Purpose of Updating the 1999 Plan

The Mountain Vista Subarea Plan, originally adopted on March 16, 1999, laid a framework for this large, primarily undeveloped area of northeast Fort Collins. Over the past ten years, there have been numerous requests to modify elements of the plan from the development community. The purpose of the update is to revisit previous decisions regarding the overall vision for the area and the corresponding principles, policies, and implementation actions. The size and location of land uses will be re-assessed, along with the transportation network that links this area to the rest of the community, including connections to open lands and trails. The process will be responsive to the ideas and concerns of the many stakeholders involved, including area property owners, residents, the City of Fort Collins and the broader community.

Area Vision

- This subarea will be an integral part of Fort Collins, functioning as an extension of the greater community as new growth takes form.
- This subarea will be an area of Fort Collins known for its impressive views of the mountains and recognized for its successful and innovative community design.
- This subarea will be distinct and attractive with a comfortable, town-like atmosphere that residents and businesses identify with and take pride in.
- Neighborhoods, parks, schools, shopping district and business center within this subarea will be connected and served by a variety of travel choices including vehicle, transit, bicycle, and pedestrian modes.
- This subarea’s existing natural areas will be preserved to protect these important natural resources and amenities for the community.
About the Mountain Vista Subarea

This subarea encompasses about 5½ square miles and 3000 acres of land in the northeast quadrant of Fort Collins. The subarea is bounded by I-25 on the east, Richards Lake Road on the north, Lemay Avenue and Turnberry Road on the west, and East Vine Drive on the south.

Historically agricultural in use, approximately 1,500 acres remains undeveloped, with the exception of four residential neighborhoods and the Anheuser Busch InBev brewery. The subarea is expected to absorb a significant proportion of new development as Fort Collins continues to grow and approaches capacity of its Growth Management Area.
How was This Plan Developed?

1. Inventory of existing development factors
2. Framework Plan alternatives
3. Public input
4. Technical analysis

1. Development Factors
   The first task, in updating this subarea plan, was identifying existing development factors; both those either hindering development, or those enhancing this area’s potential. This assessment was then used as a basis in determining appropriate adjustments to the framework plan map and supporting policy direction for addressing these factors. See the map on the previous page identifying each factor.

2. Framework Plan Alternatives
   Staff prepared six Framework Plan alternatives (A-F) and presented them to the public in order to test various land use and transportation options, in comparison to the original adopted 1999 Framework Plan map. Three of the maps were unveiled at the open house in December; the other three at the second open house in February.

   Overall, the acreage of each land use did not change significantly from one alternative to another. The center of the subarea, however, varied with regard to the location of the Community Commercial District, surrounding residential uses, and the community park. The decisions regarding land use locations were influenced by the transportation network (and vice versa), which did change considerably between the alternatives.

   Major transportation issues revolved around the extension of realigned Vine Drive and the way it connected into Timberline Road and Mountain Vista Drive. Framework Plan alternatives also tested the public’s views on whether or not Turnberry Road and Conifer Street should be extended, and how those extensions connect into the broader subarea street network. See the complete plan, more specifically Appendix A, for the full summary of public comments. Questions and comments heard most often included:

   - What is the timing of development?
   - Appropriate buffer between industrial and residential uses.
   - Amount and locations for multi-family residential uses.
   - How large will the commercial area be and what services will it offer?
   - Plan for off-street bicycle and pedestrian trails.
   - Do/do not extend Turnberry Road south to Vine Drive.
   - Do/do not extend Conifer Street to the east.
   - Maintain direct access to I-25.
   - How will the grade-separated crossings function (overpass vs. underpass)?
   - Re-aligned Vine Drive and its connection to Mountain Vista Drive/I-25 interchange will become a de facto truck route.

3. Public Input
   Public comments included a wide variety of issues from throughout the subarea. At times, these comments contradicted each other, representing the diversity of public opinion. See the complete plan, more specifically Appendix A, for the full summary of public comments. Questions and comments heard most often included:

   - How was This Plan Developed?

4. Technical Analysis
   As public input was received for the Framework Plan alternatives, the staff team conducted technical analyses on the land use demand, noise, traffic, and air quality impacts. The land use analysis studied current and future market conditions and made recommendations for the appropriate size and locations of each land use. The noise, traffic, and air quality impact reports were mainly driven by the concern the extension of realigned Vine Drive would become a de facto truck bypass. Each analysis studied current and future traffic volumes and demand to determine whether or not the new road would cause significant negative impacts to the subarea and surrounding neighborhoods. Overall, these reports reinforced the final decisions as both reasonable, and conforming to industry standards and City policies. Each can be found in the complete plan’s appendices.

Key Plan Elements

Provide a Balance of Business and Retail with Supporting Residential

- Expansion of the area’s industrial and employment land uses to create a significant business center.
- Establish appropriate buffer and transition between industrial and residential uses.
- Promote unique marketability of large vacant tracts, zoned employment, with direct access to I-25 and rail.
- Centrally-located Community Commercial District providing a range of grocery and supporting retail shopping, dining, entertainment, office, residential, and civic uses to serve the adjoining neighborhoods, future school, and business center.
- Future Poudre School District K-12 school campus.
- Future community park adjacent to the school, commercial center, and neighborhoods.
- Remaining land uses consist of Low and Medium Density Mixed-Use Neighborhoods.
- Locate higher density residential near transit, commercial and employment areas.

Create A Complete Transportation System

- Refine overall street network for local collector, 2- and 4-lane arterials for future traffic volumes.
- Relocation of Enhanced Travel Corridor from Conifer Street to realigned Vine Drive.
- Provide extension of realigned Vine Drive between Lemay Avenue and Timberline Road.
- Implement pedestrian-oriented design along streets and new development.
- Orient the proposed Mountain Vista Drive/Timberline Road connection and the Community Commercial District’s “mainstreet” to capture views of Long’s Peak.
- Refine multi-use trail network utilizing off-street alignments as much as possible.

Enhance Natural Resources and Drainage Corridors

- Establish appropriate buffers and set-backs between development and existing natural areas and wetlands.
- Establish appropriate buffers between development and existing irrigation ditches and canals.
- Identify existing stream corridors and establish appropriate buffers between them and development.
- Locate future regional storm drainage detention ponds.
- Locate multi-use trails away from important natural resources.