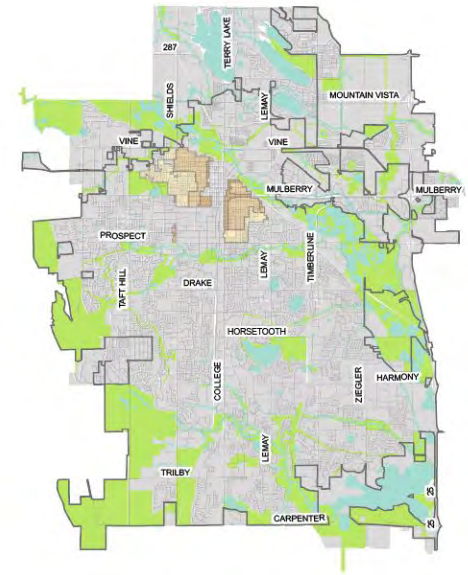
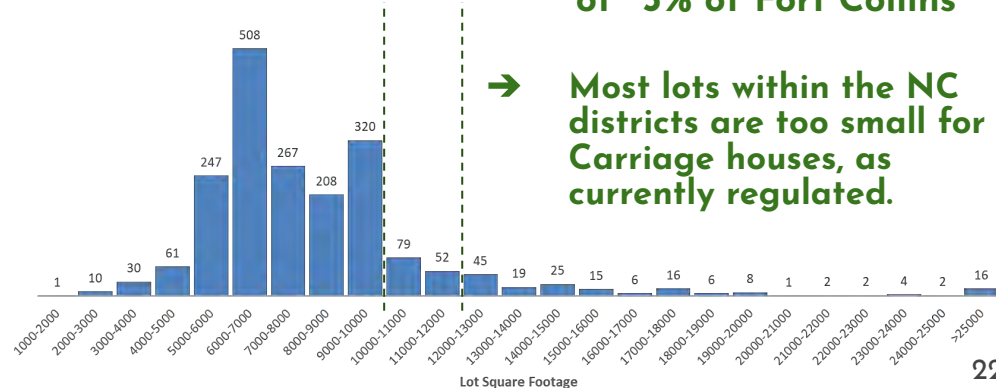
Accessory Dwelling Units (ADU's)

- No specific definition of accessory dwelling units in LUC
- "Carriage House" is closest description to ADU but unclear and limited where they are allowed; only allowed in Neighborhood Conservation zone districts (NCL, NCM, and NCB)
- Min lot size is 12,000 sf in NCL and 10,000 sf in NCM



Carriage House
DEVELOPMENT STANDARDS

Carriage houses:
"a single-family detached dwelling unit, typically without street frontage, that is located behind a separate, principal dwelling on the same lot"



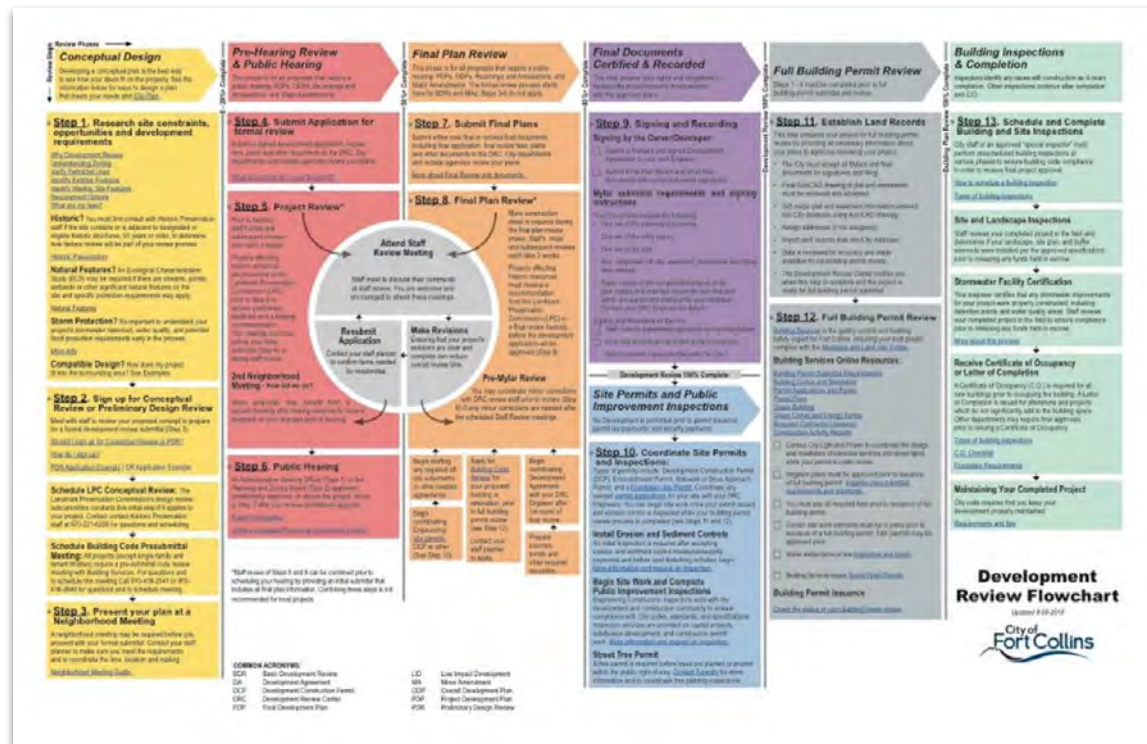
➔ NC districts consist of ~3% of Fort Collins

➔ Most lots within the NC districts are too small for Carriage houses, as currently regulated.

**DOES NOT SUPPORT
FUTURE PLACE TYPES**

Creates Uncertainty

- **Limited housing types allowed under Basic Development Review** In Priority Place Types and Along transit
- **Indicator of an outdated code:** More procedural oversight to compensate for inadequate standards that do not align with adopted policies



KEY FINDING #1

DOES NOT SUPPORT
FUTURE PLACE TYPES

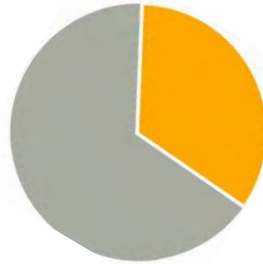
Limits Housing Diversity, Creates Uncertainty

Mixed Neighborhood Place Type

The Mixed Neighborhood Place Type envisions a **mixture of housing types** and an increase in housing capacity, however, this growth looks different in the “core” of the city compared to the areas “outside the core”. and the code should be calibrated to the existing patterns of these areas.

Mixed-Neighborhood place type is one of the primary opportunities for moderate density housing options.

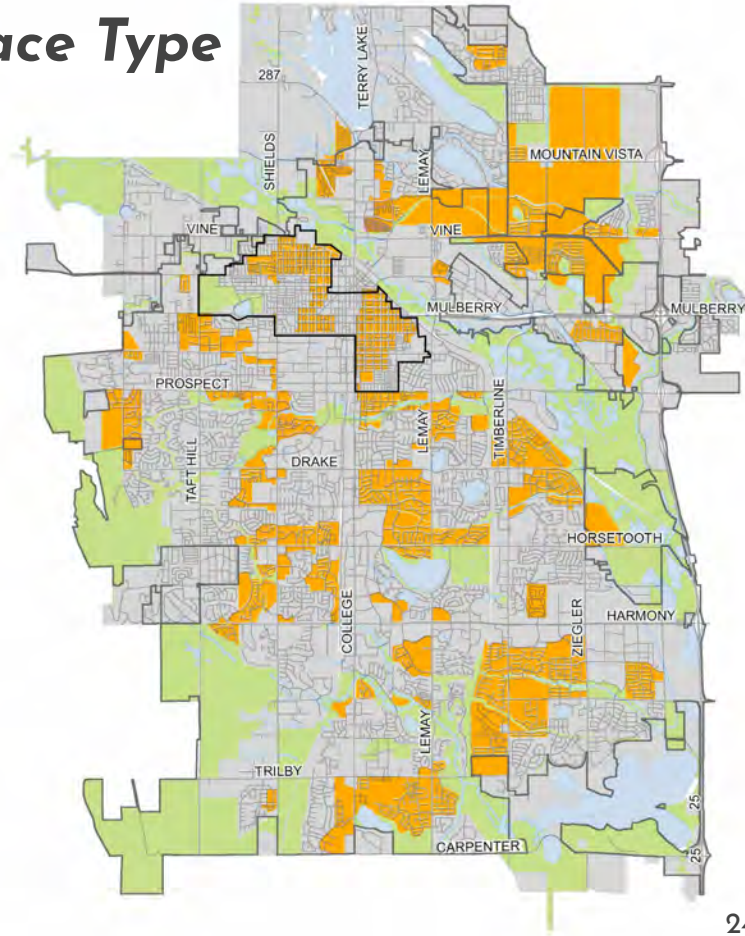
The Mixed Neighborhood Place Type makes up 34% of the City.



63% of housing capacity

34% of redevelopable land

35% of vacant land

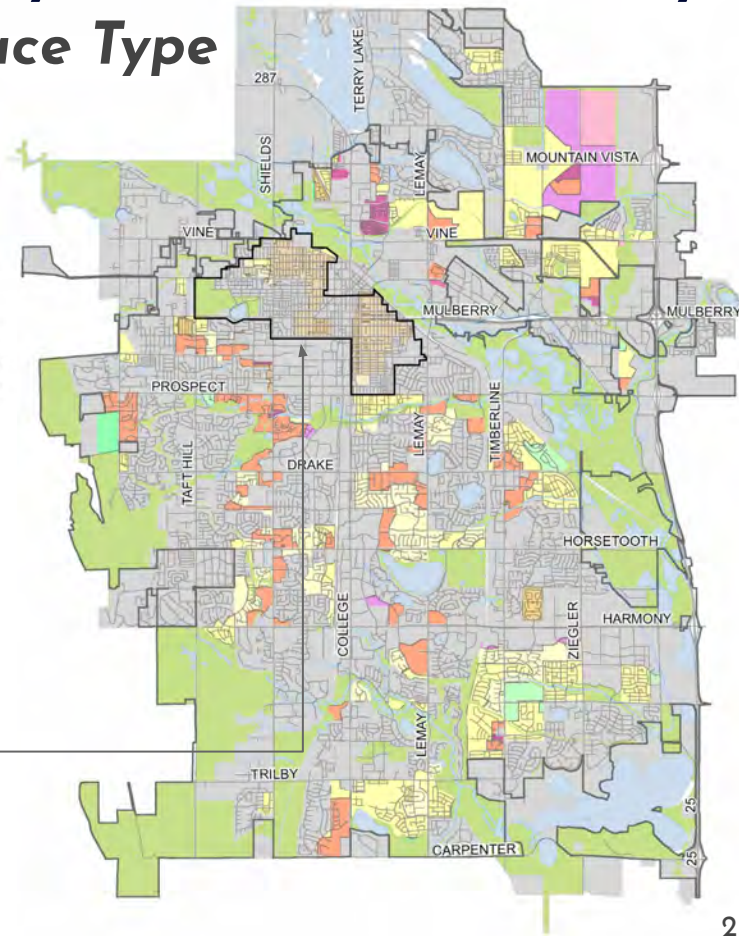
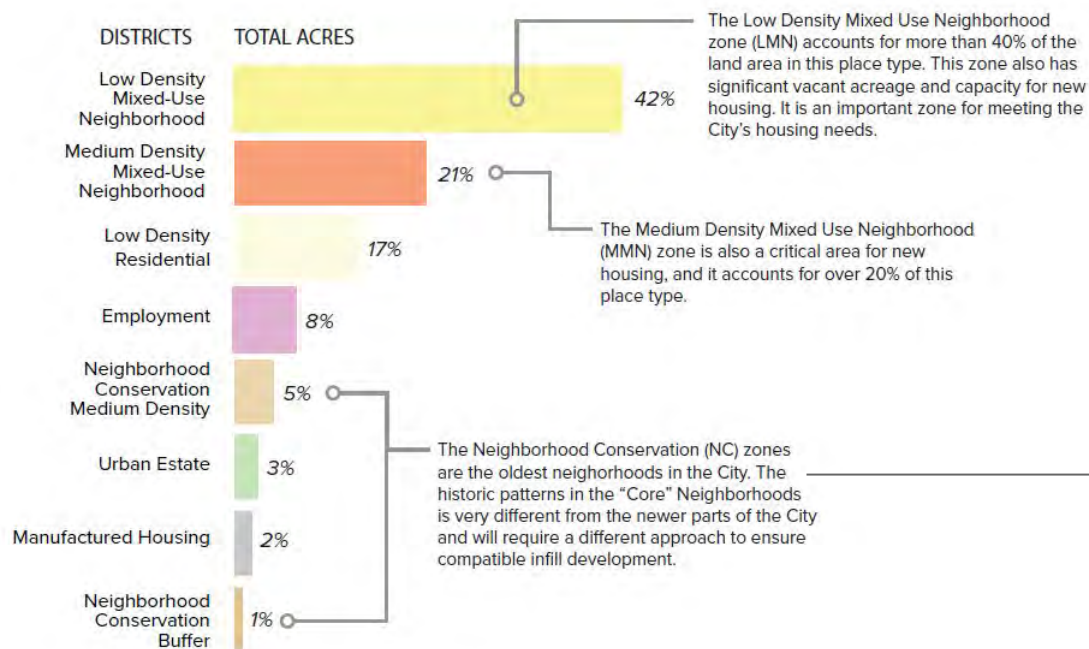


KEY FINDING #1

DOES NOT SUPPORT
FUTURE PLACE TYPES

Limits Housing Diversity, Creates Uncertainty *Mixed Neighborhood Place Type*

Mixed Neighborhoods Place Type is mapped to areas in 8 different zone districts.



KEY FINDING #1

DOES NOT SUPPORT
FUTURE PLACE TYPES

Limits Housing Diversity, Creates Uncertainty

Mixed Neighborhood Place Type

The limited range of housing types allowed in each zone do not support housing diversity.

Uncertainty:

Most housing types are not allowed through basic development review and require administrative or P&Z review except in NCB Zone.

“Missing middle” housing types like triplex/fourplexes, townhouses, and cottage cluster housing are grouped with multi-family housing, **even though they can fit in with existing house-scale neighborhoods.**

→ **There are opportunities to allow a wider variety of housing types that fit in with existing neighborhoods.**

HOUSING TYPE	LMN Low Density Mixed Use	MMN Medium Density Mixed Use	RL Low Density Residential	E Employment	NCM Neighborhood Conservation Medium Density
Single Family Detached					
Small Lot Single Family Detached / Cottage Cluster					
Duplex					
Triplex / Quadplex					
Townhouses					
Accessory Dwelling Units					
Multi-Family					
Mixed Use Multi-Family					
Manufactured Housing Community					

Permitted
(Basic Development Review)

Administrative
Review

Planning & Zoning
Board Approval

Prohibited

- The **LMN** and **MMN** zones allow for the full spectrum of housing types from single-family detached to apartments. Development standards in these zones constrain opportunities to build some of these housing types.
- The **RL** zone allows only single-family detached housing, which is inconsistent with the vision of the Mixed Neighborhoods place type.
- The **NCM** zone allows for some mix of housing types but restricts some options that may be compatible with the character of this zone, such as townhouses and apartment buildings with more than four units.
- The **Employment** zone allows for the full spectrum of housing types. However, standalone residential uses require review by Planning and Zoning Commission. This procedural requirement can be a barrier to smaller development projects.

KEY FINDING #1

DOES NOT SUPPORT
FUTURE PLACE TYPES

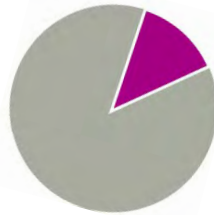
Limits Housing Diversity, Creates Uncertainty

Mixed Employment Place Type

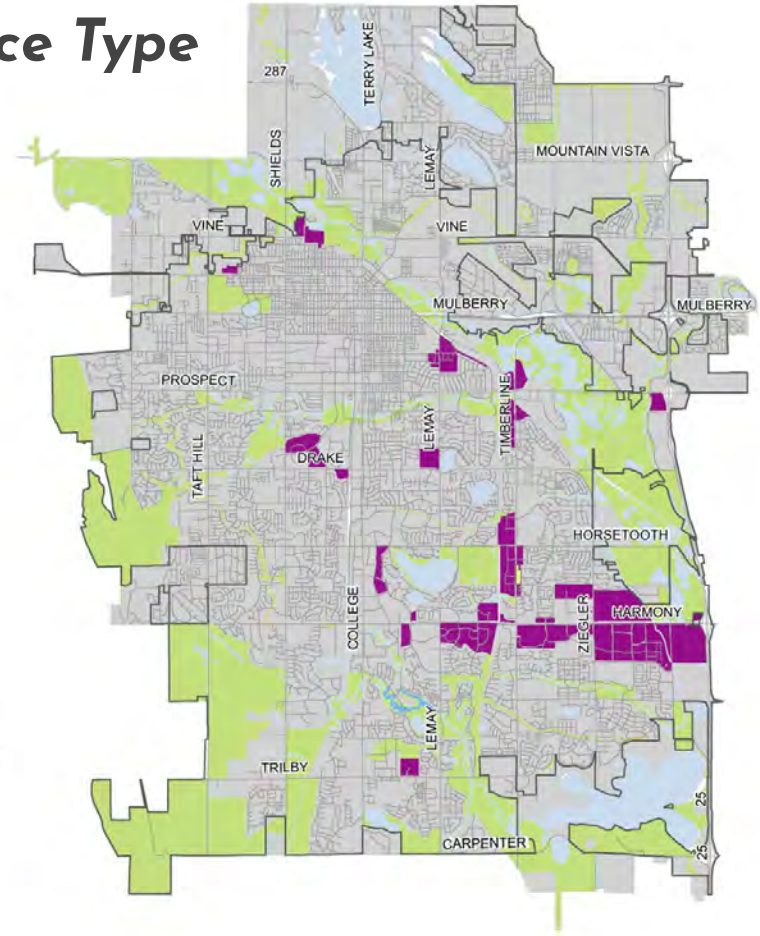


Mixed Employment Place Type has the potential to help the City reduce vehicle-miles traveled and support GHG reduction goals by integrating a more diverse mix of uses—such as multifamily housing, supportive services and amenities within existing employment centers. Potential need to require higher densities and transit-supportive uses in key locations. (City Plan, p. 148)

The Mixed Employment Place Type makes up 13% of the City.



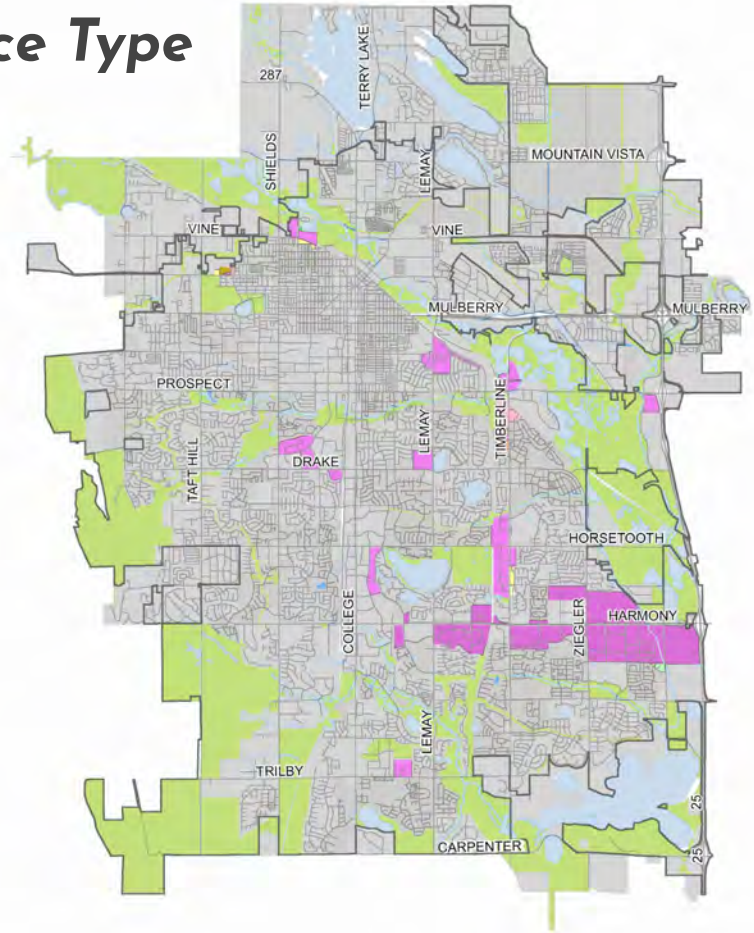
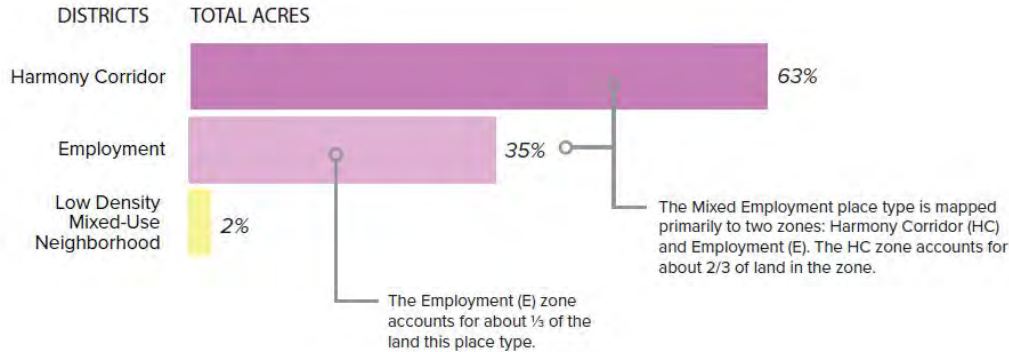
17% of housing capacity
21% of redevelopable land
22% of vacant land



KEY FINDING #1

DOES NOT SUPPORT
FUTURE PLACE TYPES

Limits Housing Diversity, Creates Uncertainty *Mixed Employment Place Type*



Audit Recommendations:

- Consider consolidating HC and E
- Update list of residential uses, and allow certain housing types administratively, especially for transition areas
- Apply 6-story height limit along Harmony Corridor (currently at 3-stories)

KEY FINDING #1

DOES NOT SUPPORT
FUTURE PLACE TYPES

Limits Housing Diversity, Creates Uncertainty

Mixed Employment Place Type

HOUSING TYPE	HC Harmony Corridor	E Employment	LMN Low Density Mixed Use
Single Family Detached			
Small Lot Single Family Detached / Cottage Cluster			
Duplex			
Triplex / Quadplex			
Townhouses			
Accessory Dwelling Units			
Multi-Family			
Mixed Use Multi-Family			
Manufactured Housing Community			

- Both the HC and E zones allow for a wide range of housing types, from single-family detached to mixed use multi-family.
- A minimum density of 7 units per acre in both zones prevents very low density single-family housing from consuming land in these zones, but still allows for single-family detached houses on approximately 5,000 square foot lots.
- However, all housing development in these zones is subject to review by the Planning and Zoning Commission. This procedural requirement can be a barrier to smaller development projects and discourage residential development compared to other use types.

Permitted
(Basic Development Review)

Administrative
Review

Planning & Zoning
Board Approval

Prohibited

KEY FINDING #1

DOES NOT SUPPORT
FUTURE PLACE TYPES

Limits Housing Diversity, Creates Uncertainty

Mixed-Use Districts Place Type



Neighborhood Mixed-Use Districts are stand-alone, grocery-anchored centers that serve the immediate neighborhood(s). Opportunities exist to improve connections to surrounding neighborhoods, expand the range of amenities, and incorporate multifamily housing.



Suburban Mixed-Use Districts in Fort Collins today are low-density, auto-oriented centers. Although largely auto-oriented today, the integration of higher-density residential and a broader mix of uses is encouraged to help reinvigorate underutilized centers.



Urban Mixed Use Districts are adjacent to existing MAX stations and along other corridors planned for high-frequency transit service. Most areas have not achieved transit-supportive densities. These districts offer the greatest potential for a diverse mix of uses at transit-supportive densities in the near-term.

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. (City Plan, p. 99)

KEY FINDING #1

DOES NOT SUPPORT
FUTURE PLACE TYPES

Limits Housing Diversity, Creates Uncertainty

Mixed-Use Districts Place Type

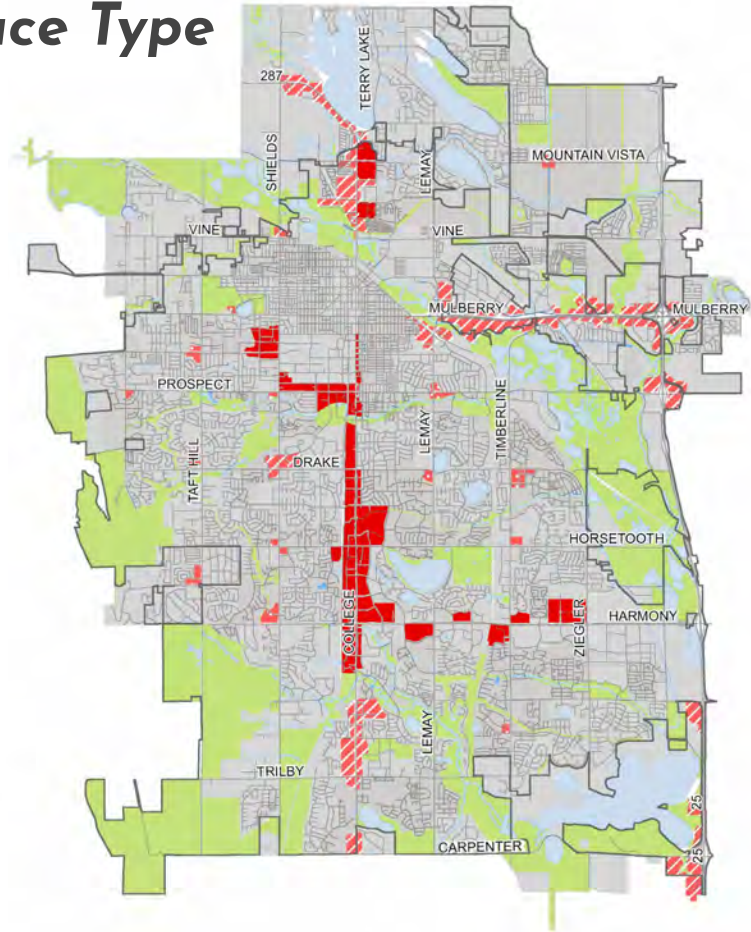
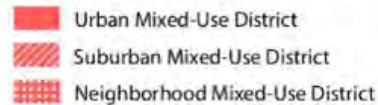
The Mixed-Use District Place Types make up 7% of the City, but include 36% of redevelopable land and are typically located along transit.



11% of housing capacity

36% of redevelopable land

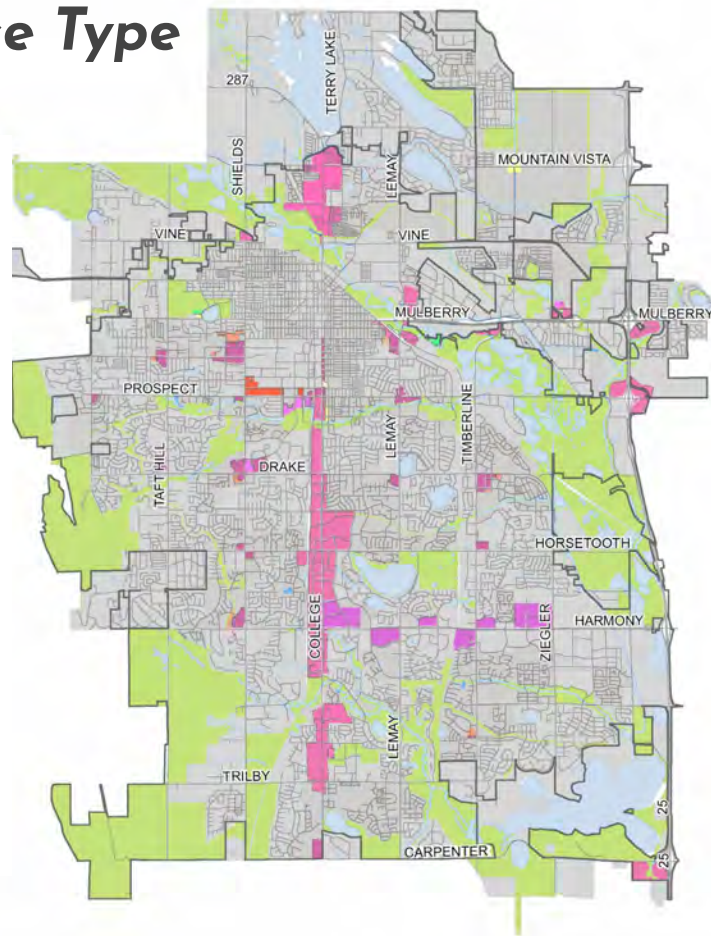
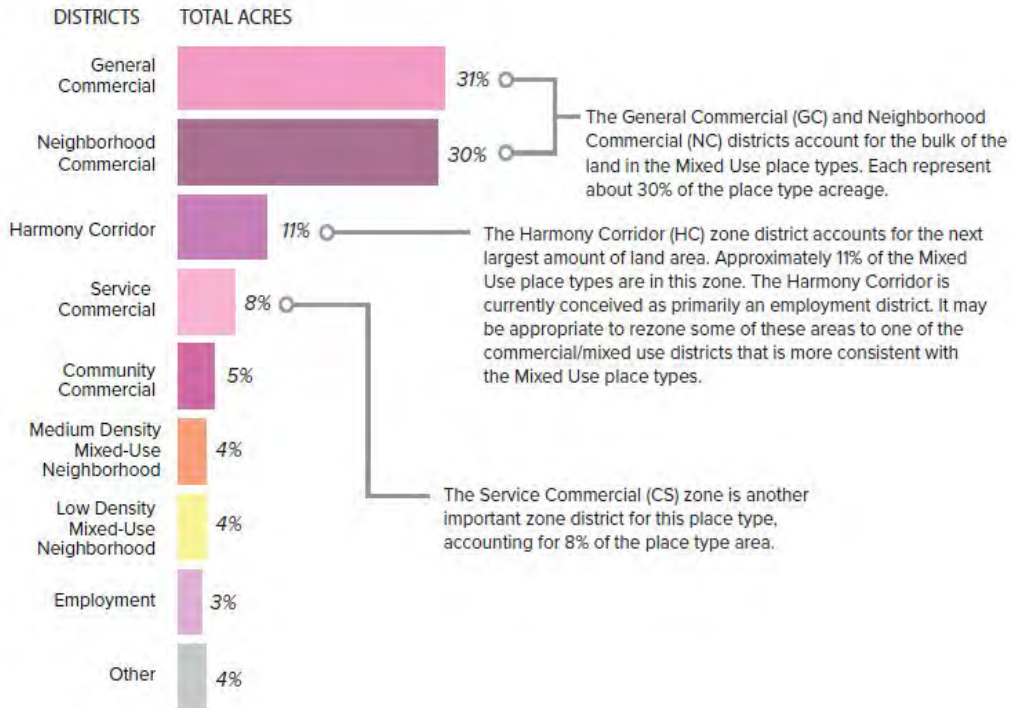
10% of vacant land



KEY FINDING #1

DOES NOT SUPPORT
FUTURE PLACE TYPES

Limits Housing Diversity, Creates Uncertainty *Mixed-Use Districts Place Type*



KEY FINDING #1

DOES NOT SUPPORT
FUTURE PLACE TYPES

Limits Housing Diversity, Creates Uncertainty

Mixed-Use Districts Place Type

HOUSING TYPE	D Downtown	GC General Commercial	NC Neighborhood Commercial	HC Heavy Commercial	CS Community Service
Single Family Detached					
Small Lot Single Family Detached / Cottage Cluster					
Duplex					
Triplex / Quadplex					
Townhouses					
Accessory Dwelling Units					
Multi-Family					
Mixed Use Multi-Family					
Manufactured Housing Community					

Permitted
(Basic Development Review)

Administrative
Review

Planning & Zoning
Board Approval

Prohibited

- Most of the City's existing commercial zones allow for a wide range of housing types to be approved through Administrative Review.
- Multifamily uses with more than 50 units, and all multifamily in the NC zone, require review by Planning and Zoning Commission. This procedural requirement can be a barrier to some development projects.
- The **CS** and **CL** zones allow for single-family detached housing. This may be inconsistent with the vision for the Mixed Use Districts to concentrate density within a walkable distance of key services and amenities.
- Residential uses are allowed as a secondary use in the HC zone. It may be appropriate to allow some residential uses or projects outright in order to encourage housing development in this zone.

KEY FINDING #1

DOES NOT SUPPORT
FUTURE PLACE TYPES

Does not promote compatible infill or support envisioned neighborhood form

The LUC was created primarily to guide development of vacant parcels, or “greenfield” development. The updated code will need to contemplate infill and redevelopment of parcels, and should promote compatible, contextual design solutions.

“Eliminate or better define compatibility standards.”

CORE

OUTSIDE CORE

DOWNTOWN

NC ZONE DISTRICTS

LMN & RL ZONE DISTRICTS

KEY FINDING #1

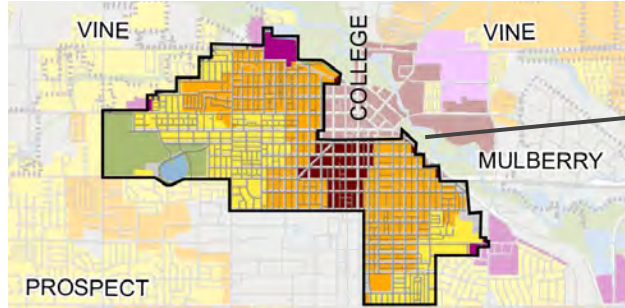
DOES NOT SUPPORT FUTURE PLACE TYPES

Does not promote compatible infill in the “Core”

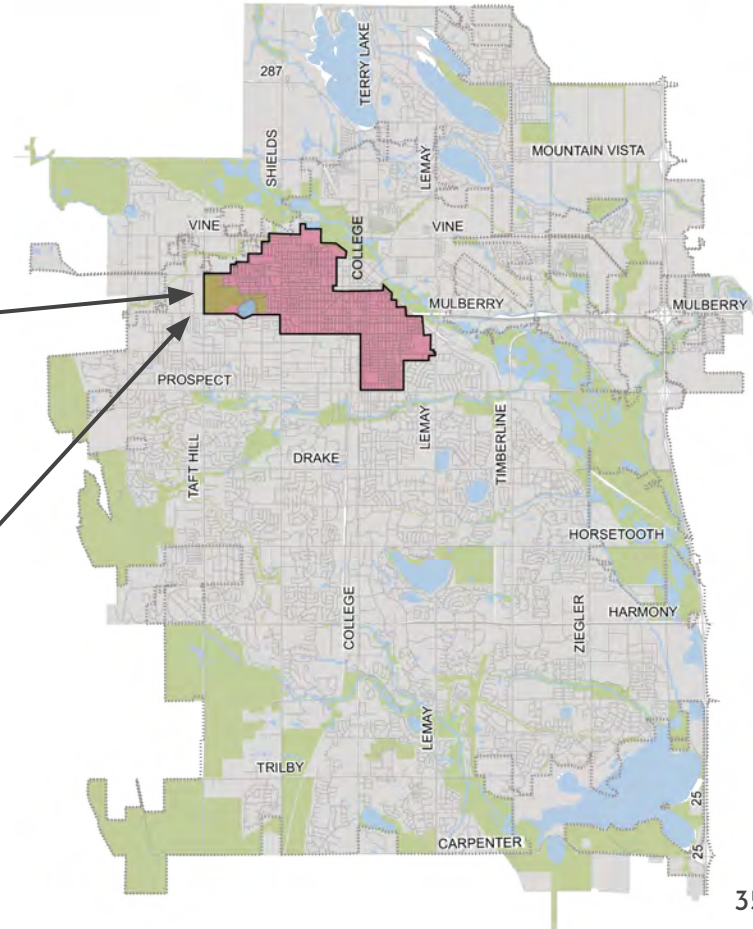
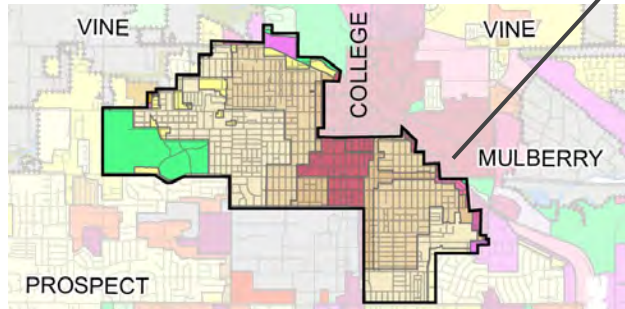
The historic “Core” is the oldest residential area of the City. The Core is mapped both Mixed Neighborhood and Suburban Neighborhood Place Types, and it contains the Neighborhood Conservation zone districts (NCL, NCM, NCB).

The historic patterns are most closely aligned with 1929 code, including smaller lots, varying setbacks, and a variety of housing types including duplexes and “carriage houses.” In the past, a disproportionate amount of variance requests have come from the historic Core, as compared to other parts of the City.

Core: Placetypes



Core: Zoning



KEY FINDING #1

DOES NOT SUPPORT
FUTURE PLACE TYPES

Does not promote compatible infill in the “Core”

“Preserve smaller historic homes that are more affordable than the single family scrape offs that replace them.”

“More flexibility for historic compatibility.”

“Adaptability in the historic neighborhoods is crucial.”

- Variety of architectural style and building types (mostly single family detached with some duplexes and commercial)
- Regular blocks with alleys (mostly), buildings oriented to “primary” and “side” streets.



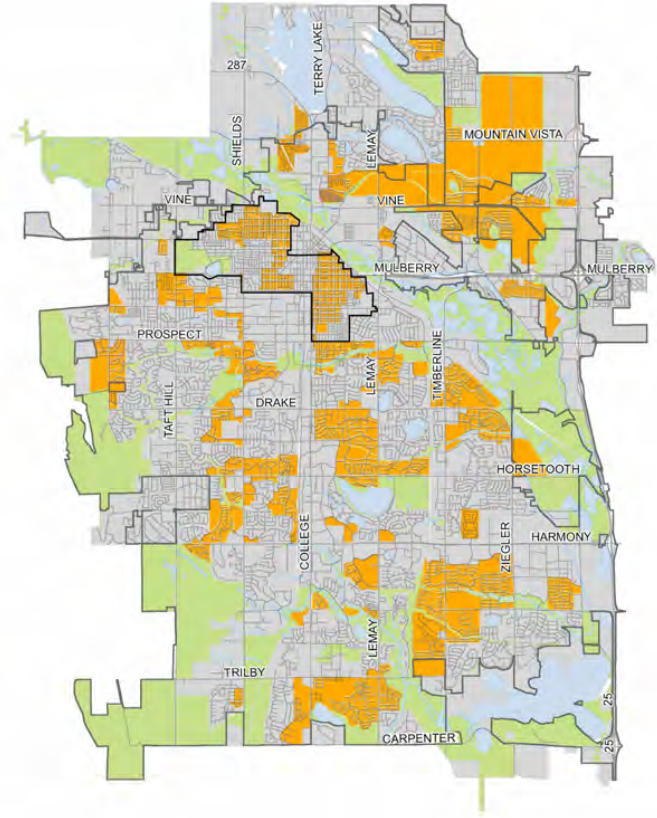
KEY FINDING #1

DOES NOT SUPPORT FUTURE PLACE TYPES

Does not support envisioned neighborhood form “Outside the Core”

Most of the development “Outside the Core” was built in the last few decades, much of it since the 1990s (under the current LUC). Infill and redevelopment in these areas must consider a different context than the Core neighborhood. Some areas have plan support for greater change, especially along transit corridors, however the Mixed Neighborhood Place Type, in general, is anticipated to accommodate much of the City’s residential capacity.

While the plan guidance for these areas is clear, the existing built condition varies greatly, different densities, lot sizes, and building forms. These areas will need further study to calibrate updated design and development standards that are compatible with the existing context.



KEY FINDING #1

DOES NOT SUPPORT
FUTURE PLACE TYPES

Does not support envisioned neighborhood form “Outside the Core”

These areas has developed largely since the 1990s and while still auto-centric, demonstrates some evolution toward more walkability with the reintroduction of detached sidewalks, treelawns (sometimes with trees), and alley-loaded garages.

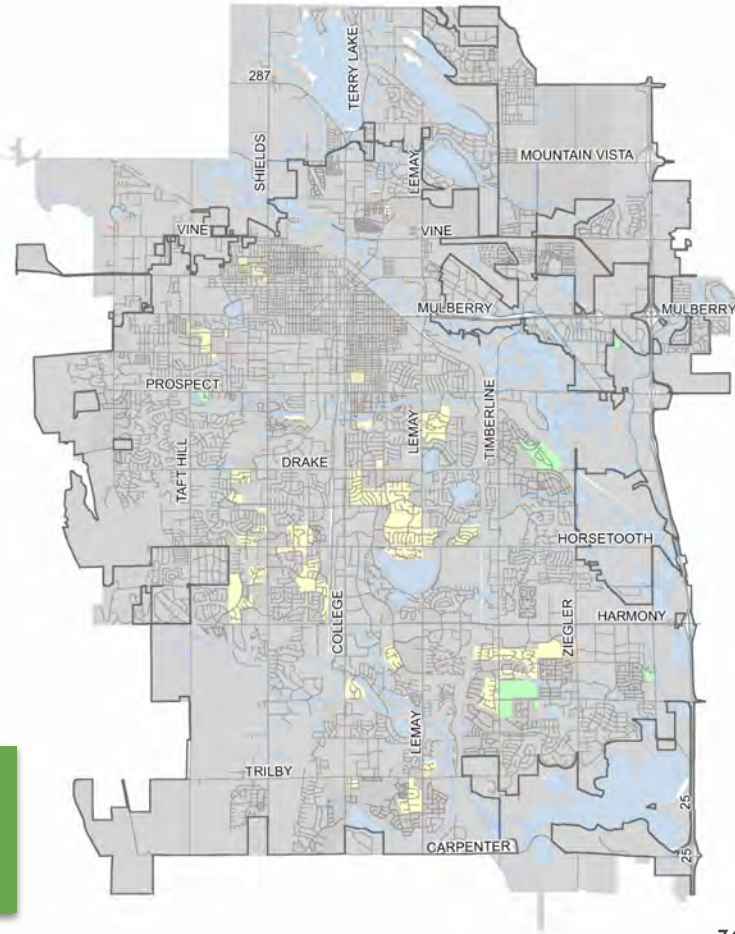
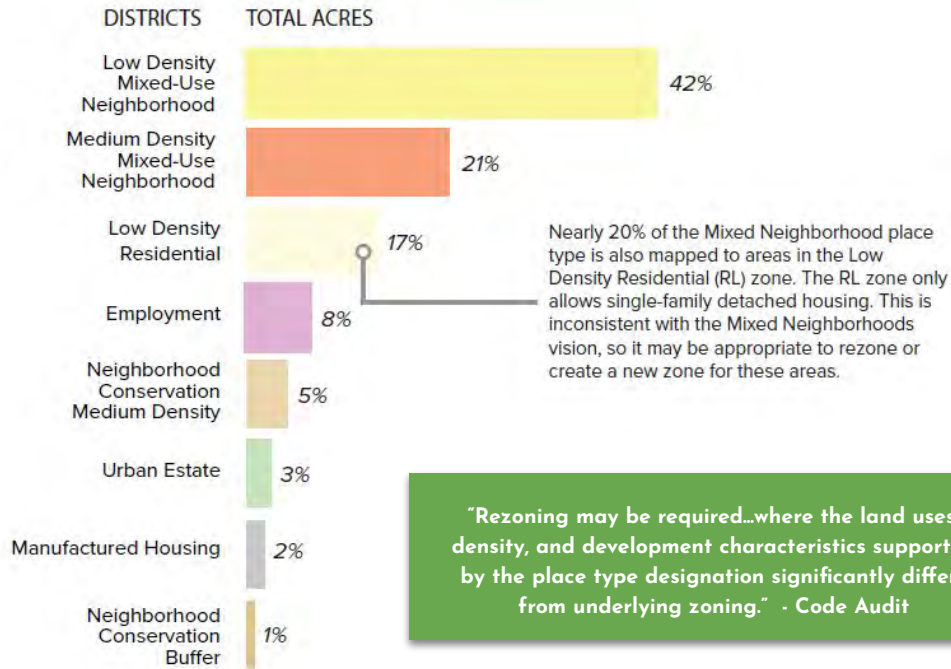


KEY FINDING #1

DOES NOT SUPPORT
FUTURE PLACE TYPES

Place Type + Zoning Mismatches

→ RL & UE in Mixed Neighborhood



Better Form Standards = Greater Predictability

- **Long, multistep processes do not compensate for ineffective base code standards or guarantee better outcomes.** They often lead to even greater frustration since the negotiation begins with inadequate standards and approval criteria.
- **Updated Standards that are in line with the values and desires of the community** can rely less on time-consuming negotiated processes, provide more equitable access to opportunity, and result in better, more predictable outcomes for everyone.

→ **Equitable Process:**
Clearly defined expectations, lower the “entry point” for development, opens the door for local, small businesses.

“Code is too focused on use regulation and process and not enough priority and focus on predictable form.”

KEY FINDING #1

DOES NOT SUPPORT
FUTURE PLACE TYPES

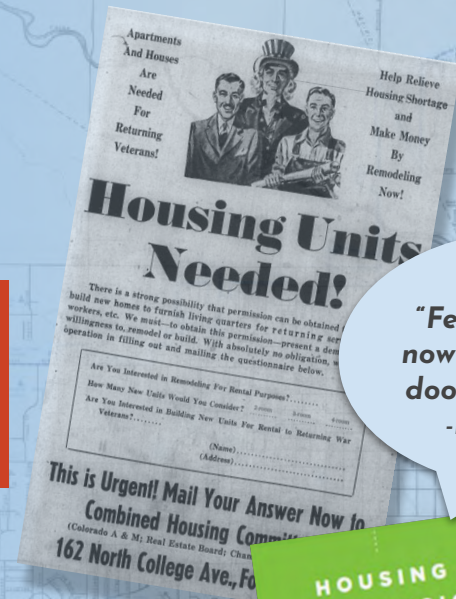
RECOMMENDATIONS

1. **Update the permitted residential uses and review types** within Priority Place Types to allow greater housing diversity by right.
2. **Update Zones** that comprise Priority Place Types to more efficiently guide compatible infill (in the core) and development patterns envisioned in adopted city plans (outside the core).
3. **Update Use Standards & Definitions** (e.g. ADU's & STR's)

KEY FINDING #2

LIMITS HOUSING CAPACITY

- ZONED CAPACITY
- LAND SUPPLY
- AFFORDABILITY



"Feels like buyers now are closing the door behind them."
-Input Session

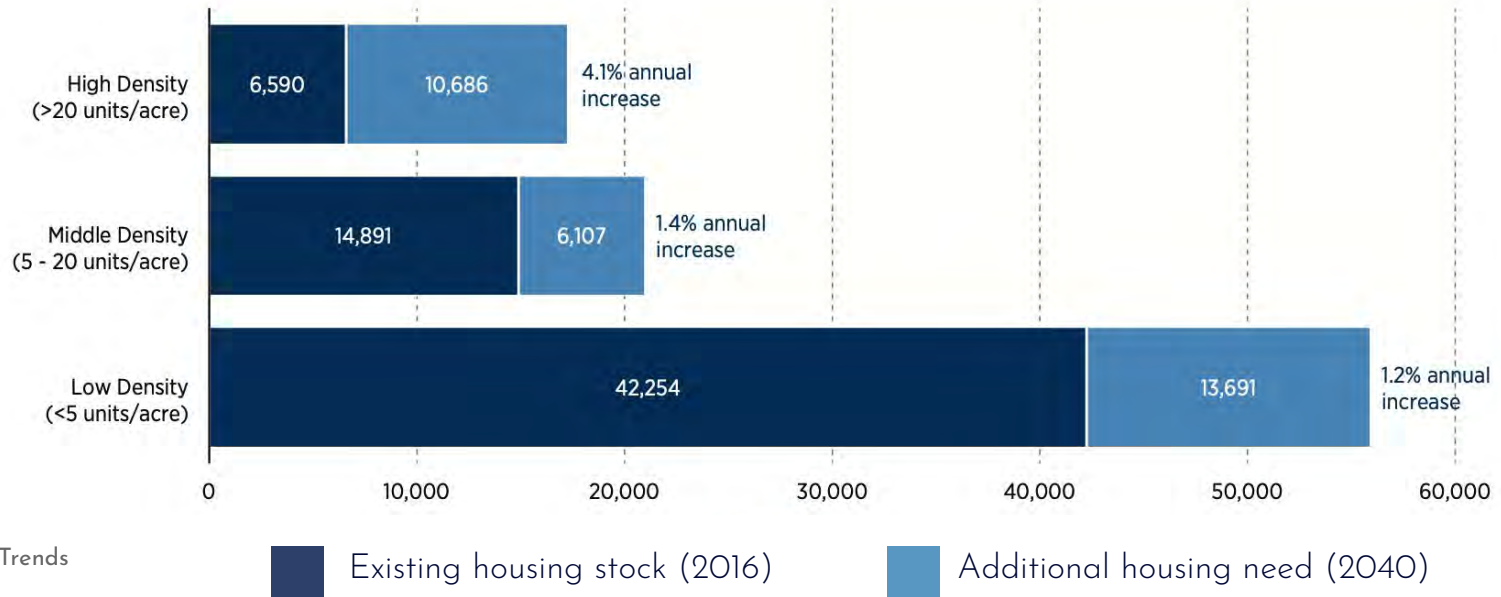


KEY FINDING #2

LIMITS HOUSING CAPACITY

The city's housing stock will need to expand significantly to meet future demand

A total of about **30,000** additional homes are needed in the community by 2040. Homes of all types are needed, but high density housing must be built at the fastest rate to keep up with demand.



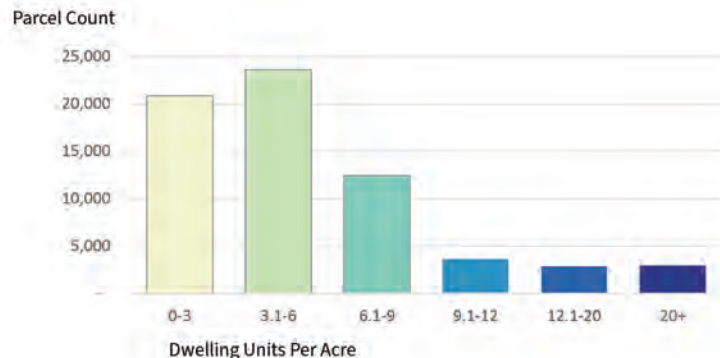
KEY FINDING #2

LIMITS HOUSING CAPACITY

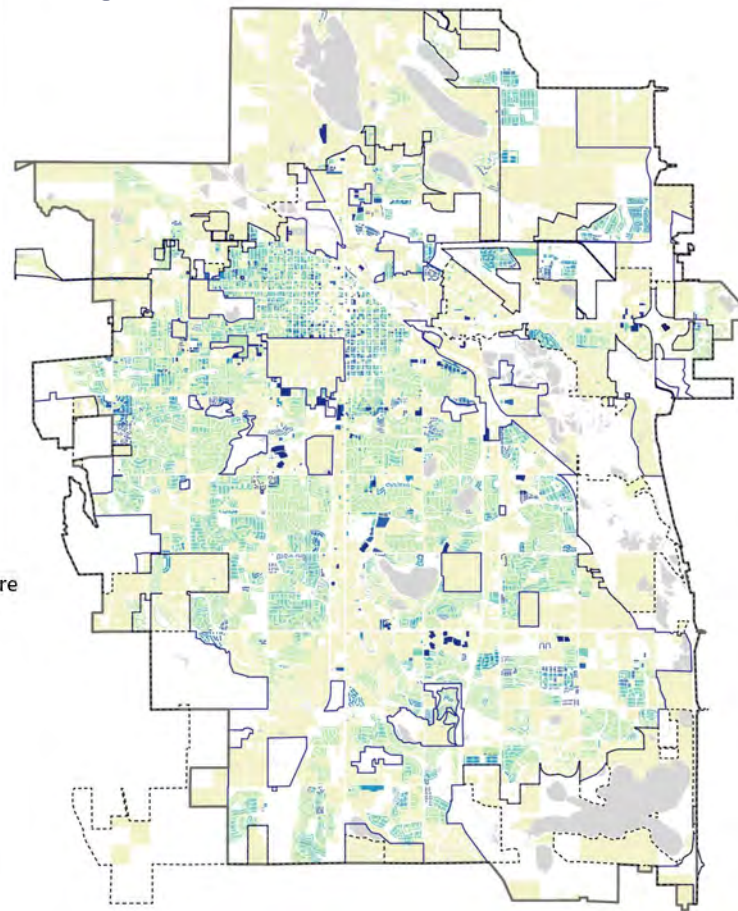
Limited Dwelling Units per Acre Allowed

The overall residential Dwelling Units per Acre (DUA) allowed under the current LUC is generally low.

- **85%** of city is *less than 9 du/ac*
- **35%** is *3-6 du/ac*
- **31%** is *less than 3 du/ac*



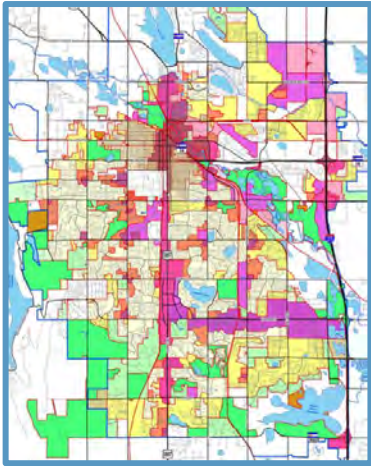
Dwelling Units Per Acre



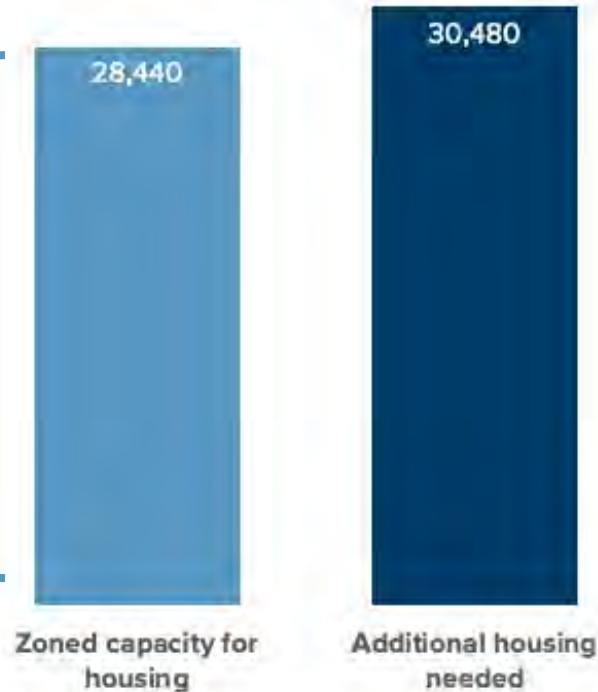
KEY FINDING #2

LIMITS HOUSING CAPACITY

Current LUC allows fewer homes to be built than are needed in the next 20 years.



City zoning map



Demand for housing will exceed the city's zoned capacity by around **2,000** units.

- If no changes are made to increase zoned capacity, housing demand is likely to outstrip supply, which **drives up housing prices** as more people seek out fewer homes.
- Other factors affect how much land will be available (infrastructure, environmental issues), so it is important to have **more zoned capacity** than needed.

KEY FINDING #2

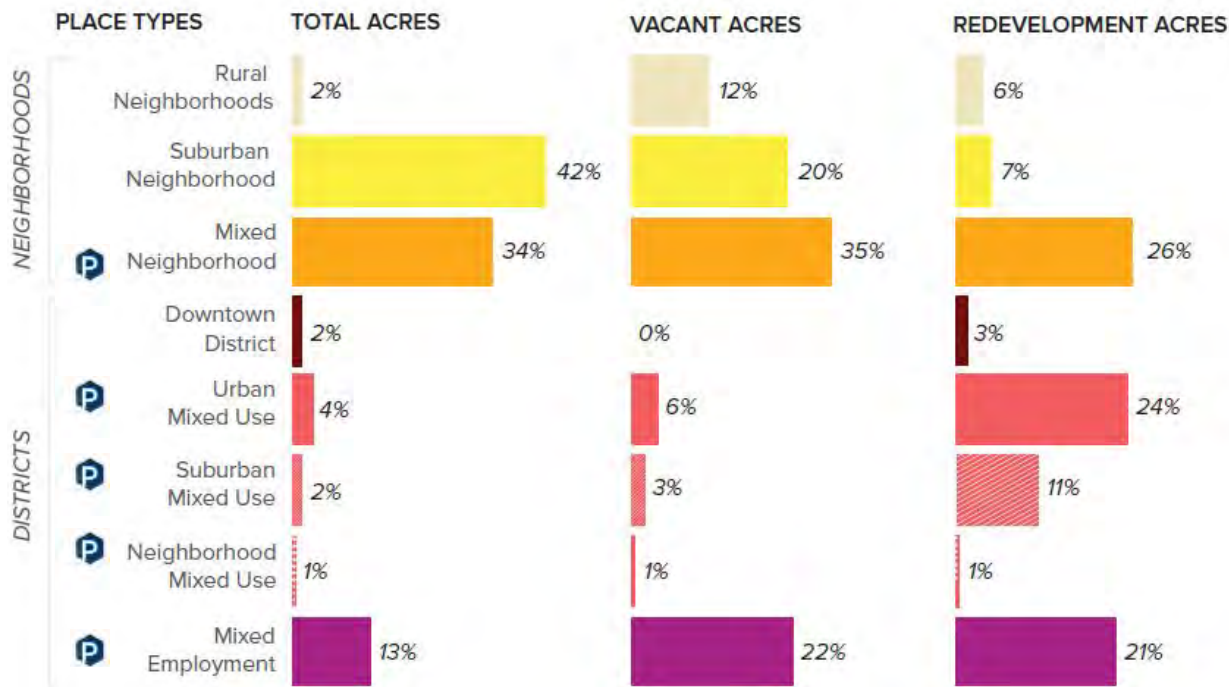
LIMITS HOUSING CAPACITY

Certain Place Types and Zones have more capacity for new housing

Zoning changes in the **Mixed Neighborhoods, Suburban Neighborhood, and Mixed Employment** areas will expand housing capacity most effectively because there is more vacant land in these areas.

In **Mixed Use Districts**, more new housing will be built through redevelopment of existing properties. It will be important to ensure the code supports redevelopment where it is appropriate and beneficial.

Housing Prototypes were used to identify barriers to housing capacity and affordability in the LUC standards that apply to these Place Types.

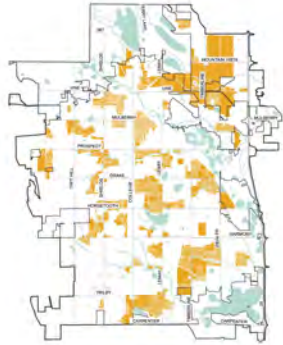


KEY FINDING #2

LIMITS HOUSING CAPACITY

Prototypes Analyzed in Zones that comprise Mixed Neighborhood and Suburban Neighborhood Place Types

PLACE TYPE AND KEY ZONES

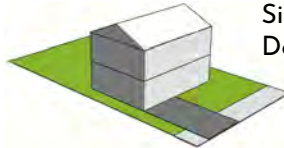


Mixed Neighborhood

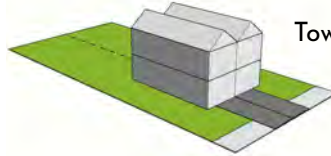
LMN
MMN
RL

HOUSING PROTOTYPES

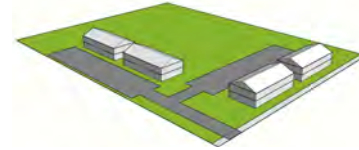
Prototypes are models of developments that maximize the zoned capacity for housing and estimate levels of affordability of housing in that zone.



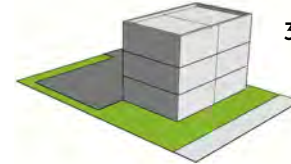
Single Family Detached House



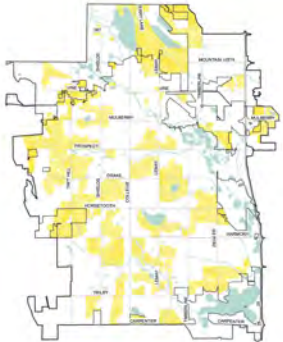
Townhouses



2-Story Apartments

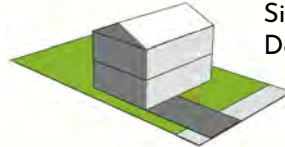


3-Story Apartments



Suburban Neighborhood

RL
NCL



Single Family Detached House

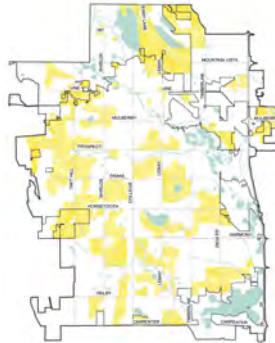
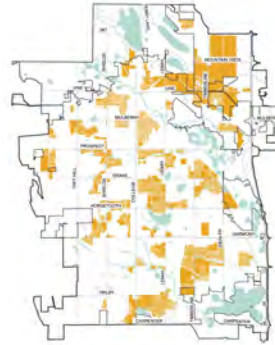
*A detailed description of the Prototypes analysis was sent to City Council as part of the November 9 Work Session. See **Diagnostic Reports Methods** for more information.*

KEY FINDING #2

LIMITS HOUSING CAPACITY

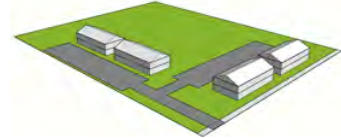
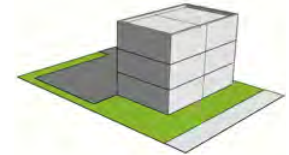
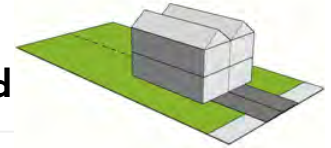
Barriers to Housing Capacity in Zones that comprise Mixed Neighborhood and Suburban Neighborhood Place Types

- **Maximum density** of 9 units per acre in the LMN zone renders townhouse and multi-family development less feasible than single-family detached housing.
- **Prohibition** of housing types outside of single-family detached in RL and NCL limit opportunities for low or moderate income households to live in these areas.
- A variety of other regulations combine to constrain housing capacity in these areas:
 - **Minimum lot sizes** for single-family houses encourage larger, more expensive units.
 - **Minimum setbacks** consume significant land area and limit infill development.
 - **Limitations on the number of units** in each apartment building increase the cost of development.



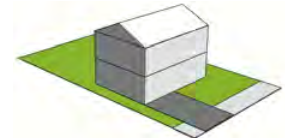
Mixed Neighborhood

LMN
MMN
RL



Suburban Neighborhood

RL
NCL

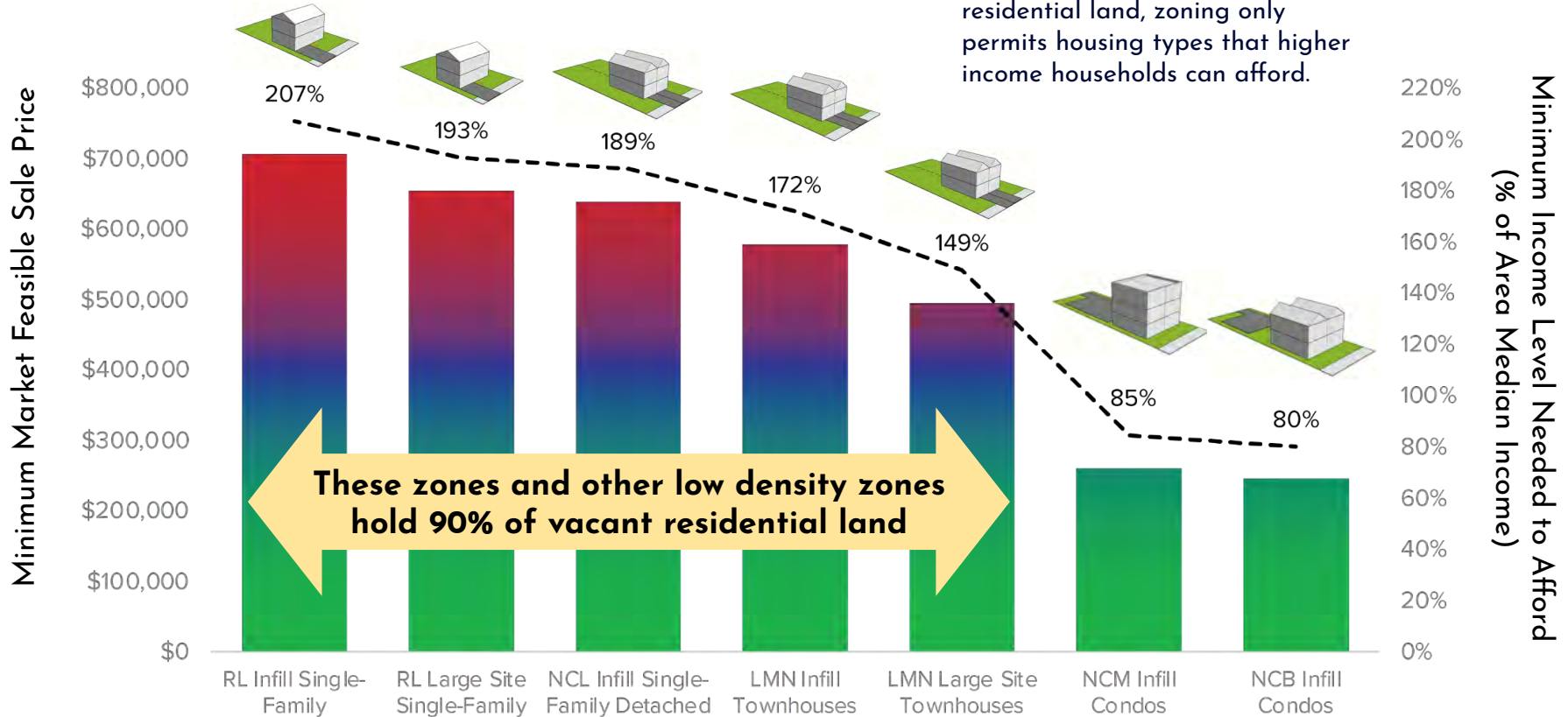


KEY FINDING #2

LIMITS HOUSING CAPACITY

Barriers to Housing Capacity in Zones that comprise Mixed Neighborhood and Suburban Neighborhood Place Types

On nearly all of the city's vacant residential land, zoning only permits housing types that higher income households can afford.



KEY FINDING #2

LIMITS HOUSING CAPACITY

KEY FINDING #2

LIMITS HOUSING CAPACITY

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LIMITS HOUSING CAPACITY



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KEY FINDING #2

LIMITS HOUSING CAPACITY

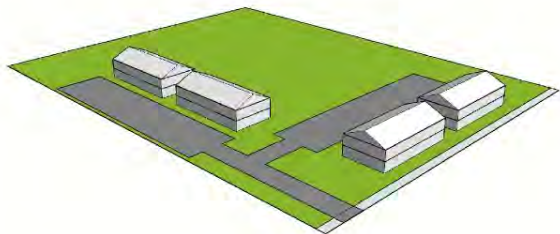
- KEY FINDING #2**
- LIMITS HOUSING CAPACITY**

KEY FINDING #2

LIMITS HOUSING CAPACITY

Barriers to Housing Affordability in Zones that comprise Mixed Neighborhood and Suburban Neighborhood Place Types

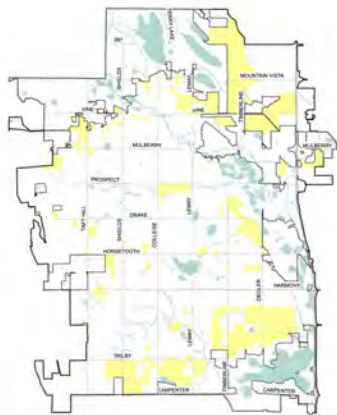
The maximum density of the LMN zone discourages developers from building more affordable rental apartments.



2-Story Apartments

\$2,600

Minimum Feasible Rent Price



Lot Size	5.5 acres
# of Units	49
Unit Size	850 sf
Density	9 units/acre
Parking Spaces	1.69 per unit
Setbacks	Front: 15 ft Side: 5ft Rear: 8ft
Building Height	2.5 stories
Site Footprints	Building: 9% Parking: 14% Open Space: 50%

- The maximum density of the LMN zone constrains the site to 49 units. If we assume an average unit size of 850 square feet, the average rent of the project would need to be a minimum of approximately \$2,800 for this project to be market feasible. This rent is affordable to households earning about \$120,000 or 126% of AMI.
- Even after accounting for streets and a small park, half of the site is undeveloped. The density limit prohibits adding more units despite that there is sufficient space. The costs to acquire this undeveloped land alone is about \$600,000.
- Most developers would prefer to build single-family houses at this density level because the open space can be in private yards, which are a more valuable amenity than common open space.

KEY FINDING #2

LIMITS HOUSING CAPACITY

Barriers to Housing Affordability in Zones that comprise Mixed Neighborhood and Suburban Neighborhood Place Types

There are few zoning incentives for building income-restricted affordable housing, and those that do exist are unlikely to entice private developers to include income-restricted units.

Current Affordable Housing incentives allow for an increase in density from 9 du/ac to 12 du/ac in the LMN zone, but other requirements, such as parking, height maximums, setbacks, actually make it difficult to achieve allowed density.

The LMN zone's density bonus is too limited and too costly to comply with to make a mixed-income project economically feasible for most private developers.

- Sites smaller than 10 acres must provide 10% of units affordable to households earning less than 80% of median income. This is a reasonable standard, but it only allows an increase in maximum density from 9 to 12 units per acre. This density level remains below the densities usually necessary to make mixed-income projects viable.
- Sites between 10 and 20 acres must provide approximately 50% of units affordable to households earning less than 60% of median income. This deep level of affordability is very costly to comply with and will render many projects infeasible.
- Sites over 20 acres are not eligible for the density bonus.

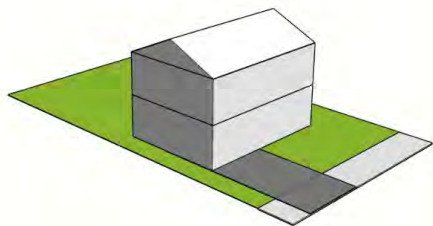
"Parking, height, and setbacks are what add cost....these areas need relief for Affordable housing."

KEY FINDING #2

LIMITS HOUSING CAPACITY

Barriers to Housing Affordability in Zones that comprise Mixed Neighborhood and Suburban Neighborhood Place Types

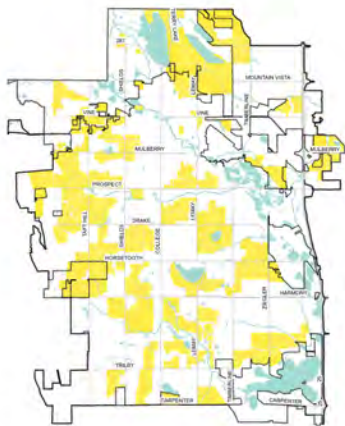
The RL, UE, and NCL zones hold 35% of the vacant residential land, but only allow single-family detached houses.



Infill Single-Family Detached House

\$707,287

Minimum Feasible Sales Price



Lot Size	6,000 sf
# of Units	1
Unit Size	2,000
Density	7 units/acre
Parking Spaces	3 per unit
Setbacks	Front: 20ft Side: 5ft Rear: 15ft
Building Height	2.0 stories
Site Footprints	Building: 15%
	Parking: 18%
	Open Space: 67%

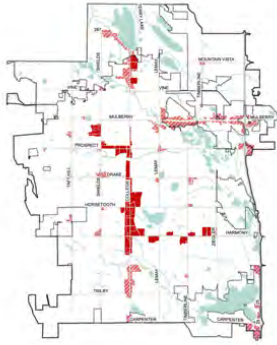
- This prototype has the highest minimum feasible sale price at just over \$700,000, which is only affordable to households that earn about \$198,000 or 207% of AMI.
- The key drivers of this high price are the relatively large amount of land area per unit (6,000 sf) and the assumed unit size of 2,000 sf.
- At this density level, there is little incentive to reduce home size because additional units cannot be added to the site, and larger homes are generally more profitable given fixed land costs.

KEY FINDING #2

LIMITS HOUSING CAPACITY

Prototypes Analyzed in Zones that comprise Mixed-Use and Mixed Employment District Place Types

PLACE TYPE AND KEY ZONES

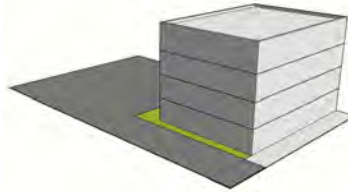


Mixed-Use Districts

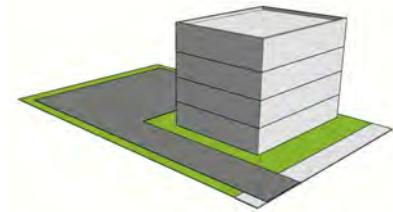
GC, NC, HC, SC, CC

HOUSING PROTOTYPES

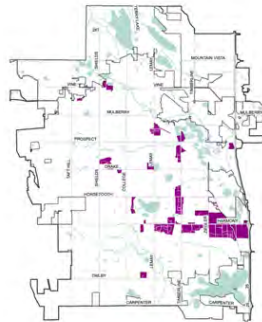
Prototypes are models of developments that maximize the zoned capacity for housing and estimate levels of affordability of housing in that zone.



4-Story Mixed Use
(residential over
commercial)



4-Story
Apartments

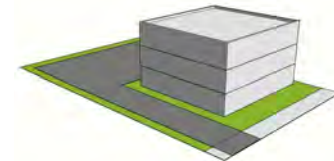


Mixed Employment

HC
E



6-Story Mixed Use
(residential over
commercial)



3-Story
Apartments

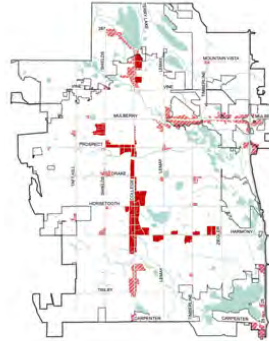
KEY FINDING #2

LIMITS HOUSING CAPACITY

Barriers to Housing Capacity in Zones that comprise Mixed Use and Mixed Employment District Place Types

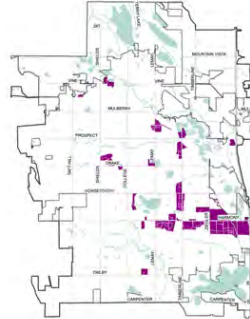
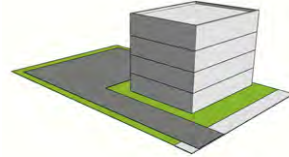
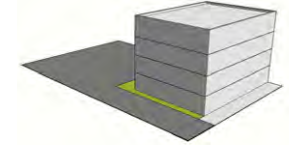
Minimum parking requirements are the primary barrier to increasing housing capacity in Mixed Use and Mixed Employment areas.

- The city's minimum parking requirements range from 1.5 to 3 spaces per unit.
- Parking consumes land area that could otherwise be used for additional housing units.
- Structured parking or underground parking saves land area, but is very costly to build and requires higher rents/sale prices to be feasible.
- There are a variety of alternative strategies to manage parking demand and supply.



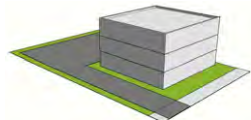
Mixed Use Districts

GC, NC, SC, CC



Mixed Employment

HC
E

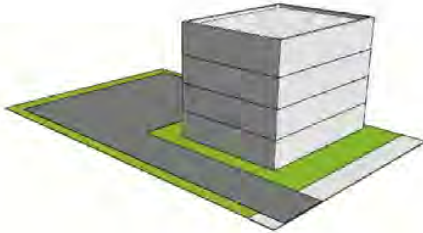


KEY FINDING #2

LIMITS HOUSING CAPACITY

Barriers to Housing Affordability in Zones that comprise Mixed Use and Mixed Employment District Place Types

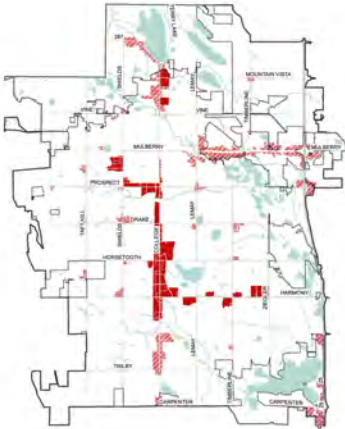
Housing is allowed in commercial zones, but a combination of minimum parking requirements, minimum setbacks, maximum height inhibit housing development.



4-Story Apartments

\$2,108

Minimum Feasible Rent Price



Applicable Zones	CC, CG, CL, CS, NC		
Lot Size	15,000 sf		
# of Units	15		
Unit Size	675 sf		
Density	43 units/acre		
Parking Spaces	1.60 per unit		
Setbacks	Front: 15 ft	Side: 5ft	Rear: 8ft
Building Height	4.0 stories		
	Building: 22%		
Site Footprints	Parking: 50%		
	Open Space: 28%		

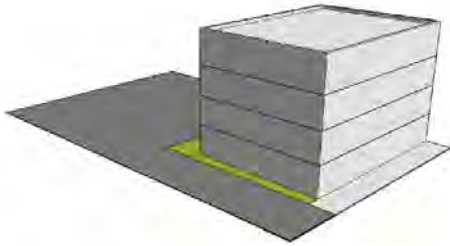
- Standalone multi-family developments are allowed in the mixed use and employment zones. While vertical mixed use may be desired wherever feasible, commercial spaces are not viable in all locations.
- This prototype tests the affordability of a 4-story apartment building with surface parking, allowed in most commercial/mixed use zones and the Employment (E) zone. A small infill lot is used to test feasibility where site area is more constrained.
- Minimum feasible rent on this prototype is estimated at about \$2,100. This is affordable to a household earning about \$92,000, or 96% of AMI.
- The primary barrier to deeper affordability for this prototype is minimum off-street parking requirements. A lower parking ratio would allow more efficient use of the site and to spread fixed costs across more dwelling units.
- A secondary barrier to affordability is minimum setbacks. Residential buildings are subject to minimum yard setbacks, even in commercial or employment zones. These setback areas occupy 28% of the site, preventing additional units and a more efficient use of the site.

KEY FINDING #2

LIMITS HOUSING CAPACITY

Barriers to Housing Affordability in Zones that comprise Mixed Use and Mixed Employment District Place Types

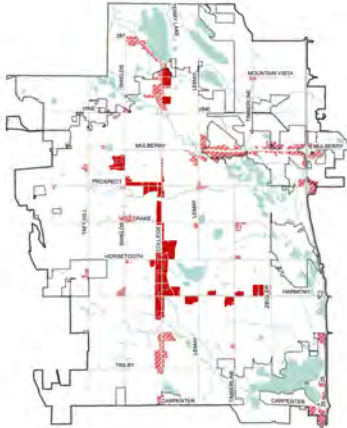
Commercial zones encourage mixed use development, but minimum parking requirements are a major barrier to more mixed use projects.



4-Story Mixed Use (residential over commercial)

\$2,526

Minimum Feasible Rent Price



Applicable Zones	CC, GC, NC, E		
Lot Size	15,000 sf		
# of Units	17		
Unit Size	675 sq ft		
Density	44 units/acre		
Parking Spaces	1.88 per unit		
Setbacks	Front: 0 ft	Side: 0 ft	Rear: 0 ft
Building Height	4.0 stories		
Site Footprints	Building: 29%		
	Parking: 67%		
	Open Space: 4%		

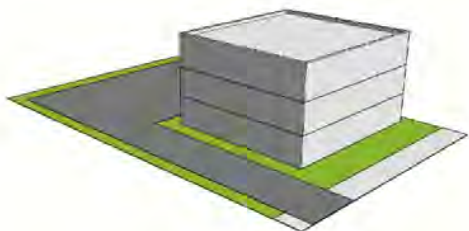
- Vertical mixed use development (residential over commercial) is envisioned in the Structure Plan as a key prototype for mixed use districts.
- The city's current commercial/mixed-use zones (CC, CG, NC) and the employment district (E) apply a similar set of standards to mixed use development.
- The NC and the CC zone allow up to 5 stories; however, it is generally not feasible to reach a 5-story density level on a smaller site unless the parking is structured or underground. This adds significant costs compared with surface parking. In most locations, market rents would not offset those costs. Thus, this prototype tests the affordability of a 4-story mixed use building with surface parking.
- Minimum feasible rent on this prototype is estimated at about \$2,500. This is affordable to a household earning about \$110,000, or 115% of AMI. This estimate is higher than other multi-family prototypes due to higher construction costs associated with mixed use buildings and relatively low estimated rents on the commercial space in the building.
- The primary barrier to deeper affordability for this prototype is minimum off-street parking requirements. This prototype assumes a ratio of 1.88 spaces per unit, including spaces for the commercial uses. About 2/3 of the site is occupied by surface parking. A lower parking ratio would allow more efficient use of the site.

KEY FINDING #2

LIMITS HOUSING CAPACITY

Barriers to Housing Affordability in Zones that comprise Mixed Use and Mixed Employment District Place Types

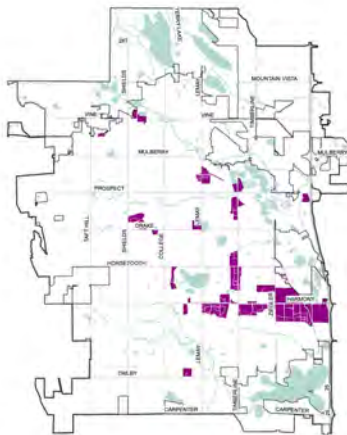
The employment zones (E and HC) have a substantial supply of vacant land, but they severely restrict housing capacity.



3-Story Apartments

\$2,122

Minimum Feasible Rent Price



Lot Size	15,000 sf
# of Units	14
Unit Size	675 sf (average)
Density	40 units/acre
Parking Spaces	1.57 per unit
Setbacks	Front: 15ft Side: 5ft Rear: 8ft
Building Height	3.0 stories
	Building: 27%
Site Footprints	Parking: 47%
	Open Space: 26%

Housing is classified as a “secondary use” and thus limited to 25% of the site area. This effectively requires mixed use development, which few developers are willing to do.

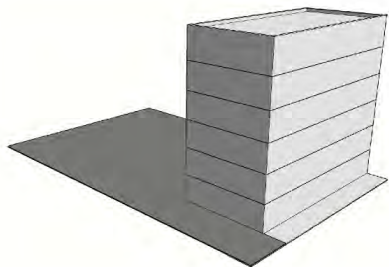
- This prototype tests the affordability of a 3-story walkup apartment in the HC zone. The maximum height for standalone residential buildings in the zone is three stories.
- This prototype performs similarly to the Infill Apartments prototype for the commercial zones. The min feasible rent is about \$2,100, which is affordable to households earning about \$92,000, or 97% of AMI.
- Despite being one story lower than the commercial prototype (which is 4 stories), this prototype achieves a similar density level. This demonstrates that there are minimal returns to increasing building height unless less parking can be provided.

KEY FINDING #2

LIMITS HOUSING CAPACITY

Barriers to Housing Affordability in Zones that comprise Mixed Use and Mixed Employment District Place Types

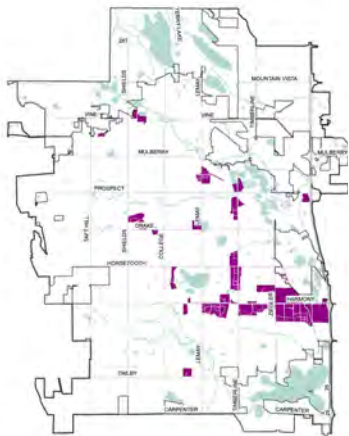
Vertical mixed use development is encouraged in employment zones, but minimum parking requirements limit opportunities for this housing type.



6-Story Mixed Use (residential over commercial)

\$2,406

Minimum Feasible Rent Price



Lot Size	15,000 sf
# of Units	21
Unit Size	675 sf (average)
Density	37 units/acre
Parking Spaces	1.76 per unit
Setbacks	Front: 0 ft Side: 0 ft Rear: 0 ft
Building Height	6.0 stories
	Building: 22%
Site Footprints	Parking: 78%
	Open Space: 0%

- This prototype tests the feasibility of vertical mixed use development in the Harmony Corridor zone.
- The zone allows building heights of up to 6 stories for mixed use development, while limiting standalone residential development to 3 stories.
- Assuming surface parking, a 6-story building is not practical or efficient on most sites due to the need to accommodate off-street parking. The higher density allowed by a taller building is offset by the land consumed by parking to support the building.
- Structured parking may be viable in some locations to make 6 story buildings more viable, but this will generally require higher rents to offset the additional costs.

RECOMMENDATIONS

4. **Update Zones** that comprise Priority Place Types to allow greater housing capacity by right.
 - a. Remove barriers (limitations on total number of units or square footage per MF building)
 - b. Clarify and simplify development standards
 - c. Explore parking reductions
 - d. Consider replacing max densities with improved form standards that guide better design

RECOMMENDATIONS

5. **Expand and calibrate incentives for deed-restricted affordable housing** and develop monitoring tools.
6. **Update definitions for affordable housing**, review for consistency.
 - a. Clarify and simplify development standards
 - b. Provide greater flexibility for deed-restricted affordable housing

KEY FINDING #3

DOES NOT PRIORITIZE HOUSING
CAPACITY, DIVERSITY AND AFFORDABILITY
ALONG TRANSIT CORRIDORS

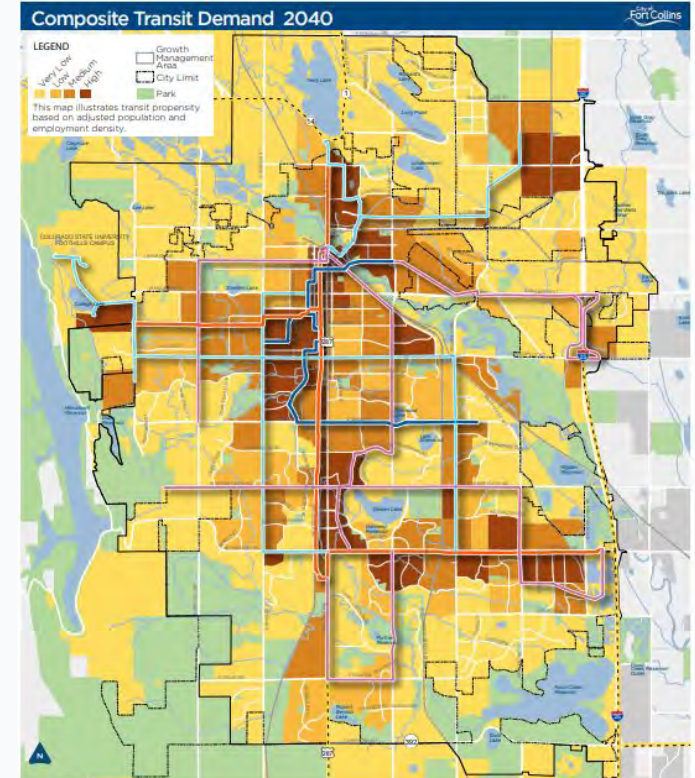
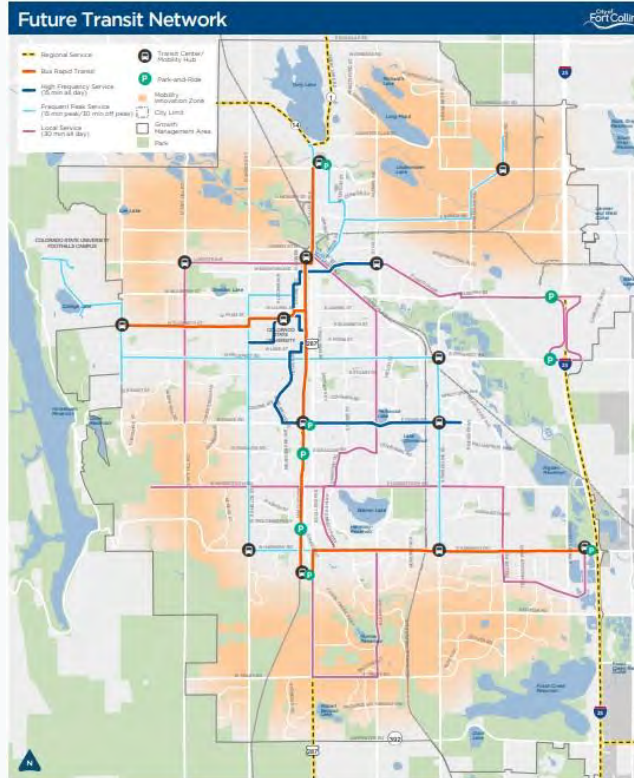


KEY FINDING #3

HOUSING CAPACITY & AFFORDABILITY

"Fort Collins has a limited supply of vacant land in the Growth Management Area, so future growth will have to include **infill and redevelopment**, which has not been realized previously. The Structure Plan identifies **Priority Place Types** to illustrate the challenges and opportunities associated with infill and redevelopment, especially in activity centers and **along major corridors**, and the critical role it will play in helping the community achieve its vision over the next 10-20 years."
(City Plan, p. 107)

Policies to concentrate growth along transit



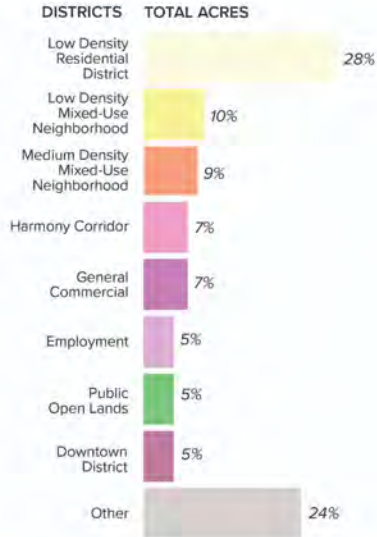
KEY FINDING #3

HOUSING CAPACITY & AFFORDABILITY

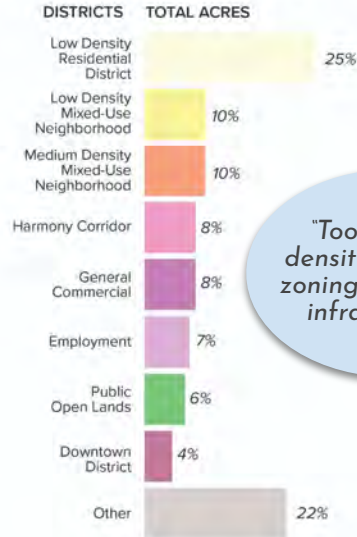
Zoning in Transit Areas (as defined in TMP)

RL and then LMN are the most prevalent zones within 1/4 mile of existing and future transit lines. These zones are primarily single family residential with dwelling units per acre limits that do not support transit oriented development.

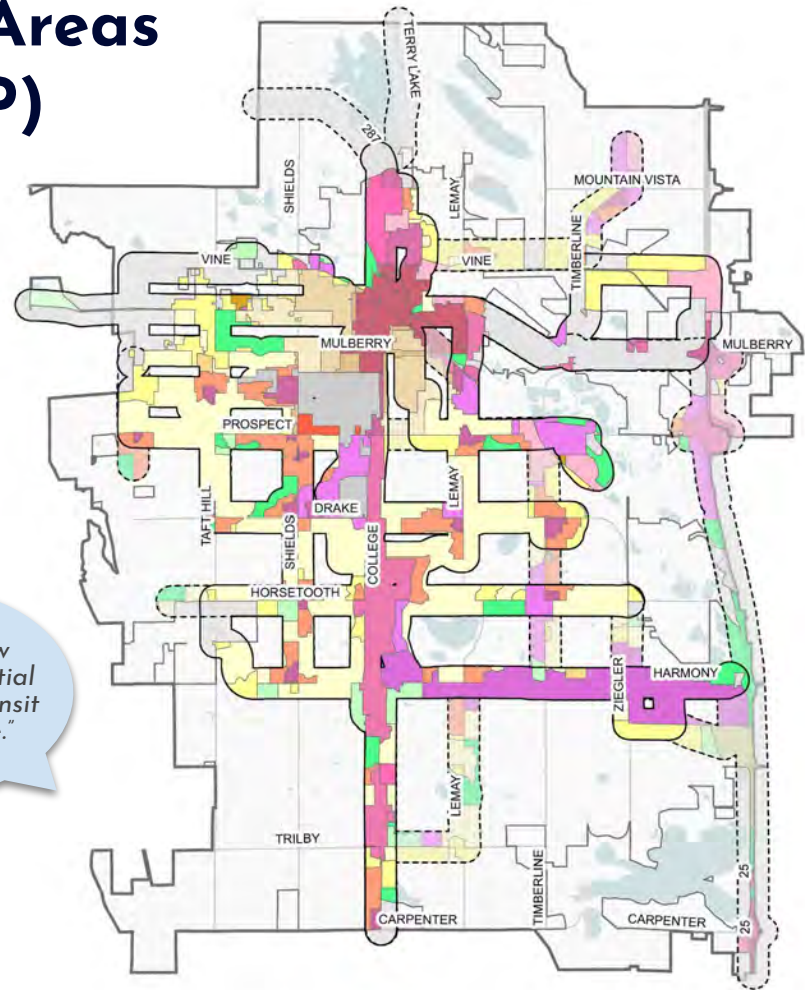
Share of Zone Districts within a
1/4 Mile of **Existing** Transit Lines



Share of Zone Districts within a
1/4 Mile of **Existing & Future** Transit Lines



"Too much low density residential zoning near transit infrastructure."



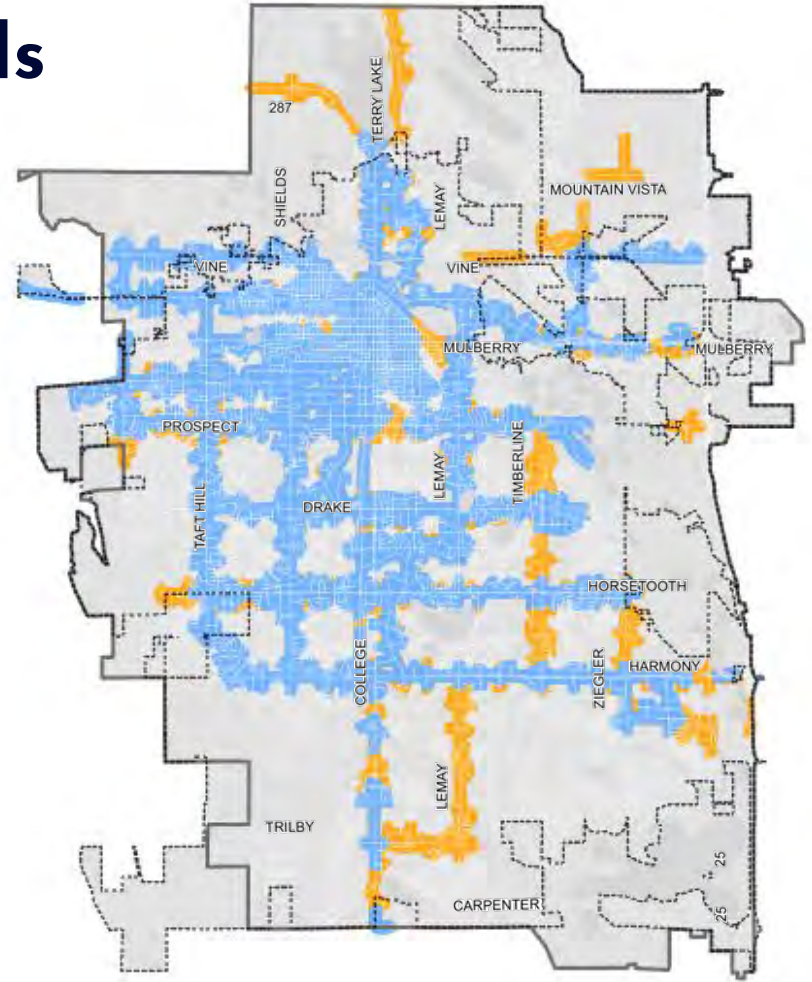
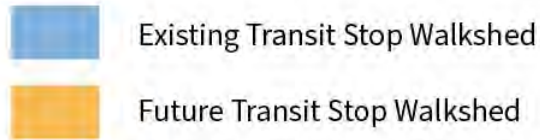
KEY FINDING #3

HOUSING CAPACITY & AFFORDABILITY

Transit Walksheds

The street network connectivity within a transit area buffer determines the amount of land accessible within a comfortable (5-minute) walk of a station. The “walkshed” maps the area actually within a 5-minute walk. This analysis uses walksheds instead of ¼ mile buffers to provide a clearer picture of how well the current LUC supports Transit Oriented Development.

5-Minute Walksheds from Transit Stops



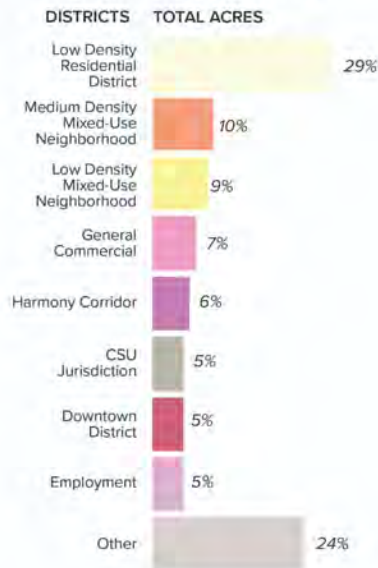
KEY FINDING #3

HOUSING CAPACITY & AFFORDABILITY

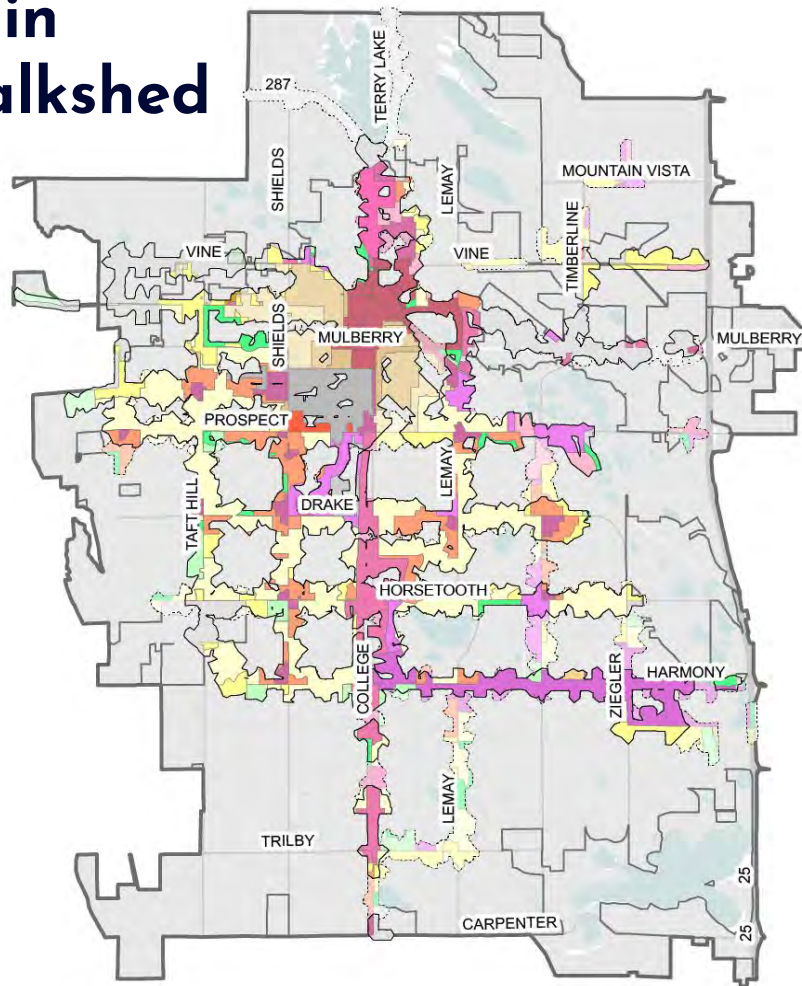
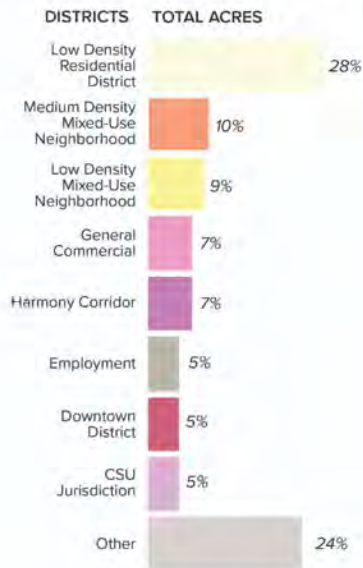
Existing Zones within 5-minute Transit Walkshed

In looking at the zones within a 5-minute walkshed of existing and future transit, RL still comprises of the most land area. This relatively low density, single family district along transit corridors is not reflective of the community's vision for transit oriented development along these corridors.

Share of Zone Districts within a 5-Minute Walk of **Existing** Transit Stops



Share of Zone Districts within a 5-Minute Walk of **Existing & Future** Transit Stops

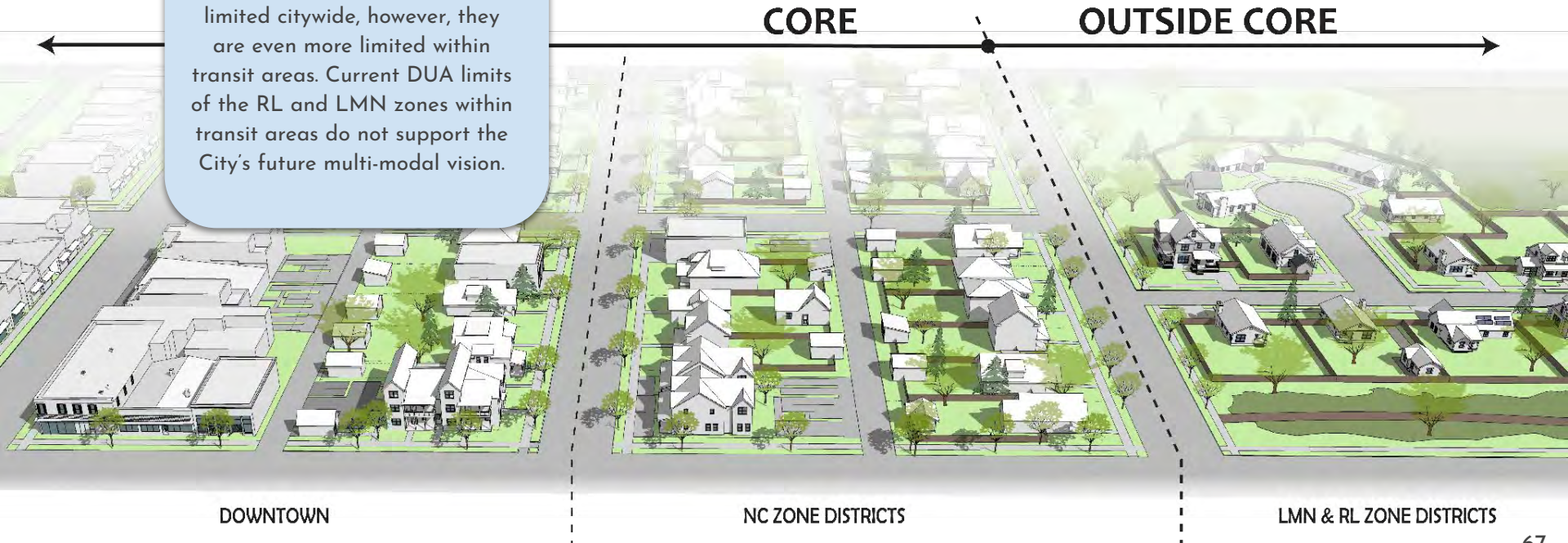


KEY FINDING #3

HOUSING CAPACITY & AFFORDABILITY

Limits Housing Diversity and Capacity within the Transit Walkshed

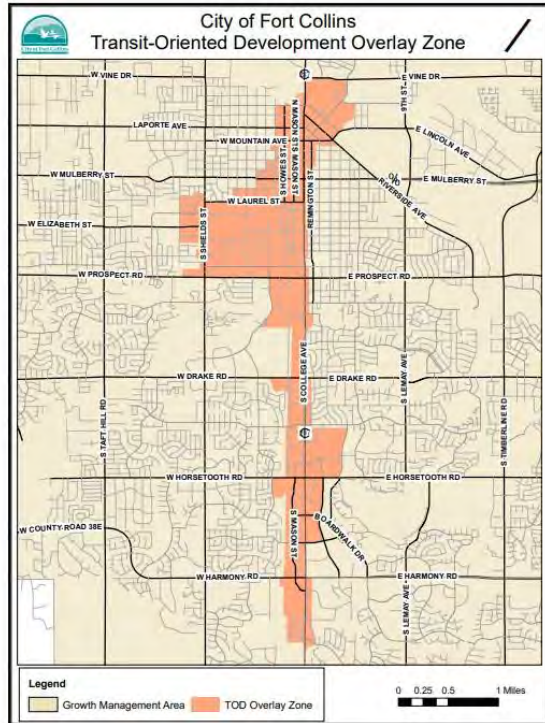
As discussed earlier, housing diversity and capacity are limited citywide, however, they are even more limited within transit areas. Current DUA limits of the RL and LMN zones within transit areas do not support the City's future multi-modal vision.



KEY FINDING #3

HOUSING CAPACITY & AFFORDABILITY

The Transit-Oriented Development Overlay Zone lacks effective zoning incentives for deed-restricted affordable housing.



The Transit-Oriented Development Overlay Zone lacks effective zoning incentives for income-restricted affordable housing.

The incentive allows a 50%-60% reduction in parking requirements. This is a substantial incentive, but there are two limitations that constrain the effectiveness of this incentive:

- The reduction **only applies to the income-restricted units**, which usually only makeup 10-20% of units in mixed income projects.
- The TOD overlay zone applies to a **limited area** with a **limited supply of vacant land**. Redevelopment projects are more costly and complex, making it less feasible for private developers to include income-restricted units.

*Recalibrate existing incentives to reflect current market conditions.
Create additional development incentives for affordable housing.
(Housing Strategic Plan, p. 42)*

HOUSING CAPACITY & AFFORDABILITY

4-Story Apartments

TOD Overlay Zone

\$2,012

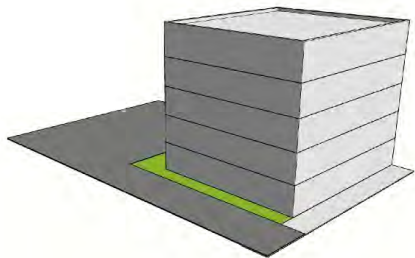
Minimum Feasible Rent Price

- The TOD Overlay Zone applies to standalone multi-family developments.
- The reductions in minimum parking requirements compared to the base zone allow an additional 8 units to be accommodated on the site.
- However, the TOD Overlay Zone does not provide an exception to minimum **setbacks** that apply to residential buildings.
- These setbacks make it difficult to increase density while maintaining surface parking. This limits efficient use of the site and prevents additional capacity and affordability gains.

Lot Size	15,000 sf
# of Units	23
Unit Size	675 sf
Density	66 units/acre
Parking Spaces	0.87 per unit
Setbacks	Front: 15 ft Side: 5ft Rear: 8ft
Building Height	4.0 stories
Site Footprints	Building: 34% Parking: 41% Open Space: 25%

HOUSING CAPACITY & AFFORDABILITY

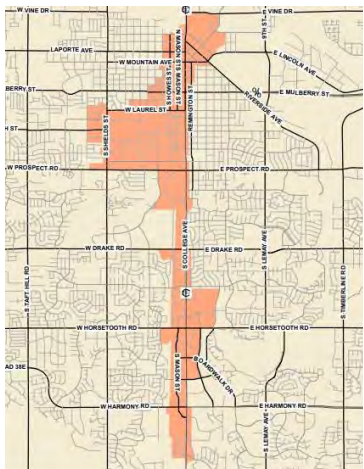
Mixed use apartment buildings also benefit from TOD overlay zone allowances, but minimum parking requirements remain an impediment.



5-Story Mixed Use TOD Overlay Zone

\$2,347

Minimum Feasible Rent Price



Lot Size	15,000 sf
# of Units	28
Unit Size	675 sf
Density	78 units/acre
Parking Spaces	1.04 per unit
Setbacks	Front: 0 ft Side: 0ft Rear: 0ft
Building Height	5.0 stories
Site Footprints	Building: 35% Parking: 58% Open Space: 7%

- The TOD Overlay grants a 50% reduction in minimum parking requirements from 1.5-3.0 spaces per unit to 0.75-1.5 spaces per unit.
- This reduction allows a 59% increase in the number of units that can be provided on the site compared to the the base zone prototype, from 17 to 27.
- Unlike standalone apartment buildings, mixed use buildings are not subject to minimum setbacks.
- The minimum feasible rent for this prototype is about \$2,300, which is 7% lower than the minimum feasible rent for the base zone prototype.
- Additional gains in affordability could be made by **further reducing minimum parking requirements.**

RECOMMENDATIONS

7. **Update Zones** within a 5 minute walk to transit to allow greater housing diversity and capacity by right.
8. **Calibrate effective bonus incentives** for deed-restricted Affordable housing and develop monitoring tools.
9. **Recalibrate parking requirements** to improve residential capacity in TOD.

KEY FINDING #4

LUC IS HARD TO USE

- **LIMITED GRAPHICS**
- **LACKS HIERARCHY**
- **INCONSISTENT STANDARDS**

LUC IS HARD TO USE

Lengthy written Standards, little to no Graphics

LMN Zone District
is 9 pages, all text.

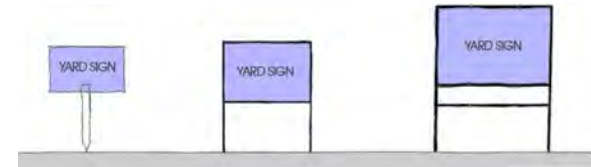
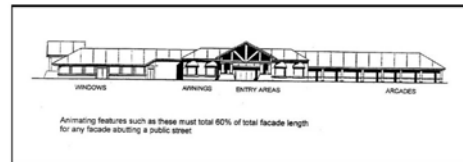
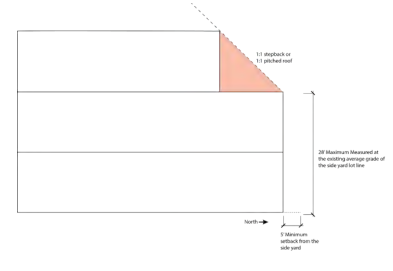
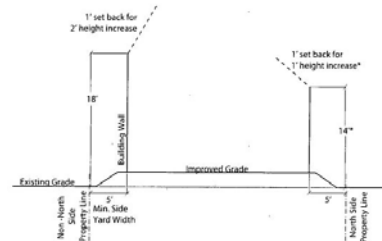
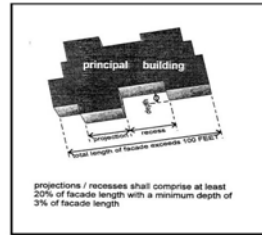
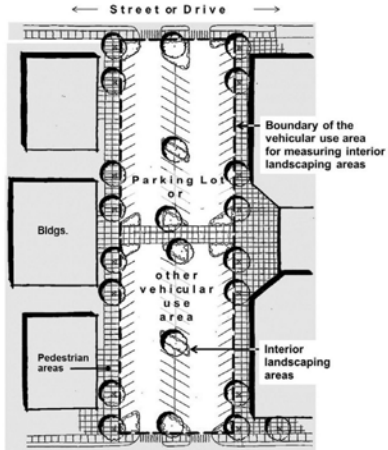
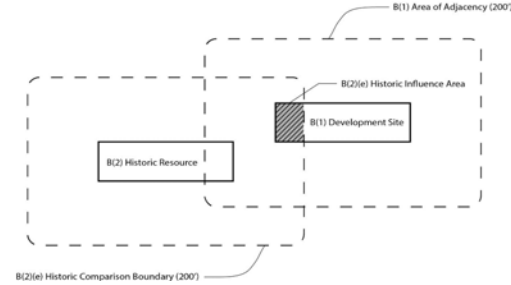
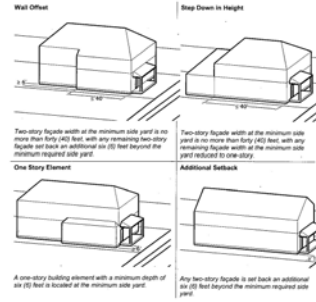
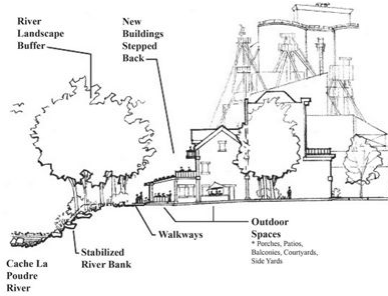
**"Can we write
the code in plain
language?"**

*"Too many words,
not enough tables
and graphics."*

KEY FINDING #4

LUC IS HARD TO USE

Inconsistent Graphic Style



KEY FINDING #4

LUC IS HARD TO USE

Formatting issues

Print version, titles for graphics are on the previous page

ARTICLE 4 - DISTRICTS
Division 4.7 Neighborhood Conservation, Low Density District (N-C-1)

feature may not exceed 24:12 and the roof pitch of a covered porch may be flat whenever the roof of such a porch is also considered to be the floor of a second-story deck.

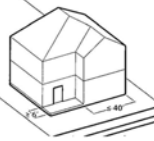
(g) **Front Facade Character.** When building construction results in:

1. a two (2) story house where a one (1) story house previously existed and where there is at least one (1) lot abutting the side of the subject lot and the house on such abutting lot is one (1) story, or
2. a new house that is greater than two thousand five hundred (2,500) square feet, or
3. a second-story addition that results in a total square footage of more than three thousand (3,000) square feet,

at least one (1) front facade feature from the menu below shall be included to promote pedestrian orientation and compatibility with the character of the structures on the block face:


Figure 17.2
Menu of Design Options for Front Facade Character

Limited Two Story Facade




Two-story front-facade width is no more than 40', with any remaining two-story front facade set back an additional six (6) feet from the street.

One Story Element



The portion of the facade closest to the street is one-story, with any two-story facade set back an additional six (6) feet from the street.

Covered Entry Feature



ARTICLE 4 - DISTRICTS
Division 4.7 Neighborhood Conservation, Low Density District (N-C-1)

A covered entry feature such as a front porch or stoop is located on the front facade. The feature shall have a minimum depth of at least six (6) feet (as measured from the building facade to the posts and railings) and a minimum length of eight (8) feet.

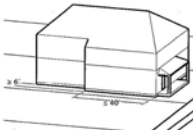
(h) **Side Facade Character.** When building construction results in:

1. a new house that is greater than two thousand five hundred (2,500) square feet, or
2. a second-story addition that results in a total square footage of more than three thousand (3,000) square feet,

at least one (1) side facade feature from the menu below shall be included to address potential looming and privacy issues:

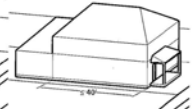
Figure 17.3
Menu of Design Options for Side Facade Character

Wall Offset



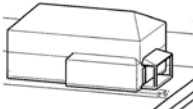
Two-story facade with at the minimum side yard is no more than forty (40) feet, with any remaining two-story facade set back an additional six (6) feet beyond the minimum required side yard.

Step Down in Height



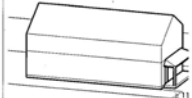
Two-story facade with at the minimum side yard is no more than forty (40) feet, with any remaining two-story facade set back an additional six (6) feet beyond the minimum required side yard.

One Story Element



A one-story building element with a minimum depth of six (6) feet is located at the minimum side yard.

Additional Setback



Any two-story facade is set back an additional six (6) feet beyond the minimum required side yard.

(2) **Carriage Houses and Habitable Accessory Buildings.**

(a) **Carriage Houses.**

1. Water and sewer lines may be extended from the principal building on the lot to the carriage house.
2. A minimum of one (1) off-street parking space must be provided for every bedroom contained within a carriage house.

(b) **Accessory Buildings With Habitable Space.** An accessory building with water and/or sewer service shall be considered as containing habitable space. Habitable space does not necessarily mean a dwelling unit, but is space that is intended to eventually serve as indoor, habitable space for human occupancy. Accessory building applications must include the applicant's declaration as to whether or not the space is intended to be habitable. If water and/or sewer services are

CHARTER: 2002-06-20 13:47:11 (2017)
348 of 506
Fort Collins, Colorado, Land Use
(Supp. No. 58)
Page 349 of 506

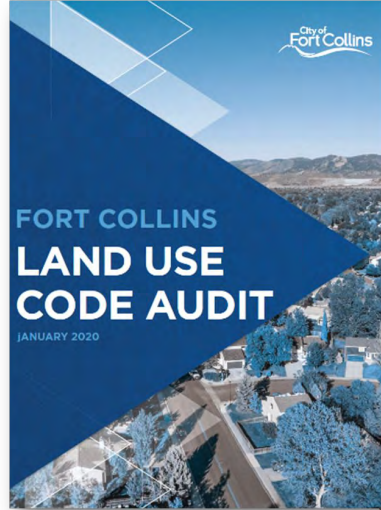
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Page 350 of 506

"Page layout is not intuitive."

KEY FINDING #4

LUC IS HARD TO USE

The 2020 LUC Code Audit provides useful guidance on code organization and non-substantive improvements that would address existing inconsistencies and navigation challenges.



LUC Code Audit Recommendations

- Reorganize existing Land Use Code

In this first option, we recommend reorganizing the Land Use Code as outlined in Part 4: Annotated. Reorganizing the existing content of the Land Use Code will highlight inconsistencies and missing standards and will offer a clearer look at what is working well and what needs improving. This approach should include updates to and codification of the City's table of allowed uses. Because this approach would not likely involve many substantive edits to the content, these improvements should be without controversy and will not require substantial public outreach. The City should develop a clear message and protocols for what are considered substantive edits versus non-substantive edits. Edits that would typically qualify as non-substantive, and therefore would not require significant programmed outreach may include:

- Clarification of existing language - replace legalese with common terminology
- Inclusion of new tables summarizing existing standards and/or procedures (e.g., new table of allowed uses, or required parking ratios)
- Relocation of text to more intuitive location within the ordinance
- Corrections of known errors within the ordinance
- Consolidation or removal of repetition or conflicting standards
- Renumbering or reformatting existing text
- Adding graphics or illustrations to accompany and support text

Although a code reorganization effort is often viewed as a fairly routine technical exercise, the process of reorganizing the Land Use Code will be a major effort that will require significant coordination among various departments, research, and potentially policy-level discussions with the City's key decision-makers. Establishing a formal committee for a code reorganization project, seemingly a prudent step, can have substantive impacts on possible development. A committee of four or five reviewers, including at least one from each major department, can help make judgment calls about the project's progress and help make judgment calls about the project's progress.

KEY FINDING #4

LUC IS HARD TO USE

CASE STUDY:

South Bend Zoning Ordinance (2021)

Winner of 2021
Driehaus Awards



BEST PRACTICE:

Illustrations by Zone District

STANDARD DISTRICTS
UF Urban Neighborhood Floor

21-03.06

Building Standards

Site Development

Primary Street Secondary Street Alley

Accessory Structures Allowed

(h) Building Standards

Facade Transparency (min.)

Ground Floor - Front & Corner Facade	15%
Upper Floor - Front & Corner Facade	15%

Building Materials

Restrictions on building materials shall apply to all front and corner facades of residential buildings with 5 or more units and non-residential buildings.

Building materials used on the front and corner facades shall extend a minimum depth of 16" along the side facade. E.I.F.S. is not permitted on the ground floor except as trim.

Standard, fluted, or split face concrete masonry units above the basement level are prohibited as face material.

Unfinished metal, plywood, unfinished precast or poured-in-place concrete are prohibited.

Commercial-grade/scale products are prohibited on any residential building facade.

Windows and doors on a ground floor front/corner facade shall have clear, transparent glass that has a min. VLT of 50% and a max. VLR of 25%.

See [Section 21-08](#) for full building standards.

(i) Site Development

Accessory Structures/Uses

Accessory Structures	21-06.02(f)(1)
Mechanical/HVAC	21-06.02(f)(14)
Satellite Dish Antennas	21-06.02(f)(22)
Swimming Pool/Hot Tubs	21-06.02(f)(26)
Trash/Recycling Container	21-06.02(f)(27)

Allowed Location in Established Yards

Accessory structures shall not be located in any established front or corner yard and shall comply with all required setbacks.

See [Section 21-06.02](#) for full accessory use regulations.

Fence/Freestanding Walls

Height (max)	Front	Corner	Side	Rear
3'	3'	8'	8'	8'

A fence up to 4' is allowed in an established front or corner yard if fence is greater than 70% open.

See [Section 21-09](#) for full site development requirements.

SOUTH BEND ZONING ORDINANCE

3-37

STANDARD DISTRICTS
DT Downtown

21-03.08

Building Standards

Site Development

Primary Street Secondary Street Alley

Accessory Structures Allowed

(h) Building Standards

Facade Transparency (min.)

Ground Floor - Front & Corner Facade	
Non-Residential	60%
Residential	25%
Upper Floor - Front & Corner Facade	15%

Facade Articulation

Any building greater than 50' wide shall provide vertical articulation into segments no greater than 32' in width and horizontal articulation (base, belt courses, cornice, etc.) to distinguish the ground floor from upper stories.

Building Materials

A minimum of 66% of each front or corner facade shall be constructed of high quality, durable, natural materials, such as stone or brick wood lap siding, lapped, shingled, or panel fiber cement board siding and glass. High quality synthetic materials may be approved by the Zoning Administrator.

Each front or corner facade shall include at least two architectural elements (e.g., quoins, pilasters, soldier courses, lintels, friezes, cornices, dentils, architraves, etc.).

See [Section 21-08.01\(e\)](#) for all building material standards.

See [Section 21-08](#) for full building standards.

(i) Site Development

Accessory Structures/Uses

Accessory Structures	21-06.02(f)(1)
Mechanical/HVAC	21-06.02(f)(14)
Satellite Dish Antennas	21-06.02(f)(22)
Trash/Recycling Container	21-06.02(f)(27)

Allowed Location in Established Yards

Accessory structures shall not be located in any established front or corner yard and shall comply with all required setbacks.

Mechanical equipment and HVAC shall be allowed in front or corner yard if screened per [Section 21-06.02\(f\)\(14\)](#).

See [Section 21-06.02](#) for full accessory use regulations.

Fence/Freestanding Walls

Height (max)	Front	Corner	Side	Rear
3'	3'	8'	8'	8'

A fence up to 4' is allowed in an established front or corner yard if fence is greater than 70% open.

See [Section 21-09](#) for full site development requirements.

SOUTH BEND ZONING ORDINANCE

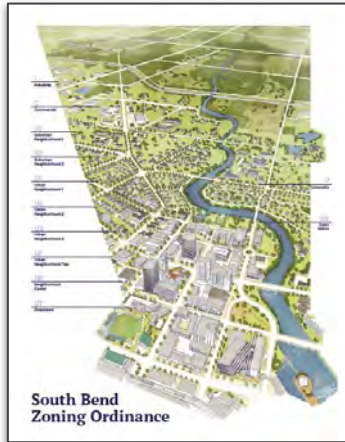
3-40

KEY FINDING #4

LUC IS HARD TO USE

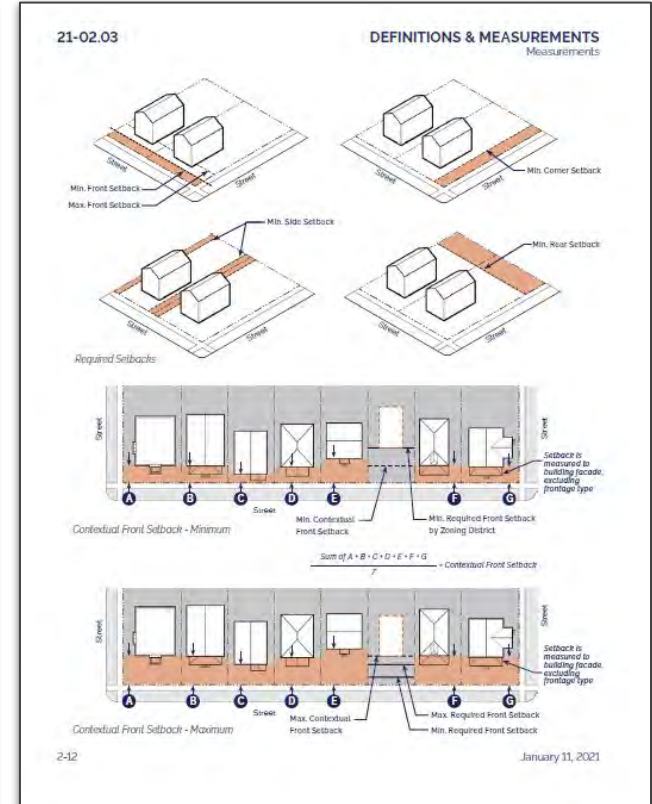
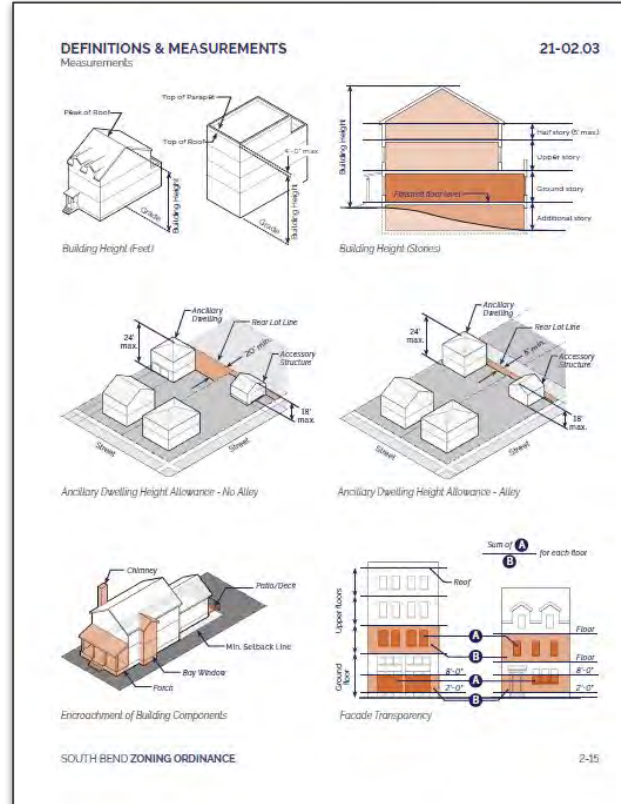
CASE STUDY:

South Bend Zoning Ordinance (2021) Winner of 2021 Driehaus Awards



BEST PRACTICE:

Illustrations for Rule of Measurement



RECOMMENDATIONS

11. **Develop consistent graphic templates** for building form and use standards.
12. **Reformat Zones** so Form Standards and Graphics are consistent and more effectively communicate requirements.
13. **Update Use standards, Definitions, and Rules of Measurement** in alignment with adopted plans and define density consistently.
14. **Change name** from “Land Use Code” to “Land Development Code”.
15. **Rename Zones** (without boundary changes) and consolidate to be more intuitive with clear hierarchy.

SUMMARY OF *Recommendations*



SUMMARY OF RECOMMENDATIONS

1. **Update the housing uses permitted and review types required within** Priority Place Types to allow greater housing diversity by right.
2. Update Zones that comprise Priority Place Types to more efficiently guide **compatible infill** (in the core) and **development patterns envisioned in adopted city plans** (outside the core).
3. **Update Use Standards & Definitions** (e.g. ADU's & STR's)
4. **Update Zones** that comprise Priority Place Types to allow greater housing capacity by right.
 - a. Remove barriers (limitations on total number of units or square footage per MF building)
 - b. Clarify and simplify development standards
 - c. Explore **parking reductions**
5. **Consider replacing maximum densities with improved form standards that guide better design.**
6. **Expand and calibrate incentives for deed-restricted affordable housing** and develop monitoring tools.
7. **Update definitions for affordable housing.**
 - a. Review for consistency
 - b. Clarify and simplify development standards
 - c. Provide greater flexibility for deed-restricted affordable housing
8. **Update Zones** within a 5 minute walk to transit to allow greater housing diversity and capacity by right.
9. **Calibrate effective bonus incentives** for deed-restricted Affordable housing and develop monitoring tools.
10. **Recalibrate parking requirements** to improve residential capacity in TOD.
11. **Develop consistent graphic templates** for building form and use standards.
12. **Reformat Zones** so Form Standards and Graphics are consistent and more effectively communicate requirements.
13. **Update Use standards, Definitions, and Rules of Measurement** in alignment with adopted plans and define density consistently.
14. **Change name** from "Land Use Code" to "Land Development Code".
15. **Rename Zones** (without boundary changes) and consolidate to be more intuitive with clear hierarchy.

APPROACH

Considerations



CODE UPDATE APPROACH

1. *Broad community engagement and education*
2. *Co-create LUC Updates with broad and active participation from staff & stakeholders*
3. *Focus on Transit Corridors to increase housing*
4. *Update existing and/or create new zones to more effectively implement the Place Types in future subarea plans*

1. Broad community engagement and education.

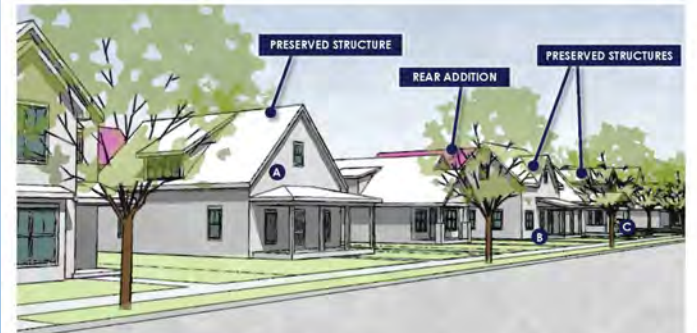
- Build on previous outreach
- Leading up to the 1st Public Review Draft
- Throughout Public Review and Adoption process
- Test and refine standards

DRAFT CODE PRESERVATION TOOLS: Cottages and Addition

To promote the preservation of existing structures throughout the central neighborhoods, the zoning code rewrite has introduced methods to allow additional structures to be constructed in the middle and rear portions of existing lots. These new form types are purposely small in order to match the size and scale of existing cottages, only requiring small lot sizes to be constructed. The Compact Urban Cottage is shown below as well as the Three-Cottage Compound form types. The utilization of the Compact Urban Cottage allows for the separation of free single lots to be sold, but requires the creation of a common frontage element and a Home Owner's Association. The three cottage compound does not require these elements as it is a rental configuration, but it does require the property owner to live on site. The current zoning code does not offer the flexibility displayed in these examples with regards to lot size. Often, the minimum lot sizes of the current code favor the scraping and rebuilding of structures within the R3 neighborhoods as exemplified in the previous example. However, the new form types make it possible to preserve an existing residence and add a second or third unit. In addition to these new form types, the new code introduces a "mostly preserved structure" feature that allows for additions to be more easily added to existing structures if at least 75% of the structure and 75% of its roof is preserved.



	ZONE STANDARD	AS ILLUSTRATED
Lots	6,000 sf min.	1 - 30,000 sf lot; 2 - 7,000 sf lots (50' x 140' each)
Number of Buildings	3	2 new buildings per lot, total of 3 (A and B); no change in number of buildings (C)
Total Building Floor Area	3,000 sf max. per lot	3,000 sf per lot (A and B); 75% preserved structure; addition allowed in rear



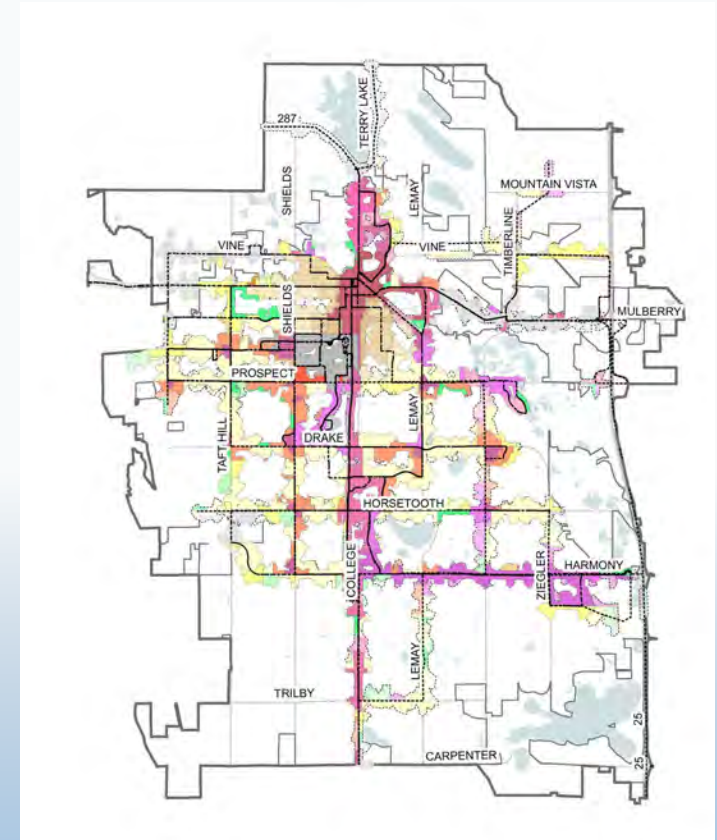
2. Co-create LUC Updates with broad and active participation from staff & stakeholders.

- Benefit from staff's **experience and expertise**
- Create strong **understanding and ownership** of the changes to ensure **successful implementation**



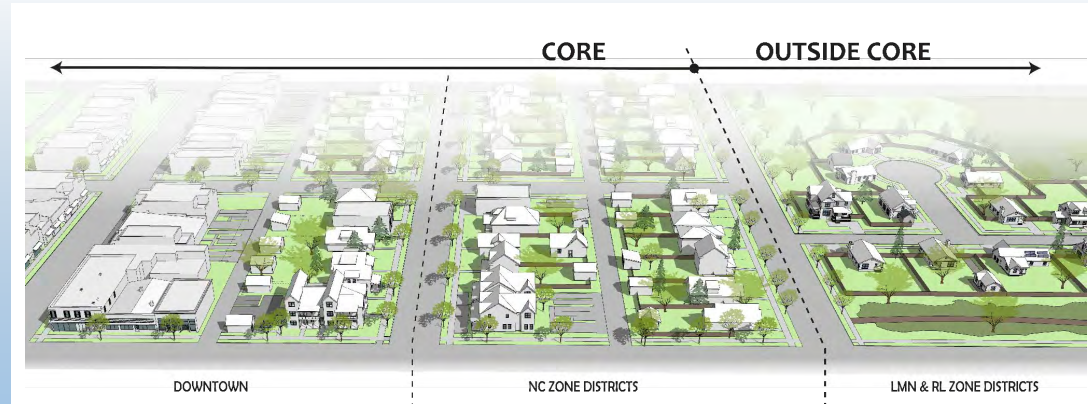
3. Focus on Transit Corridors to Increase Housing Capacity and Diversity.

- Modify existing zones **within 5-minute walking distance** from transit corridors to allow **greater housing diversity and capacity by right**.
- These areas provide most opportunities for **effectively using bonus incentives** to create long-term affordable housing.
- These areas provide most opportunities for adding more **diverse housing** options in ways that potentially **lower GHG impacts, lower VMT, and increase transit ridership**.



4. Update existing and/or create new zones to effectively implement the Place Types in future subarea plans.

- **Focus on zones that comprise Priority Place Types** assigned to areas that have greater likelihood for evolution and/or are scheduled for plan updates.
- **Prioritize based on degree of alignment** between existing built patterns, existing zoning, assigned Place Types, and select EOA characteristics.



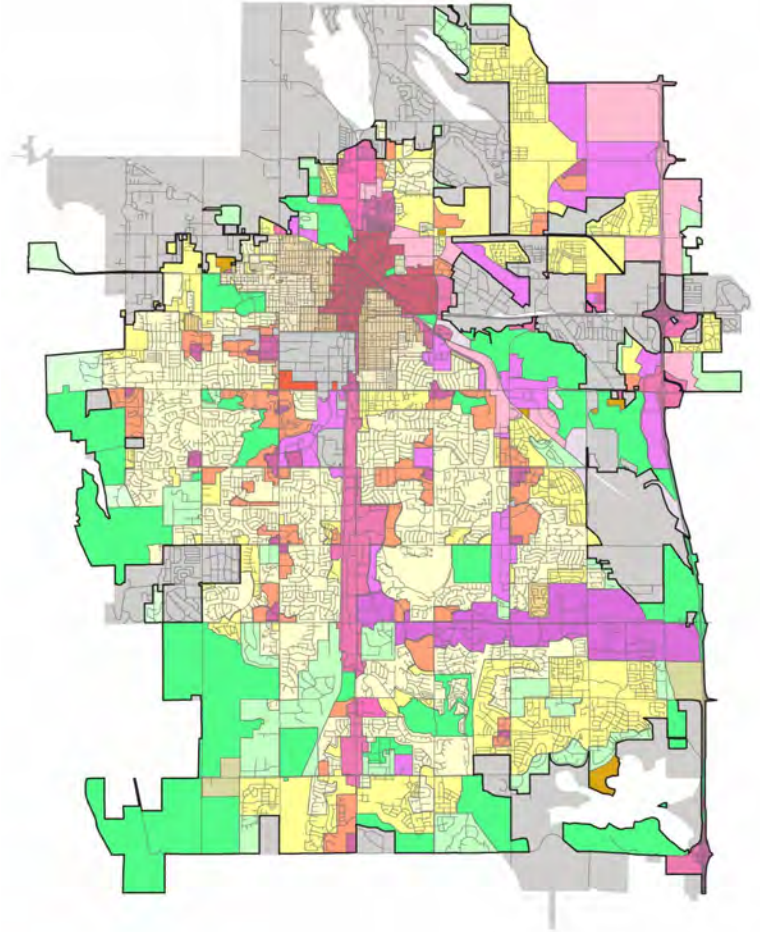
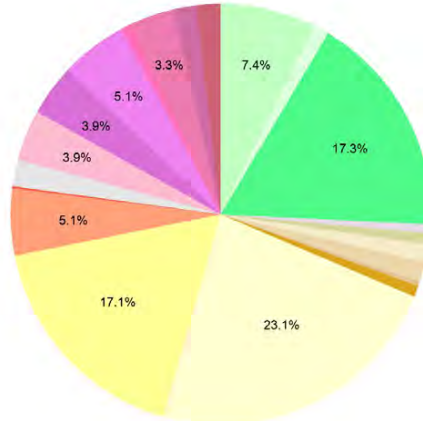
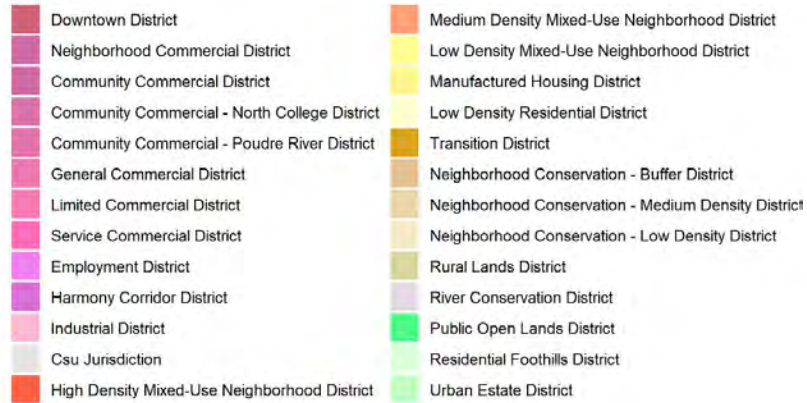
APPENDIX 1:

Existing Zoning


















































































- Existing Zoning
- Allowed Housing Types
- Summary of Development Standards

Zone Districts

Zone





Housing Types Allowed by Zone District

HOUSING TYPE	R-F Residential Foothills	U-E Urban Estate Neighborhood	RL Low Density Residential	LMN Low Density Mixed Use	MMN Medium Density Mixed Use	HMN High Density Mixed Use	NCL Neighborhood Conservation Low Density	NCM Neighborhood Conservation Medium Density	NCB Neighborhood Conservation Buffer
% Total Acres	1%	10%	30%	25%	7%	0.2%	1%	2%	0.5%
% Vacant Acres	2%	19%	0.5%	30%	6%	0%	0%	0%	0%
Single Family Detached									
Small Lot Single Family Detached / Cottage Cluster									
Duplex									
Triplex / Quadplex									
Townhouses									
Accessory Dwelling Units									
Multi-Family									
Mixed Use Multi-Family									
Manufactured Housing Community									

 Permitted
(Basic Development Review)

 Administrative
Review

 Planning & Zoning
Board Approval

 Prohibited

Types of Review

Basic Development Review (BDR) - does not require a public hearing

Public Hearing - requires a public hearing, and is required for most development review projects in most zone districts

- **Administrative Review: Type 1 Staff review and Public Hearing required with a Hearing Officer**
- **Planning & Zoning Board Approval: Type 2 Staff review and Planning and Zoning Board Hearing required. A neighborhood meeting is required**

While the process varies, and is much longer when a public hearing is required, the criteria for approval and the standards guiding the development do not change. So, the increase in process does not necessarily result in an improved final outcome, as the underlying standards are the same.

https://www.fcgov.com/developmentreview/files/dev-review-submittal-requirements_v3-3-31-2021.pdf?1625856543

DEVELOPMENT STANDARDS

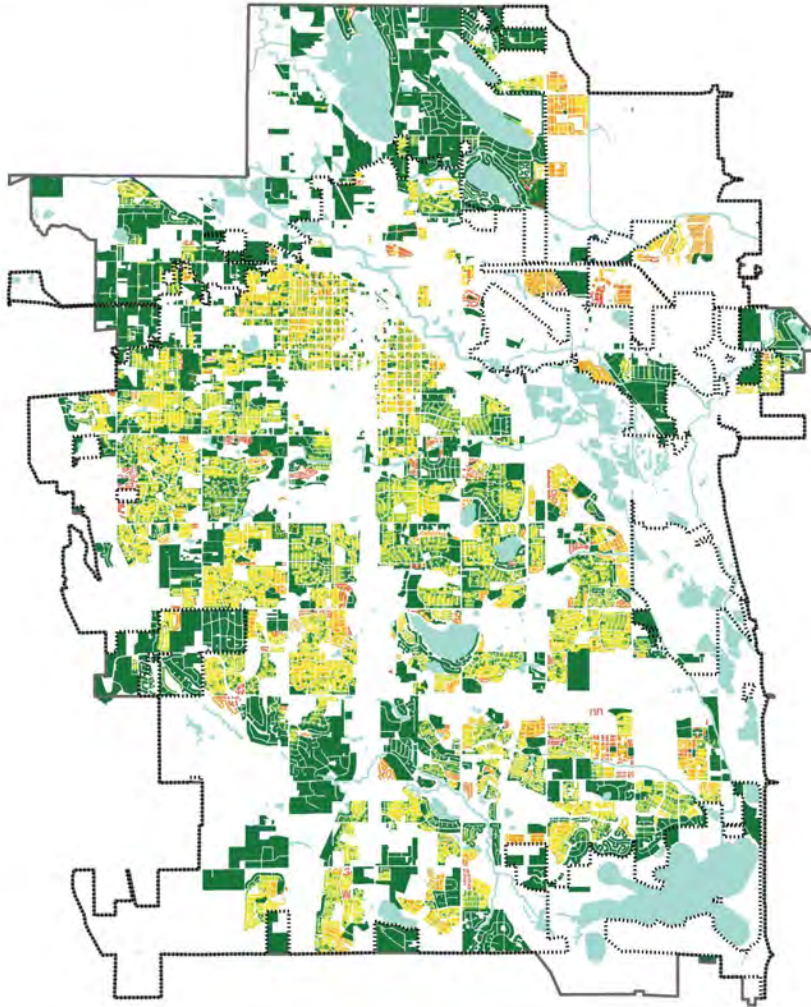
	R-F	U-E	RL	NCL	NCM	NCB	LMN	MMN	HMN	CC	GC	CS	NC	Overlay Zones		
	Residential Foothills	Urban Estate	Low Density Residential	Neighborhood Conservation, Low Density	Neighborhood Conservation, Medium Density	Neighborhood Conservation, Buffer	Low Density Mixed Use	Medium Density Mixed Use	High Density Mixed Use	Community Commercial	General Commercial	Service Commercial	Neighborhood Commercial	1-25 Corridor Overlay	TOD Overlay	South College Gateway Area
DENSITY/USE MIX																
Minimum (units/acre)	--	--	--	--	--	--	4 [1]	12 [2]	20	--	--	--	--	12 [3]	--	--
Maximum (units/acre)	--	2	--	--	--	--	9	--	--	--	--	--	--	--	--	--
Max with bonus (units/acre)	--	--	--	--	--	--	12 [4]	--	--	--	--	--	--	--	--	--
Housing type mix required	--	--	--	--	--	--	Yes [5]	--	--	--	--	--	--	--	--	--
Proximity to n'hood center	--	--	--	--	--	--	Yes [6]	--	--	--	--	--	--	--	--	--
Proximity to n'hood park	--	--	--	--	--	--	Yes [7]	--	--	--	--	--	--	--	--	--
LOT DIMENSIONS																
Min lot area (sf)	100,000	21,780	6,000 [8]	6,000	5,000 [9]	--	--	--	--	--	--	--	--	--	--	--
Min lot width (ft)	200	100	60	40	40 [10]	40 [11]	-- [12]	-- [13]	-- [14]	--	--	--	--	--	--	--
Min lot depth (ft)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
BUILDING PLACEMENT																
Min front setback - arterial (ft)	60	30	20	15	15	15	30	30	15	10 [15]	10 [16]	10 [17]	10 [18]	205 [19]	--	50 [20]
Min front setback - nonarterial (ft)	60	30	20	15	15	15	15	15	9	-- [21]	-- [22]	-- [23]	-- [23]	205 [24]	--	50 [25]
Min rear setback (ft)	50	25	15	15 [26]	15 [27]	15 [28]	8	8	8	--	--	--	--	205 [29]	--	--
Min side setback (ft)	50	20	5 [30]	5	5 [31]	5 [32]	5	5	5	--	--	--	--	205 [33]	--	--
Min. building frontage	--	--	--	--	--	--	--	--	--	40% [34]	--	--	40% [35]	--	--	--
BUILDING FORM																
Min height	--	--	--	--	--	--	--	--	--	20 ft	--	--	20ft	-- [36]	20	20
Max height [37]	3 stories	3 stories	28 feet [38]	2 stories [39]	2 stories [40]	3 stories	2.5 stories [41]	3 stories	3 stories	3 stories	4 stories	3 stories	3 stories	20-90 [42]	Base zone	--
Height bonus	--	--	--	--	--	--	--	1 story [43]	--	--	--	--	--	--	1-3 stories [44]	--
Height stepback/stepdown	--	--	--	--	Yes [45]	Yes [46]	Yes [47]	--	Yes [48]	--	--	--	--	--	Over 2 stories	--
Max lot coverage	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Max dwellings per building	--	--	--	--	4	--	12	--	--	--	--	--	--	--	--	--
Max FAR	--	--	-- 0.20 - 0.40 [49]	0.25 - 0.40 [50]	--	--	--	--	--	--	--	--	--	--	--	--
Max gross floor area (sf)	--	--	--	--	--	1000 sf [51]	14,000 [52]	--	--	--	--	--	--	--	--	--
Max building footprint (sf)	--	--	--	--	--	--	20,000 [53]	--	--	--	--	--	--	--	--	--

APPENDIX 2:

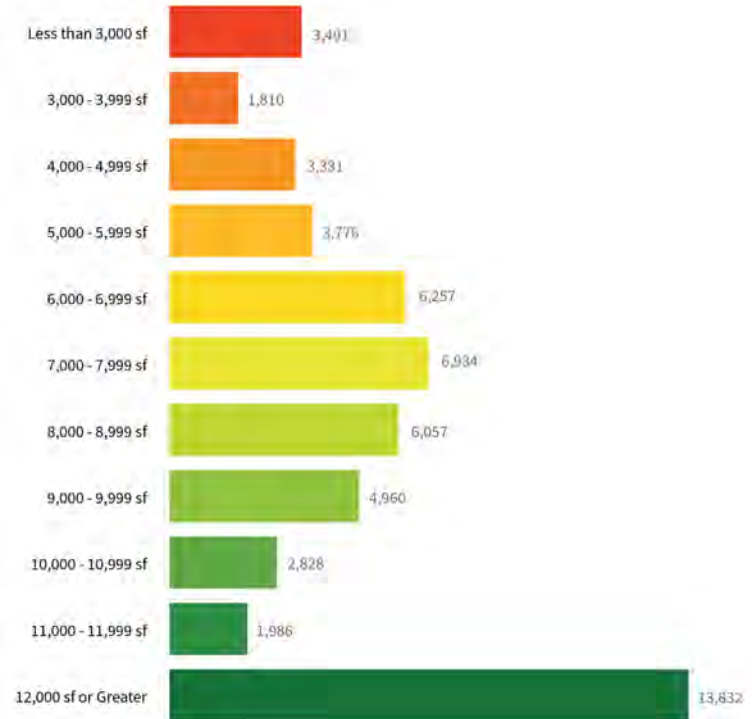
Existing Built Environment

- Existing Zoning
- Connectivity
- Building Height
- Building Coverage
- Dwelling Units per Acre
- Lot Size

Lot size of Residential lots

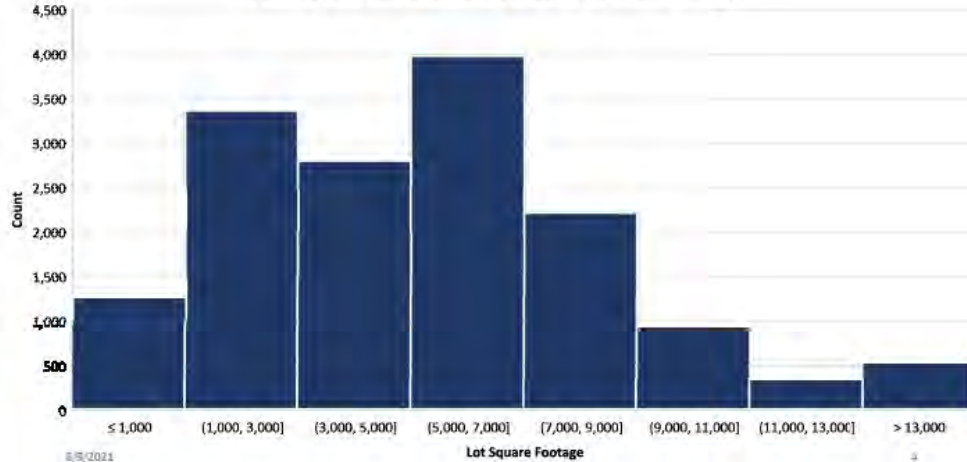


of Residential Lots by Lot Size (in square feet)

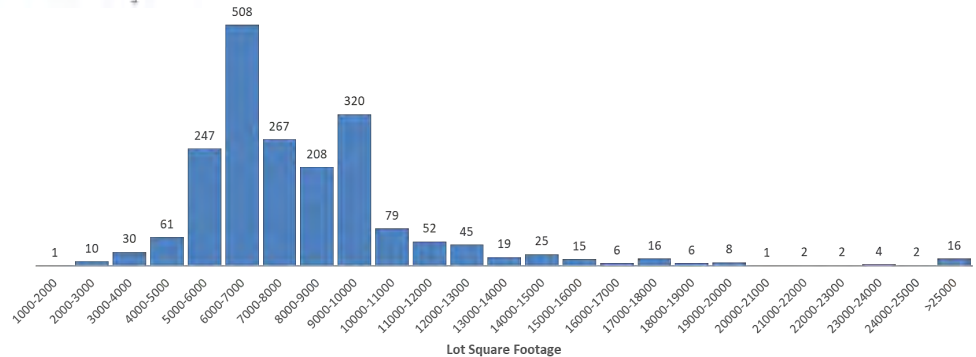
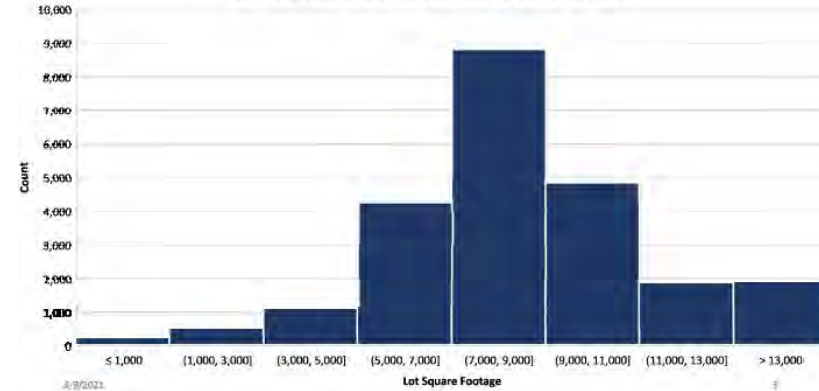


Lot size by zone District

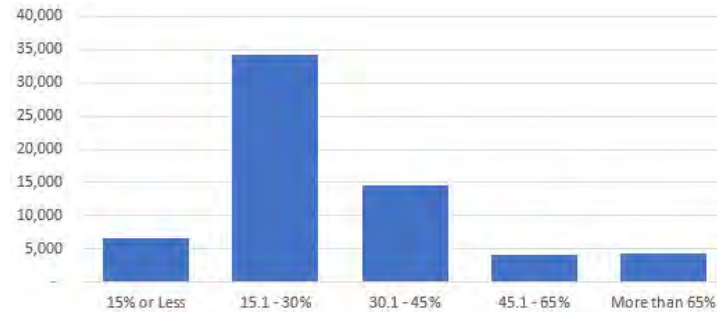
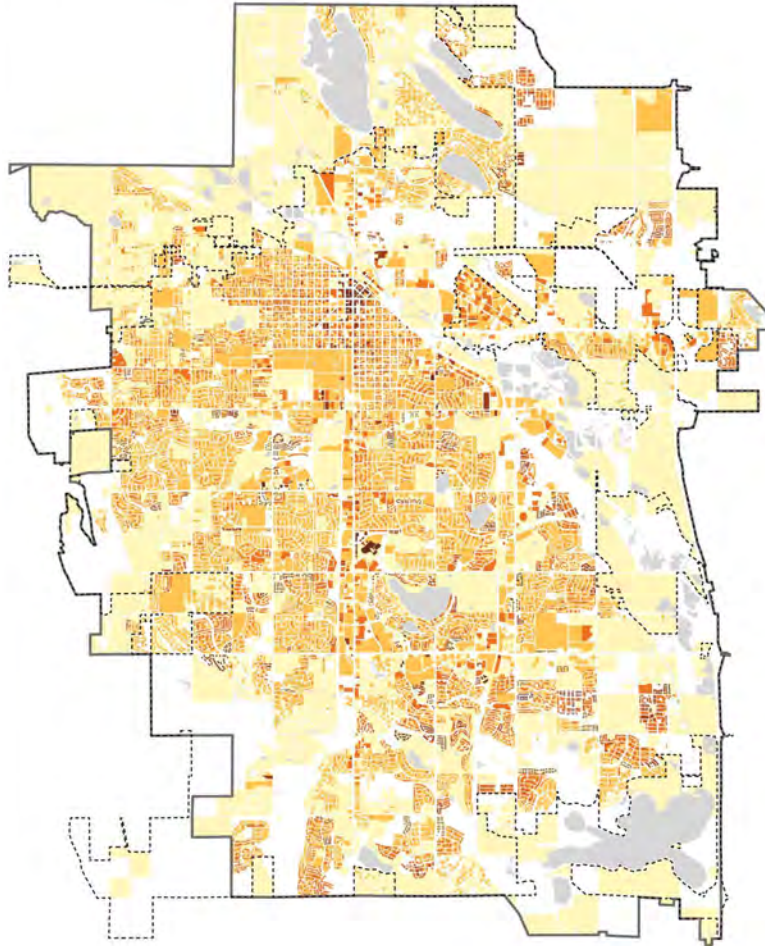
Count of LMN Zone Residential Parcels by Lot Square Footage



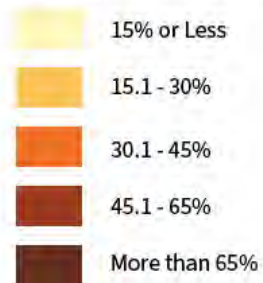
Count of RL Zone Residential Parcels by Lot Square Footage

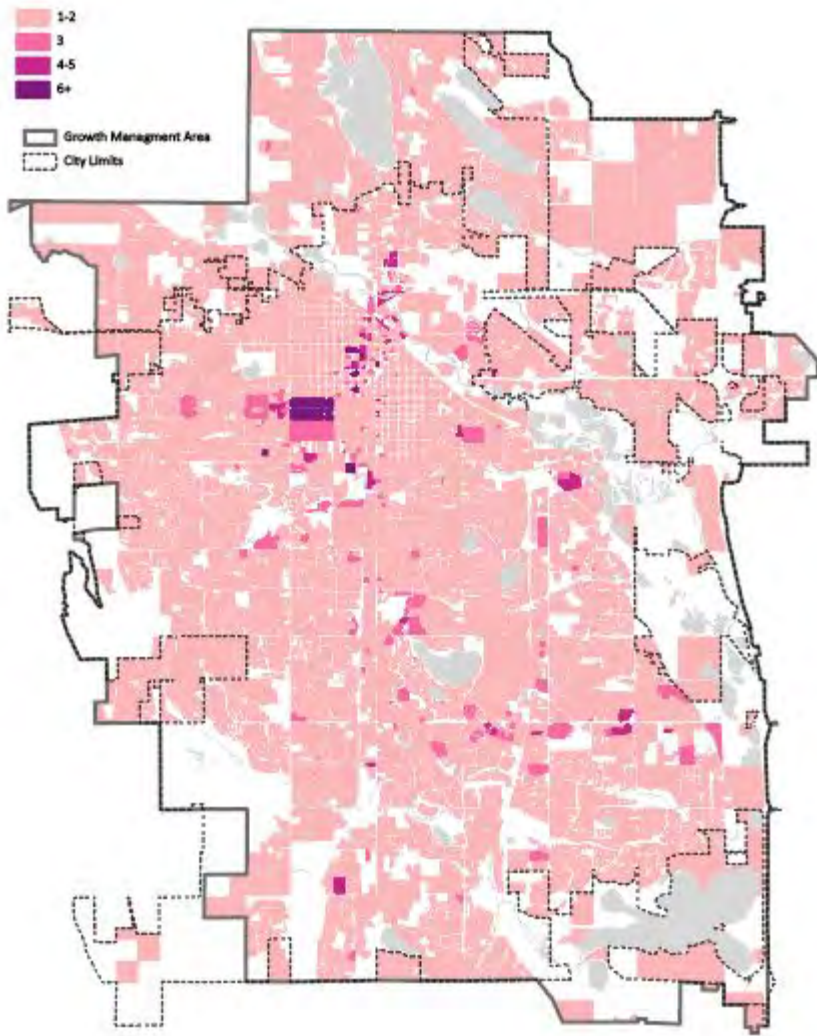


Building Coverage



Building Lot Coverage (%)





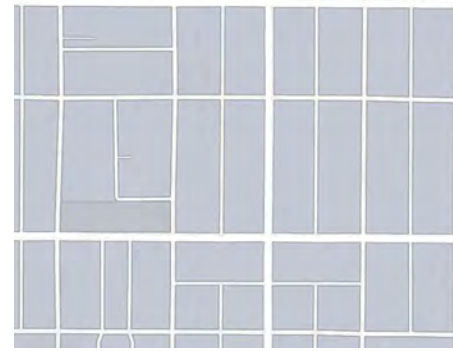
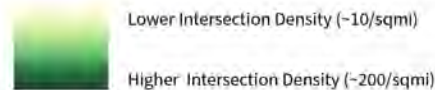
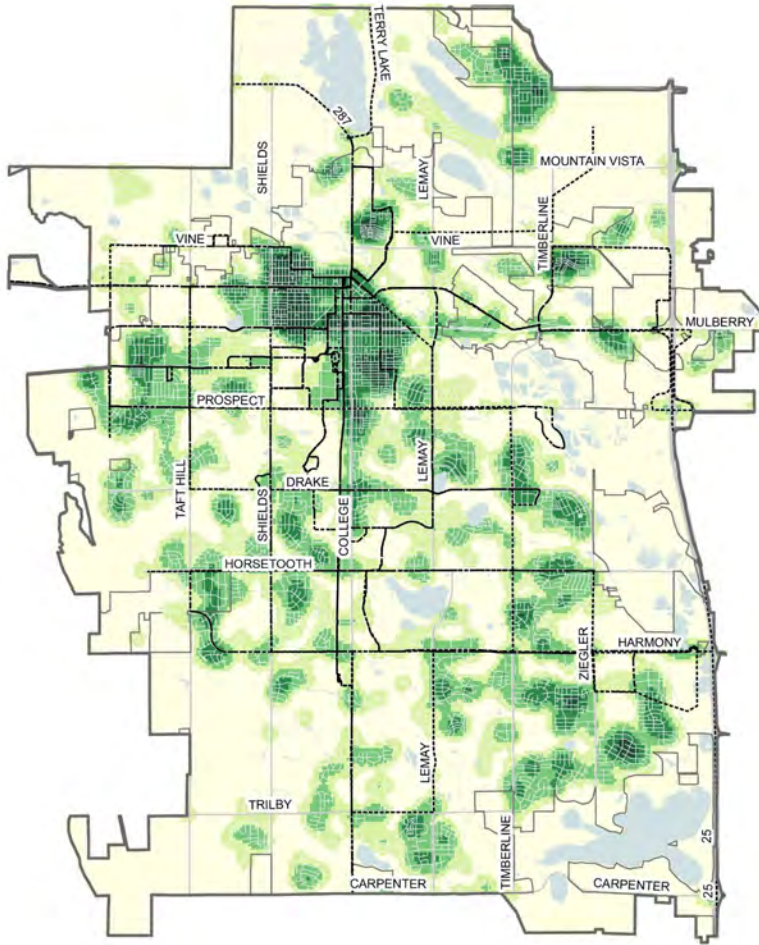
Building Height

Connectivity

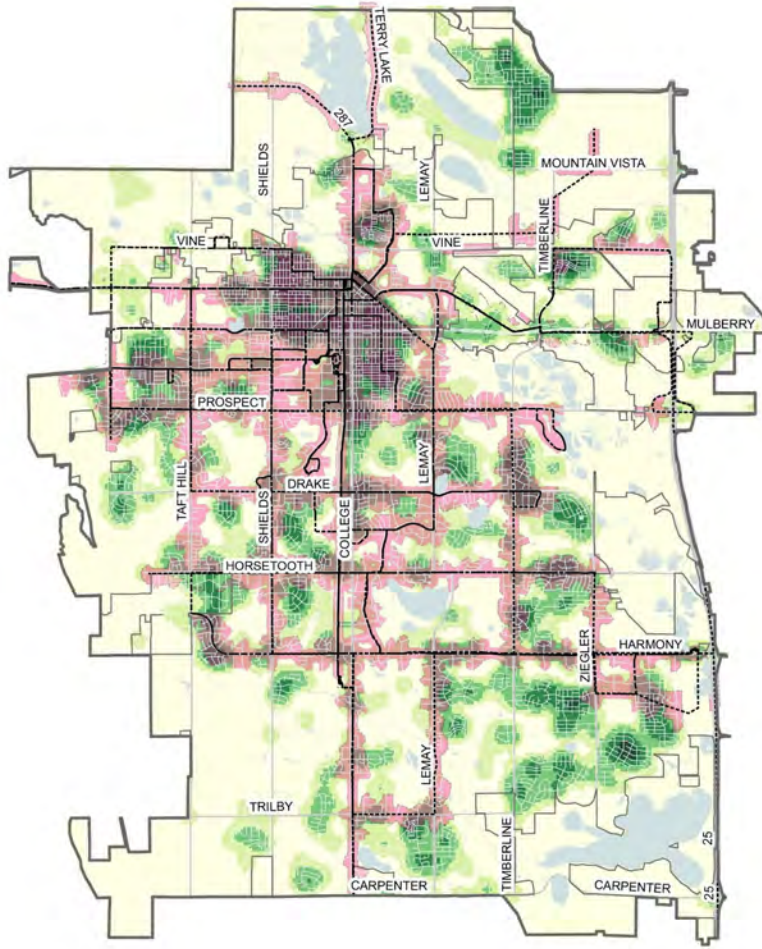
The “walkability” of an area is based on the amount of connections within a street network. One metric used to determine the connectivity of an area is the amount of intersections within a square mile, called intersection density.

In Fort Collins, the earliest built neighborhoods (those built before 1959) small, regular blocks that are well connected to the surrounding area, and these areas have the highest intersection density in the City.

The other well connected areas of Fort Collins are seen in areas that were developed after the 1997 LUC; however, while these areas are well connected internally, they connections



Walkshed + Connectivity



Lower Intersection Density (~10/sqmi)

Higher Intersection Density (~200/sqmi)

APPENDIX 3:

Trends

- Recent Development (2017)
- Vacant Land (2017)

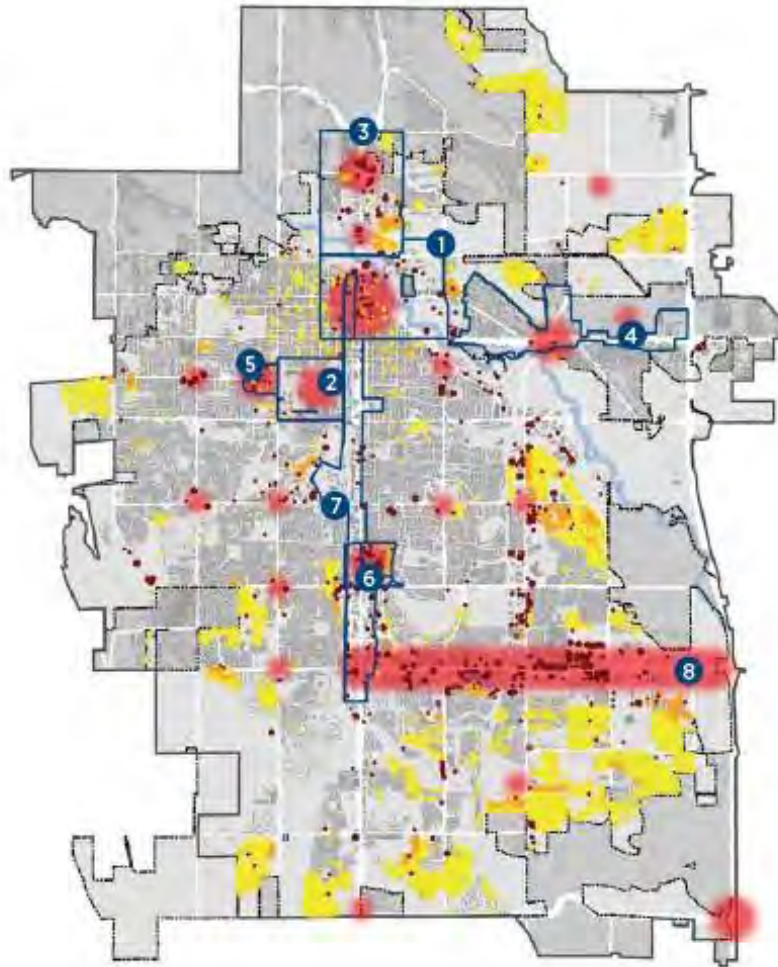
Recent Development Activity²⁶ Fort Collins, 2000-2017

Type of Development

- Single-Family Detached
- Single-Family Attached/Multifamily
- Commercial
- Mixed-Use

City Plan Development Areas

- Activity Centers
- Targeted Infill and Redevelopment Areas
- 1 Downtown
- 2 Colorado State University
- 3 North College
- 4 East Mulberry Corridor
- 5 Campus West
- 6 Foothills Mall
- 7 Midtown Corridor
- 8 Harmony Corridor

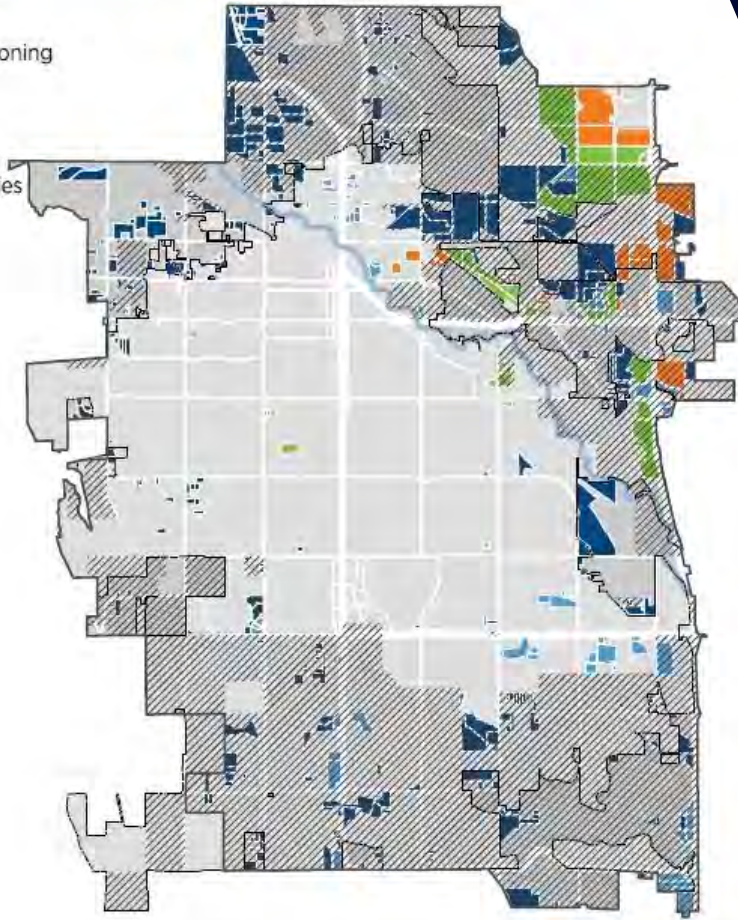


Recent Development

Vacant Lands, by Land Use²⁹

Fort Collins, 2017

- Residential Zoning
- Commercial/Mixed-Use Zoning
- Employment Zoning
- Industrial Zoning
- Other Zoning
- ▨ Outside Fort Collins Utilities Water Service Area



Vacant Lands

APPENDIX 4:

Data Sources & Key Assumptions

- Data Sources
- Cost Assumptions
- Market Assumptions
- Affordability Assumptions
- Impact Fees
- Other Assumptions

Data Sources

Below data sources provided an understanding of the market conditions, development costs, and rent and sales prices for various residential development types in Fort Collins.

Six Local Developer Interviews

To understand development costs, market rents and prices, and local rate of return targets, as well as barriers to development. The developers interviewed have experience ranging from developing small single family homes in planned unit developments to multi-unit mixed use projects.

Four Online Data Sources

To estimate various market conditions and development costs.

- *CoStar*: a real estate database, was used to determine the average rent price, rent per square foot, and unit size for multifamily built after 2015 in residential and mixed use zones in Fort Collins.
- *RSmeans*: construction estimating database, was used to determine average current construction costs for various housing types, including single family homes, multifamily, and townhouses.
- *Redfin & Zillow*: was used to determine average sale prices per sq ft, average sale price for vacant lots, average unit size, and average lot size for single-family homes and townhouses built after 2015.

Cost Assumptions

Construction Costs	Cost (per sqft)
Single Family Detached	\$150
Townhouse	\$155
Multi-Family up to 4 stories (Wood Frame)	\$175
Mixed-Use or Multi-Family 5 or more stories (podium construction)	\$200

Land & Site Development Costs	Land Cost (per sqft)	Site Development Cost (per sqft)	Demo Cost (per sqft floor area)
Raw Land	\$5	\$8	-
Finished Lots	\$25	-	-
Infill Lots	\$20	-	\$15

Market Assumptions

Market Prices & Unit Sizes	Market Price (per sqft)	Urban Unit Size (sqft)	Suburban Unit Size (sqft)
Single Family Detached	\$240	1,800 (3-bed)	2,000 (4-bed)
Townhouse	\$270	1,500 (3-bed)	1,800 (3-bed)
Condominium	\$290	750 (1-bed)	1,000 (2-bed)

Market Rent & Unit Sizes	Rent Price (per sqft)	Urban		Suburban	
		Unit Size (sqft)	Mix	Unit Size (sqft)	Mix
3-bedroom	\$1.80	1,100	10%	1,200	20%
2-bedroom	\$2.00	850	20%	975	30%
1-bedroom	\$2.20	650	30%	725	30%
Studio	\$2.70	500	40%	500	20%

Affordability Assumptions

Fort Collins Area Median Income

\$95,900 (4-Person Household)

Note that we selected a 4-person household AMI for all prototypes. If the AMI was based on a smaller 2 or 3 person household, then AMI would be lower and the rent and sale price estimates provided for each prototype would be less affordable for these smaller households.

Mortgage Terms

Broker Fees	5%
Loan Terms (months)	360
Upfront UFMIP	1.75%
Downpayment	3.5%
Interest Rate	5%
Mortgage Insurance	0.85%

Impact Fees

System Development Charges	Link to Fee Information	Fee Formula
Water & Sewer	<u>Fort Collins - Loveland Water District Tap Fee Schedule</u>	See Link
Electric	<u>Electric Development Fee Estimator</u>	Single Family and/or Townhome: \$1,374 per unit Multi-Family: \$2,172 per unit
Stormwater	<u>Fort Collins Stormwater Plan Investment Fee</u>	See Link
Building Permit	<u>Building Services - How to Calculate Building Permit Fees</u>	See Link
Capital Improvement Fees	<u>Capital Improvement Expansion Fees</u>	See Link
Larimer Regional Road Fees	<u>Engineering - Larimer County Regional Road Fees</u>	See Link

Impact Fees (Cont'd)

	Link to Fee Information	Fee Formula
Poudre School District Impact Fees	<u>Building Permit Fee Schedule</u>	Single Family Detached or 2 - 4 Attached Units: \$1,710 per unit 5 or more Attached Units \$855 per unit
Thompson School District Impact Fees	<u>Building Permit Fee Schedule</u>	Single Family Detached or 2 - 4 Attached Units: \$1,382 per unit 5 or more Attached Units \$946 per unit
City and County Tax	<u>Building Permit Fee Schedule</u>	4.65% on half of the total construction valuation
Development Review Fees	<u>Transportation Development Review Fees</u> <u>Poudre Fire Authority Development Review Fee</u>	Estimate: \$2,000

Other Assumptions

Target Returns	
Internal Rate of Return	12%
Project Rate of Return	15%

Property Tax	Residential	Commercial
Tax Rate	9.40%	9.40%
Assessment Ratio	7.15%	29.00%