

Implementation

This plan’s next steps are to continue the actions necessary to implement the preferred funding strategy, land use, and transportation and design schemes. Initial action steps that are critical to the success of this Plan include the following:

1. Accept this plan.
2. Amend the IGA to continue partnership and initial funding.
3. Request justification for separate action or utilize existing EIS.
4. Commit funding for 1601/NEPA (EA/CE) process and other compliance activities.
5. Amend IGA to secure public and private funding commitments.
6. Form General Improvement District.
7. Preliminary/Final Engineering.

Funding

Funding emerged early on in the Plan’s process as its primary challenge. The funding scenarios match benefits with costs and ensure a reliable funding stream in which revenue is generated early in the bond payment. To identify the most feasible strategy, three combination funding scenarios were considered:

Funding Scenario 1 focuses on the private sector and includes a special assessment and property tax for CAC landowners, an impact fee imposed on the “travelshed”, and a Public Improvement Fee (PIF). No municipal or other governmental support is assumed for this scenario.

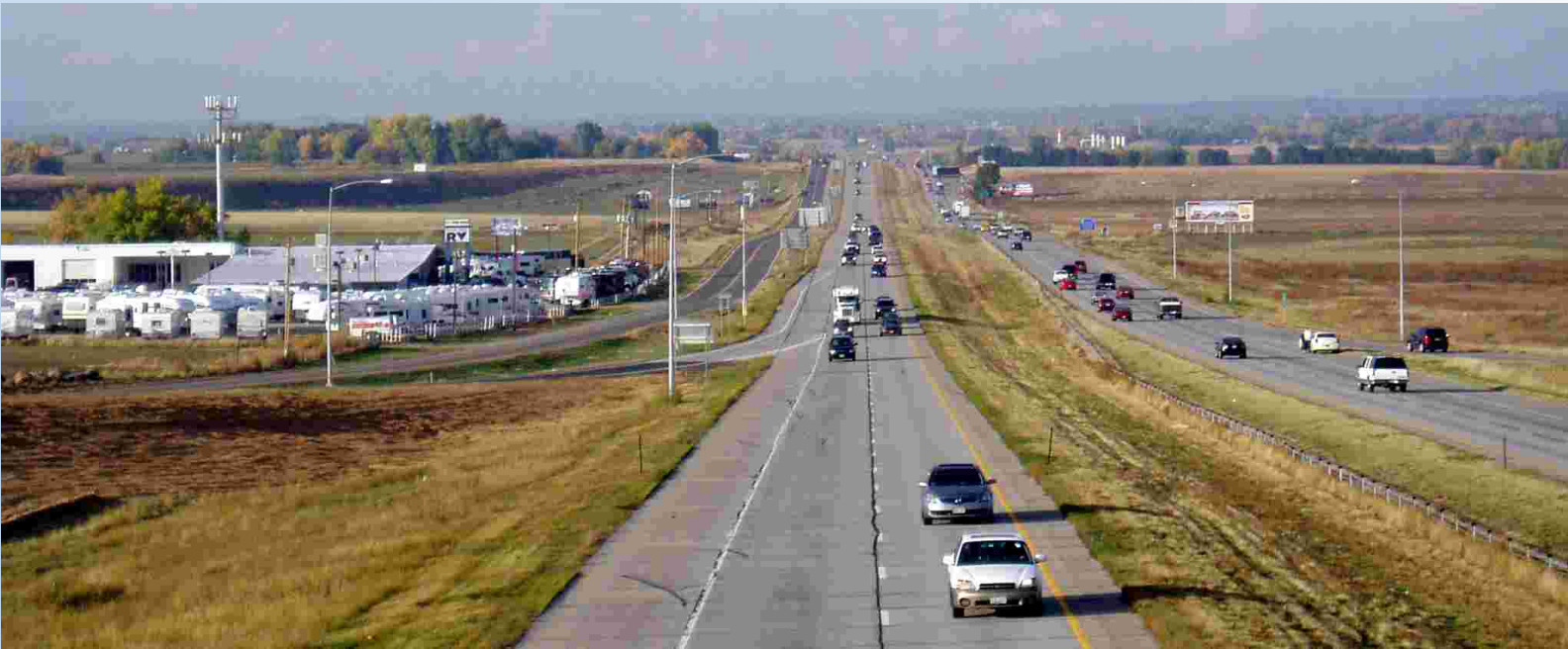
Funding Scenario 2 is based on partnerships and includes financial support from CDOT, the NFRMPO, and the municipalities of Windsor and Fort Collins; a lower special assessment on CAC landowners (undeveloped land only) that sunsets in 10 years; a PIF; and a property tax on CAC landowners.

Funding Scenario 3 focuses on spreading the burden to a larger area and includes all municipal funding from Scenario 2 and an expanded property tax district with a mill levy. There is also a small special assessment on all undeveloped CAC land that sunsets in 10 years and PIF.

In the future, additional public funding (beyond existing assumptions) may become available through sources such as CDOT, NFRMPO and future Regional Transportation Authority (RTA). Public funds could be used to supplement funding derived from private sources, reducing the burden on private citizens. Future funding source, such as a RTA, would still require a private match and, therefore, the institutional frameworks outlined above would still be required.



INTERSTATE 25 392 Interchange Improvement Plan



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Plan Summary



The I-25/SH392 interchange is the gateway to the Town of Windsor and southern Fort Collins. However, more than just a key gateway, it is integral to the performance of the larger transportation system. Transportation along the Front Range is inseparable from land use. It is these land uses that will contribute to the economic sustainability of these communities.

Although the Colorado Department of Transportation (CDOT) has identified this interchange as a high priority project, large amounts of federal or state funding are not in place. Historically, towns and cities have not taken on the challenging task of funding interchanges, but as times have changed, so has the role of our municipalities. Before development can continue, a new interchange and supporting land uses must be put into position. With new growth in Windsor and southeast Fort Collins in recent years,

the capacity of the existing I-25/SH392 interchange facility has been significantly impacted. In order for new development to proceed adjacent to the interstate, adequate public facilities need to be assessed.

In March 2006, the City of Fort Collins and the Town of Windsor entered into an Intergovernmental Agreement (IGA) that focused on cooperation, land use and development of the I-25/SH392 interchange. The purpose of the IGA includes the need to partner with affected parties on developing a plan, including design and funding. to support interchange improvements. Fort Collins and Windsor have joined together to lead this Plan, along with coordination with North Front Range Metropolitan Planning Organization (NFRMPO), CDOT, Larimer County, and local property and business owners.

Purpose of This Plan

Process & Participants

This plan represents a unique process with a focus on implementation and identification of critical next steps to fund and reconstruct the interchange. As an alternative to pursuing a more traditional planning process, including establishing vision, goals and policy directives, this plan provides a clear framework and direction to follow quickly into implementation.

The key elements of this plan include interchange configuration design, supporting land use in activity center, natural area buffers, west side frontage road alternatives and funding scenarios. All of these elements will require additional discussions, refinement and coordination prior to finalization, as part of on-going implementation efforts.

Key Objectives

- Identify Corridor Activity Center (CAC) with supporting land use.
- Coordinate with CDOT on EIS preferred alternative and 1601 process.
- Include property/business owners, development representatives in process.
- Assess natural resource areas adjacent to interchange.
- Identify alternative funding strategies.
- Identify supporting frontage road and local street network.
- Coordinate transit, pedestrian and bicycle facilities in plan.
- Develop action strategies to implement improvements.

The *I-25/SH392 Interchange Improvement Plan* went through three stages of development.

- Phase I (August-December 2006) involved the existing conditions assessment, prioritization of issues, and initial opportunities and constraints analysis.
- Phase II (October 2006-March 2007) identified transportation needs, infrastructure improvements, land use vision, and potential funding strategies for the project.
- Phase III (April-September 2007) involved the development of the action plan and narrowed down the optimal funding mechanisms.

Throughout the process, the Plan has included rigorous public involvement and contribution from decision-makers. The Plan has been guided by a Technical Advisory Committee (TAC), comprised of 29 members, including representatives from the City of Fort Collins, Town of Windsor, Larimer County, Colorado Department of Transportation (CDOT), Northern Front Range Metropolitan Planning Organization (NFRMPO), and the private sector. The TAC has met regularly throughout the process to provide oversight and information to the project team.



Private landowners have also been closely involved with the Plan. There are over 30 property owners within the Corridor Activity Center (CAC), directly affected by the interchange.

How and when the interchange area is improved, developed, and funded has major financial implications for them. Because of this, the project team conducted five property owner meetings for the immediate area and two public workshops for the greater community. Through these meetings, an open dialogue was established to ensure that the interests of private landowners are well-represented in the Plan. Two municipal websites provided the community with up-to-date information.

The project team also looked to city, town and county officials for direction. The involvement of the managers, planners, and legal teams from the City of Fort Collins, Town of Windsor, and Larimer County included three financing workshops, and ensured that the Plan included financing tools that are feasible and will lead to the timely improvement of the interchange. A joint work session was also held between elected officials from the City of Fort Collins, Larimer County and the Town of Windsor to discuss implementation of the Plan.

Natural Resources

As part of the partnership between the City of Fort Collins and Town of Windsor to reconstruct the interchange, the City has a unique challenge on the west side in balancing the need to support future



development that will help contribute to the cost of the project and provide future sales tax revenue, while at the same time preserving important natural

resources including migratory roosting habitat, shoreline and wetland habitat. The Plan inventories existing natural resources and identifies a range of corresponding setback buffers based on type of habitat.

The range of natural resource buffers identified in the Plan are based on discussions with the Colorado Division of Wildlife, Environmental Consultants, and

reviewing buffer standards set forth in the Fort Collins Land Use Code. On the west side of the interchange, most of the adjacent properties are eligible for annexation. There are three types of buffers associated with Fossil Creek Reservoir and Swede Lake that range from 50' to 1,320'. The most restrictive is a 1,320' buffer on the peninsula between the reservoir and Swede Lake. This buffer is to protect documented bald eagle communal roosting sites. A wetlands buffer of 100' is identified for this portion of the shoreline - which contain wetlands, and wetlands between Swede Lake and County Road 392. A buffer of 50' is identified for the wetlands south of County Road 392.

The range of natural resource buffers identified in the Plan provides a framework for future discussions. A final buffer setback determination will be made in response to proposed future development through the development review process of the City of Fort Collins for projects within its jurisdiction.

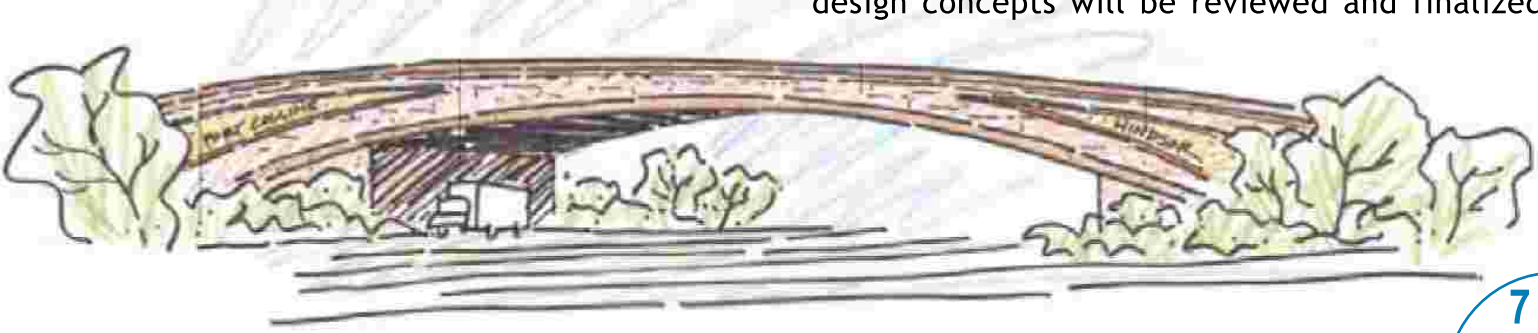
Partnerships

As stated in the introduction, the purpose of the original IGA included the need to cooperate among Fort Collins, Windsor, Larimer County, and the North Front Range Metropolitan Planning Organization (NFRMPO) on design and funding interchange improvements. This partnership has been integral to the success of the Plan to date, and is expected to continue through implementation.

The establishment of partnerships with landowners and developers is also critical to the implementation of the Plan. Property owners and public entities will both collaborate to initiate the preferred funding strategy and create the supporting land uses necessary to see the Plan through to fruition.

Design

The I-25/SH392 interchange is Windsor's primary access point and the first of Fort Collins' five. Because of this, the interchange serves as a gateway to these two rapidly growing communities. Bridge design, landscape features, and development standards will establish an identity for the area, and will also influence how well the area is received by consumers



as a place to live, work, shop and eat. The Plan identifies the elements needed to complete the project of reconstruction of the interchange including bridge replacement, access ramps and portions of the frontage roads. Initial concept sketches were identified as potential design options to consider. As the project moves into implementation, more detailed design concepts will be reviewed and finalized.

Framework Plan Elements

Land Use

The Corridor Activity Center (CAC) is the focus of this study, identifying existing and future commercial, employment and residential land uses on both sides of the interchange area. Within the CAC, the quality of development, views and open lands is important for establishing this area as the primary gateway into Windsor and southeast gateway into Fort Collins.

Three fundamental drivers of this area’s land use plan are a Bus Rapid Transit (BRT) station in the immediate area of the interchange, the open space amenities at Fossil Creek Reservoir, and a series of transportation improvements (including relocating the frontage road). Development would build upon these three resources, creating new employment areas, neighborhoods, commercial areas, and a system of connected open space areas. There are approximately 395 net-developable acres of commercial within the CAC (94 on east and 121 on west), 91 acres of employment and 94 of mixed-use residential on the east side.

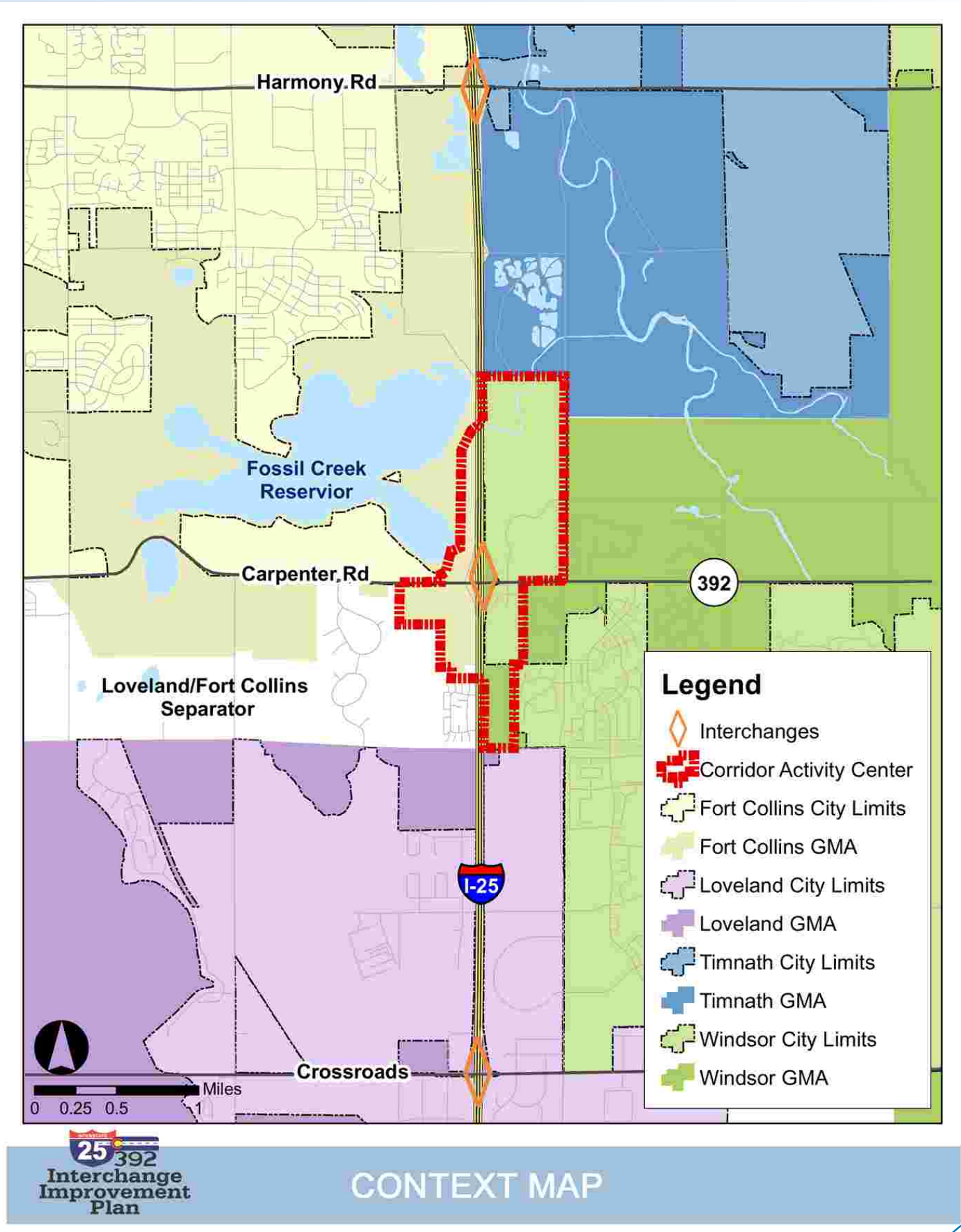


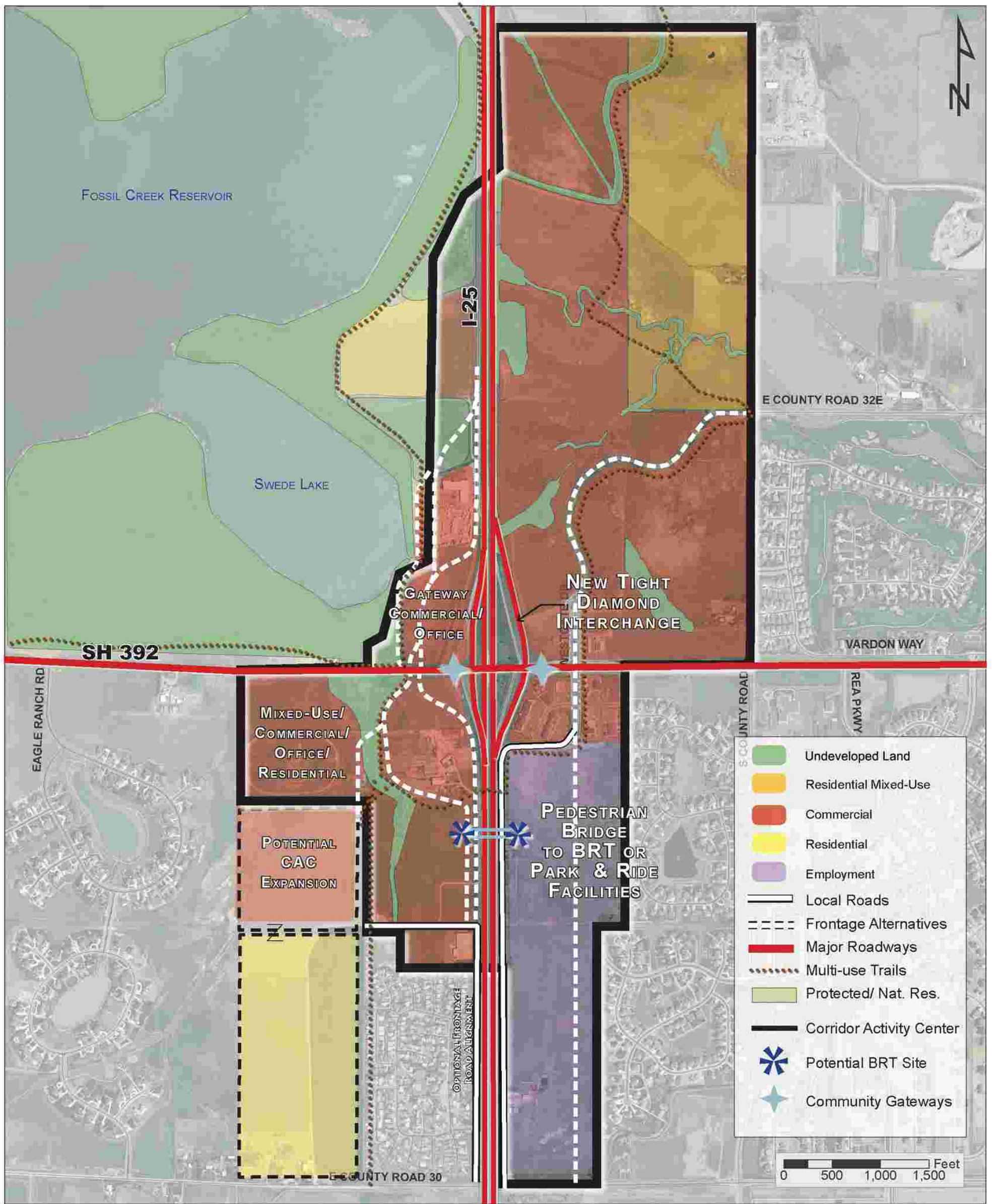
Transportation

The preferred transportation layout follows the tight diamond interchange configuration from the North I-25 Draft Environmental Impact Statement (DEIS). This design will improve both local and regional mobility by alleviating traffic congestion and decreasing overall travel times. Based on the North Front Range MPO’s Regional Traffic Model and CDOT’s Environmental Overview Study (EOS) for the State Highway 392 corridor, the recommended cross section for the highway and interchange bridge is 4-travel lanes, in addition to the necessary turn lanes at intersections; pedestrian and bicycle lanes and walks. The current City of Fort Collins Master Street Plan shows a 6-lane facility based on earlier analysis. Staff will consider supporting a recommendation to amend this map to bring it consistent with this most recent determination, later in 2008 after first reviewing additional analysis from the 1601 Study process.

As part of the DEIS, the frontage road alignment located on the east side is consistent with this Plan recommendation. On the west side of the interchange, three alternatives are identified in the Plan. The City of Fort Collins Master Street Plan currently shows a general alignment, which closely matches the DEIS location. The Plan identifies two alternatives to the DEIS to initially assess increasing the separation between the interchange ramp and frontage road intersections. A final west frontage road alignment will be determined in response to proposed future development in the area.

Local bus service from the new transit hub at College Ave. and Harmony Rd. would act as a feeder system to the proposed Bus Rapid Transit (BRT) station or Park-n-Ride facility within the CAC. This plan proposes that the BRT parking area be located on either the east or west side of I-25. Ideally, the station located in the center of I-25 could be accessed from Park-n-Ride facilities on both sides of I-25 via a pedestrian bridge. If a BRT station is not constructed, the plan assumes that Park-n-Ride facilities would still be constructed along with the new pedestrian bridge over I-25. Additional transportation options for the local streets adjacent to the interchange could include a dedicated on-street bike lane for cyclists, a detached sidewalk for pedestrians and a trail for other users.





The Framework Plan represents a composite map combining existing and planned land use, transportation and open lands highlighted within the Corridor Activity Center (CAC) area. The defined boundary of the CAC helps identify key area stakeholders to participate in the planning process.

At the policy level, this map provides a basis for implementation including a potential boundary for establishing a future special improvement district and local private funding sources.