

ORDINANCE NO. 167, 2025
OF THE COUNCIL OF THE CITY OF FORT COLLINS
UPDATING THE HARMONY CORRIDOR PLAN AND THE HARMONY CORRIDOR
STANDARDS AND GUIDELINES

A. City Council originally adopted the Harmony Corridor Plan ("Plan") in 1991, by Resolution 91-42, as an element of the City's comprehensive plan, now known as City Plan.

B. City Council also adopted in 1991, the Harmony Corridor Design Standards and Guidelines ("Standards and Guidelines") by Ordinance 28, 1991, to further the policies set forth in the Plan by means of binding development standards and advisory guidelines.

C. Both the Plan and Standards and Guidelines have been periodically amended to adapt to changing needs and circumstances within the Harmony Corridor with the most recent update adopted in 2020 by Ordinance 044, 2020.

D. As a result of Land Use Code amendments adopted in Ordinance No. 166, 2025, to the City's commercial corridors and centers, including the area subject to the Plan and the Standards and Guidelines, corresponding amendments are needed to the Plan and the Standards and Guidelines.

E. The amended Plan is attached to this Ordinance and incorporated herein as Exhibit A.

F. The amended Standards and Guidelines is attached to this Ordinance and incorporated herein as Exhibit B.

G. On October 16, 2025, the Planning and Zoning Commission recommended to Council on a 6-0 vote (Bruxvoort absent) vote that Council adopt the amended Plan and Standards and Guidelines attached to this Ordinance.

H. City Council finds that the Plan is in need of the proposed amendments to be consistent with the Land Use Code changes adopted in Ordinance No. 166, 2025, and that the proposed changes will promote the public welfare and will be consistent with the visions, goals, principles, and policies of City Plan and the elements thereof.

I. City Council finds that the Standards and Guidelines are necessary to carry out the amended Plan and the amendments are in the best interests of the city and will promote the general public health, safety, and welfare.

In light of the foregoing recitals, which the Council hereby makes and adopts as determinations and findings, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF FORT COLLINS as follows:

Section 1. City Council adopts the amended Plan attached as Exhibit A.

Section 2. City Council adopts the amended Standards and Guidelines which upon the effective date of this Ordinance, will be binding upon development as though set forth in the Land Use Code.

Introduced, considered favorably on first reading on October 21, 2025, and approved on second reading for final passage on December 2, 2025.

Mayor

ATTEST:

City Clerk

Effective Date: December 12, 2025

Approving Attorney: Brad Yatabe

Exhibits: Exhibit A: Harmony Corridor Plan
 Exhibit B: Harmony Corridor Design Standards and Guidelines

Harmony Corridor Plan

An Element of the City of Fort Collins Comprehensive Plan

December 2, 2025



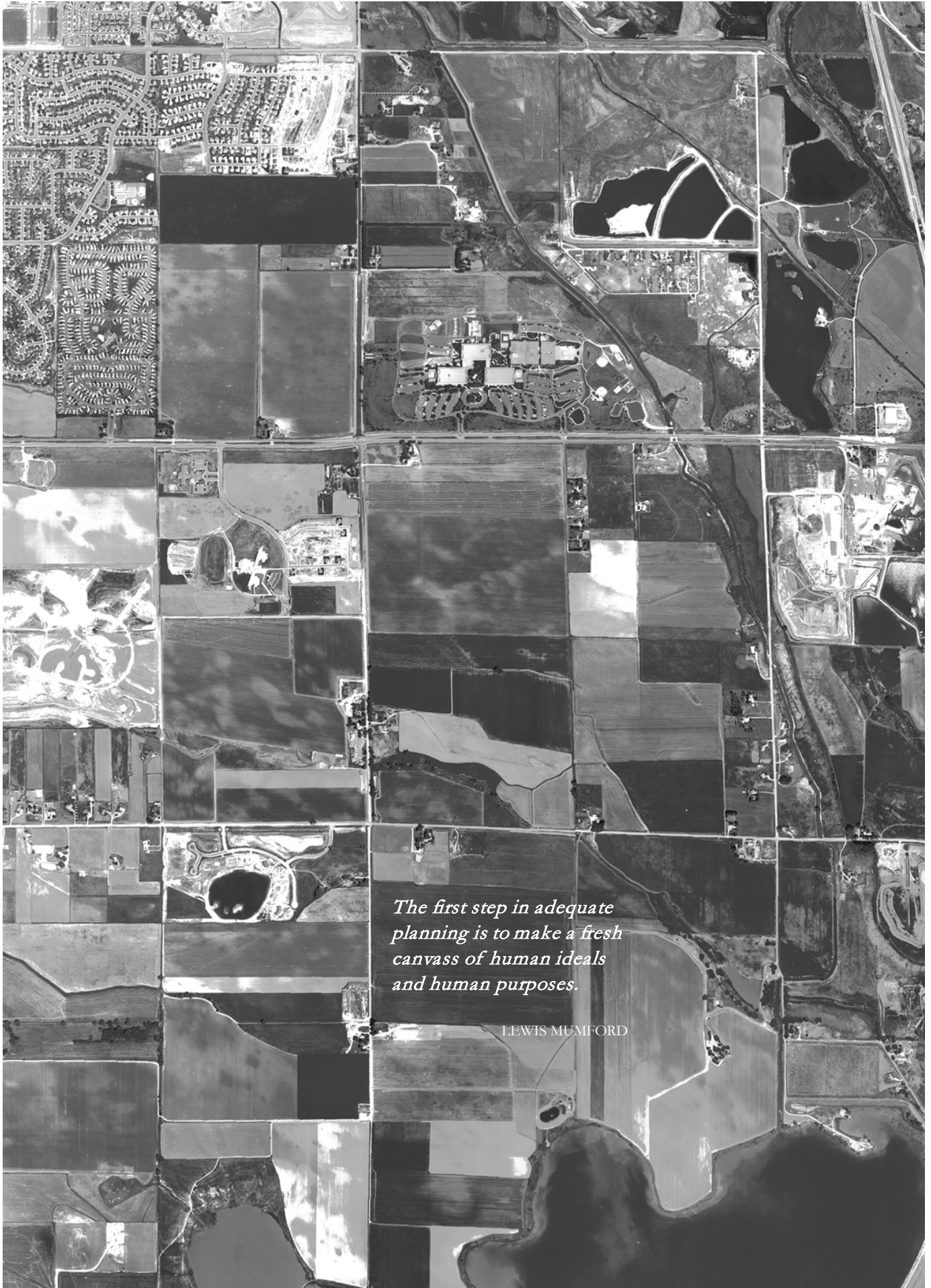
HARMONY CORRIDOR PLAN

**An Element of the City of Fort Collins
Comprehensive Plan**

December 2, 2025







*The first step in adequate
planning is to make a fresh
cavass of human ideals
and human purposes.*

LEWIS MUMFORD

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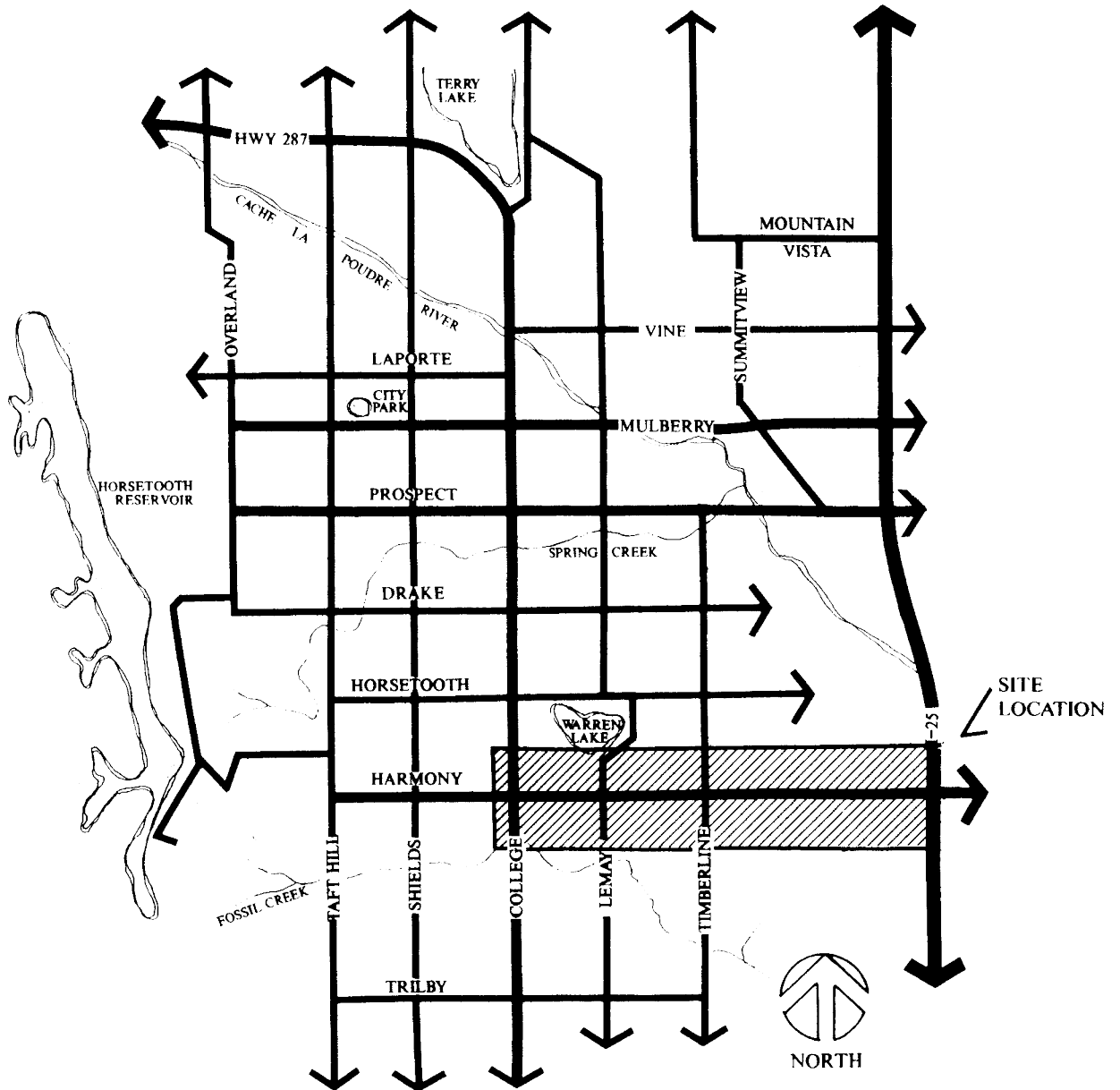
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INTRODUCTION

*Genuine planning is an attempt,
not arbitrarily to displace reality,
but to clarify it and to grasp firmly
all the elements necessary to bring
the geographic and economic facts
in harmony with human purpose.*

LEWIS MUMFORD

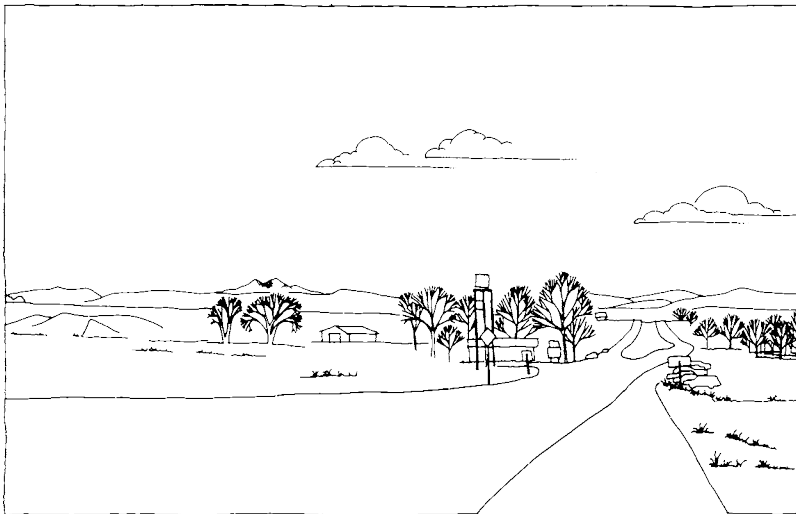
City of Fort Collins Orientation Map



THE HARMONY CORRIDOR

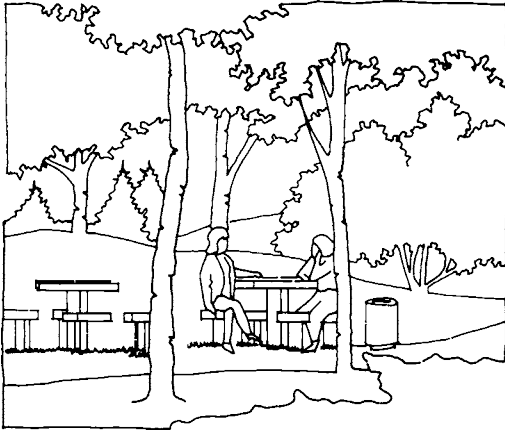
The Harmony Corridor planning area extends for five miles, from the I-25 interchange to the Burlington-Northern railroad tracks located west of College Avenue. The area extends approximately one-half mile north and south of Harmony Road. Over 7,000 people live and work in the corridor. Linking I-25 to U.S. Highway 287, Harmony Road carries approximately 28,000 vehicles to and from Fort Collins each day. It is anticipated that this figure will grow to 35,000 by the time the corridor is fully developed. The I-25/Harmony Road interchange is the most southerly entrance point to Fort Collins and a primary route for commuters and travelers going to and from the Denver metropolitan area. Most of the people visiting Fort Collins for the first time enter the city through this corridor.

Key physical features of the corridor include: close proximity to the Poudre River, lakes wetlands and associated wildlife habitat as well as spectacular views of Longs Peak and the Front Range. With approximately one-half of the corridor already developed, the visual quality of the area is exceptional. An unusually wide right-of-way and spacious median provide an excellent opportunity to develop a well landscaped parkway. Harmony Road has the potential to become one of the most attractive entryway corridors in northern Colorado.



*View from the I-25
interchange looking west.*

*Hewlett-Packard employees
relax in a shaded
courtyard.*



In terms of development potential, the Harmony Corridor is unrivaled in the Fort Collins area. The corridor has nearly 2000 acres of land available for business, industrial, and residential development, with relatively few development constraints. Uniquely situated between I-25 and U.S. Highway 287, the corridor has excellent community and regional access. Close proximity to housing, schools, shopping and recreation facilities makes the corridor an obvious choice for business or industry seeking to locate in northern Colorado. The fact that most of the developable land has not been subdivided into small parcels is an additional advantage for attracting large scale business/industrial land uses. Highly respected companies like Hewlett-Packard, Comlinear, ESAB and Mountain Crest Hospital have chosen to locate and/or expand their facilities in the corridor.

Along with its attractive physical features and tremendous development potential, the corridor has another vital attribute — the dedication and creative energies of its residents and businesspeople. Property owners in the corridor have been instrumental in organizing this planning effort and have been closely involved throughout the planning process.

THE PURPOSE OF THE STUDY

With one-half of the corridor already developed and another one fourth planned, Harmony Corridor faces a turning point. While continued business and industrial development looks promising, the corridor and the community are facing many challenges. How can we attract the kinds of business and industry that will provide a strong economic base and be compatible with community values? How do we ensure a continuation of wide setbacks, attractive landscaping and other amenities that enhance the quality of life for people who live and work in the corridor? The Cache la Poudre River floodplain, numerous lakes, wetlands and spectacular mountain views combine to create an impressive and scenic gateway at the I-25 interchange. The gateway area offers unique opportunities and challenges the community to discover creative ways to balance development potential with natural resource assets. The Harmony Corridor Plan is a response to these community wide issues. Since the corridor is currently a very healthy and vital segment of our community, the Plan emphasizes the need to take advantage of its assets for our future.

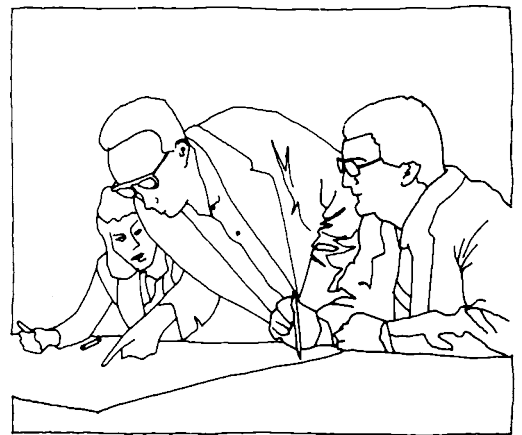
The Plan focuses on encouraging a land use pattern and urban design framework that protects community values and at the same time recognizes the need for flexibility in response to market demand. Taking advantage of the corridor's unique physical and cultural features, the Plan seeks to create a "vision" for Harmony Corridor that is dynamic, diverse, economically successful, environmentally sound and uniquely attractive.

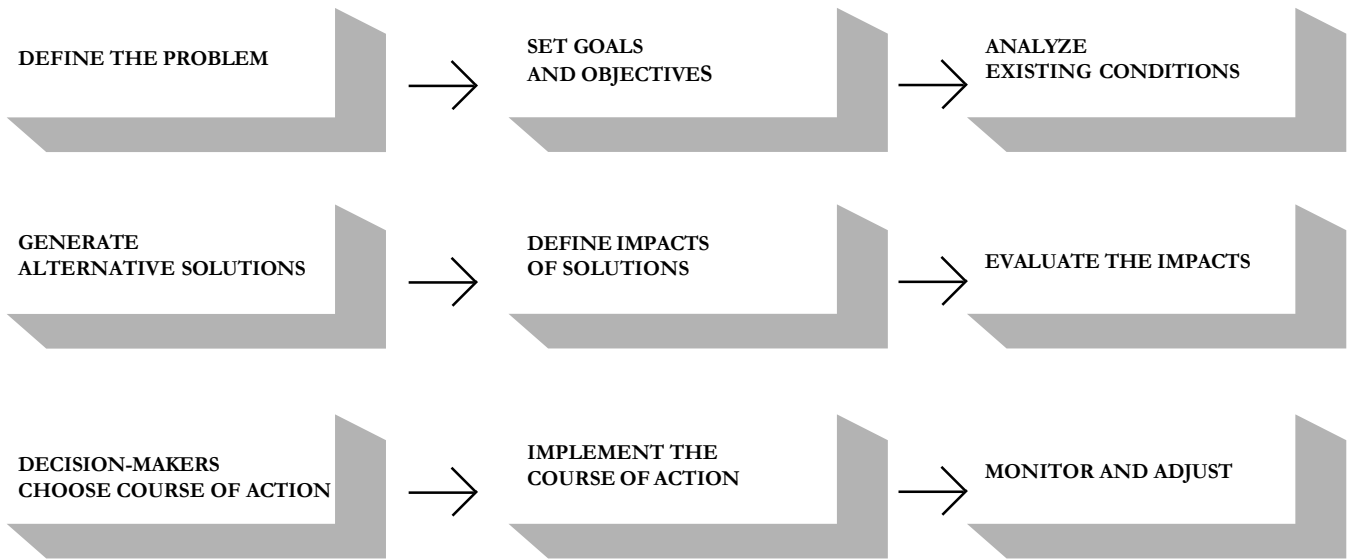
THE PLANNING PROCESS

The Harmony Corridor planning process involved two parallel work efforts – a technical planning effort and a public participation process. The technical planning effort analyzed existing conditions and opportunities, defined focus areas and generated alternative approaches which led to the planning and urban design recommendations of the Plan. At the same time, a public participation process attempted to identify all potentially affected interests and work with them using a number of different techniques designed to inform as well as solicit ideas. Advisory committees, public open houses, presentations to boards and commissions, as well as numerous meetings with special interest groups and individuals have all been used to get comments and ideas, many of which have helped shape the Plan.

A group deserving special recognition is the steering committee, a group of volunteers representing people owning property frontage along Harmony Road. Staff has welcomed the interest and enthusiasm demonstrated by this group throughout the process. The role of the steering committee was to help staff understand the values and concerns of the landowners that will be most directly affected by the Plan. The Plan is richer as a result of their dedication and responsiveness.

Citizen values, ideas and concerns were recorded at public open houses.





Technical Planning Process Diagram

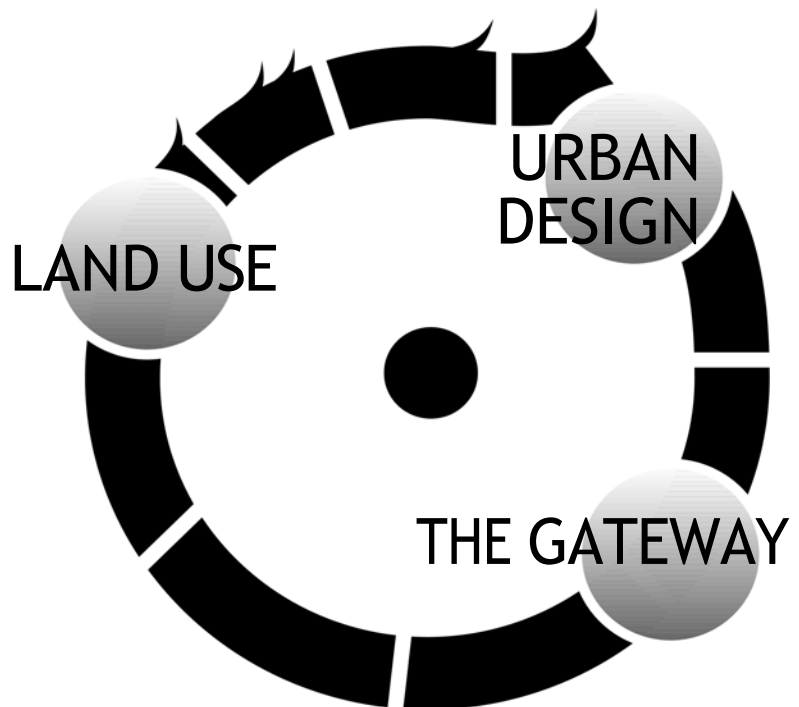
PLAN REVISION PROCESS

On July 5, 1994, City Council directed City Staff to review the Plan and identify and suggest needed amendments that would strengthen the “vision” of the Corridor that it become a major employment center in northern Colorado attracting a variety of businesses and industries serving local as well as regional markets. City staff and the Planning and Zoning Commission, aided by an ad hoc advisory committee, intensively reviewed the document and recommended changes to the *Harmony Corridor Plan*, together with implementation regulations. These changes were adopted by City Council on January 3, 1995 and the changes have been incorporated herein.

THE PLAN

The next chapter describes physical and cultural existing conditions in the corridor. Analysis of existing conditions helped define the three focus areas of the Plan – LAND USE, URBAN DESIGN and THE GATEWAY. Each focus area is elaborated on independently. Issues are described, problems and opportunities defined and alternative directions for the future are analyzed. The discussion of each focus area concludes with a plan in the form of a goal statement, policies and implementation actions. Maps and graphic illustrations are used to supplement the text and clarify its intent. Design guidelines for new development in the corridor, one of the primary implementation mechanisms proposed in the Plan, have been developed and are available under separate cover.

The three focus areas together create a comprehensive “vision” for the Harmony Corridor of the future. In order for the full potential of the corridor to be realized, both the City and the private sector need to make a commitment to implementation. It is envisioned that the implementation actions spelled out in this Plan will be underway within the next five years.



IMPLEMENTATION

A series of recommended implementation actions are contained at the conclusion of each focus area discussion. Actions include several public improvement projects that require additional planning and design work. Sources of funding for construction and maintenance need to be identified. Strategies for attracting targeted industries need to be developed.

Coordination efforts with other City departments, Larimer County, the Town of Timnath and the State Division of Highways should be continued. Phase two planning of the I-25 interchange area is critical if we want to maximize the potential of this scenic gateway before development pressures eliminate options for the future. Important opportunities may be missed if the City does not play an active role in intergovernmental coordination and master planning this scenic and environmentally sensitive area.

This Plan recommends that the City assign staff to work on implementation tasks, giving priority to opportunities that may be missed if action is delayed. The *Harmony Corridor Plan* is a starting point. Effective implementation actions can turn the “vision” created by this Plan into reality for residents in the community now and for future generations. The majesty of Longs Peak and the Front Range depicted on the cover is one of the few elements of the corridor that is not expected to change in the foreseeable future. With this spectacular view as an inspiration, how can we do less than strive for excellence?

2

EXISTING CONDITIONS AND OPPORTUNITIES

All good planning must begin with a survey of actual resources: the landscape, the people, the work-a-day activities in a community. Good planning does not begin with an abstract and arbitrary scheme that it seeks to impose on a community; it begins with a knowledge of existing conditions and opportunities.

LEWIS MUMFORD

INTRODUCTION

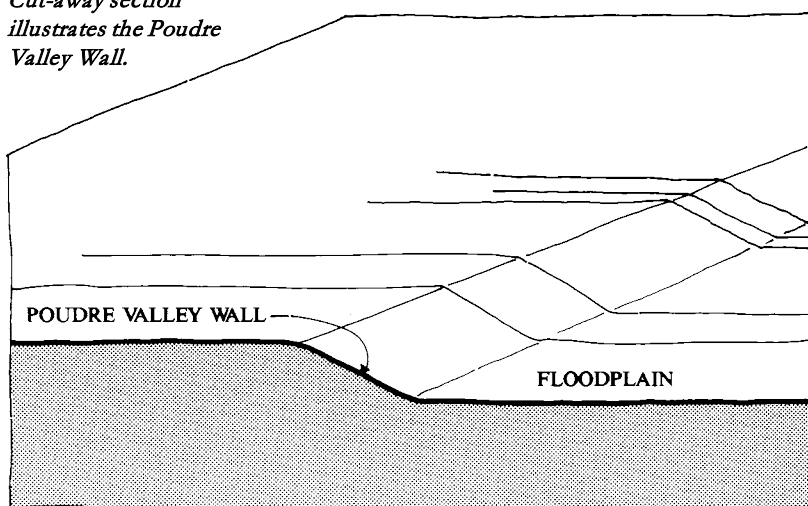
The technical portion of the planning process began by documenting physical and cultural existing conditions. This chapter provides information about the corridor and highlights special opportunities. Maps located at the end of the chapter provide graphic illustration.

LANDFORM AND NATURAL RESOURCES

LANDFORM

The Harmony Corridor contains three dominant topographic features: the floodplain of the Cache la Poudre River, bluffs known as the Poudre River Valley Wall at the edge of the floodplain and rolling plains beyond. Longs Peak, the Front Range and the foothills are highly visible and constitute a dramatic backdrop for the corridor landscape.

*Cut-away section
illustrates the Poudre
Valley Wall.*



The elevation of the study area ranges from approximately 4,850 feet at the top of the bluffs located west of I-25 to approximately 5,025 feet near College Avenue. Formed by down-cutting action of the Poudre River as it meandered within its floodplain, the bluffs represent the only dramatic change in elevation within the study area. The elevation drops 50 feet in 550 feet resulting in an average 9% slope. At the bottom of the slope the topography levels out on to the Cache la Poudre River floodplain. See

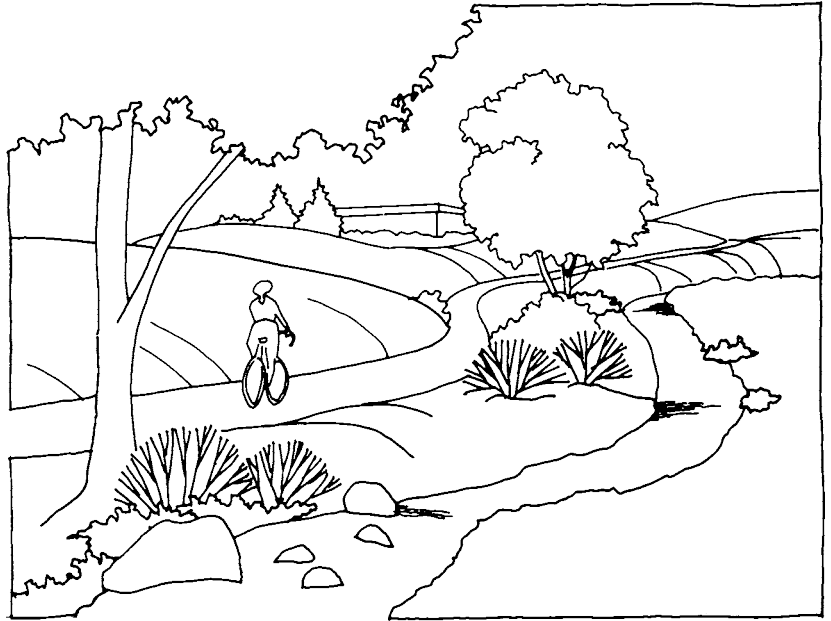
Draining approximately 1,900 square miles, the Cache la Poudre River is the largest river on the northern Colorado Front Range. The river and its associate vegetation and wildlife habitat is a valuable natural resource that offers unique recreational and educational opportunities. Along with these assets the river poses some development constraints. Generally speaking, no development is allowed within the designated floodway. Land area between the floodway and the 100-year floodplain offers some development potential if flood proofing is addressed.

DRAINAGE BASINS AND IRRIGATION CANALS

Three drainage basins occur within the study area. The Mail Creek and McClelland Drainage basins drain the western and southern portions of the study area to Mail Creek and McClelland Creek respectively. See Map 1. The Fox Meadows Basin is located in

the northeast portion of the study area and drains to the Fossil Creek Reservoir Inlet Ditch and then to the Cache la Poudre River. As development occurs, surface run-off increases, resulting in stormwater being diverted into a series of swales, detention ponds, channels, irrigation ditches and/or streams until ultimately the flows reach the Cache la Poudre River. The study area is laced with this network of drainageways and irrigation canals. Stream bank erosion and water quality issues are concerns in all three basins, but are especially critical in the McClelland and Mail Creek Basins, since both Mail Creek and Fossil Creek have experienced flooding, bank erosion and stream degradation.

Four major irrigation canals intersect the study area. Water in these irrigation canals has been diverted from the Cache la Poudre River at some point upstream from the corridor. Historically the water has been used for agricultural purposes and is allotted to area farmers through a complex system of water rights. As Fort Collins becomes more urbanized the need for irrigation canals will diminish, however, the major irrigation canals in the study area are likely to remain viable for a number of years. While the canals and their associated laterals can represent development constraints, they also can become recreational and visual amenities.



Irrigation canals and drainageways provide opportunities for recreational amenities.

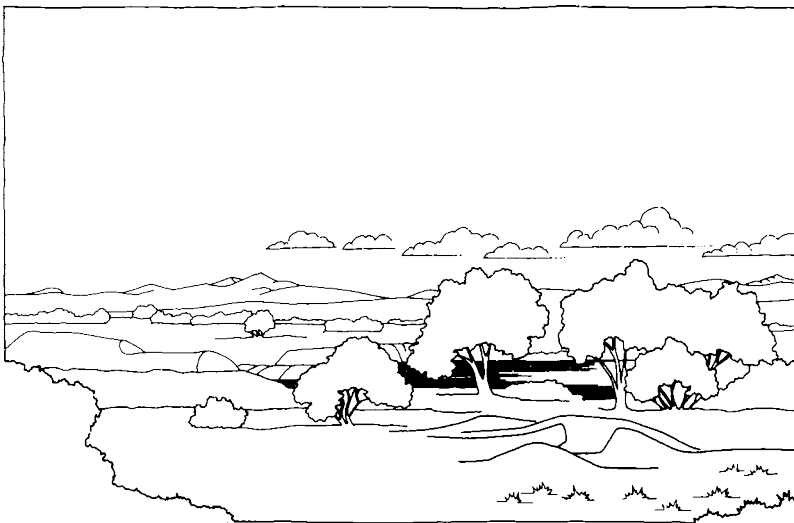
NATURAL RESOURCES

Fort Collins has always valued local natural environments as evidenced in the City's GOALS AND OBJECTIVES (1977), the LAND USE POLICIES PLAN (1979) and the LAND DEVELOPMENT GUIDANCE SYSTEM (1982). All of these documents contain directives pertaining to the conservation and protection of natural environments. In 1988, the City Council endorsed wetland and wildlife habitat maps that define the location and relative importance of natural areas within the city's urban growth area. See Maps 2 and 3. By increasing awareness of these areas, the maps reaffirmed the City's commitment to conserving important wetland and wildlife habitats for their economic, social, and aesthetic benefits.

THE GATEWAY

The most significant natural areas in the Harmony Corridor are associated with the Cache la Poudre River and located near I-25. This area has been termed the “gateway” because it is the first point of entry to Fort Collins from the south. Several lakes, wetlands and associated riparian vegetation are found on both sides of I-25 in the floodplain of the river. Most of the lakes and wetlands are a result of gravel mining operations that have and continue to alter the natural environment. With creative management and appropriate reclamation practices, these areas have the potential to become recreational, educational and scenic resources for the community. In addition, wetland areas like these may act as filtering systems for stormwater runoff, preventing pollutants from entering the river. The potential value of these natural areas should not be underestimated. The fact that the area is located at the gateway to Fort Collins intensifies its importance.

Gateway view showing cottonwood trees and gravel mining operations.



In 1989, Fort Collins completed a feasibility study regarding the possibility of designating a National Recreation Area along the Cache la Poudre River. Although City Council chose not to pursue NRA designation it did make a commitment to implementing an exemplary and comprehensive river management program. This river management program may affect the future of the gateway area.

GRAVEL RESOURCES

The land area between the Cache la Poudre River and the Poudre Valley Wall located just east of Hewlett-Packard is underlain with gravel deposits classified as F1 by the Department of Natural Resources, Colorado Geologic Survey. This classification means that the resource is a floodplain deposit and is composed of relatively clean and sound gravel. The overburden ranges from 2-9 feet and the depth of gravel ranges from 8-24 feet. Roughly one-third of the area has been or is in the process of being mined.

MATURE TREES

Mature trees, both evergreen and deciduous, are important natural resources throughout the study area. Besides their importance as wildlife habitat, tree masses provide scale, frame views and add visual interest to the landscape. The corridor is fortunate to have significant numbers of mature trees. Most of them are visible from Harmony Road.

ENVIRONMENTAL ISSUES

Air quality and water quality are two critical environmental questions which affect the Harmony Corridor. In 1989, the community took important steps toward addressing these issues comprehensively. The City's Natural Resource Division began working on a comprehensive environmental management plan that will focus on a variety of environmental concerns, including air quality. At the same time the City's Transportation Division started work on a comprehensive transportation plan that relates directly to air quality issues. These two divisions and the community are working together in a participatory process to establish the best way to balance the trade-offs and address the air quality problem in this community. At the same time the Stormwater Utility is studying the issue of stormwater runoff and water quality.



Mature trees along Harmony Road frame views and add visual interest to the corridor.

PUBLIC UTILITIES

ELECTRICAL

The City provides electrical service within the incorporated city limits. As areas are annexed the City assumes service. Portions of the corridor still in the county receive electrical service from either the Public Service Company of Colorado (PSCO) or the Poudre Valley Rural Electric Association (REA). Conversion from an existing electric utility to City electric utility service is done at no cost to the customer. The City is committed to providing electrical service underground rather than through overhead power lines.

Street lighting along Harmony Road will be installed as development and street improvements occur. Standard lighting for arterial streets uses 30 foot poles, with extended arm, cobra-head type fixtures. It is anticipated that in general, light poles along Harmony Road will be placed at the edge of the roadway in an alternating pattern, approximately 175 feet on center. The light source will be 400 watt high pressure sodium bulbs.

Funding for standard lighting comes from development fees and lighting district assessments. Lighting is installed along entire improvement areas, and costs are recaptured from undeveloped areas at the time of development.

WATER AND WASTEWATER

It is anticipated that most of the Harmony Corridor will be serviced by the City's Water and Wastewater Utility, although the Fort Collin/Loveland Water District will continue to provide service to developed areas near College Avenue. The City's system of existing and proposed water and sanitary sewer mains is shown on Maps 4 and 5. Currently water service is provided through a series of relatively small water lines. As growth in the corridor continues, a major transmission line will be needed to provide service. The City Water Utility has completed the conceptual design and route selection for the Harmony Transmission Main, which extends between Shields Street and County Road 9.

Currently, wastewater service at the extreme eastern edge of the corridor would require a force main and pump station. However, the Wastewater Treatment Master Plan completed in 1990 calls for construction of a new wastewater treatment plant downstream. This would allow the eastern part of the Harmony Corridor to be served by gravity flow. The new wastewater treatment facility would not be on line before 1999.

The extension of water mains and sanitary sewers which are in or near the existing water distribution and wastewater collection systems is dependent upon many factors. In most cases, new development and the associated increases in water demand and wastewater flows are the primary reasons for these improvements. The installation and the cost of water mains and sanitary sewers to serve new developments are the responsibility of the developer. When the City requires improvements to serve areas beyond the immediate development, the City pays for oversizing.

STORMWATER UTILITY

The City's Stormwater Utility is a special purpose division within the City that protects the public's health, safety and welfare through effective stormwater management. Its responsibilities include flood control, development plan review, construction, operation and maintenance of stormwater facilities and long range planning.

Regional drainage facilities identified in the master storm drainage plans for the Harmony Corridor include a major drainage channel to carry flows from the Fossil Creek Reservoir Inlet to the old quarry just east of County Road 7. The concept plan indicates that the channel would be visible from Harmony Road.

Although the Stormwater Utility currently does not regulate stormwater quality, it is moving in that direction. The Environmental Protection Agency (EPA), an agency of the Federal government, published regulations in 1990. These regulations emphasize best management practices to control the pollutant source and apply to all municipalities in the United States. Fort Collins has already initiated activities in regard to these regulations.

The Stormwater Utility has started to inform the public about stormwater quality, inventory the City's storm drainage system and monitor water quality in local streams and major outfalls. In addition, the utility is conducting research at two recently developed commercial projects in Fort Collins. The two pilot projects use state of the art technology to monitor and improve the quality of stormwater runoff before it leaves the site. The utility is in the process of developing erosion control criteria for construction activities in the Fort Collins area and is collecting information to initiate a water quality management plan for the Mail Creek and Fossil Creek drainage basins.

All of these advance planning measures combined will enable the utility to determine the magnitude of the problem and the best way to effectively manage stormwater quality in Fort Collins.

TRANSPORTATION

TRAFFIC AND ACCESS

Harmony Road's importance as a transportation corridor for the City of Fort Collins cannot be overestimated. Carrying in excess of 28,000 vehicles to and from Fort Collins each day, Harmony Road is one of the community's major transportation links to Denver and other communities along the Front Range. In response to increasing development pressure and in recognition of the importance of Harmony Road as a gateway corridor and major arterial street, the Harmony Road Access Plan was adopted in 1989. In this intergovernmental agreement the City, the State Division Highways and Larimer County agreed to access points and future signal locations between Boardwalk Drive and I-25. Future access for development along Harmony Road must be in conformance with the Access Plan. See Map 6. Any change to access location or access type from those identified in the Access Plan requires an amendment.

Traffic counts for Harmony Road were taken in the fall of 1989. Currently all intersections operate at level of service “C” or better, meaning that the highway is operating below its maximum capacity and is providing acceptable levels of service. It is anticipated that when the corridor is built out, traffic volumes on Harmony Road will approach 30,000 vehicles a day. It is anticipated that Harmony Road will eventually be widened to three travel lanes in each direction to maintain acceptable levels of service.

At the present time the State Division of Highways controls the speed limit along Harmony Road. It varies from 55 MPH near I-25 to 40 MPH closer to College Avenue. It is expected that when the corridor is fully developed, the speed limit will be reduced to 40-45 MPH. How and when the speed limit will change is dependent on a variety of factors, including traffic volume and safety.

STATE VERSUS LOCAL CONTROL

Since Harmony Road is a state highway, decisions regarding roadway improvements, future widening, landscaping in the right-of-way and maintenance are decisions made by the State Division of Highways. The goals and objectives of the State may not always parallel those of the community. In recent years, City staff has maintained a good working relationship with the Division of Highways and has been able to negotiate acceptable solutions when State and local goals have varied.

A good example of this cooperative spirit is the Harmony Road Access Plan.

While the Access Plan will provide a basis for agreement on transportation issues for years to come, it is likely that as the corridor continues to urbanize, the State and City will differ on issues relating to the visual quality of the roadway. Although plans for future widening of Harmony Road are not finalized, indications are that the State plans to widen the roadway to the center rather than to the outside and greatly reduce or eliminate the median. In regard to landscaping, the Division of Highways has a policy that discourages planting trees in the right-of-way and/or the median.

In recent years Harmony Road has functioned more as a local arterial street and less as a state highway. Recognizing this trend, the State has indicated a desire to work toward placing Harmony Road under local control.

LAND USE PLANNING

For the past ten years, the City has promoted a mixed land use concept in Fort Collins because of the associated social, economic and environmental benefits. One of the most important reasons for mixing land uses relates to transportation. Locating employment centers, shopping centers, recreational opportunities and residential areas in close proximity to each other shortens the distance people need to drive to work, shop, and play.

It also encourages alternative modes to transportation such as walking and bicycling. Besides the convenience and associated lifestyle benefits, mixed land use, by shortening trip length and eliminating some trips altogether, can have a positive effect on air quality.

The present trend of large employers to develop in “campus-like” settings is evident along Harmony Road. While these settings are visually attractive and offer recreational benefits for employees, this kind of low density development makes efficient transit service difficult.

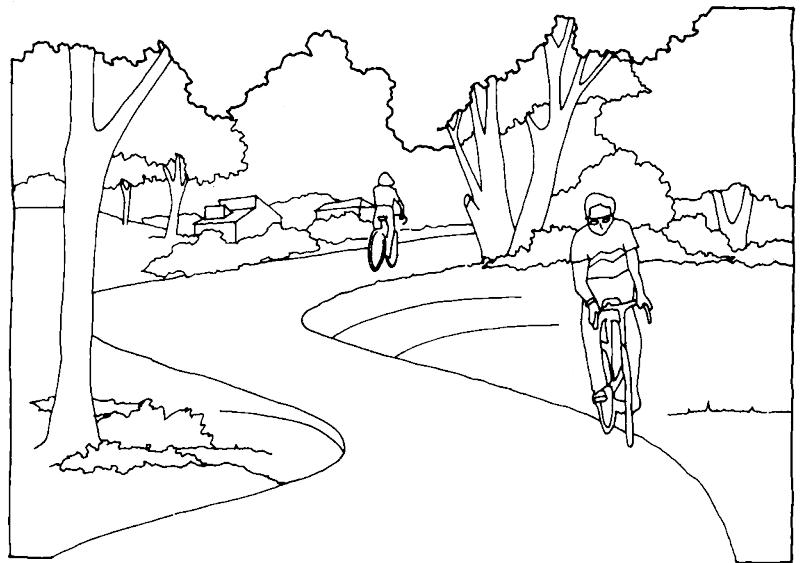
ALTERNATIVE MODES

While land use planning attempts to provide opportunities to work, shop and play close to home, the lack of pedestrian linkages, bikeways and safe crossings along Harmony Road make it difficult to walk or use a bicycle as an alternative mode of transportation. Sidewalks are built as development occurs. Signalized intersections and crosswalks are added as traffic volumes increase. As the corridor gets closer to complete build out, pedestrian linkages will be more complete and useful.

At the present time, Harmony Road does not have a designated bike lane. Some bicycle commuters use the road shoulder; however, the shoulder does not exist in all locations. The speed and proximity of passing vehicles can be dangerous for bicyclists.

Public transit does not serve the corridor now but may be available in the future, as employment opportunities increase. Low density development makes it difficult to provide transit service cost effectively. The Transit Development Program, a 5-year strategic plan adopted by City Council in 1990, focuses on serving transit dependent populations, including the elderly, people with low incomes, the disabled and students. Demographics show that the highest concentrations of transit dependent people live in the northwest portion of the city. Focusing of limited resources has resulted in the elimination of transit service along Harmony Road east of College Avenue for the short term future.

Mixed land uses encourage alternative modes of transportation such as walking and bicycling.



Some commuters that use I-25 to travel to other cities to work have started car pooling. Currently, people park their cars on the north side of Harmony Road just west of the I-25 interchange and travel with other people commuting to the same location. Commuter Pool is a ride share/ car pool program operated by the City which currently serves this area and could provide service to local employees as well as those who drive to Denver.

LONG RANGE PLANNING

Another factor affecting the future of transportation in the Harmony Corridor will be the Fort Collins Area Transportation Plan expected to be complete in 1991. The Plan will identify all transportation systems needs and evaluate the social, economic and environmental impacts of alternative land use and transportation models. The goal of the Plan is to establish transportation policies, facilities and implementation schedules that will guide the future development of this community through the year 2010. The Plan will identify future street needs, identify new street locations, create opportunities for bicycle and pedestrian travel and determine the role of transit in our community.

LAND USE/ZONING

EXISTING LAND USE

Harmony Corridor contains approximately 3,090 acres and is 37% developed. It already contains a wide variety of land uses. See Maps 7A and 7B. The Chart on the next page summarizes some land use statistics that help describe the corridor.

Residential land uses occupy the largest amount of developed property. There are approximately 2,322 dwelling units in the planning area for a total population of approximately 6,150 residents. Although the residential areas are single family oriented, there is significant multi-family development. The corridor also contains two large mobile home parks. Single family lots range from approximately 6,300 square feet to nearly an acre in size and home prices vary considerably from \$55,000, to over \$350,000 in current dollars. Almost all of the residential areas were constructed within the last decade, with the exception of Fairway Estates located south of Harmony Road near College Avenue, which has existed for more than twenty-five years.

Industrial uses occur at dispersed locations in the corridor area. The uses are predominantly research, manufacturing and office/warehouse. With the exception of Hewlett-Packard, the major users are located in Golden Meadows and Oakridge industrial parks. Collectively these industrial developments represent a significant portion of the community's employment base.

Only a small portion of the corridor is currently developed as retail and is found clustered near College Avenue, in the vicinity of Boardwalk Drive and near the I-25 interchange. A community/regional shopping center at Boardwalk Drive includes a PACE Membership Club Warehouse. A grocery store and a builders supply store are planned to be part of the same center. There is a scattering of office space occurring mainly between Boardwalk Drive and Timberline Road in two major centers: Boardwalk Office Park and Oakridge Business Park.

Other notable land uses include: Mountain Crest Hospital, a private psychiatric hospital; several churches; Harmony Cemetery; Werner Elementary School; as well as Landings and Golden Meadows Parks.

The variety of land uses and amenities already existing in the corridor, combined with the fact that the corridor has large, vacant, fully-serviced tracts of land for development, makes it unique in Fort Collins.

ANNEXATION

Only 60% of the study area is currently within the city limits. See Map 8. Properties adjacent to city limits and eligible for annexation are required to annex prior to development, while properties located within the Urban Growth Area (UGA) and not eligible for annexation are required to go through a City-County joint review process.

HARMONY CORRIDOR LAND USE STATISTICS

Land Use	Acres	Percent of Total
Residential	481	
Industrial	190	16%
Institutional	53	6%
Retail/Office	69	2%
Right-of-	341	2%
Undeveloped	1,956	63%
Total Land Area	3,090	100%

Both the City and the County encourage developers to annex prior to development to ensure that urban level development standards are maintained. Properties located east of I-25 are outside of the UGA and would develop under County regulations.

ZONING

Of the property located within city limits; 43% is zoned residential; 25% is zoned industrial; 16% is zoned for retail/office; 5% is zoned for mobile homes; and 11% is zoned transitional. See Map 8. Properties located in unincorporated Larimer County have a combination of farming, commercial and industrial zoning designations.

It is important to note that most of the properties within the city limits and currently undeveloped have a PUD condition attached to the zoning designation. This does two things: 1) Properties will be developed as planned unit developments (PUD) and reviewed under the criteria of the LAND DEVELOPMENT GUIDANCE SYSTEM (LDGS). 2) Developers will be allowed to propose a wider range of land uses than otherwise permitted under the zoning classification. When properties are annexed into the city, the City Council has typically attached a PUD condition to the zoning. In effect, most of the currently undeveloped property within the corridor will eventually be planned and developed under the criteria of the LDGS. The guidance system gives landowners considerable flexibility in developing their property as long as the project conforms to certain criteria designed to protect and improve the health, safety, convenience and general welfare of the people of Fort Collins.

The City's GOALS AND OBJECTIVES and the LAND USE POLICIES PLAN encourage mixed land use for the social, economic and environmental benefits associated with it. Locating employment centers, shopping centers, recreational opportunities and residential areas in close proximity to each other encourages people to drive less and walk or use bicycles more. The LAND DEVELOPMENT GUIDANCE SYSTEM is a development review system designed to implement the City's land use goals, objectives and policies.

Under this system, the development potential of any particular site is evaluated on its own merits – size, shape, location, natural features, site development concept and its effect on surrounding land uses – rather than according to a predetermined zoning district classification. This performance zoning system, developed and used extensively in Fort Collins for the past decade, has achieved national recognition as a creative and effective land use management tool.

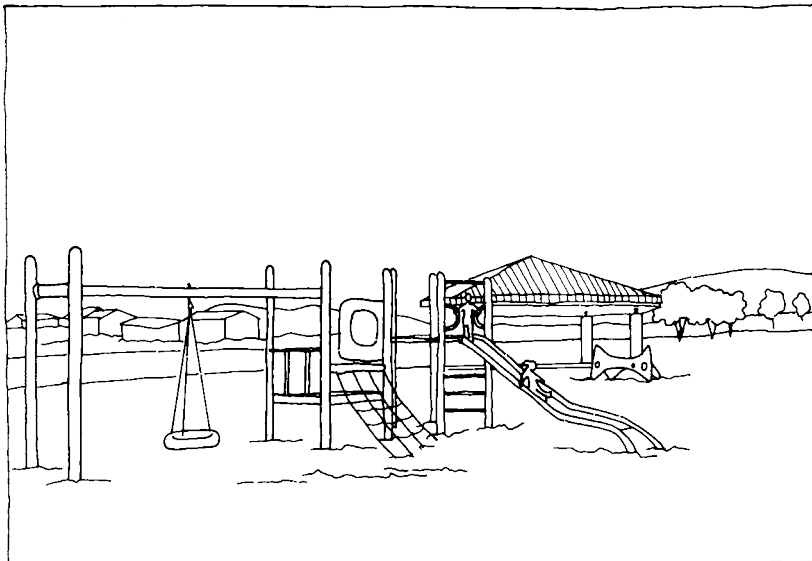
LARIMER COUNTY

Larimer County adopted a comprehensive land use plan in 1988. Land areas in the Harmony Corridor, but outside of the Fort Collins city limits are categorized in the plan. Properties west of I-25 are designated “Municipal Expansion Area/Urban Development Area” meaning that future municipal boundaries are expected to expand to include these areas. Properties east of I-25 are designated “Rural” meaning that “these areas are protected for agricultural uses and other low intensity uses requiring large land areas and low service needs.” The Larimer County Zoning Ordinance, however, indicates that these areas (east of I-25), are zoned C-Commercial and I-Industrial. These zoning district designations allow a much wider array of land uses.

PLANNED RECREATION FACILITIES

The City has already purchased 100 acres of land including Portner Reservoir, to develop Fossil Creek Community Park. In addition, the City's 1989 PARKS AND RECREATION MASTER PLAN recommends that a community park be developed to serve the southeast portion of the community. A tentative location for this park is near the Cache la Poudre River northeast of the study area. The historic Strauss Cabin, combined with the natural setting of the Cache la Poudre River, make this area an ideal location. The master plan also projects that an additional 18-hole golf course will be needed by the community by the year 2000. The natural features of this site would provide an attractive setting for a golf course.

Landing's Park provides recreational opportunities for neighborhood residents.



The City's proposed recreational trail system intersects and surrounds the study area. At this time only a general location for the trail has been defined. As development occurs, more specific trail locations will be selected and easements for the trail will be acquired through dedication and/or purchase. Acquisition of open space in the foothills, along the Cache la Poudre River and in the Fossil Creek floodplain is emphasized in the City's PARKS AND RECREATION MASTER PLAN. Since part of the study area lies within the floodplain of the Cache la Poudre River, there may be potential for open space acquisition as well as park and trail development in this scenic corridor.

Neighborhood parks are acquired and developed when funds become available through parkland fees paid by residential development. Community parks are usually funded through bond issues or special sales taxes, after population in the vicinity grows and demand for the facility increases. The City uses Colorado lottery funds for acquiring and developing trails and open space. The City is committed to completing as much open space and trail development as lottery funds will finance.

CULTURAL SERVICES

Currently all cultural services offered by the City – Lincoln Center, the museum and the public library, are located near downtown. It is likely that additional facilities, such as a branch library to serve the south part of Fort Collins, will be needed at some point in the future.

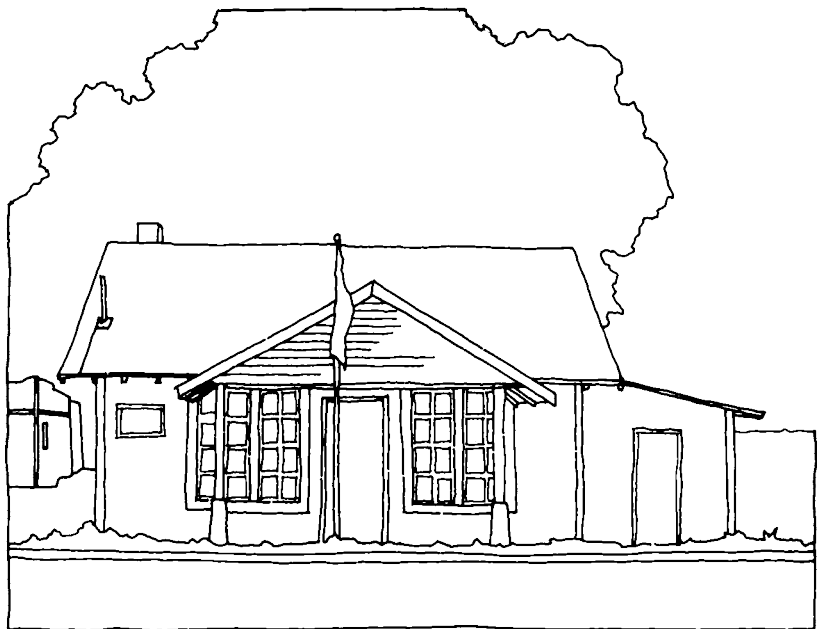
Some of the historic buildings and sites in the corridor are potentially eligible for the National Register by virtue of their architecture, the people who lived in them, or because of their association with events that have made a significant contribution to the broad patterns of our history. See Map 9. Some of the more significant buildings and sites are depicted on the following pages.

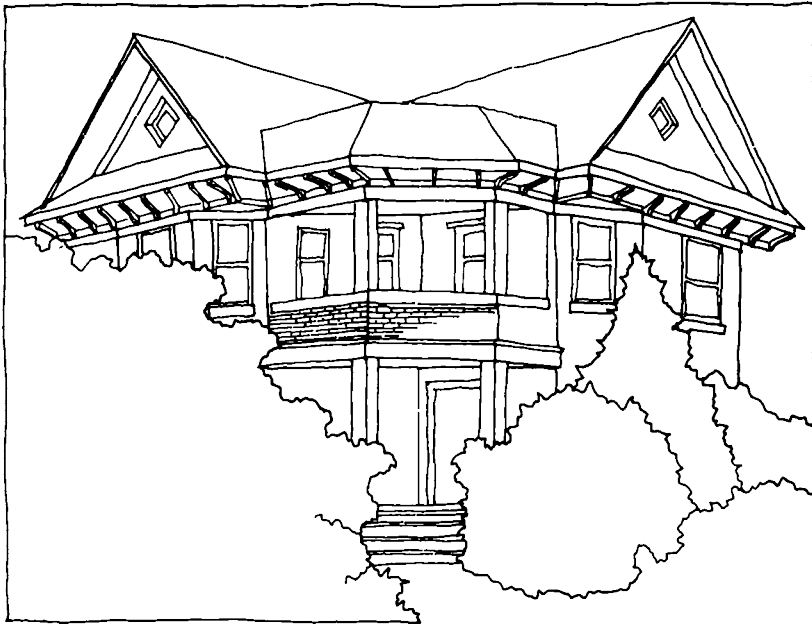
HISTORICAL RESOURCES

Before there was a Harmony Road there was a small agricultural community named “Harmony”. The Settlement was established as early as 1870. Farming was the mainstay of the community with over 4000 acres being cultivated in 1881. Crops included fruit trees, small fruits, grasses, wheat, corn, barley, oats, and timothy. Names of local farmers such as McNally, Brown, Preston, Baxter, Brockway and Webster suggest predominantly English and Scottish heritage.

The “Harmony Store”, a grocery store, post office and eventually a gas station, was the center of town. Located at the northwest corner where Timberline Road and Harmony Road intersect, the building still exists today. The original school, located west of Harmony Cemetery, was eventually replaced by a newer school which still exists at the northeast corner of the same intersection. There was a stockyard north of Harmony Road along the Union Pacific railroad tracks and a grain elevator on the south side. Several historic residences still exist.

Harmony Store-Located at the northwest corner of Timberline Road and Harmony Road, the old Harmony Store served as a grocery store, post office and town center for early residents of Harmony.



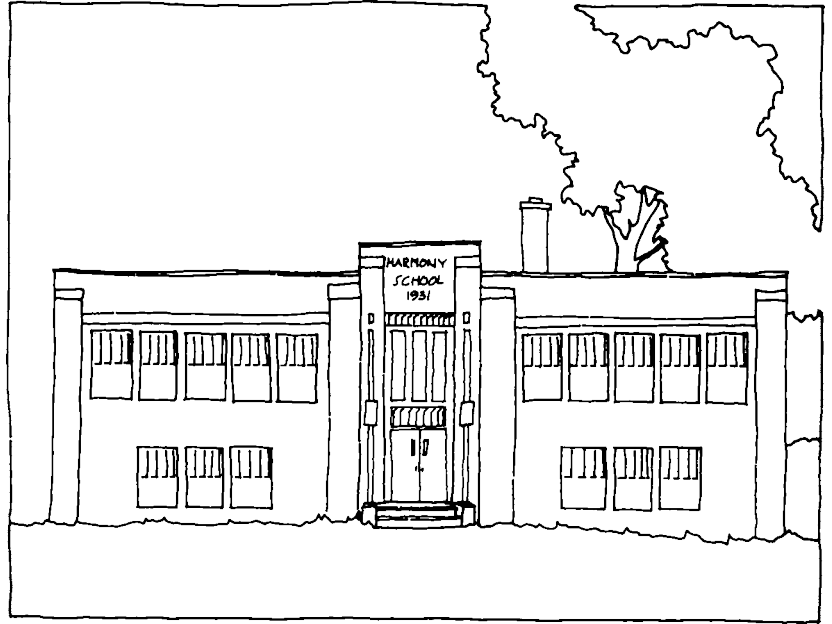


Brownell House-Built circa 1890, this two-story brick house located at 3105 East Harmony Road is architecturally significant because it is distinctively characteristic of the type, period and method of construction of the American Queen Anne Style.

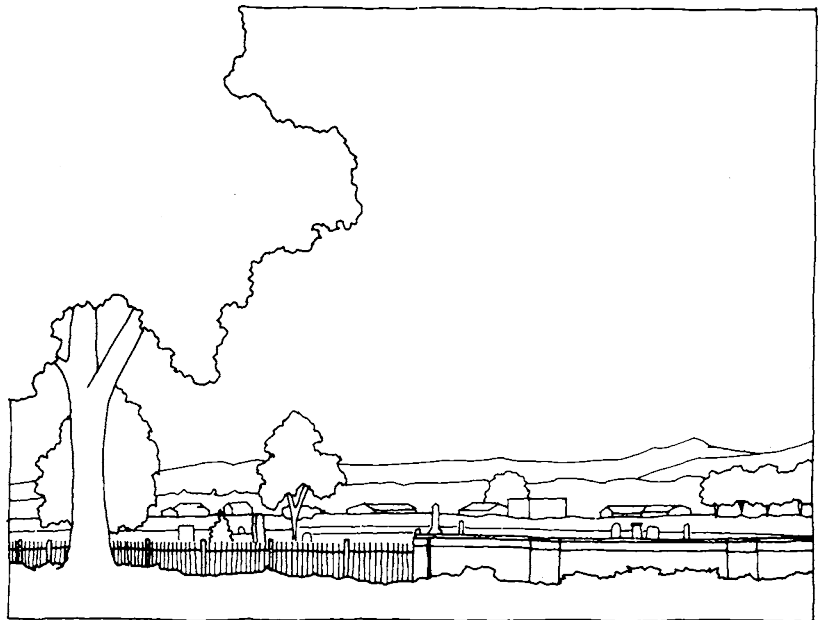


Preston Farm-Benjamin Preston, Jr. was an immigrant who came to the area in the 1860's, started with very little and eventually became a respected farmer and somewhat of an agricultural innovator. The Preston Farm is significant because of Mr. Preston's prominent role in local history, the elaborate and essentially unaltered Victorian frame house and because it is a complete working farm associated with the history of this area.

Harmony School-Built in 1931 during the depression, this building is a good example of art moderne.



Harmony Road Cemetery-This original cemetery is an important part of the community's heritage. It has been tastefully renovated and is maintained by Oakridge, the business/industrial park located adjacent to it.

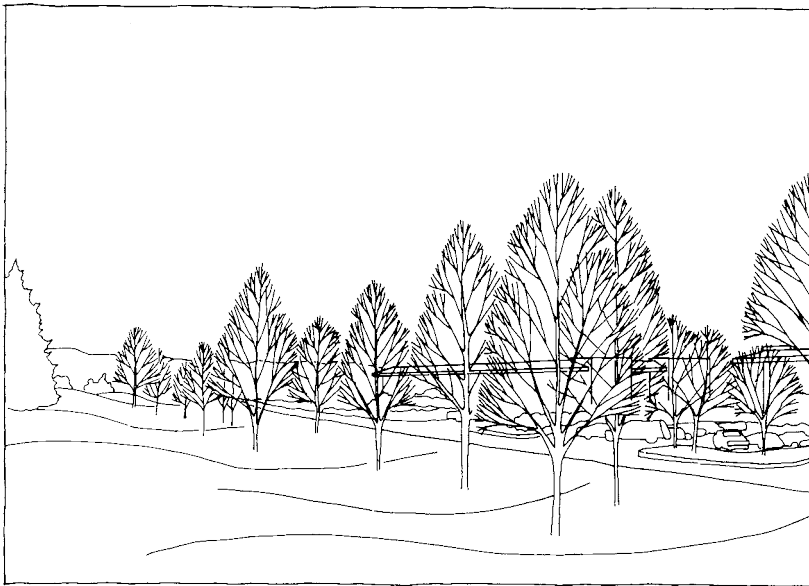


VISUAL ANALYSIS

Visual analysis is a complex concept. Photography and field investigations were used to analyze the visual quality of the Harmony Corridor as perceived by a motorist driving along Harmony Road from I-25 to College Avenue. Three factors combine to create the perceived visual quality of the corridor: quality and maintenance of the built environment, visual orderliness and vegetation. Long range views to Longs Peak and the Front Range are evident throughout the corridor and also play an important role in the overall visual quality.

The gateway to the corridor at the I-25 interchange has many positive visual attributes. Riparian vegetation identifies the river's meandering path. The natural scenic qualities of the river, the floodplain, wetlands and associated vegetation is enhanced by the dramatic backdrop of Longs Peak and the Front Range.

Hewlett-Packard facility located at the top of the ridge.

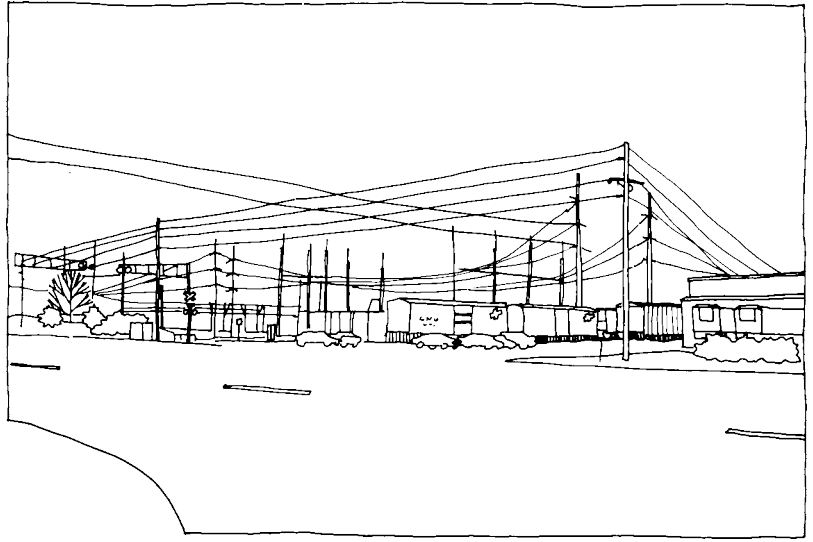


Existing development located immediately west of I-25 detracts from the scenic qualities of this entry. The commercial buildings rate low in both architectural quality and visual orderliness. Significant vegetation helps soften the general appearance.

Masses of cottonwood trees and lakes located along the north side of the road add to the visual richness of the gateway area. Traveling to the top of the ridge and out of the floodplain, the landscape character of the corridor changes to a mixture of agricultural fields and high quality business/industrial development. The Hewlett-Packard facility located just at the top of the ridge is particularly impressive with its wide setback and handsomely landscaped grounds. This development along with several others in the corridor have set a precedent of wide setbacks and naturalistic berming along Harmony Road. The overall effect is spacious, uncluttered and very attractive. Masses of mature trees are interspersed throughout the corridor framing views and providing visual diversity. Overhead power lines are noticeable along most of Harmony Road, predominantly on the north side. It is anticipated that most of these lines will go underground as land is annexed and the area is served by City of Fort Collins Light and Power.

Traveling further west, development increases, the type of development becomes more diverse and the overall visual quality decreases. The area around the Union Pacific railroad tracks located at about the midpoint of the study area is problematic because of visual clutter created by warehouse-type structures, railroad and traffic control devices, overhead power lines and signage. On the positive side, Oakridge and Golden Meadows business parks located just west of the railroad tracks are further examples of high quality business/industrial development and landscape sophistication, helping to set the tone for future development in the corridor.

As one approaches College Avenue, setbacks become much narrower and are nonexistent in some areas, the quality of development decreases, the median ends and there is less vegetation at eye level to soften the visual clutter and intense development. This area is however, not without positive aspects. Recent developments located on the west side of the College Avenue intersection have provided wider setbacks and generous amounts of plant material to help soften the appearance of the intersection. Riparian vegetation along Mail Creek and an abundance of mature trees associated with the Pioneer Mobile Home Park are significant natural amenities which will become even more valuable as this area redevelops over time.

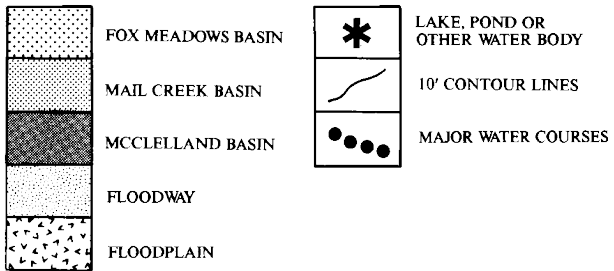
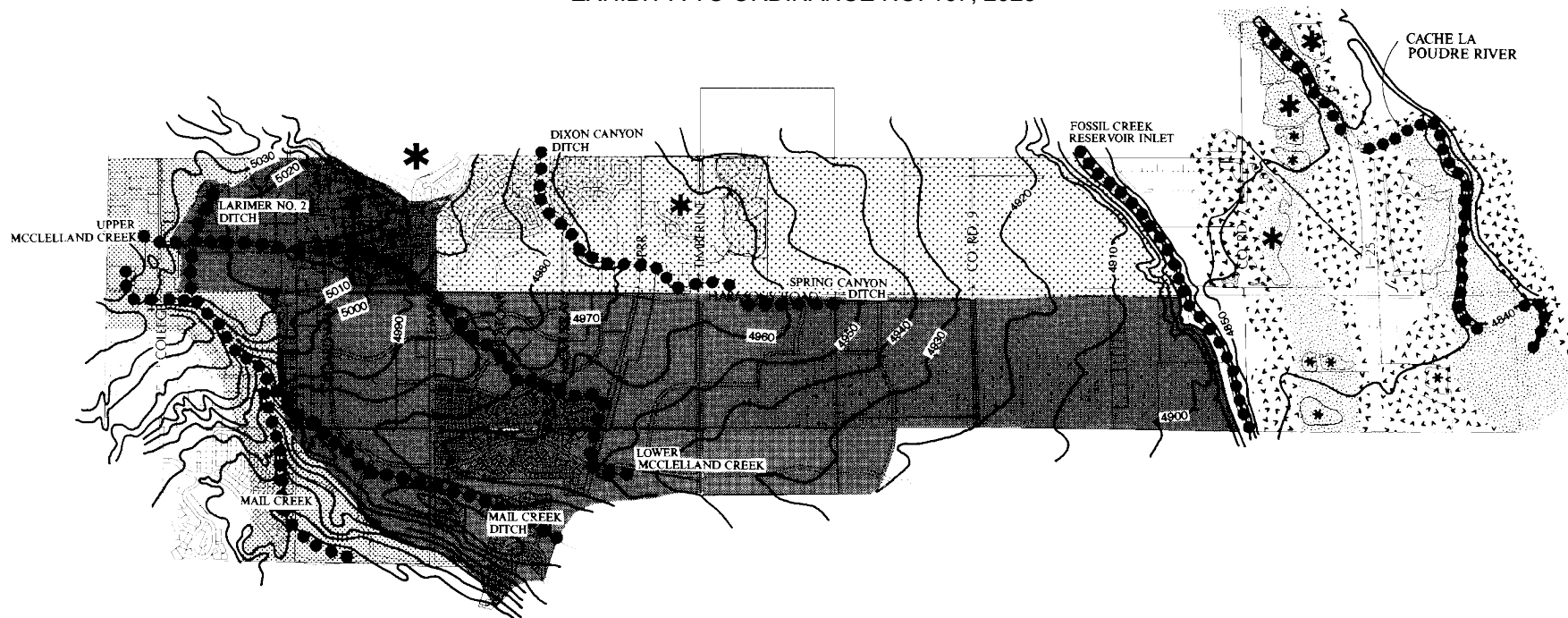


Visual clutter near the Union Pacific railroad tracks detracts from the attractiveness of the corridor.

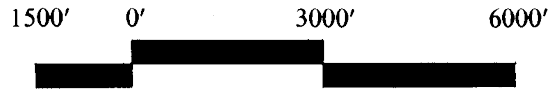
***HARMONY CORRIDOR:
THE PLAN***

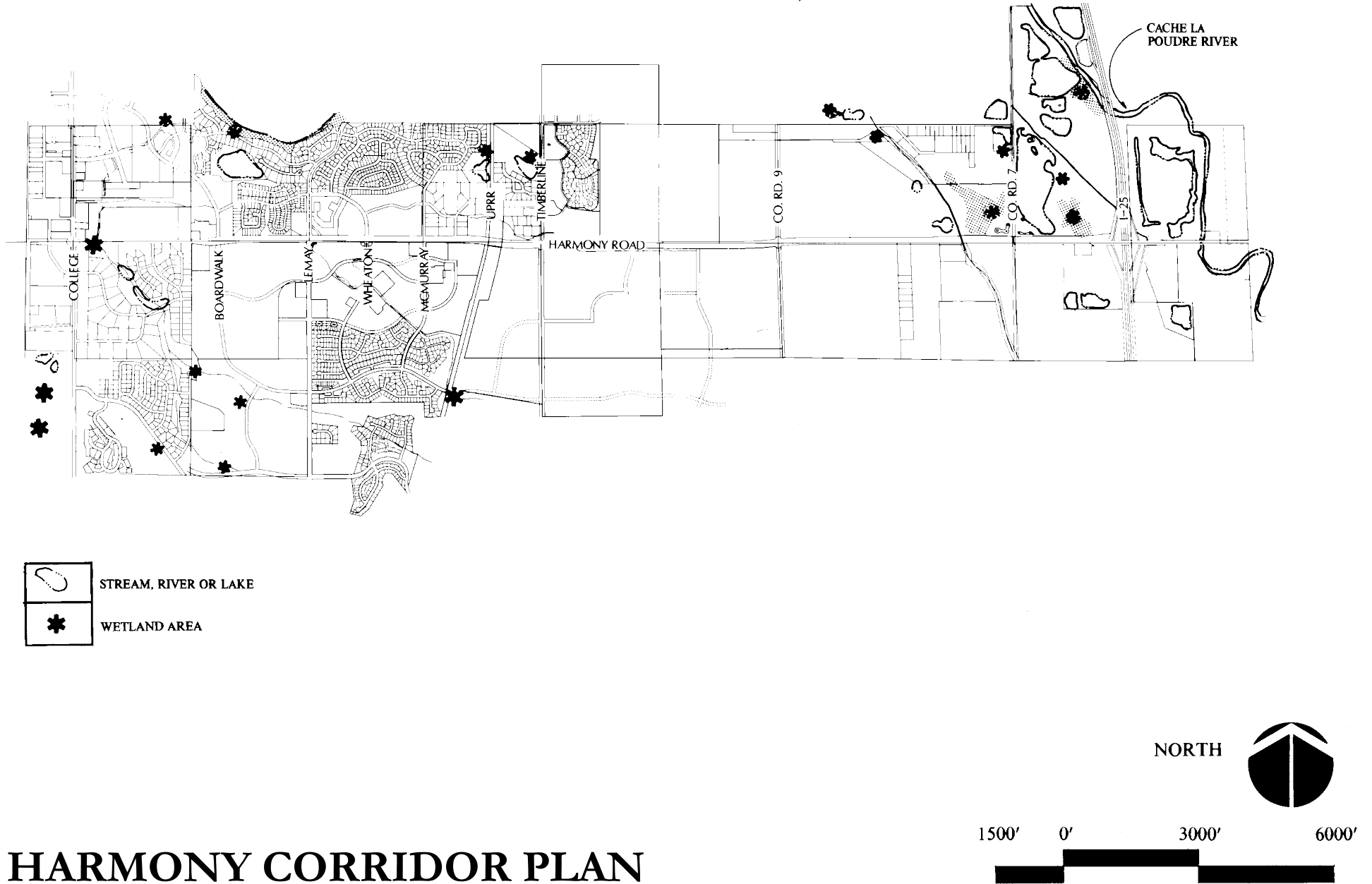
Analyzing existing conditions in the corridor led to the identification of potential problems and also revealed a myriad of opportunities. The corridor has large tracts of fully serviced land available for development. We have an opportunity to attract the kinds of business and industry we want for the corridor, instead of just reacting to what comes. The visual appearance of the corridor is linked to its livability and is also important economically. We have an opportunity to affect how the corridor will look in the future. The gateway area, located in the floodplain of the Cache la Poudre River is largely undeveloped. We have an opportunity to successfully balance natural resource assets and economic development at this important gateway entrance.

Three focus areas are defined in the Plan – LAND USE, URBAN DESIGN and THE GATEWAY. In each focus area issues are delineated and potential problems are identified. Alternative approaches for solving the problems and for taking advantage of the opportunities were generated and analyzed, resulting in recommended courses of action. The *Harmony Corridor Plan* is a projection of the corridor's future, indicating ways to resolve conflicts and take advantage of unique opportunities.



HARMONY CORRIDOR PLAN

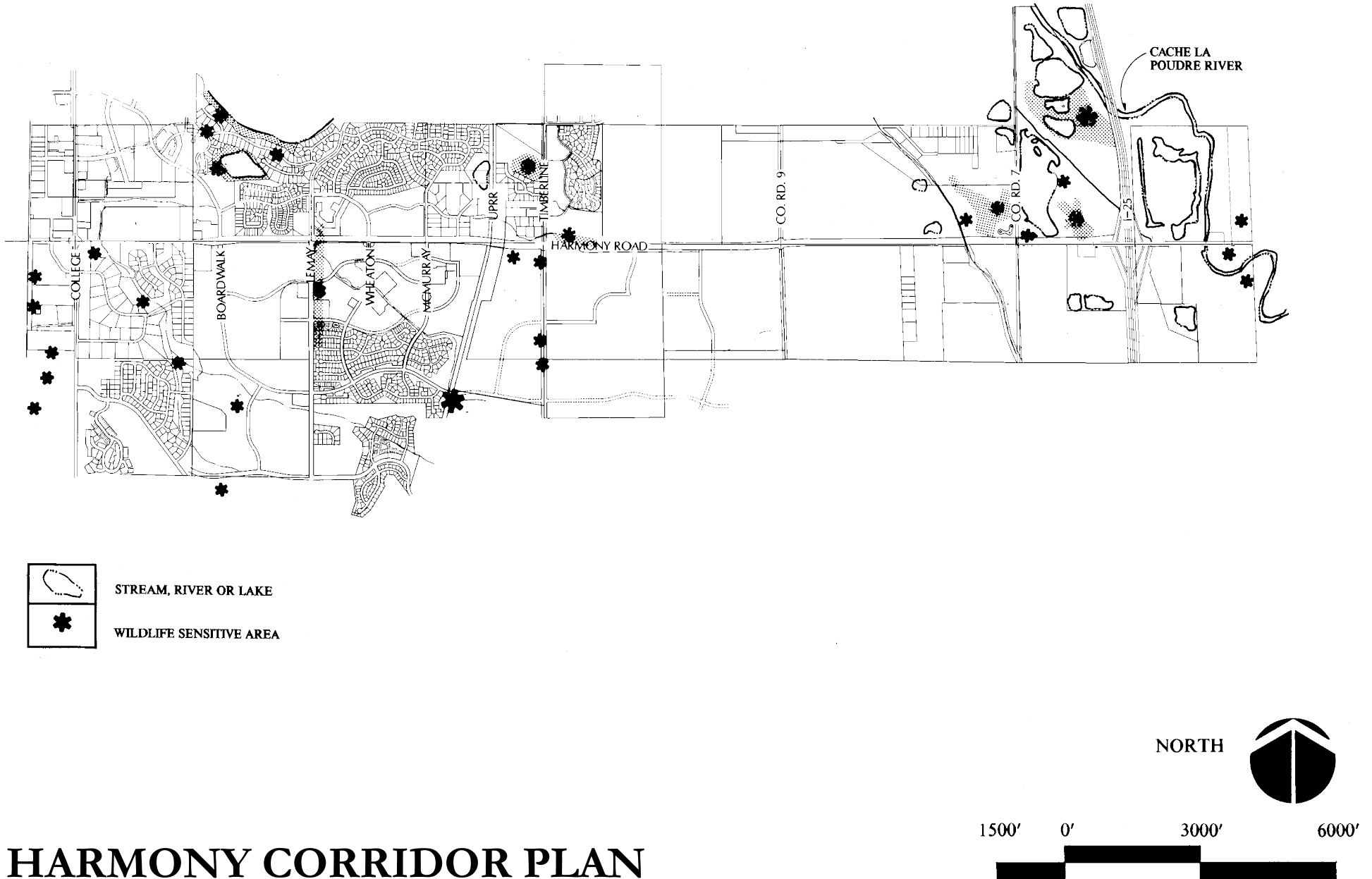




HARMONY CORRIDOR PLAN

WETLAND AREAS

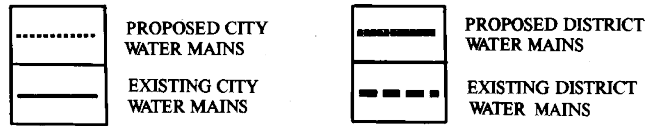
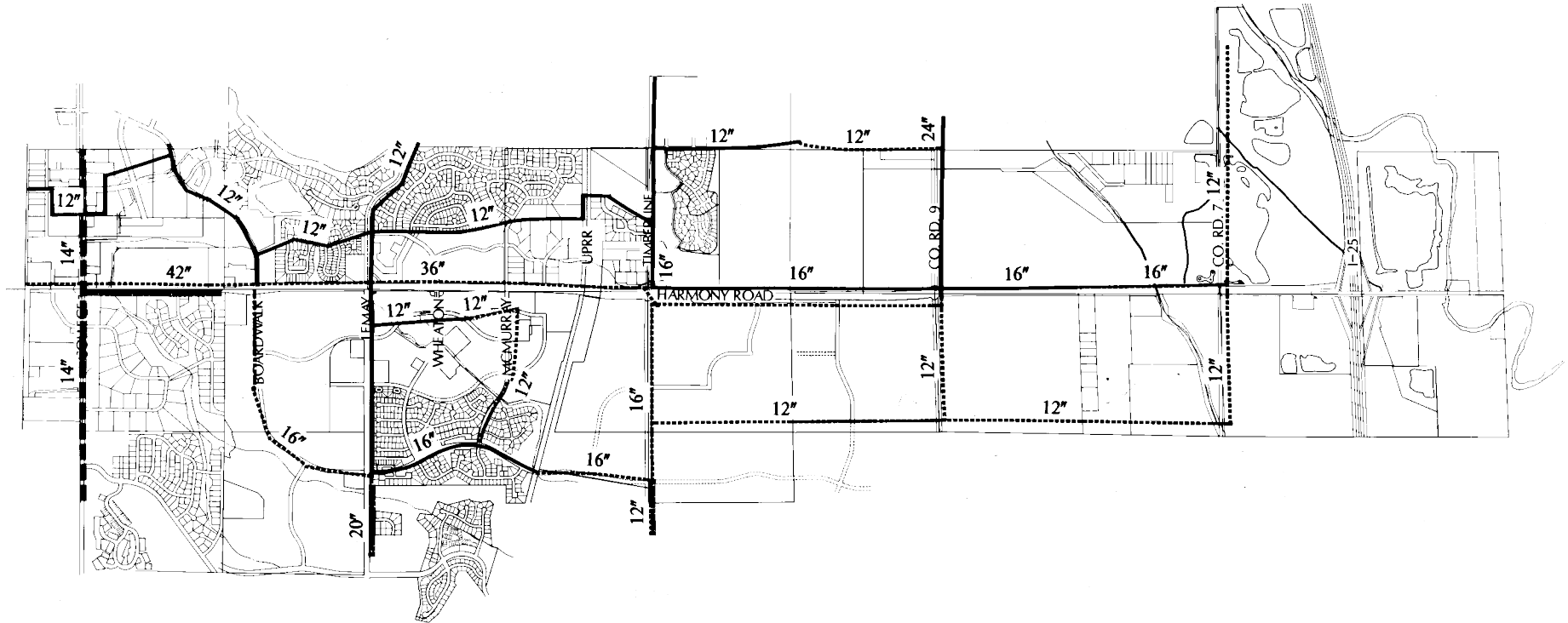
MAP 2



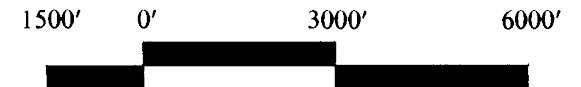
HARMONY CORRIDOR PLAN

WILDLIFE HABITAT AREAS

MAP 3



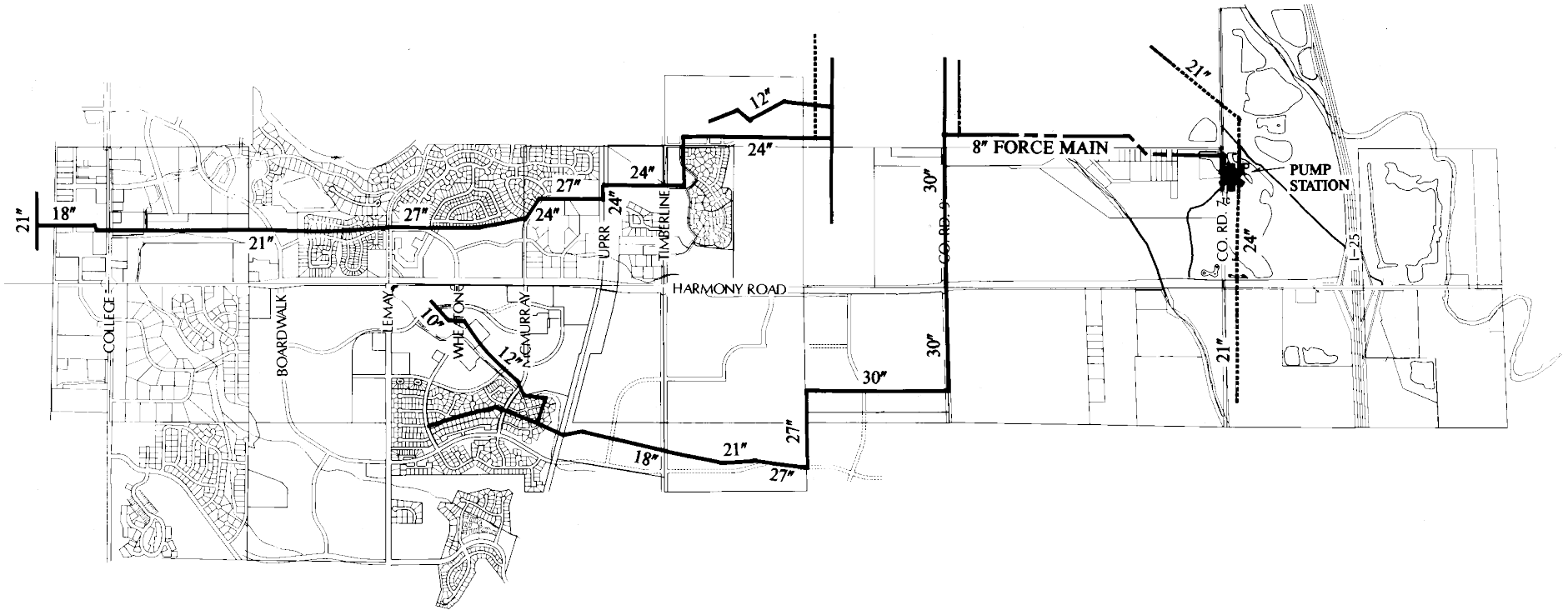
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HARMONY CORRIDOR PLAN

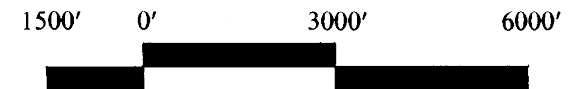
WATER

MAP 4



	EXISTING CITY SEWER LINES
	PROPOSED CITY SEWER LINES
	FORCE MAINLINE

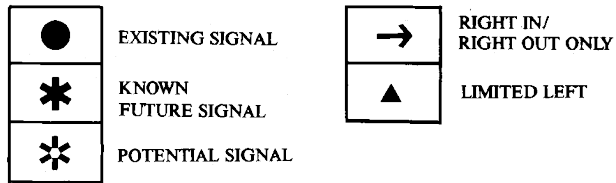
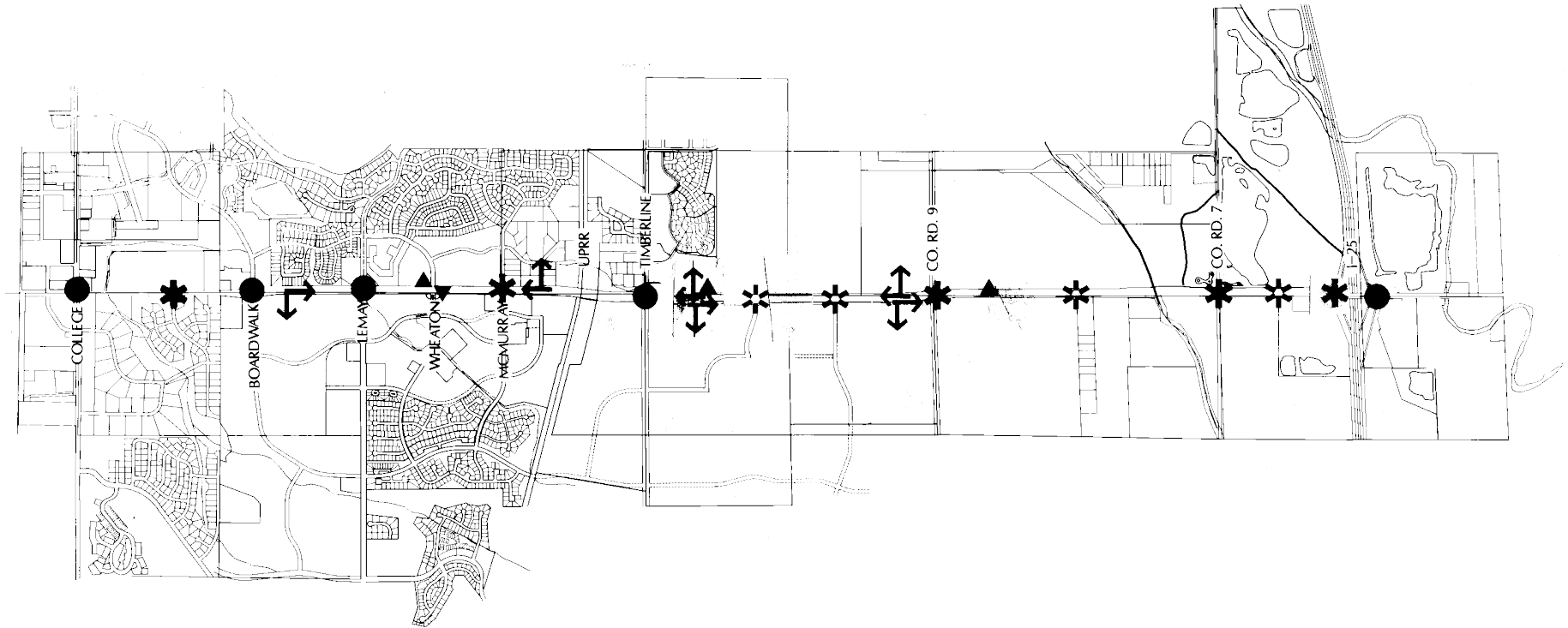
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HARMONY CORRIDOR PLAN

SANITARY SEWER

MAP 5



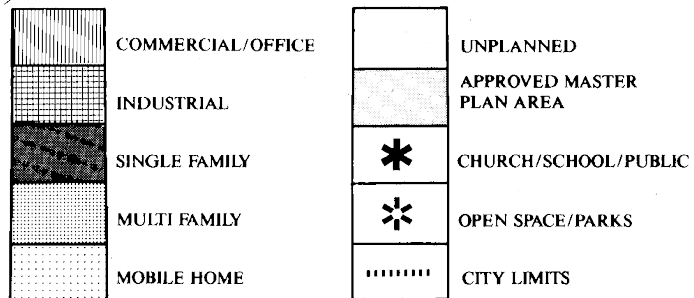
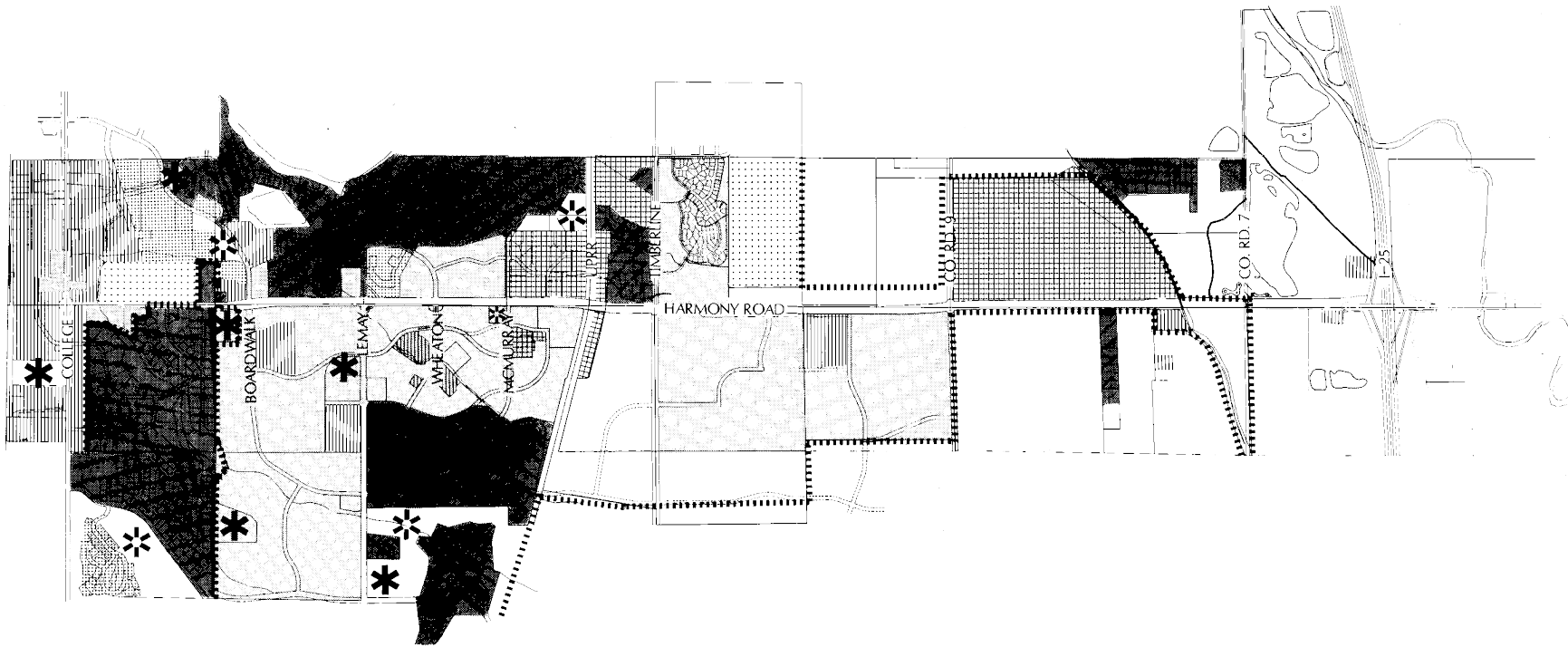
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HARMONY CORRIDOR PLAN

ACCESS PLAN

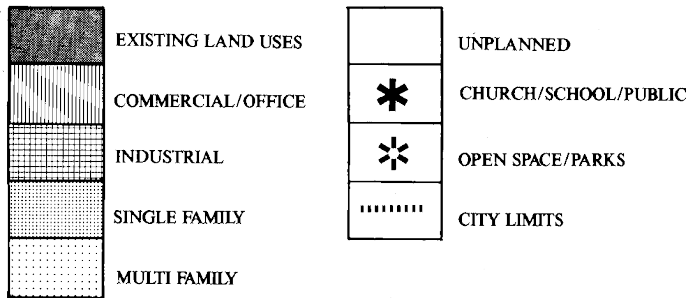
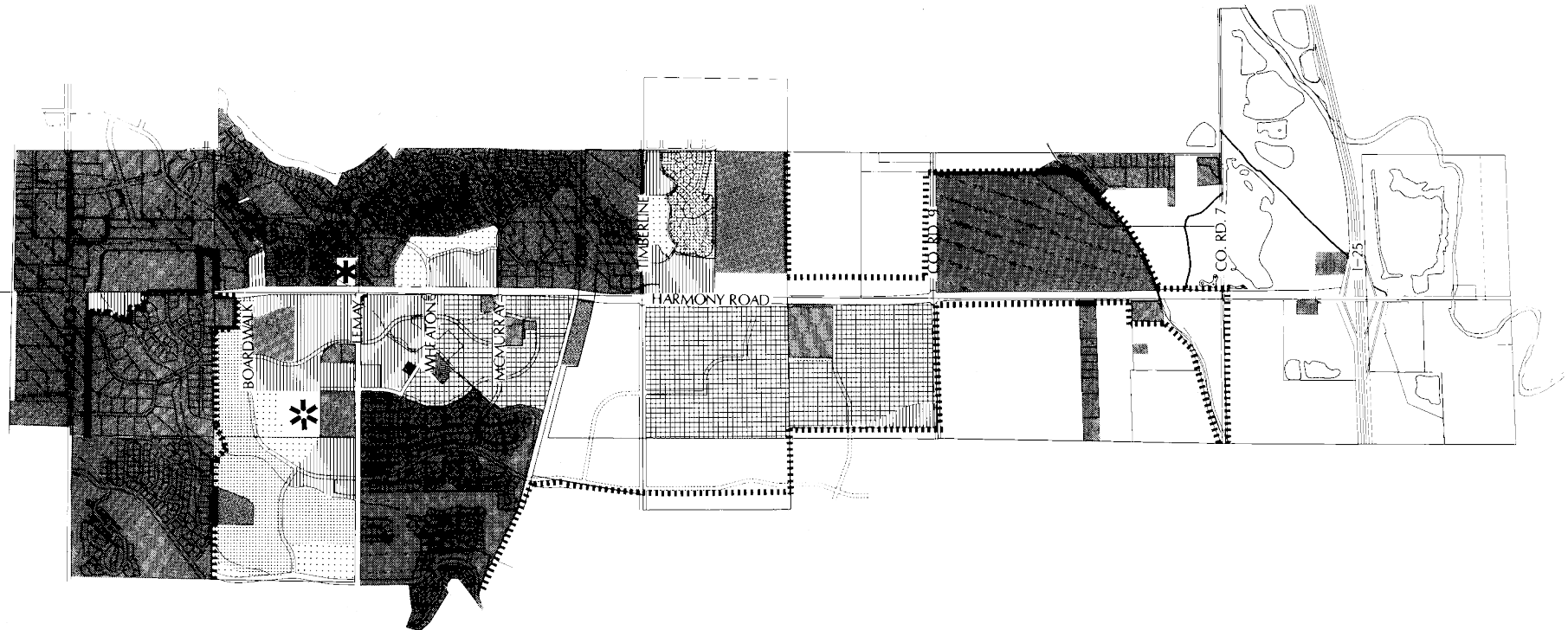
MAP 6



HARMONY CORRIDOR PLAN

LAND USE - EXISTING

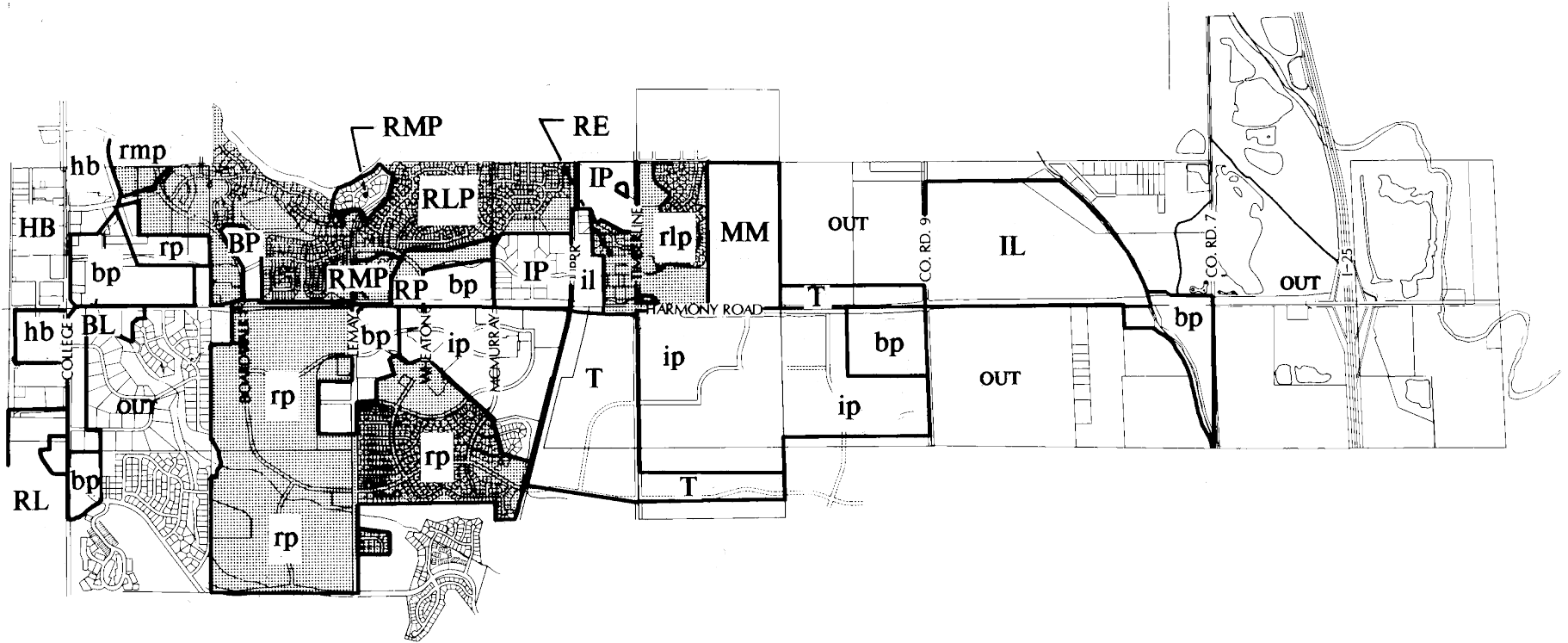
MAP 7A



HARMONY CORRIDOR PLAN

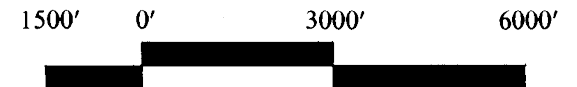
LAND USE - APPROVED MASTER PLAN AREAS

MAP 7B



HB	HIGHWAY BUSINESS	RP	PLANNED RESIDENTIAL
BP	PLANNED BUSINESS	RL	LOW DENSITY RESIDENTIAL
IL	LIMITED INDUSTRIAL	RLP	LOW DENSITY PLANNED RESIDENTIAL
IP	INDUSTRIAL PARK	RMP	MEDIUM DENSITY PLANNED RESIDENTIAL
T	TRANSITION	RE	ESTATE RESIDENTIAL

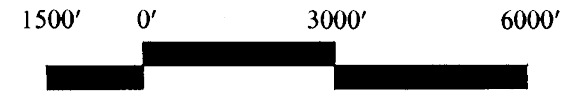
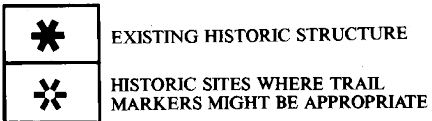
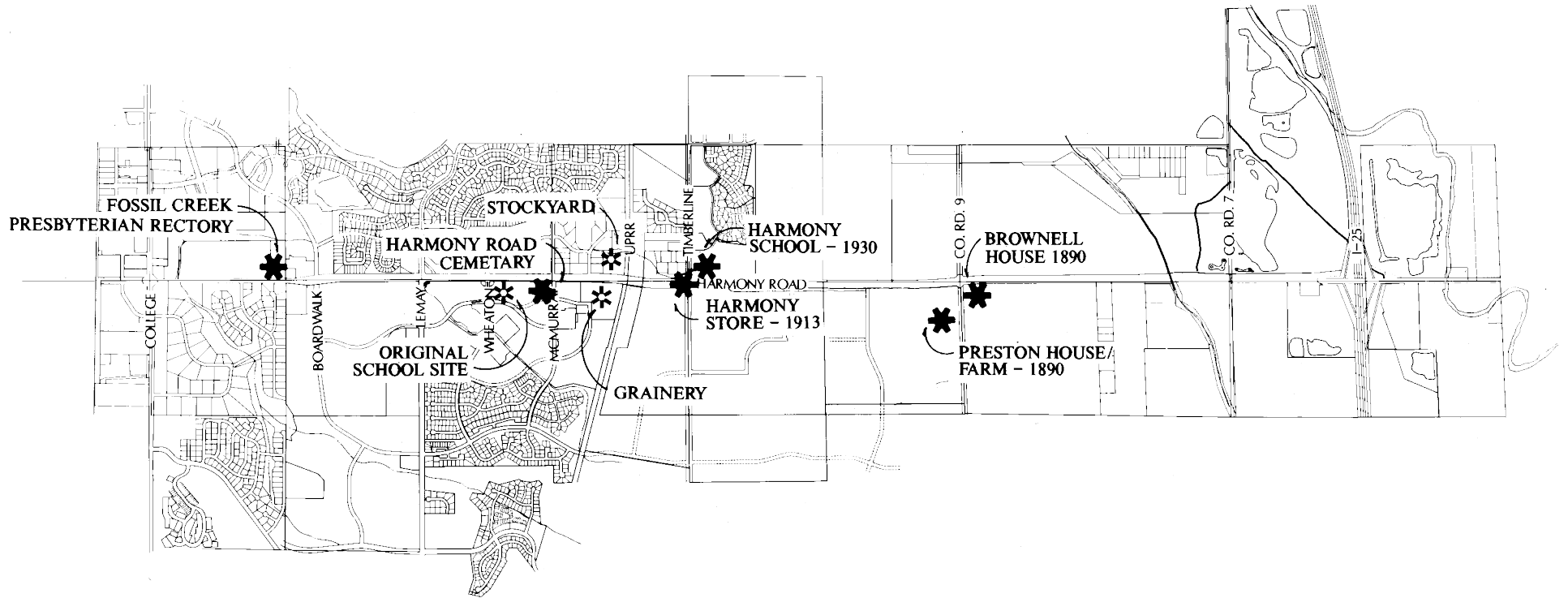
NORTH



HARMONY CORRIDOR PLAN

ZONING

MAP 8



HARMONY CORRIDOR PLAN

HISTORIC RESOURCES

MAP 9

3
LAND USE
Updated 2020 & 2025

The final test of an economic system is not the tons of iron, the tanks of oil, or miles of textiles it produces. The final test lies in its ultimate products – the sort of men and women it nurtures and the order and beauty and sanity of their communities.

LEWIS MUMFORD

INTRODUCTION

The national image enjoyed by Fort Collins as an excellent place to live and do business is well deserved. Few cities in the nation have a more spectacular setting, a more qualified work force, or a more pleasing climate. The Harmony Corridor represents a key opportunity to maintain and enhance the community's positive image and quality of life.

As the Harmony Corridor emerges as a focus of development activity in south-east Fort Collins, this is an opportune time to look at current development trends and determine what specific future land uses would be most desirable to complement other development in the area.

ISSUES

The issues surrounding future land use in the Harmony Corridor appear to focus on the need to manage development to achieve a level of quality consistent with the economic, environmental, visual and other "quality of life" objectives of the community; while guiding the corridor to become a major business center in northern Colorado that attracts desirable industries and businesses and, at the same time, provides effective transitions from residential neighborhoods.

Another important issue is the concern that the Harmony Corridor should not develop as a typical commercial "strip" with frequent curb cuts, inadequate landscaping, and highly fragmented development lacking coordinated site planning.

Finally, the corridor offers unique opportunities to attract desirable industries and uses that can provide long-term economic stability for the community. Fort Collins has the opportunity to choose which industries are important for its future. These choices will set the direction for the community's economy for the next forty years. In this regard, the issue appears to focus on the need for more predictability in guiding industries and businesses choosing to locate in the corridor area.

CURRENT LAND USE POLICIES AND REGULATIONS

The City's LAND USE POLICIES PLAN and LAND DEVELOPMENT GUIDANCE SYSTEM (LDGS) are the two documents which have been used most frequently to guide the planning and development of the corridor for the past ten years. The LAND USE POLILCIES PLAN (1979), an element of the City's COMPREHENSIVE PLAN, is the official statement of long range planning policy regarding a broad variety of land use planning issues including growth management, environmental protection, and locational policies for specific land use classifications.

The LAND USE POLICIES

PLAN does not dictate specific kinds or specific locations of land uses that could occur in the community, but does provide general guidance, with special emphasis that development be well designed and mitigate any negative impacts before they be allowed to develop.

Once the *Harmony Corridor Plan* is adopted, it will serve as an element of the COMPREHENSIVE PLAN and will supplement the LAND USE POLICIES PLAN for this section of the community.

The LDGS, on the other hand, is not a Plan. It is a land use regulatory mechanism, like zoning, which is used to implement the goals, objectives and policies of the LAND USE POLICIES PLAN and the COMPREHENSIVE PLAN.

The LAND USE POLICIES PLAN promotes the maximum utilization of land within the corridor, higher density development, phased growth, a mix of uses and concentrated building activity. The availability of public facilities, including streets, sewer, water, natural gas, and electricity, establishes the corridor as a preferred location for intense urban activity including a mix of residential, industrial, commercial and recreational uses. Properly designed, multiple use developments make sense from both a public and private standpoint. People can and should have the opportunity to live near where they work, where they shop, where they go out to eat, and where they find recreation.

The auto becomes less necessary, thereby relieving the transportation system and reducing air pollution. Directing growth to those areas of the community where utilities are already in place, saves money and makes more efficient use of the existing public investment in infrastructure improvements.

The adopted LAND USE POLICIES PLAN also encourages a variety of retail activity in the corridor, including community and regional shopping centers. Only neighborhood scale shopping centers are allowed in residential areas. Strip commercial development is discouraged in the LAND USE POLICIES PLAN in favor of compact shopping centers.

Transitional land uses or areas are also provided for in the Plan to be located between residential and commercial areas. All residential areas are encouraged to include a mix of single family and multi-family dwelling units of differing types and densities. Other uses such as parks and schools are also expected to develop in the future to serve the expanding residential areas.

Since the late 1970's, development in the Harmony Corridor has been especially attractive and sensitive to the unique characteristics and importance of the area. The decision by Hewlett-Packard to locate in this corridor has had the positive effect of attracting other light industries and office users. The quality of recent commercial and residential development in the area has also been very good.

The challenge at hand is to determine if any additional land use policies are needed which could improve upon, reinforce and enhance the pattern of land use occurring within the corridor.

PLANNING FOR THE FUTURE

INTRODUCTION

Both the City Council and the Planning and Zoning Commission have the responsibility and the authority to undertake the preparation of long range plans and policies. This planning effort offers an opportunity to establish a refined vision for the corridor. It includes creating a desirable living and working environment for future inhabitants, an exciting gateway into the community, as well as an important center for business and commerce.

The land use plan for the Harmony Corridor is intended to improve upon, reinforce and enhance the City's COMPREHENSIVE PLAN. It offers a vision of a future that many people and interests can identify with and seek to implement.

THE PROCESS

Several different land use alternatives were considered before finally arriving at the recommended one. These alternatives ranged considerably in intensity of development, character and practicality.

They were reviewed by the property owners in the study area and the general public. The recommended land use plan was synthesized by staff based on several months of public review and comment at a variety of forums.

The land use plan is depicted on Map 10. The intent of the land use plan and map is to provide for an orderly, efficient and attractive transition of vacant rural land to urban use; and to:

- (a) Maximize the use of existing services and facilities (streets and utilities).
- (b) Promote the development of the corridor as a high quality, self-contained and compact business center.
- (c) Provide for the location of industry and business in the city by identifying prime locations for such uses.
- (d) Provide shopping and service areas convenient to both residents and employees of the corridor.
- (e) Provide for a variety of housing types.
- (f) Preserve and protect existing residential neighborhoods from intrusive or disruptive development.

THE VISION

The vision for the corridor area is that it become a major business center in northern Colorado attracting a variety of businesses and industries serving local as well as regional markets. It should also include a mixture of land uses including open space, residential, office, recreational, and retail activities.

The focus of most development activity, especially commercial, should be at the major street intersections. The intensity of land use should decrease as distance from Harmony Road increases and as the distance from the major intersections increases. To promote pedestrian, bicycle and transit use, development in the area should be compact. Buildings, spaces and street frontages should be well-designed and of high quality materials and workmanship.

Business and industry provide the major economic focus of the corridor area. The land use mix also includes a variety of commercial uses to meet tenant and neighborhood resident needs.

Community and regional commercial activities are introduced in well-planned shopping centers or industrial parks, designed to draw shoppers from the surrounding community and region.

Free-standing highway related commercial (convenience stores, fast-food restaurants, gas stations and the like) are not permitted to locate outside of planned shopping centers or industrial parks. Only neighborhood scale shopping centers are allowed in residential areas.

Hotels to serve business tenants within the park will grow in importance. These hotels will be sited near major industrial parks, and in most cases be visible from Harmony Road.

Low intensity retail, restaurants, day care facilities, health clubs, personal service shops, business services (print shops, office supply, etc.), banks and other similar commercial activity is concentrated in attractively designed centers and integrated into planned industrial parks.

Buffer areas (transitional land uses, linear greenbelts, or other urban design elements) are provided to serve as cushions between the adjacent residential neighborhoods and the commercial areas. The existing, low density residential uses in the surrounding neighborhoods are maintained and enhanced. As business activity expands, new housing stock of a mix of types and densities is introduced as integral parts of the business and industrial parks.

LAND USE PLAN

GOAL STATEMENT

Encourage and support mixed land use development in the Harmony Corridor while discouraging “strip commercial” development and promoting the vitality and livability of existing residential neighborhoods.

POLICIES

LU-1 Strive for excellence and high quality in the design and construction of buildings, open spaces, pedestrian and bicycle facilities, and streetscapes by establishing and enforcing design guidelines specific to the corridor area.

An important part of the *Harmony Corridor Plan* is the desire to continue the high standard of quality established by recent development projects in the corridor area. One way that this can be accomplished is through the development and implementation of design guidelines specific to the corridor itself. These guidelines should be adopted as a part of the criteria that the City uses to review development of the corridor area. These guidelines should address the following issues:

- Streetscapes, including fencing and screening.
- Landscaping.
- Street and parking lot lighting.
- Building setbacks.
- Architectural design and materials.
- Pedestrian and bicycle access and circulation.

LU-2 Locate all industries and businesses in the “Basic Industrial and Non-Retail Employment Activity Centers” in the areas of the Harmony Corridor designated for such uses on Map 10. Secondary supporting uses will also be permitted in these Activity Centers, but shall occupy no more than 50 percent (50%) of the total gross area of the Overall Development Plan or Planned Unit Development, as applicable.

The Harmony Corridor offers an opportunity for creating a major business and industrial center in northern Colorado, due to its desirable location, accessibility, available infrastructure, and land ownership pattern. Attracting desirable industries and businesses into the community, and in particular, the Harmony Corridor, achieves an important public purpose because it promotes primary and secondary jobs and generally enhances the local economy.

Basic Industrial and Non-Retail Employment Activity Centers are locations where industrial uses and/or office, or institutional type land uses are planned to locate in the future in business park settings. Base industries are firms that produce goods and services which are produced for export outside the city and thereby import income into the city. Typical business functions include research facilities, testing laboratories, offices and other facilities for research and development; industrial uses; hospitals, clinics, nursing and personal care facilities; regional, vocational, business or private schools and universities; finance, insurance and real estate services; professional offices; and other uses of similar character, as determined by the Planning and Zoning Commission.

Mixed-use dwellings, where residential units are stacked above either a primary or secondary non-residential use, as well as affordable housing, shall be exempt from Primary or Secondary Use restrictions in the “Basic Industrial and Non-Retail Employment Activity Centers.” Such uses promote corridor and community-wide policy goals locating higher intensity and attainable housing close to employment, daily needs, and basic services, thereby reducing reliance on personal vehicle trips.

Secondary uses include hotels/motels; sit-down restaurants; neighborhood convenience shopping centers; childcare centers; athletic clubs; and, a mix of single family and multi-family housing. If single family housing is provided, at least a generally equivalent number of multi-family dwelling units must also be provided. “Multi-family” shall mean attached single family dwellings, 2-family dwellings or multi-family dwellings.

Secondary uses shall be integrated both in function and in appearance with an office (or business) park, unless a special exemption is granted by the Planning and Zoning Commission. In order for such an exemption to be granted, the applicant must demonstrate to the satisfaction of the Commission that the granting of the exemption would neither be detrimental to the public good nor impact the intent and purposes of the foregoing requirement and that by reason of exceptional narrowness, small parcel size, or other special condition peculiar to a site, undue hardship would be caused by the strict application of this requirement.

The essence of the Basic Industrial and Non-Retail Employment Activity Center is a combination of different types of land uses along with urban design elements that reduce dependence on the private automobile, encourage the utilization of alternative transportation modes, and ensure an attractive appearance.

LU-3 All retail and commercial land uses, except those permitted as secondary uses in the Basic Industrial and Non-Retail Employment Activity Centers, shall be located in ‘Mixed-Use Activity Centers’ which permit different types of shopping centers. All shopping centers, except neighborhood convenience shopping centers, shall be limited to the locations shown on Map 10. Neighborhood convenience shopping centers shall also be permitted as secondary uses in the Basic Industrial and Non-Retail Employment Activity Center as described in LU-2.

The Mixed-Use Activity Center permits, in addition to the uses listed in the “Basic Industrial and Non-Retail Employment Activity Center,” a range of retail and commercial uses to occur in shopping centers, to meet consumer demands of residents and employees who live and work in adjacent neighborhoods, as well as from the community or region. Coordinated planning of a “center” rather than isolated individual uses is the most effective means of avoiding the “strip” type of development. Permitted locations for different types of shopping centers are shown on Map 10.

The essence of the Mixed-Use Activity Center is a combination of different types of land uses along with urban design elements that reduce dependence on the private automobile, encourage the utilization of alternative transportation modes, and ensure an attractive appearance.

The scale and design of the shopping centers should be compatible with neighboring uses. Shopping centers can and should play an important role in the identity, character and social interaction of surrounding neighborhoods. They should be easily accessible to existing or planned segments of public transit. Adequate auto accessibility, especially for community and regional shopping centers, is important. Shopping centers should have a physical environment that is conducive to pedestrian and bicycle travel.

LU-4 Allow a broader range of land uses within the Gateway Area as shown on Map 10. The Gateway Area permits a mix of all uses allowed in the Harmony Corridor, including the individual uses in shopping centers, to occur throughout the area. Retail and commercial uses shall occupy no more than 50% of the mix of uses in the applicable development plan.

Development in the area is intended to form a mixed-use place to attract employment uses with the convenient mixing of uses as an amenity, as described in Chapter 5. Retail and commercial uses are allowed in any portion of the area because development will be coordinated within an urban design framework to minimize negative impacts on sensitive uses such as residential uses and on visual quality.

The focus within the Gateway Area will be on visual quality of naturalistic landscaped edges along I-25 and Harmony Road; and on urban design of pedestrian-friendly placemaking in areas of building development. Building development shall be clustered away from I-25 and Harmony Road and designed to blend unobtrusively into the landscape setting.

LU-5 Provide for the advance planning of large, undeveloped properties in the corridor area.

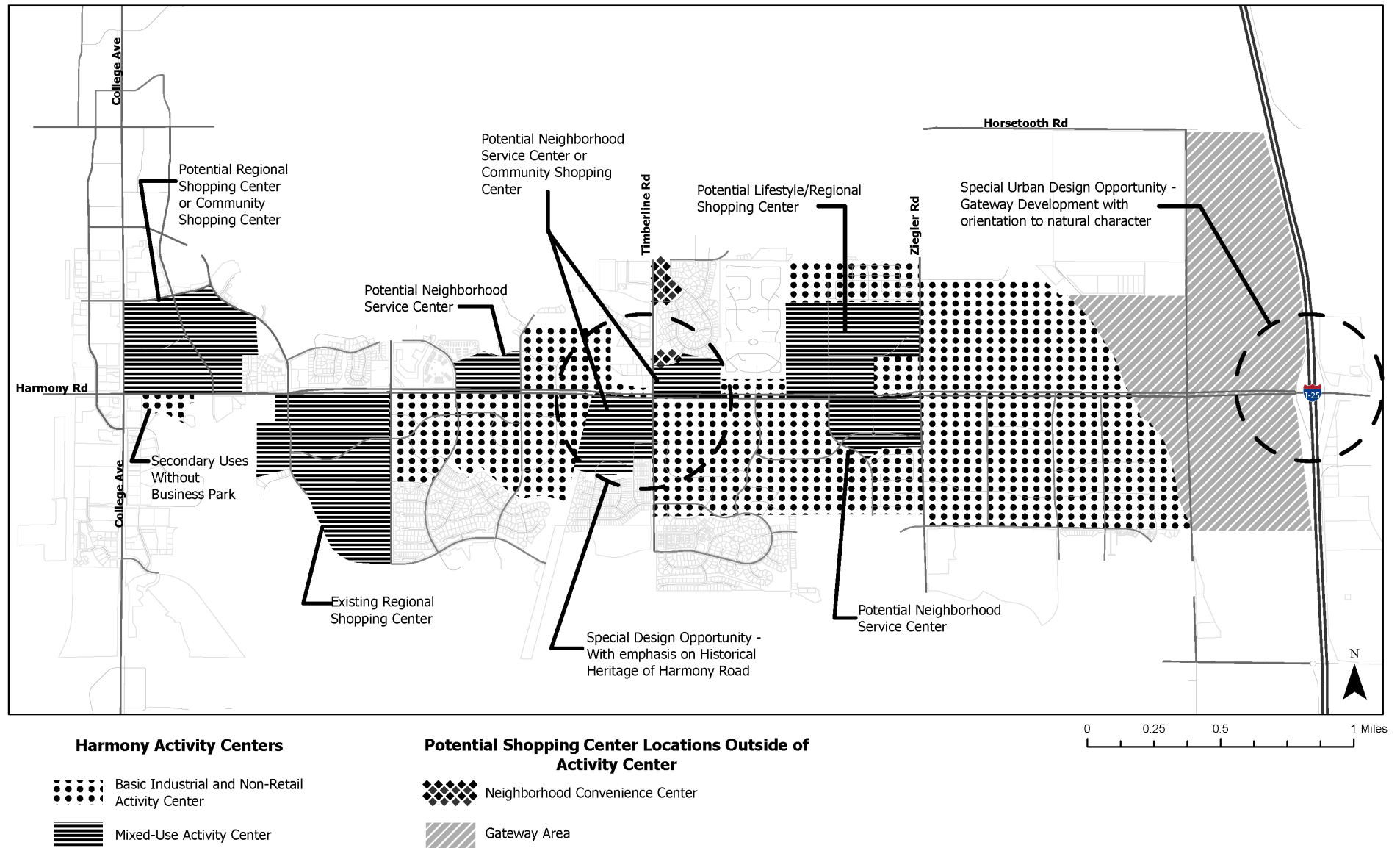
Coordinated planning of large parcels of land in the corridor area can generally provide greater opportunity for more innovation and variation in design, increase efficiency in utility services, and accomplish many more of the policies and objectives of the community than does a more piecemeal approach to development planning.

LU-6 Recognize the importance of the continued livability and stability of existing residential neighborhoods as a means to expanding future economic opportunities in the corridor.

The corridor area contains existing residential areas whose existence contributes to the future economic health of the corridor area. Future development in the corridor should be sensitive to these areas.

LU-7 Preserve a transition or cushion of lower intensity uses or open space between existing residential neighborhoods and the more intense industrial/commercial areas.

An important goal of the *Harmony Corridor Plan* is to provide a harmonious relationship between land uses and to protect the character of new and existing residential neighborhoods against intrusive and disruptive development. Open space, setbacks, landscaping, contextual building height and scale, physical barriers and appropriate land use transitions can be effective ways to provide a cushion between different uses. The following are generally considered to be appropriate transitional land uses: professional offices; multi-family housing; churches; childcare centers; and assisted living, memory care, and short-term care facilities.



IMPLEMENTATION ACTIONS

The following actions need to be taken by the City to ensure that the land use section of the Plan is implemented over the years to come.

1. The City Council and the Planning and Zoning Commission should adopt the Plan.
2. The City should annex all unincorporated areas within the Harmony Corridor, in accordance with the parameters of the Urban Growth Agreement.
3. The City should adopt design standards and guidelines which reinforce the distinctiveness and quality of the corridor area.
4. When reviewing new development proposals in the corridor, the City shall evaluate such proposals according to the standards and guidelines adopted as part of the *Harmony Corridor Plan*. The *Harmony Corridor Standards and Guidelines* are in addition to existing development regulations that apply to specific development proposals.
5. The City should prepare design guidelines which further elaborate on the effective use of design measures for buffering between residential and non-residential land uses.
6. The City should establish means of effectively encouraging industries and businesses to locate in the Harmony Corridor.
7. The City should consider adopting a “superblock” planning requirement which assures the coordinated planning of large parcels of land.
8. The City should explore local landmark district designation of existing historic structures.
9. The City should study the distribution of basic industrial and non-retail jobs as part of the update of the Comprehensive Plan. The planning effort should also determine the relative importance of the Harmony Corridor in achieving community-wide employment objectives. And, based on the results of the study, the City should prepare incentives and/or regulations to assure implementation of the employment objectives in the Harmony Corridor. Revise policies of the Plan as needed.

10. The City of Fort Collins, Larimer County and the Town of Timnath should join efforts to plan for the appropriate development of Harmony Road east of I-25 compatible with the *Harmony Corridor Plan*.
11. Pioneer Mobile Home Park, located on the northeast corner of Harmony Road and College Avenue, is home for many low-income families and elderly persons on fixed incomes. Although the Plan indicates future redevelopment of the site, the displacement of persons in the neighborhood should be carefully planned and sensitive to the particular needs of the residents.
12. The “Harmony Bikeway Study” (currently underway) should be prepared to reinforce the goals and vision of the *Harmony Corridor Plan*, as well as the City’s overall transportation objectives.

4

URBAN DESIGN

The success of a work of design may be soundly evaluated only by its overall long-term effect on the healthy, happy survival of humans. Any other evaluation of architecture, landscape architecture, or city planning makes little if any sense.

NORMAN NEWTON

INTRODUCTION

Urban design encompasses a wide variety of topics having to do with the physical environment in an urban setting. Existing development, open space, pedestrian and vehicular linkages, historic buildings and places, trees and other natural features all combine to create a sense of place. The challenge for the *Harmony Corridor Plan* is to take all of these diverse urban design elements and shape them, so that the resulting sense of place enhances the quality of life for people who live and work in the corridor.

ISSUES

VISUAL CONSIDERATIONS

As one enters the corridor from the east, the landscape character along Harmony Road is a unique blend of rural scenery and high quality, campus-like office and industrial development. Moving further west and closer to fully urbanized areas, the variety of land uses becomes more diverse and includes commercial businesses. The landscape character changes from a wide floodplain, dominated by spectacular views of the Front Range to a predominantly paved urban environment near College Avenue. It is probable that the diversity of land uses and architectural styles will continue to increase.

As Harmony Road continues to develop, an urban design character will be established. It can become like many other communities and be visually cluttered with a wide variety of land uses, architectural styles and landscapes or it can be a well-planned corridor with a cohesive landscape design theme that capitalizes on its strengths and down plays its weaknesses. One purpose of the *Harmony Corridor Plan* is to create an urban design framework that can unify the visual diversity into a cohesive whole. Building on the area's natural scenic qualities, the Plan seeks to create a vision of what the Harmony Road of the future will look like.

ECONOMIC DEVELOPMENT CONSIDERATIONS

Harmony Corridor represents an opportunity for this community to make a positive first impression and demonstrate that Fort Collins is a great place to live, work and play. Harmony Corridor already has many positive locational and site development characteristics, such as good community/regional access and large fully serviced tracts of undeveloped land. A uniquely attractive and well-planned landscape character can reinforce these positive qualities and give Fort Collins an edge when competing against other communities for quality business and industrial development.

This vision for Harmony Corridor goes beyond establishing an attractive landscape and attempts to create an image for the corridor that is consistent with the progressive and dynamic development occurring there. Changing the name of Harmony Road to Harmony Parkway is one example. Specially designed and well-coordinated public signage, lighting and other visible infrastructure can further enhance a quality image for the corridor.

LANDSCAPE DESIGN ISSUES

In order for the Harmony Corridor urban design concept to be successful, it needs to overcome constraints and take advantage of opportunities. The biggest challenge is to develop and implement a landscape plan that can successfully integrate the many different existing landscape characters into a cohesive whole.

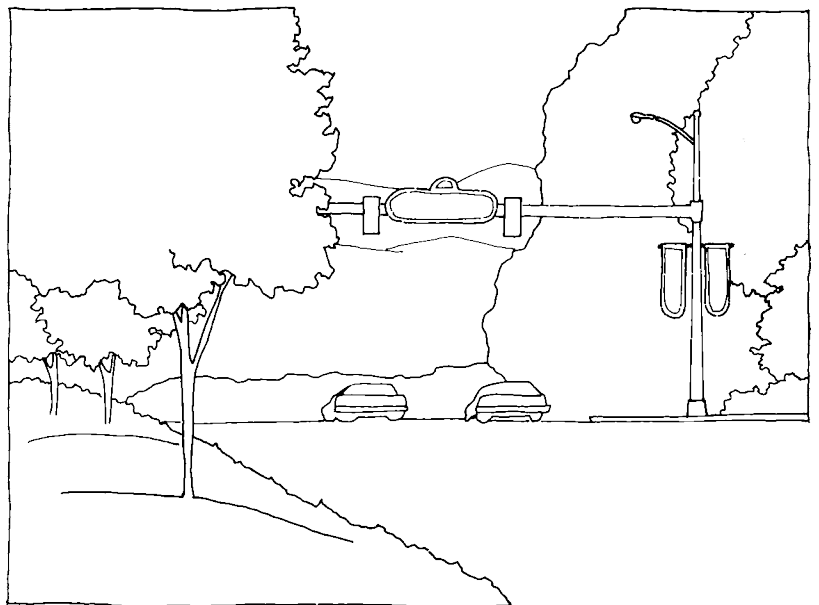
Several existing developments have already set high standards for landscape design. The wide setbacks, rolling berms and groves of trees that typify the landscape frontage at Hewlett-Packard, Mountain Crest Hospital and Oakridge create a sense of spaciousness and environmental quality. The urban design plan for the corridor should complement these successful landscapes.

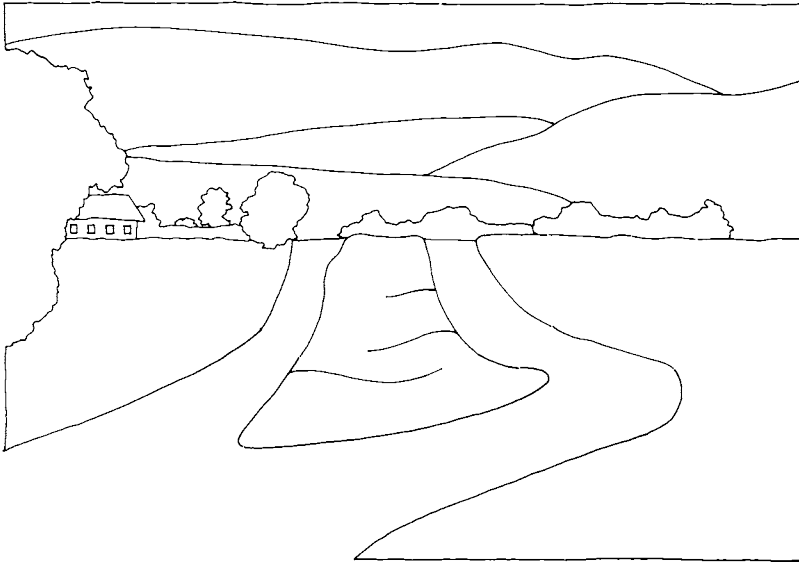
Specially designed and well coordinated public signage can contribute to a quality image for the corridor.

While landscape continuity is essential, other landscape characteristics are also important. Selecting plant material that is hardy, disease resistant and relatively easy to maintain increases the chances for success. Plant materials that create visual interest and seasonal variety make the landscape more appealing and should be emphasized in the plan. Existing trees should be preserved for the spatial character they establish and the historical heritage they represent.

WATER CONSERVATION

Water conservation is an environmental issue which will become increasingly important in the future. The landscape design concept for Harmony Road needs to recognize this trend and respond by utilizing xeriscape techniques.





The spacious median is important to the visual quality of the corridor.

PEDESTRIAN AND VEHICULAR LINKAGES

Other factors that contribute to the urban design character of the corridor include the design of streets, sidewalks and trail systems. Roadway geometrics and design detail influence the visual appearance of a streetscape. In the Harmony Corridor it is especially important to consider future roadway geometrics for Harmony Road.

The fact that Harmony Road is a state highway complicates the issue. The City and State agree that eventually Harmony Road will need to be widened to accommodate three travel lanes in each direction. Indications are that the State intends to widen the roadway to the inside, greatly reducing the width of the median or, in some cases, eliminating it entirely. Landscaping in the median also must be coordinated with the State Division of Highways and designed to their standards.

At the present time, these standards do not allow planting trees in the median. The need for curb, gutter, and splash blocks in the future also needs to be examined. In order to successfully implement a meaningful urban design concept, the City must work with the State toward a common vision for the future.

Transportation planning in the corridor should respond to the needs of motorists, commuters, bicyclists and pedestrians. Well-planned and sensitively designed trail systems serving bicyclists and pedestrians can contribute to the visual attractiveness of the area, help create a sense of place and enhance the quality of life for people who live and work in the Harmony Corridor.

HISTORICAL HERITAGE

The historical heritage associated with the original community of Harmony is one of the interesting facts that make the Harmony Corridor unique. The colorful personalities associated with that era and their labor which created irrigated farmland, built charming Victorian houses, established a church, school and cemetery should not be forgotten. The persistence and hard work of these early pioneers played an important role in the evolution of the corridor.

Even though historic farmhouses and other buildings in the corridor may eventually be replaced by more modern structures, the historical heritage they represent can be preserved in a variety of ways. Encouraging property owners

to have the historical significance of their structures documented is important. One of the future neighborhood parks in the corridor could be named “Harmony Park” and emphasize a historical theme. Historical markers along trail systems could enhance this concept. The Harmony Corridor urban design plan should capitalize on these opportunities to pre-serve the past for the benefit of future generations.

COORDINATION WITH UTILITIES

Utility systems in the corridor can affect the visual quality of the corridor in a variety of ways. The City’s Water and Wastewater Utility has completed the conceptual design and route selection for a major water transmission main in the corridor. Utility engineers and planners will need to balance the needs of the utility with the aesthetic purposes of the urban design plan. A 40-foot wide drainage channel designed to carry stormwater flows from the Hewlett-Packard site to the lake east of County Road 7 is another example of utility systems affecting the visual appearance of the streetscape. Communication and coordination are key factors in resolving conflicts before they become problems. In most cases the needs of the utility can be met without sacrificing visual aesthetics if the systems are carefully planned with the corridor landscape design objectives in mind.

ALTERNATIVE DESIGN CONCEPTS

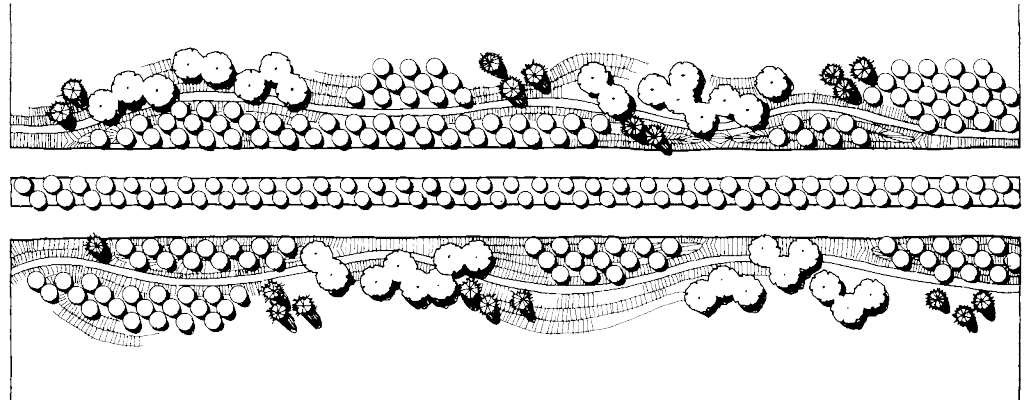
The design process began with a visual analysis of the corridor, detailed in Chapter 2, followed by the generation of three alternative urban design concepts – Harmony Orchard, Harmony Rhythm, and Harmony Oaks. The basic elements of each design concept are described below.

HARMONY ORCHARD

In this design concept, ornamental trees are planted in a grid pattern to create an orchard effect along Harmony Road from I-25 and to College Avenue. The tree grid is continuous in the median and occurs randomly along the road edges skipping properties that are already developed. Developers are encouraged to plant evergreens and tall deciduous canopy trees to act as a backdrop for the orchard. Species of orchard trees are selected for hardiness and disease resistance, as well as for spring and fall color.

The median and adjacent properties are graded to continue the rolling berms already becoming a hallmark of Harmony Road. A meandering bike trail parallels both sides of the street and connects to existing bike trails. The ground plain is planted with a bluegrass, brome and fescue mix to provide turf

*Plan view of the Harmony
Orchard design concept.*

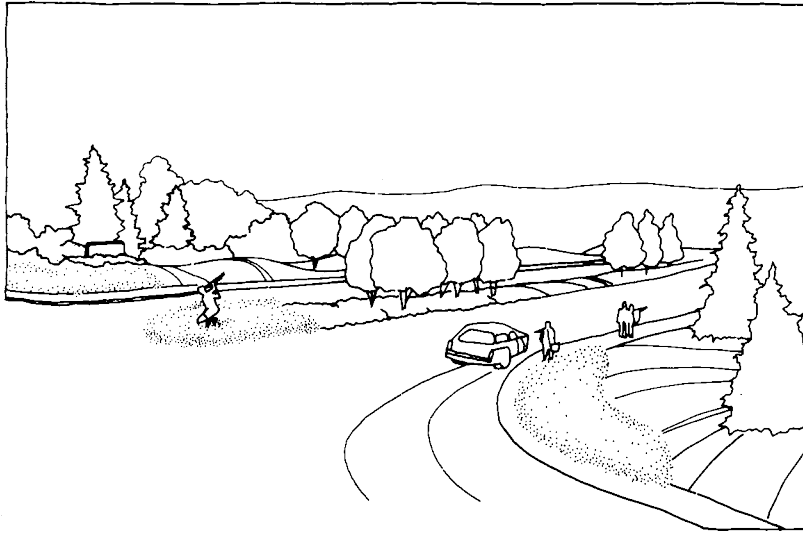


that is green during the growing season and still conserves significant amounts of water over conventional bluegrass. The mowing height is six inches, in keeping with an orchard theme. Thousands of daffodils are naturalized all along the median creating a spectacular flower display in early spring. Low stone walls are encouraged as an architectural design element at intersections and anywhere retaining walls or low screen walls are needed. Distinctive lighting and sign graphics are used to further build on the design concept.

HARMONY RHYTHM

A repetition of plant material and sculpture combine to create a rhythm along Harmony Road that the viewer perceives whether he is entering Fort Collins for the first time or is a resident taking advantage of the bike trail system paralleling the road. A narrow range of plant material is selected to provide seasonal interest. For example “Burning Bush” might be selected as a shrub that is repeated in the landscape of new developments, resulting in a dramatic display of glowing red shrubs during that few weeks in the fall when that shrub turns color. Other trees, shrubs and perennials are selected to provide similar effects all through the growing season.

Sculpture is promoted along the corridor making a statement about Fort Collins’ interest in the arts. Occurring at intersections and at prominent points along the trail system, sculptural elements could be individually unique or work together around a common theme.



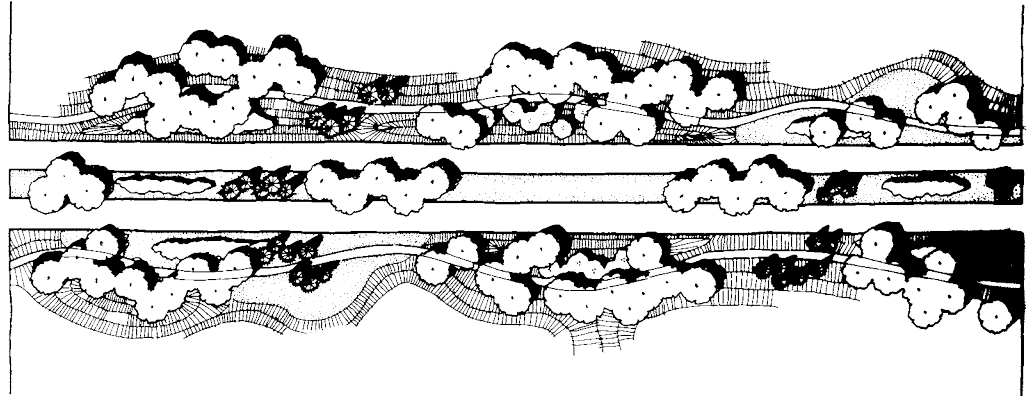
*Perspective view of the
Harmony Rhythm design
concept.*

HARMONY OAKS

The Harmony Oaks concept is characterized by wide setbacks, naturalistic berming, a meandering sidewalk, and groves of oak trees alternating with wild- flower meadows. Oaks have been selected as the dominant tree species for several reasons. Two types of trees are native to Colorado: Coniferous species usually associated with higher elevations, and deciduous species found along streams. One of the few deciduous hardwood trees native to Colorado is the Gambel Oak. This combined with the oak's reputation for longevity, hardiness, disease resistance, low water demand, fall coloring, and attractive appearance led to the conclusion that the Gambel Oak along with other oaks known to thrive in this climate would be the best tree to dominate in the corridor landscape.

Although the oaks are combined with a substantial number of other tree species to avoid a monoculture, they are planted in sufficient quantities to have a unifying effect. The oak's rugged appearance makes it ideally suited to the informal naturalistic landscape emerging along Harmony Road. Drifts of pines occur randomly to provide winter interest and add to the naturalistic forested effect.

Plan view of the Harmony Oaks design concept.



Starting at I-25 and continuing to College Avenue, wildflowers are planted in the median and intermittently along the edges of the road. The continuity of the wildflowers provides a colorful welcome mat for people coming to Fort Collins via Harmony Road. Along both sides of the road, an extra-wide sidewalk meanders through berms providing the pedestrian and bicyclist with alternate experiences of wildflower meadow and oak forest. Low stone walls, special signage and flags sporting a unique logo that ties in with the Harmony Oaks design theme are used at intersections to strengthen the design concept.

EVALUATING THE DESIGN CONCEPTS

Each concept was evaluated against the following criteria:

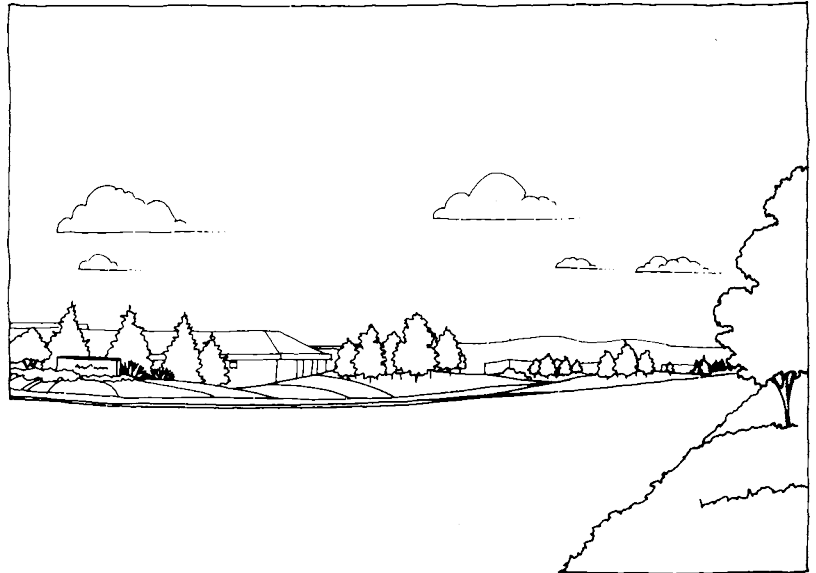
- Ability to unify the corridor.
- General attractiveness.
- Seasonal variety.
- Ease of implementation.
- Construction cost.
- Maintenance cost.
- Water conservation.
- Landowner values.
- General public values.

All three alternatives along with supporting graphics were displayed at a series of public open houses. Staff held numerous meetings with affected interests and work sessions with boards and commissions. The feedback overwhelmingly supported the Harmony Oaks urban design concept over the other concepts.

In the final analysis, the Harmony Orchard concept was rejected because of the difficulty of implementation, high costs and lack of support from the landowners and general public. Although the Harmony Rhythm design concept scored high when evaluated against the criteria, it was also eliminated because of high installation costs and lack of landowner support. The Harmony Oaks alternative was selected as the urban design concept with the most potential.

A dominant tree species combined with a narrow plant palette will be very effective in unifying the corridor over time, while the use of wildflowers can provide a dramatic unifying effect in a much shorter time frame. The combination of plant material, rolling berms and meandering trail system will create a pleasant and attractive setting for future development and at the same time complement existing developments. The naturalistic, informal design will provide developers with needed flexibility and the cost of implementation and maintenance will be equal to or less than the typical landscape currently proposed for Harmony Road.

The Harmony Oaks concept emphasizes xeriscape, a term for water conservation through appropriate landscaping, in two ways. The plant palettes will consist of a variety of low to moderate water demand plant materials, and the recommended turf and wildflower ground covers will consume significantly less water than traditional blue grass turf.



*Perspective view of the
Harmony Oaks design
concept.*

URBAN DESIGN PLAN

GOAL STATEMENT

Guide development in the corridor so that collectively a perceivable, unified urban design theme and landscape character is created along Harmony Road. Utilize urban design principals to ensure that Harmony Corridor continues to be a great place to live, work and play.

POLICIES

- UD-1** Implement the Harmony Oaks design concept through design standards and guidelines for private and public sector development projects.
- UD-2** Promote water conservation by providing design guidelines that encourage xeriscape landscape techniques.
- UD-3** Establish a well-planned and attractive gateway entrance to the community at the I-25 interchange, emphasizing the natural scenic qualities of the area.
- UD-4** Promote the development of an extensive recreational trail that connects to the city-wide trail system.
- UD-5** Promote the development of a commuter bikeway system that supports bicycling as an alternative mode of transportation in the corridor.
- UD-6** Coordinate the long range planning efforts of other City departments and governmental agencies with the goals and objectives of the *Harmony Corridor Plan*.
- UD-7** Support efforts to preserve the historical heritage associated with the original community of “Harmony”.
- UD-8** Adopt design guidelines and standards for retail development in the corridor to create better neighborhoods by promoting safe, pleasant walking and bicycling environments, more lively commercial centers, convenient transit access, and human scale design.

IMPLEMENTATION ACTIONS

The following implementation actions are intended as a guide for implementing the urban design section of the Plan.

1. DESIGN GUIDELINES

The Planning and Zoning Commission and the City Council should adopt the Plan along with design standards and guidelines for new development. The design standards and guide- lines will set expectations for private and public sector improvements along Harmony Road (Design standards and guidelines are available under separate cover.)

2. RECREATIONAL TRAIL/BICYCLE COMMUTER SYSTEMS

The City should develop a master plan for a recreational trail system and for a commuter bicycle system to serve bicyclists and pedestrians in the corridor. Additional field investigations and coordination efforts are needed to develop a strategy for implementing effective systems for commuting and recreation. Analyzing cost/benefit relationships and developing appropriate funding mechanisms are a part of this work effort.

3. WILDFLOWER RESEARCH

For wildflowers to be done well and create a spectacular seasonal display, careful planning is required. The City should establish test plots along Harmony Road to determine the most appropriate seed mix and best maintenance practices. Ideally the test plots would be monitored for three years before large areas are seeded.

4. SPECIAL SIGNAGE

The City should develop a coordinated public signage system to enhance the Harmony Oaks theme. Special colors and unique Harmony Road design detail for public signage, traffic control devices and light standards along Harmony Road are envisioned. A funding mechanism needs to be developed.

5. NAME CHANGE

The City should change the name of Harmony Road to Harmony Parkway, which is more in character with the future vision of the Harmony Corridor.

6. COORDINATION WITH THE STATE DIVISION OF HIGHWAYS

The City should work with the State Division of Highways to answer questions about the future operation and physical appearance of Harmony Road. January 1993 should be set as a target date to resolve the following issues:

- Ownership of Harmony Road.
- Future widening.
- Curb, gutter, and splash block detailing.
- Planting in the median.
- Future interchange design and construction.
- Frontage roads.
- Bicycle commuting along Harmony Road.
- Car-pooling at I-25.

7. LANDSCAPE PLAN FOR THE MEDIAN

The City should complete a design development plan for the median that addresses curb, gutter, splash block, plant material, and irrigation. Establishing a funding source for construction and maintenance of the median landscape is part of this work effort.

8. LANDSCAPE PLAN FOR THE I-25 INTERCHANGE

The City should design and implement a well-integrated landscape plan for the I-25 interchange at Harmony Road. Creative use of plant material and carefully designed entry feature should introduce the Harmony Oaks concept to motorists leaving I-25 and entering Fort Collins. Landscaping the interchange should also present a positive first impression to motorists continuing on the interstate. The Plan needs to be integrated with the gateway planning effort described in Chapter 5.

9. COLLEGE AVENUE/HARMONY ROAD INTERSECTION PLAN

The City should develop a conceptual design plan for the College Avenue/Harmony Road intersection along with a specific implementation strategy. In addition to being the west gateway to the Harmony Corridor, this intersection is a major gateway to Fort Collins from the south. The importance of this intersection should be reflected in its appearance.

Landscape elements on each corner can be coordinated to achieve a well designed urban intersection that creates an impressive gateway to Fort Collins from the south and at the same time introduces the Harmony Oaks design concept for motorists entering the Harmony Corridor. This intersection is an ideal location for a special signage demonstration project.

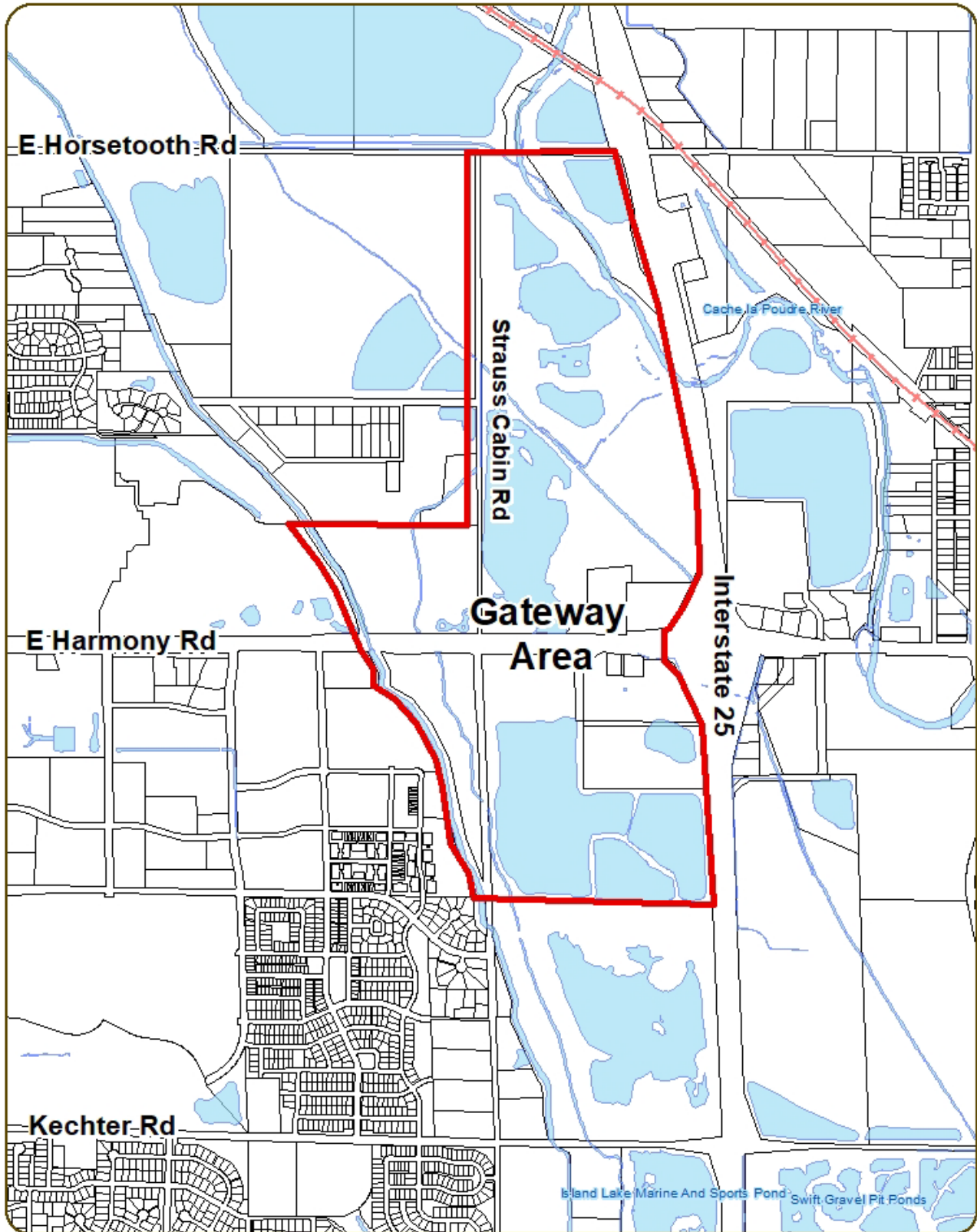
10. HISTORIC INTERPRETATION

Opportunities for historic interpretation of the historic “Harmony” community should be explored as part of any future bicycle planning efforts in the corridor.

5
HARMONY GATEWAY AREA
Updated 2020

“The goal of gateway planning is to arrange the landscape with a sense of arrival and a positive image of the place”

Michael Barrette



Harmony at I-25 Gateway Area



INTRODUCTION

This updated Chapter 5 builds upon ideas and recommendations of the original 1991 *Harmony Corridor Plan*.

The Setting

The Gateway Area extends along both sides of Harmony Road from I-25 to the edge of the Cache La Poudre river valley, defined by a bluff just over a half-mile west of I-25.

The bluff, also known as the valley wall, is a result of the river's down-cutting action as it meandered within its floodplain for many thousands of years. While it is a notable geographic feature from a historical perspective, it simply presents a modest hill for users of Harmony Road.



Harmony Road, formerly State Highway 66, smooths out the topography of the bluff

Lying within the river valley below the bluff, the area consists of low ground, ponds, and wetland areas, all remainders from extensive past gravel mining operations.

The Gateway Area is an exceptional location due to high values the community places on the Cache La Poudre River corridor and also on the Harmony Road interchange with I-25 as the most-traveled entryway into the city.

This juxtaposition creates the unique opportunities and significance that make the Gateway Area a prominent aspect of the Harmony Corridor Plan.



North side of the road: Arapaho Bend Natural Area

The types of development that highway interchanges typically attract do not mesh well with the community's values regarding this unique opportunity.

The challenge is to balance different and sometimes competing objectives for land use and development.

What's A Community Gateway -- Why Is It Important?

Community plans commonly address prominent entryways as special opportunities to cue entry into and departure from the given city. A well-planned gateway can:

- Contribute to a sense of community with a look and feel of local values, civic intention, and pride.
- Offer a sense of arrival and welcome for visitors.
- Offer a familiar and welcoming feel for residents, signifying home in a positive way.
- Avoid homogenous highway-oriented corporate character that blurs local identity.

Harmony Corridor Plan Background: General Direction for the Area

The Harmony Corridor Plan, originally adopted in 1991, identified the ‘Gateway Area’ but did not establish a vision or strategy for the area. Rather, it explained issues that were still in flux at the time and described alternative concepts. It concluded that:

“Additional work is required to develop a strategy for shaping the future of this important segment of the community.”

The starting point for additional work was to be the concept of a well-planned and attractive entrance to Fort Collins integrating quality development with naturalistic characteristics and features of the river valley landscape.

This concept was described as ‘Alternative A’ in the original plan. Key aspects of this general direction were:

- Incorporate wetlands, lakes and drainageway areas as an elaborate open space network laced with an extensive system of trails.
- Blend development into naturalistic landscaping, favoring light industrial and office uses and discouraging commercial uses unless they can be blended unobtrusively into the naturalistic setting.
- Provide significant setbacks from streets for any development forming a greenbelt around the interchange.
- Establish standards for architecture and landscape plans emphasizing naturalistic character.
- Ownership, maintenance and liability issues that would need to be negotiated

and could include re-investment of tax dollars created by special gateway development, dedication of land by property owners or developers, and public funding.

The Harmony Corridor Plan’s overarching direction for land use along the entire corridor included the Gateway Area. A major update in 1995 established the land use designation of ‘Basic Industrial Non-Retail Employment’ for future development with an emphasis on business park-type employment uses and avoidance of highway commercial “strip” type development with a generous landscaped setback area along the roadway.

However, while the corridor-long employment designation included the Gateway Area, the area was highlighted separately and prominently throughout the plan in addition to having its own chapter. The area is distinct and different from the uplands to the west which comprise the rest of the corridor.

The plan’s direction for additional work based on ‘Alternative A’ included a listing of Implementation Actions—giving direction on the additional work needed.

Between 1991 and 2020, a large body of that work along with new information, changed conditions, developer initiatives, studies, and public discussion has led to this 2020 amendment which sets forth a vision to fulfill the direction of the original plan.

EXISTING CONDITIONS ISSUES

Poudre River Floodway

In 2020, most of the property in the gateway area is within a 100-year floodplain of the Poudre River, and significant portions of the area are within a floodway (a mapped area reserved for the passage of flood flows with virtually no development permitted).

The river itself forms the angled north edge of the Gateway Area, where it then crosses I-25 a half-mile north of the interchange and continues east through the Town of Timnath.

However, limited flow capacity under the I-25 bridge would cause flood flows to back up behind the bridge in a flood event and break out of the river channel to flow down through the Gateway Area across Harmony Road.

The Colorado Department of Transportation (CDOT), the City, and other jurisdictions are exploring possibilities for a new I-25 bridge together with downstream flood improvements that could possibly allow flood flows to remain in the river channel and thus remove the floodway from the Gateway Area.

Unless and until such a solution is reached, no residential development is allowed in the floodway, and any other development would face the very difficult challenge of showing no adverse impact on adjacent properties. This challenge would be prohibitive for any significant development in the floodway.

However, developers could propose to channelize and realign the floodway by completely reshaping the landscape, to create developable land. The necessary filling and grading would require a multi-year process of engineering, design, coordination and permitting. The City, FEMA, and possibly other jurisdictions and stakeholders would be included.

Floodway issues are a complex interjurisdictional matter beyond the scope of this Harmony Corridor Plan.

This plan update establishes a vision and strategy for land use and development in the event that floodway constraints are removed in a separate process.

Gravel Pit Ponds

In 2020, four gravel pit ponds exist on the south side of Harmony Road in the Gateway Area and are in varying states of compliance/non-compliance with State water law. These ponds are unintentional residual results of past gravel mining and were never intended to be the permanent land use on the property.

The technical complexity of the water issues are beyond the scope of this plan, similar to the floodway issues noted above, and are interrelated with the floodway issues.

For planning purposes, at least two of these ponds should be considered likely to be completely changed, with exposed water significantly reduced by filling and grading.

The habitat value associated with the ponds has been increasing with time as wetlands develop around the edges in addition to the habitat value of open water. Anticipated future changes to the property would necessarily involve at least some degree of loss of habitat, and such changes require mitigation of the habitat loss under City Land Use Code standards. Mitigation requirements would offer opportunities for more international habitat improvements as part of a whole reshaped landscape.

Existing Land Uses

The north side of Harmony Road mostly consists of the City's Arapaho Bend Natural Area and the Transportation Transfer Center (TTC or park-n-ride), a joint facility of the City and CDOT that was carefully carved out of the Natural Area. The commercial property abutting the northwest corner of the interchange is not within the City Limits.

On the south side of Harmony Road, the existing gas station and adjacent cell tower are not within the City Limits. An existing plant nursery business was established under County jurisdiction prior to annexation and has since been annexed along with the remainder of the gateway area on the south side of Harmony Road.

The remainder of the south side comprises gravel-mined ponds. Parcels on the southwest and southeast corners of Harmony and Strauss Cabin Roads are outside of the 100-year floodplain. The southwest corner of Harmony and Strauss Cabin Road was recently developed with an apartment complex. A 10 acre parcel on the southeast corner of Harmony and Strauss Cabin Road was approved in 2015 for a convenience shopping center, although the development plan approval has expired and the property remains undeveloped.

Changed Conditions Since the Original 1991 Plan

Major changes and new information since 1991 have informed the planning process for the Gateway Area plan update in 2020.

Prominent examples include:

- **Jurisdiction over Harmony Road** was transferred from the Colorado Department of Transportation to the City of Fort Collins, with the State Highway designation removed.
- **Gravel mining operations** were completed, throughout much of the gateway area, altering the landscape.
- The portion of the gateway area on the north side of Harmony Road was purchased by the City as the **Arapaho Bend Natural Area**. (With the exception of the commercial property abutting the northwest corner of the interchange which remains under County jurisdiction at the present time.)
- The **Transportation Transfer Center** (TTC, aka park-n-ride), was built on the north side of Harmony Road, by the City and CDOT (on land purchased from the Natural Areas Program). The TTC and Arapaho Bend implemented ideas described in the original 1991 plan for development to reflect the character of the river valley landscape.

The portion of the gateway area on the south side of Harmony Road was **considered for purchase** as a Natural Area for Community Separator and viewshed purposes starting in the late 1990's. Habitat was not considered a significant purpose due to the gravel mined landscape. The City considered the opportunity on multiple occasions.

- A large, visually prominent **cell phone tower** was built adjacent to the interchange on the south side of Harmony Road in the County's jurisdiction.

- The City's 1997 Comprehensive Plan update known as *City Plan* designated Harmony Road as one of four **Enhanced Travel Corridors** for future high-frequency transit in the long-term structure of the city.
- The **City Structure Plan map** (*City Plan's land use map*) envisioned a 'Green Edge' of the city along the low-lying southeastern edge of city including the Gateway Area, suggesting that development intensity would taper down to a fairly open and rural landscape, helping to preserve the separate identities of Fort Collins and Timnath.
- The City and County twice extended Fort Collins' **Growth Management Area** southward from its boundary ½ mile south of Harmony Road at the time of the original Harmony Corridor Plan. In 2020, it extends 3½ miles further south to the SH 392/Carpenter Road interchange area.
- Two **Community Separator studies** were conducted, in 1999 and 2003, describing potential opportunities for preserving distinct visual and physical separation and identity of Fort Collins, Timnath, and Windsor. These studies were a forum for discussion of cooperative land use planning among jurisdictions and property owners.
- The **2003 Fort Collins-Timnath-Windsor Community Separator Study** specifically identified the Poudre River floodplain corridor, which forms a broad swath around the I-25 / Harmony interchange, as a primary opportunity to keep Fort Collins and Timnath distinct and separate to avoid blending together. The Separator studies generally described possible **implementation actions**, which would require increasing cooperation and decreasing competition for sales tax among regional cities and towns at their edges along I-25.
- The **retail industry** saw the evolution of "big box" superstores, power centers, and lifestyle shopping centers, all serving an increasingly regional market.
- Retail/commercial activity and competition for **sales tax** has changed rapidly and become increasingly aggressive along the I-25 corridor. The interstate has become a focus of annexations and development, with advocates of regional metropolitan development widely promoting I-25 as "Northern Colorado's Main Street".
- In 2003, the **Larimer County Events Center and the Centerra Lifestyle Shopping Center** opened.
- **Fort Collins' position in the regional retail trade area** has weakened significantly since 2001. The City of Fort Collins faces increasing competition for regional retail purchases; this has translated into a decrease in retail sales inflow and increased retail sales leakage.
- Soon after the Separator studies were completed in 2004, the Town of Timnath suddenly re-designated the east side of I-25 directly across from the Gateway Area for Regional Commercial development, extending from the interchange one mile

southward, **negating the Separator concepts for that area.** Walmart, Costco, and associated commercial pads were developed.

- CDOT conducted an Environmental Impact Study process evaluating alternative **transportation scenarios** for I-25 and related north-south transportation facilities between the Denver Metro area and North Front Range, showing the Harmony interchange as a significant hub for future bus transit.
- **Taller buildings** began to emerge along I-25 in Northern Colorado, with an 8-story hotel constructed near the Larimer County Events Center and other 6-story buildings planned nearby.
- **Development along the top of the river valley wall** has significantly altered the potential for scenic views looking west across the river valley to the mountains beyond, as described in the original 1991 plan.
- Property owners, professional consultants, prospective developers, and City staff have evaluated **several land use initiatives** for the south side of Harmony Road. These were based on reclaiming gravel-mined land and ponds, completely reshaping the floodplain, developing an activity center, and exploring possibilities for City purchase of certain property. These efforts produced significant information and understanding, but none led to Harmony Corridor Plan amendments or land use actions.
- Most of the property in the Gateway Area on the south side of Harmony Road was

annexed with the exception of the existing gas station property.

- **Eagle View Natural Area** was purchased immediately south of the area across Kechter Road.
- An Overall Development Plan (ODP) was approved for the south side of Harmony Road based on the requirement for 75% 'Primary' uses (non-retail employment and institutional uses). **A Convenience Shopping Center** was subsequently approved under the ODP as a 'Secondary use'. The ODP presumes filling of ponds and complete reshaping of the floodplain.
- An **apartment complex** was built at the southwest corner of Harmony and Strauss Cabin Road.
- **Regional traffic volumes continue to increase** on Harmony, Strauss Cabin, and Kechter Roads.

VISION FOR THE GATEWAY AREA



Gateway Area Looking West

Overview

Property owners, community members, decision makers, and various other stakeholders, both public and private, need a shared understanding of how continuing changes should be coordinated to contribute to a positive vision.

The original 1991 Harmony Corridor Plan set a direction and starting point: to create a community entryway that integrates high-quality development into a naturalistic landscape with riparian characteristics associated with the river valley. Office and light industrial uses were encouraged; commercial uses were discouraged unless they could be shown to blend unobtrusively into the naturalistic setting.

That general direction has remained valid. 29-plus years of changes, new information, and public discussion have built on that starting point and reaffirmed the essential ideas to make the most of the unique opportunity to form a Fort Collins gateway and a special destination over time if land uses change.

The community's vision for this entryway includes specific acknowledgement that the whole approach to land use is notably different from typical commercial development oriented to interstate highway exits. Rather, the vision is to provide relief from the prototypical highway development.

ESSENTIAL HARMONY GATEWAY DESIGN ELEMENTS

Implemented as part of the Harmony Corridor Plan update and related Standards and Guidelines, ten basic design elements will apply to future development within the Gateway Area:

1. **Naturalistic River Valley Landscape**
2. **Landscaped Setbacks Along Harmony and I-25 for Visual Image and Character**
3. **Unified Harmony Road Gateway Streetscape**
4. **Fort Collins Entryway Signs**
5. **Habitat Protection and Mitigation**
6. **Regional Trail Corridor**
7. **Mobility Hub**
8. **Limitations on Commercial Signs**
9. **Stealth Wireless Telecommunication Facilities**
10. **Unique Land Use and Development Standards**

1. Naturalistic River Valley Landscape

Cottonwood groves, willows, and other native plantings will form the most dominant aspect of the area's image as seen by users of Harmony Road and drivers on I-25. Under this approach, a naturalistic river valley landscape, instead of buildings and signs, becomes the primary view. Buildings and signs will be afforded intermittent visibility with views framed by the landscaping.



Example of a landscape-dominated stretch of an entryway corridor.

2. Landscaped Setbacks Along Harmony and I-25 for Visual Image and Character

Where buildings and parking lots are developed, landscaped setback areas will be provided that average at least 140-190 feet wide along Harmony Road and I-25. These newly landscaped areas along streets will be designed to screen parked vehicles and intentionally frame intermittent views of buildings and their signage as part of the image of buildings sited within a landscape. As such, the setback area can undulate within the average, with some buildings and parking closer to the roadways if parking is fully screened and encroaching buildings are well-integrated into the landscape.



I-25 Landscape Setback Concept

Grading in these setbacks areas will be informal and have vertical undulation, reflecting landforms shaped by river movement to complement plantings and reinforce the naturalistic landscape. Grading should be at a scale perceivable to drivers at speeds and volumes on Harmony and I-25.

Grading may double as critical floodway and/or drainage facilities and a trail corridor depending on outcomes of separate efforts regarding floodway changes.



Harmony Streetscape with Naturalistic Landscaping Concept

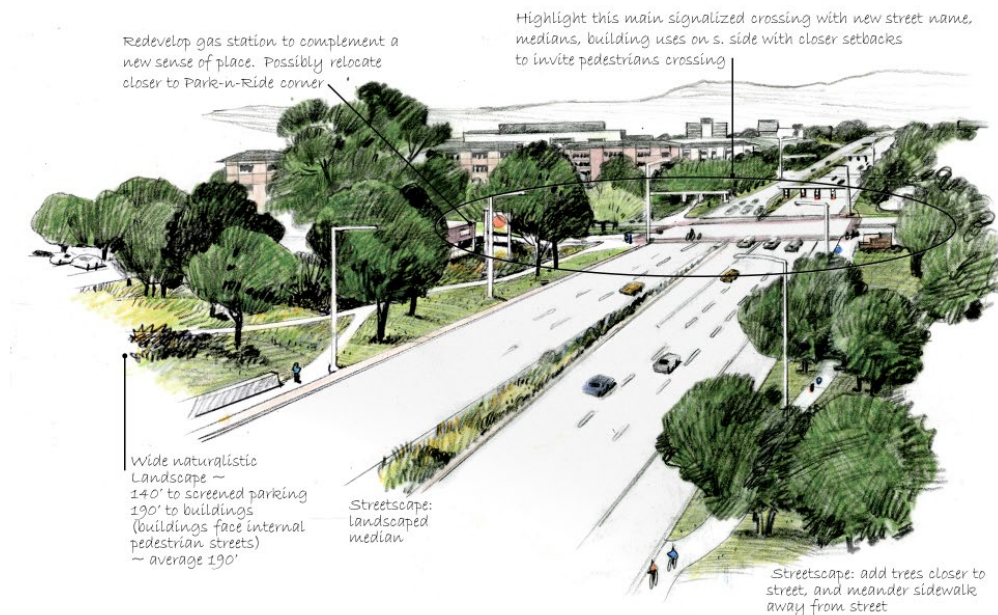
3. Unified Harmony Road Gateway Streetscape

Perhaps the strongest and most direct impression that can be made for people moving through or coming to the area is the Harmony Road streetscape.

This streetscape comprises the street edges as experienced by users of the street, and medians. It includes improvements within the City right-of-way and improvements as part of abutting land uses.

For motorists entering the city, medians and streetscape improvements on the north side of Harmony Road would have the highest visibility. Landscaped medians reduce the scale of the large roadway and add beauty.

As much as possible within space constraints, informal groupings of trees including cottonwoods should span across sidewalks which will be detached and slightly meandering in conjunction with naturalistic grading.



Harmony Road Streetscape, Landscape Setback Area, and New Street at Park-n-Ride Signal Concepts

4. Fort Collins Entry Sign

Streetscape design projects will explore the most complementary way to include an entry sign in conjunction with the landscaping. For years, there has been public interest in a clearer message to motorists that they are entering Fort Collins, at all major highway entry areas.

In the public planning process for the Gateway Area, community members' input clearly indicated

that a free-standing attention-grabbing sign, monument, or sculpture is not important in favor of a naturalistic landscape to move through.

A landscaped native stone sign wall or other complementary entry sign would reinforce the gateway impression and will be carefully considered, sited and designed considering relationships to similar initiatives at other City gateways.

5. Habitat Protection and Mitigation

Land use changes will include riparian landscaping that contributes to a larger continuous corridor of riparian habitat in rural and open lands across the larger southeast edge of Fort Collins.

City, State, and Federal regulations already govern impacts to existing habitat that would likely occur with development. They generally emphasize protection, enhancement, and alternative mitigation of any losses with land use changes.

For example, on the south side of Harmony Road where greater land use changes may occur, habitat improvements would be required to mitigate expected losses associated with filling ponds and future development.

Newly created ponds, channels, and landscape areas would be part of the framework for development and would be extensively landscaped with native river valley plantings. This would provide a basic degree of urban habitat, mainly for birds and small aquatic species.

With complete reshaping of the most or all of the landscape, there are apparent opportunities for improvements to go beyond minimal mitigation of losses and achieve significant enhancement over unintentional and unsanctioned status of the habitat that has formed in the gravel-mined landscape.

6. Regional Trail Corridor

A landscaped trail corridor thirty to fifty feet wide (or more) will run through the south side of Harmony road to assist in linking trails and Natural Areas to the north and south—the Poudre River Trail in Arapaho Bend Natural Area on the north, and Fossil Creek Trail in Eagle View in the south.

The corridor will be an integral part of the formative framework of public space into which buildings and parking lots will fit. The corridor may be located within required landscape setback areas and should be sited and aligned to maximize the user experience. Developers will coordinate with the City on appropriate trail design, including alignment, width, surface materials and details.



Trail Corridor Concept, South Side of Harmony

7. Mobility Hub

City Plan identifies the Harmony interchange area as a 'Mobility Hub' recognizing its long-term potential to offer transfers, drop-offs, a station for bus rapid transit (BRT), intersecting multi-use trails, and regional bus transit in addition to its park-n-ride function.

This recognition centers around the TTC; but if any significant development is brought to fruition on the south side of Harmony as envisioned, it should complement the functioning of the TTC starting with a BRT stop and a comfortable pedestrian crossing of Harmony Road. Such development could add options such as car shares, electric charging, and shuttles to connect across Harmony.

8. Limitations on Commercial Signs

Commercial signs within the gateway area will be consistent with the Plan's character elements as well as compliant with the City's Sign Code. Present code provisions prohibit off-premise signs (billboards) and place limitations on sign size, height, and manner of display.

Requests for modifications and/or variances to the Sign Code will be evaluated against adopted Harmony Gateway policies. Further, any Planned Unit Development (PUD) application would be required to include a Uniform Sign Program specifying sign type, heights, sizes, placement and lighting.

9. Stealth Wireless Telecommunication Facilities

Making a provision for wireless telecommunication facilities (typically cell towers) balances the needs for residents and the travelling public to have adequate telecommunication services while still protecting key views and upholding the naturalistic design character of the Gateway. New standards would prohibit conventional wireless and other telecommunication towers, unless in those cases where they are screened, roof-mounted equipment or are “stealth” installations located within church steeples, bell towers, flagpoles, grain silos, structures common to the area’s landscape or integrated into building architecture.

10. Land Use and Development Standards

South Side of Harmony Road

This 136-acre area has been zoned for development under the Basic Industrial Non-Retail Employment Activity Center land use designation since 1991, with the potential for major development if the floodway was to be removed and gravel pit ponds filled. In 2020, a 10-acre parcel of developable land exists at the southeast corner of Harmony and Strauss Cabin Roads.

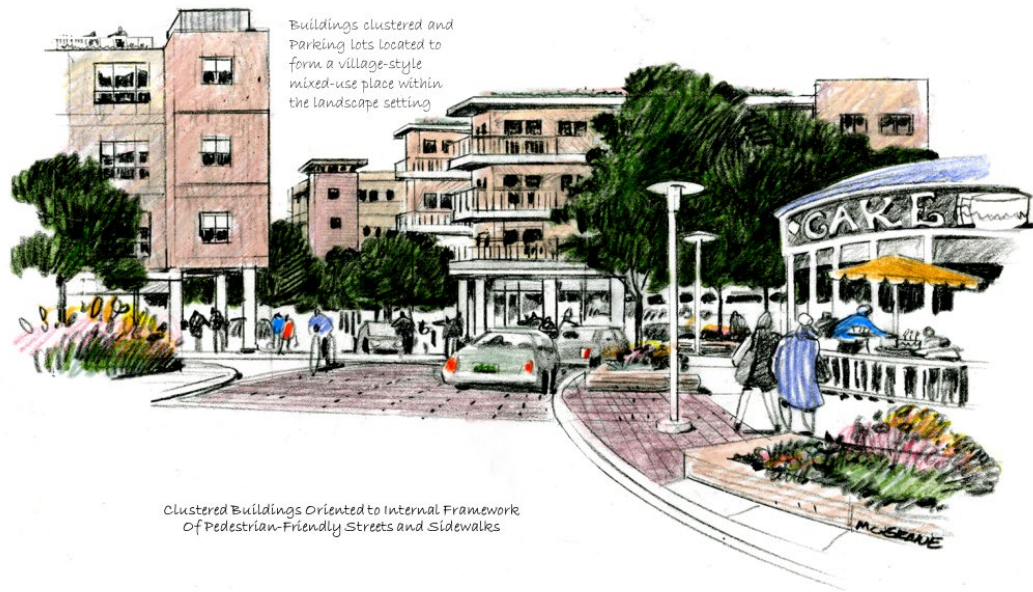
For development to proceed on the south side of Harmony Road beyond the 10-acre parcel, the entire gravel-mined floodplain landscape would need to be completely reshaped from the current gravel pit configuration, filling the ponds in conjunction with a solution to contain or remove the floodway.

Naturalistic river valley landscaping dominated by groupings of cottonwoods and willows would be required to create a significant riparian greenbelt image along Harmony Road and I-25. This landscaping would complement and contribute to the larger swath of open and rural lands at this southeast edge of the city and riparian tree groves on the north side of Harmony Road.

Coverage of streets, buildings and parking lots would be limited to 60% of the site area, with the remaining 40% comprising the newly created naturalistic landscape setting. Groupings of evergreen trees would screen parking and help to frame selective intermittent visibility of buildings and their signage and add winter interest.

Development will form an interesting, walkable mixed-use destination with buildings brought together along sidewalks and other walkways and outdoor spaces. While most people will arrive by private vehicle, the pattern will make it convenient and inviting to ‘park once’ and walk within the area.

Because of the focus on a walkable framework, development would be mutually supportive of public transportation, by being convenient for walking, transit use, and bicycling upon arrival.



Buildings Brought Together in a Walkable, Mixed-Use Area

Beyond the visual image, the pattern would reflect multiple community values regarding livable, sustainable community development. Its character would define it as a notable gateway to Fort Collins and a unique shopping/employment/living destination in the region and state.

Mixed Land Uses

A diverse mix of businesses, jobs, and urban housing at relatively high densities, allowing as many opportunities for cross-use as possible within walking distance.

This mix offers a chance for people to live, work, and visit with minimal dependency on cars.

Uses could include retail, restaurant, office and institutional buildings, corporate and light industrial employment, lodging and hospitality uses, and a variety of urban styles of housing. The mix of uses would be limited to the following distribution (as a percentage of net developable acreage):

Residential:	25% minimum
Retail and commercial:	50% maximum
Employment:	25% minimum
(office, light industrial, institutional)	

Public Space Framework of Streets

Buildings and parking lots will be fitted into a well-planned framework of public space, with blocks formed by streets, or pedestrian 'spines' adequate to function in lieu of streets.

Pedestrian Crossings of Harmony and Strauss Cabin Roads

Prominent pedestrian crossings would be provided at Strauss Cabin & Harmony Roads for reasonably comfortable east-west and north-south pedestrian movement throughout the area.



Strauss Cabin Pedestrian Crossing Concept at Apartments on West Side

Buildings and Parking Lots

Buildings and their entrances would be brought together along streetfronts that may combine with a trail corridor and small park and public spaces and define the district.



Building Fitted in and Brought to Streetfronts

Accordingly, parking would be distributed along active pedestrian streets with parking or consolidated in lots or structures that do not interrupt the pedestrian and visual environment. Landscape plantings internal to parking lots should reflect the overall plant palette for the area.

North Side of Harmony Road

The existing land use is expected to remain within a reasonable planning time horizon. The park-n-ride facility could potentially expand or add a parking structure as part of long-range plans for a

transit hub, but its essential footprint, function, streetscape, and naturalistic landscape are expected to remain a key part of the overall vision.



TTC (Park-n-Ride) Landscape Setback Character

The commercial property at the northeast corner of the interchange, under County jurisdiction, appears unlikely to request annexation and redevelopment within a planning time frame. In the meantime, it will remain a reminder of a past era when it was zoned for commercial use at an outlying highway exit well beyond the City Limits.



Northeast Commercial Corner Abutting the Interchange

DEVELOPMENT STANDARDS TO IMPLEMENT THE STRATEGIES

Architectural, site, landscape and sign plans will be subject to design standards and guidelines that emphasize a distinct place and image consistent with the vision.

PUBLIC SPACE MANAGEMENT

Trail corridor and other open spaces: ownership, maintenance and liability issues would have to be negotiated. Retaining significant amounts of open space may require the expenditure of public funds or a reinvestment of tax dollars created by the development.

GATEWAY AREA GOALS

Shape the future of the gateway area to:

1. Emphasize opportunities of the river valley setting.
2. Express a positive image, community values, and a distinct local feel.
3. Shape development south of Harmony Road to form a walkable, mixed-use district south, including diverse businesses, jobs, urban styles of housing and city amenities.
4. Take advantage of future public transportation systems along Harmony Road and I-25 by evolving a transit hub.

POLICIES

GW-1 Establish a well-planned and attractive gateway entrance to Fort Collins at the I-25 interchange, emphasizing the natural scenic qualities of the area.

GW-2 Protect and enhance the natural resource value of the Cache la Poudre River.

GW-3 Encourage continued master planning efforts in the gateway area.

GW-4 Establish design standards and guidelines for development in the gateway area that emphasize scenic and natural resource values.

GW-6 Create networks of open space and trail systems, that incorporate urban wildlife habitat.

GW-7 Support a balanced transportation system within the context of a pedestrian district that prioritizes pedestrian, transit and bicycle use as well as driving.

IMPLEMENTATION ACTIONS

The following actions need to be taken by the City to ensure that the gateway section of the Plan is implemented.

1. PLAN ADOPTION

Gateway Plan amendment adoption by City Council.

2. GATEWAY PLANNING PHASE TWO

The City should continue the gateway planning effort through the following design and coordination activities:

DESIGN

- Adopt Harmony Corridor Gateway Design Standards and Guidelines.
- Develop and fund a Harmony Road gateway streetscape design.
- Design a Fort Collins entry sign and develop a funding mechanism.
- Develop a conceptual plan for a regional multi-purpose trail.
- Design a naturalistic landscape design for the Harmony and I-25 rights-of-way.

COORDINATION

- Coordinate with the long-range planning efforts of other City departments – Transportation, Parks and Recreation, Water, Wastewater and Stormwater Utilities.
- Coordinate with the Colorado Department of Transportation in regard to decommissioning of frontage roads, and landscaping in the highway right-of-way.

ADOPTING ORDINANCE AND RESOLUTIONS

- Resolution PZ 91-4 of the Planning and Zoning Board of the City of Fort Collins approving the City of Fort Collins Harmony Corridor Plan and recommending its inclusion as an element of the Comprehensive Plan of the City of Fort Collins.
- Resolution 91-42 of the Council of the City of Fort Collins approving the City of Fort Collins Harmony Corridor Plan and including it as an element of City Plan, the Comprehensive Plan of the City of Fort Collins.
- Ordinance No. 187, 1994 of the Council of the City of Fort Collins amending the Harmony Corridor Plan and the Harmony Corridor Standards and Guidelines.
- Resolution 2003-086 of the Council of the City of Fort Collins amending the Harmony Corridor Plan.
- Ordinance No. 011, 2006 of the Council of the City of Fort Collins amending the Harmony Corridor Standards and Guidelines.
- Ordinance No. 044, 2020 of the Council of the City of Fort Collins updating the Harmony Corridor Plan for the Gateway Area and the Harmony Corridor Standards and Guidelines
- Ordinance No. XXX, 2025 of the Council of the City of Fort Collins amending the Harmony Corridor Plan.

The full text of these resolutions and ordinances are available for inspection from the City Clerk's office.



Harmony

Corridor

Standards and Guidelines



December 2, 2025



HARMONY CORRIDOR Standards and Guidelines

December 2, 2025



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I. THE HARMONY OAKS DESIGN CONCEPT

The Harmony Oaks design concept strives to create a continuous and harmonious streetscape along Harmony Road from College Avenue to I-25 that is attractive and unique to this entryway corridor. The landscape proposed in the Harmony Oaks concept is characterized by wide setbacks, naturalistic berming, a meandering sidewalk and groves of oak trees alternating with wildflower meadows. Oaks have been selected as the dominant tree species for several reasons. Two types of trees are native to Colorado: coniferous species usually associated with higher elevations, and deciduous trees such as cottonwoods and willow typically found along streams. The Gambel Oak is one of the few deciduous hardwood trees that is native to Colorado. This – combined with the oak’s reputation for longevity, hardiness, disease resistance, low water demand, fall coloring and attractive appearance – led to the conclusion that the Gambel Oak, along with other oaks known to thrive in this climate, would be the best tree to dominate in the corridor landscape. Although the oaks will be combined with a substantial number of other tree species to avoid a monoculture, they will be planted in sufficient quantities to have a unifying effect. The oak’s rugged appearance makes it ideally suited to the informal naturalistic landscape emerging along Harmony Road. Drifts of pines will occur randomly to provide winter interest and add to the naturalistic forested effect.

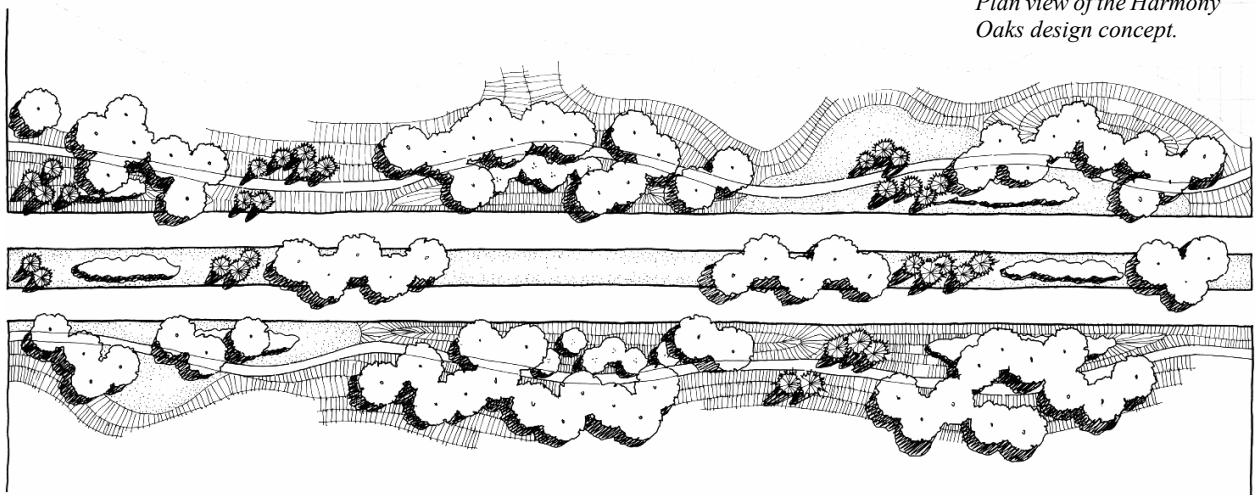
Starting at I-25 and continuing to College Avenue, wildflowers will be planted in the median and intermittently along the edges of the road. The continuity of the wildflowers will provide a colorful welcome mat for people coming to Fort Collins via Harmony Road. Along both sides of the road, a wide sidewalk is planned to meander through berms providing the pedestrian and bicyclist with alternate experiences of wildflower meadow and oak forest. Low stone walls, along with special signage and graphics, will strengthen the Harmony Oaks design theme at intersections.

EXHIBIT B TO ORDINANCE NO. 167, 2025

Harmony Corridor Standards & Guidelines



*Perspective view of
the Harmony Oaks
design concept.*



*Plan view of the Harmony
Oaks design concept.*

II. PROCEDURES

The following standards and guidelines are intended to be used by developers proposing projects in the Harmony Corridor and by the City staff and the Decision Maker in their Land Use Code review process. “Standards” denoted by (+) are mandatory. “Guidelines” denoted by (o) are not mandatory, but are provided in order to further educate planners, design consultants, developers and City staff about the intent of the Harmony Corridor Plan. The guidelines describe a variety of ways that individual projects can contribute to the Harmony Corridor Plan. In addition, the guidelines will be used by City staff to guide the development of public sector projects in the corridor.

The Planning and Zoning Commission is empowered to grant modifications to the mandatory (+) standards under the following circumstances:

1. The strict application of the standard would result in peculiar and exceptional practical difficulties or exceptional and undue hardship upon the owner of the affected property;
2. The alternative plan, as submitted, will protect the public interest advanced by the standard for which the variance is requested equally well or better than would compliance with such standard; and
3. In either of the foregoing circumstances, the variance may be granted without substantial detriment to the public good.

III. GENERAL STANDARDS & GUIDELINES

The purpose of these standards and guidelines is to implement the design concepts and land use vision of the Harmony Corridor Plan – that of creating an attractive and complete mixed-use center with a major employment base. These standards and guidelines are an implementation action called for in the Harmony Corridor Plan, adopted by the City of Fort Collins in March 1991, then updated in January 1995, July 2003, February 2006, June 2020, and December 2025.

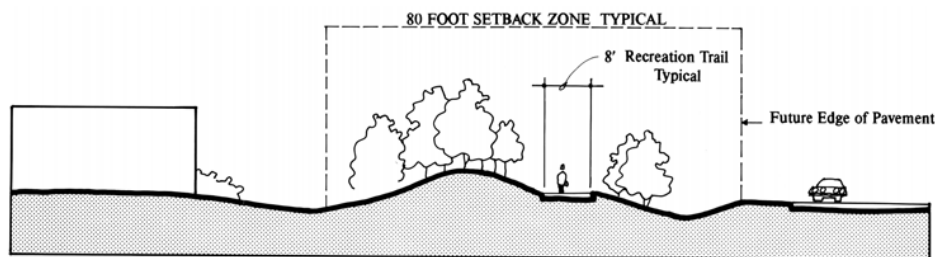
Harmony Road Setback

The purpose of the setback zone along Harmony Road is to provide enough area between Harmony Road and adjacent development to create naturalistic berms, groves of trees and a meandering sidewalk. All three elements work together to create an attractive landscape that appears spacious and provides design continuity along the Harmony Road frontage.

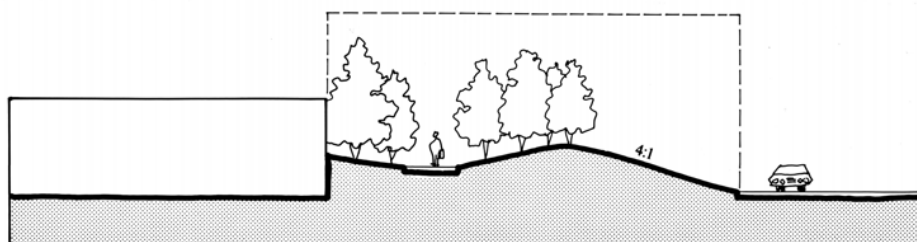
Developments located along the Harmony Road frontage, east of Boardwalk Drive, shall provide a minimum 80 foot setback from the future edge of pavement, as determined by the City. (+)

This area shall be referred to as the “setback zone.” The design standards and guidelines refer to the setback zone unless otherwise noted. Setbacks for I-25 and future frontage roads will be established in the design standards and guidelines developed for the gateway area as part of the Phase II Gateway Planning Effort described in the Harmony Corridor Plan. See page 32 for setback requirements on local and collector streets and page 30 for properties west of Boardwalk Drive.

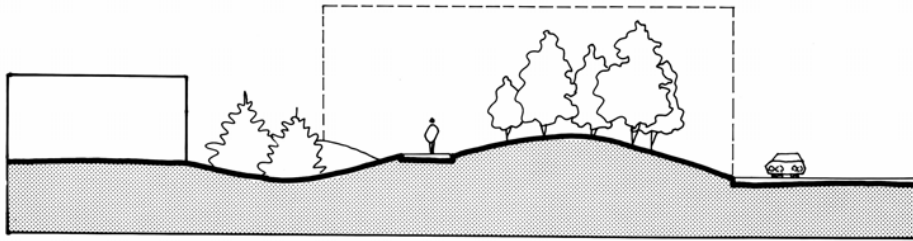
Providing positive drainage away from a building shall not be considered a hardship in



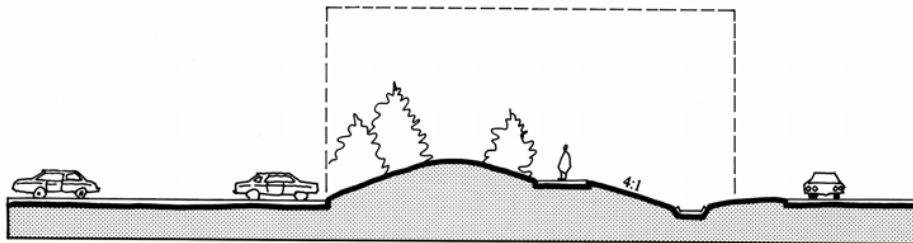
80 foot minimum setback is measured from the future edge of the pavement.



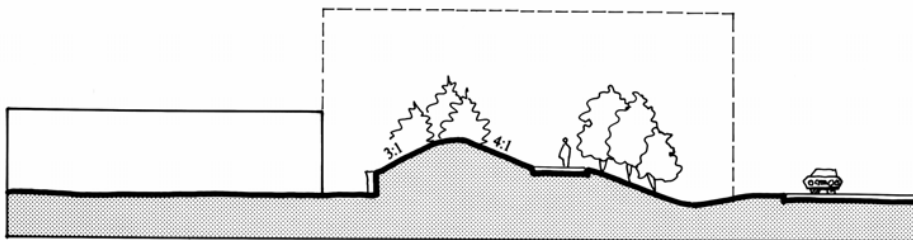
Berming against buildings is encouraged. Buildings should be well integrated with the site and landscape.



Meandering recreation trail is integrated with berming and separated from travel lanes 30 feet where possible.



Parking lots can be screened with a combination of berms and plant material.



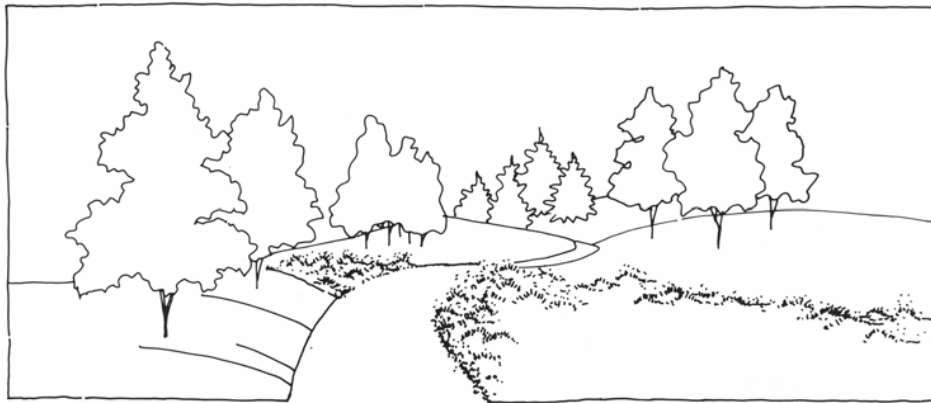
Retaining walls can be used to create the desired streetscape effect in restricted locations.

Meandering Sidewalks

The purpose is to provide a means for pedestrians and bicyclists to travel parallel to Harmony Road and have access to developments along the road where appropriate. Since pollution levels are highest closer to the road, the sidewalk is separated from the edge of pavement to the extent practical. The sidewalk is intended to be aesthetically pleasing as well as functional. The sidewalk is eight feet wide in order to accommodate both bicyclists and pedestrians, however, this sidewalk is not intended to serve as a commuter bicycle system.

A detached 8 foot wide concrete sidewalk is required along both sides of the road. The sidewalk shall be characterized by long smooth, sweeping curves through a gently bermed landscape. (+)

At intersections, the 8-foot wide sidewalk shall be parallel with Harmony Road for a minimum distance of 60 feet and shall connect to pedestrian crosswalks at the corner. See detail on page 20. (+)



Sidewalk system meanders through naturalistic berming.

Grading

Landscape grading on either side of Harmony Road is one of the most important visual design elements used in the corridor. The purpose is to create naturalistic berms in order to emphasize the landscape and soften the visual impact of development. In addition, berms may be used to screen parking areas or other undesirable views.

Berms shall be used to create a naturalistic rolling landscape as opposed to flat terrain or rigidly designed berms that look engineered. (+)

Berms are not mandatory for properties east of the Fossil Creek Inlet Ditch and west of Boardwalk Drive. It is anticipated that additional design standards and guidelines will be developed for properties in the gateway area east of the Fossil Creek Inlet Ditch during Phase II of the Gateway Planning Effort described in the Harmony Corridor Plan. See page 30 for properties west of Boardwalk Drive.

The height of berms may vary from three to twelve feet above existing grade. Berms intended to screen parking shall be at least four feet high in order to effectively screen vehicle headlights. Berm heights shall be approved by the City. (+)

Slopes shall be 3:1 or less, with smooth transitions between changes in grade. (+)

Berms, swales and detention ponds within the setback zone and elsewhere on the site shall be graded in such a way as to be an integral part of the landscape, designed with smooth transitions between changes in slope. (+)

Avoid cutting or filling within the drip line of existing trees that are to be saved. (+)

The design of the berms and the alignment of the sidewalk should be integrated in order to create the illusion that the landform is the reason the sidewalk meanders. (o)

The materials used to construct retaining walls within the setback zone or elsewhere on the site should be buff color flagstone or materials that match the architecture of the building. (o)

Using concrete to line conveyance channels is discouraged. (o)

The following chart summarizes minimum and maximum desirable slopes for site grading: (o)

Descriptions	Minimum Slope	Maximum Slope
Planting Areas	2%	3:1
Parking Lot Pavement	2%	4%
Driveways	2%	6%
Pedestrian Walks	1%	8%
Pedestrian Plazas	1%	2%

Water Transmission Main

The water transmission main which will be the backbone of the water distribution system for the Harmony Corridor will extend from Shields Street to County Road 9. A conceptual design and routing study for the project has been completed by the City's Water and Wastewater Utility. The presence of this main will create potential conflicts with the landscaping and berm design. Extensive coordination will be required during the development review process to minimize the effects upon either the water main or the Harmony Oaks design concept.

In designing berms and selecting and locating trees, the applicant shall avoid unnecessary interference with the City's water transmission main and the operation and maintenance thereof. (+)

As part of the preliminary development review process, the applicant shall submit a drawing to the City for its approval which graphically illustrates the water transmission main location, tree placement and grading concept. The drawing shall demonstrate that the tree and berm placement does not unnecessarily interfere with the City's water transmission main and the operation and maintenance thereof. (+)

Plant Palettes

The purpose of the plant palettes is to promote design continuity along the Harmony Road streetscape through repetition of plant material species, with special emphasis on oak trees. Secondly, the plant palettes emphasize low to moderate water demand plant material in order to conserve water. The plant palettes offer an adequate range of plant material species to provide spatial definition; soften, buffer or screen development; and provide seasonal interest.

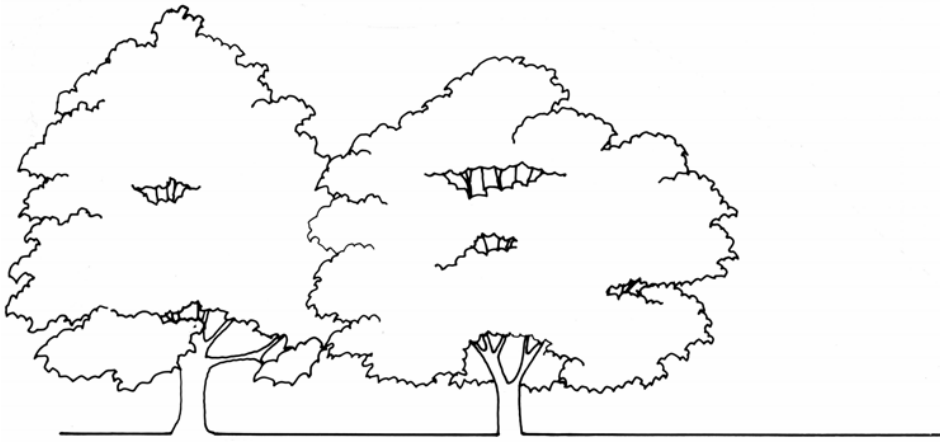
The landscape of the setback zone should be composed of two plant palettes; an oak palette, consisting of trees exclusively from the oak family, and a mixed palette, which is made up of trees and shrubs from a wider variety of plant families. At least, 35% of the trees in the setback zone should be chosen from the oak palette. The remaining 65% may be entirely from the mixed palette, or partially from the oak palette. (o)

The oak palette and the mixed palette apply to the setback zone landscape between College Avenue and the Fossil Creek Inlet Ditch located east of the Hewlett-Packard facility. It is anticipated that plant palettes for properties in the gateway area east of the Fossil Creek Inlet Ditch will be developed during Phase II of the Gateway Planning Effort described in the Harmony Corridor Plan.

Areas of the corridor outside of the setback zone are not limited to specific plant palettes, however, it is recommended that landscape plans throughout the corridor utilize plant material from these plant palettes in order to complement the setback zone landscape and conserve water where ever possible. (o)

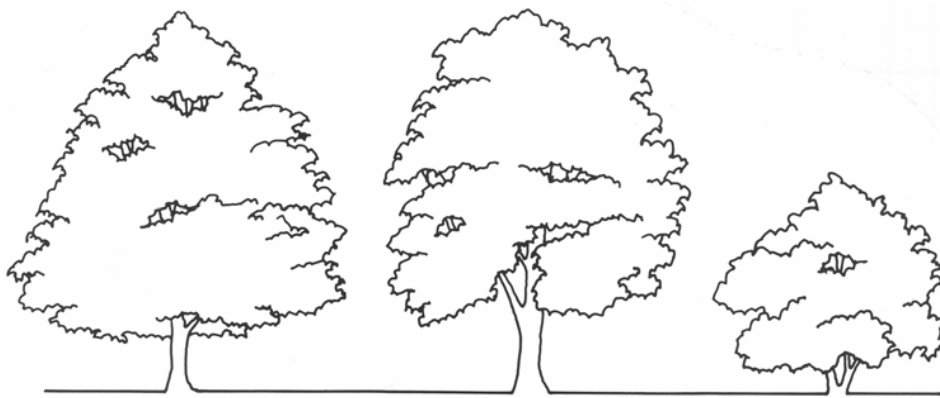
Applicants are encouraged to use xeriscape techniques that include appropriate plant material selection, soil modification, mulches, appropriate irrigation and other techniques designed to conserve water without sacrificing variety and visual quality. (o)

An estimated 25% of the setback zone landscape is an existing mix of plant material species not expected to change. When the corridor is completely developed, the overall ratio of oaks to other plant material varieties will be 1:4. This ratio does not take into account the median planting of oaks.



Bur Oak

English Oak



Northern Red Oak

Swamp White Oak

Gambel Oak

The following tables list the common names and a few, brief remarks concerning the plants of each palette. For more detailed information including specific drought tolerance rating, see Appendix A.

Oak Palette

Bur Oak	hardy, majestic
English Oak	wide, open habit, stately
Northern Red Oak	local stock only
Swamp White Oak	dense foliage, narrow
Gambel Oak	understory tree, fall color

Mixed Palette**DECIDUOUS TREES**

White Ash	
‘Autumn Purple’ Ash	purple fall color
‘Rose Hill’ Ash	bronze red fall color
‘Autumn Applause’ Ash	purple fall color
Green Ash	
‘Marshall’s Seedless’ Ash	yellow fall color
‘Patmore’ Ash	upright, formal
Western Hackberry	hardy, good texture

ORNAMENTAL TREES

Cockspur Hawthorn	glossy foliage, fall berries
Toba Hawthorn	double pink spring flowers
Russian Hawthorn	white flowers, red fruit
Bigtooth Maple	red fall color
‘Radiant’ Flowering Crab	pink-red spring flowers

EVERGREEN TREES

Austrian Pine	drought tolerant
Ponderosa Pine	drought tolerant
Keteleeri Juniper	lt. green, blue berries

SHRUBS

Nanking Cherry	white flowers, red fruit
Staghorn Sumac	orange-red fall color
Red Twig Dogwood	red stem color in winter
Peking Cotoneaster	orange-red fall color
Alpine Currant	hardy, winter texture

ACCENT PLANTS

Daffodils	bulbs, yellow flowers
Wildflowers	annuals and perennials

Trees / Shrubs

While the plant material palettes define what plant material species are to be used in the setback zone, the following standards and guidelines describe how the plant materials are to be arranged. The purpose is to produce a cohesive corridor scale landscape as opposed to a series of individual project landscapes placed side by side.

Each individual site shall be designed within the context of the corridor landscape, with particular attention to adjacent properties. Applicants are required to show how their landscape plan complements or harmonizes with the existing or proposed landscape on adjacent properties in terms of grading, sidewalk layout, plant material selection, plant material quantities, planting design, views to the mountains and seasonal change. (+)

Periodic views to Longs Peak and the Front Range should be maintained along the corridor. These windows to the mountains should be carefully planned so that significant views are not obscured by buildings and/or plant material for more than one-half mile. (o)

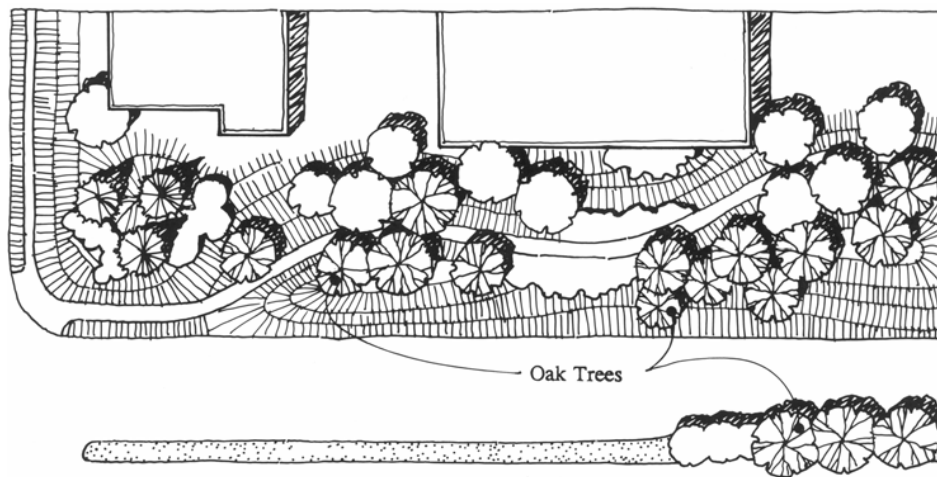
Seasonal change is important to the aesthetic appeal of the streetscape. Accordingly, each project should contribute to an effective seasonal plant material display in the corridor, however, individual sites are not expected to have continuous year round seasonal displays on their frontage. (o)

For example, if property A has a grove of oak trees and a drift of pines with a mass of shrubbery providing an effective fall color display, then the landscape plan for the adjacent property should emphasize spring color and may not need to use evergreen trees in the setback zone.

The planting design concept is naturalistic with heavy emphasis on oak trees. Repetition of the oak species is a design element used to create and strengthen the landscape continuity of the streetscape.

Oak trees should be planted in groves with a minimum of 10-20 trees per grouping. Deciduous shade trees from the mixed palette may be included in the groves, provided that 35% of the trees in the setback zone are from the oak palette. This guideline does not apply to properties west of Boardwalk Drive and east of the Fossil Creek Inlet Ditch. (o)

The visibility of oak trees from the street should take priority over the visibility of other plant material species. (o)



Oak trees and small caliper trees are used at the edge of the grove.

Trees on the edge of the grove may be smaller caliper size to create a more naturalistic appearance. Planting young trees very close together or clumped as they might appear in a forest is encouraged. (o)

Grove of deciduous trees should be periodically interrupted with groupings of evergreen trees used to provide winter interest and to screen objectionable views. Consider the landscape plans for adjacent properties when deciding the placement of evergreen trees. (o)

Evergreen trees, when used, shall be massed in groupings of 5-15. (+)

Ornamental trees and shrubs provide spring blossoms and additional fall color. Ornamental trees, when used, shall be planted in single species groupings of at least three (3) trees per group. (+)

Shrubs shall be massed with 5-25 shrubs per group. (+)

Single species groupings of shrubbery are recommended. (o)

In general, shrub massed are most effective when they are used as an understory planting at the edge of a grove of trees, or in low areas in between berms. (o)

No shrubbery shall be used in wildflower areas. (+)

Bur Oak, English Oak and Gambel Oak with an understory of wildflowers shall make up the median landscape. (+)

See the planting design examples on pages 18 and 19 for suggested plant material arrangements.



Oak trees planted in groves.

Wildflowers / Turf

The purpose is to provide a uniform and consistent landscape treatment of the ground plane along the Harmony Road frontage and to encourage the use of turf that consumes less water than traditional bluegrass. Starting at I-25 and continuing to College Avenue, wildflowers are planned to be the predominant ground cover in the median. The continuity of the wildflowers provides a colorful appearance throughout the spring, summer and fall months.

The predominant ground cover in the setback zone west of the Fossil Creek Inlet Ditch should be turf. (o)

It is anticipated that design standards and guidelines for properties in the gateway area east of the Fossil Creek Inlet Ditch will be developed during Phase II of the Gateway Planning Effort described in the Harmony Corridor Plan.

Where turf is used, it shall meet the following specification:

- 70% Tall Fescue
- 20% Bluegrass
- 10% Smooth Brome

Other turf mixes that use 30-50% less water than traditional bluegrass may be substituted for the above specified mix with City approval. (+)

The above specified mix should be considered a minimum standard. Applicants are encouraged to use turf mixes with lower percentages of bluegrass.

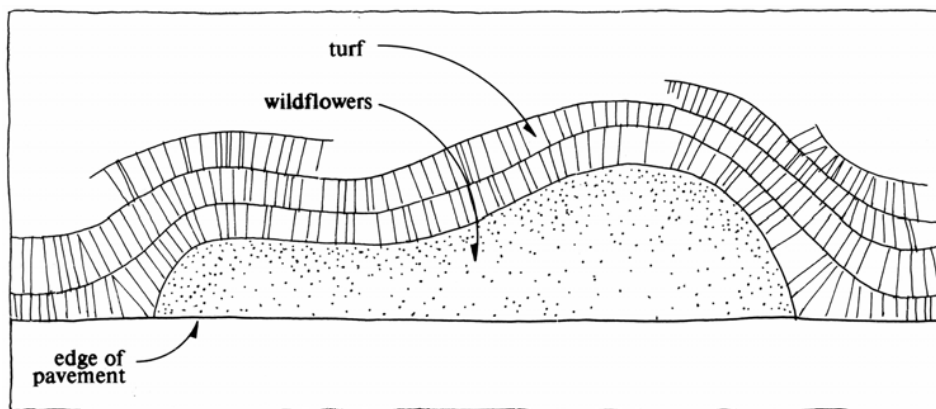
Periodic wildflower plantings along the edges of the road are encouraged, however, the use of wildflowers in the setback zone is optional. (o)

Where wildflowers are used in the setback zone, plantings shall be a minimum of 1000 square feet and must end 100 feet from the nearest collector or arterial street intersection. (+)

Incorporating naturalized daffodils into wildflower plantings or turf areas is encouraged. (o)

Daffodil masses, when used, shall include 100 or more bulbs per grouping. (+)

Transitions between wildflower and turf areas shall be made with free flowing curvilinear lines. (+)



Wildflower areas adjacent to the road edge are encouraged.

EXHIBIT B TO ORDINANCE NO. 167, 2025

Harmony Corridor Standards & Guidelines

The Harmony Oaks concept is characterized by wide setbacks, naturalistic berming, a meandering sidewalk and groves of oak trees alternating with masses of wildflowers.

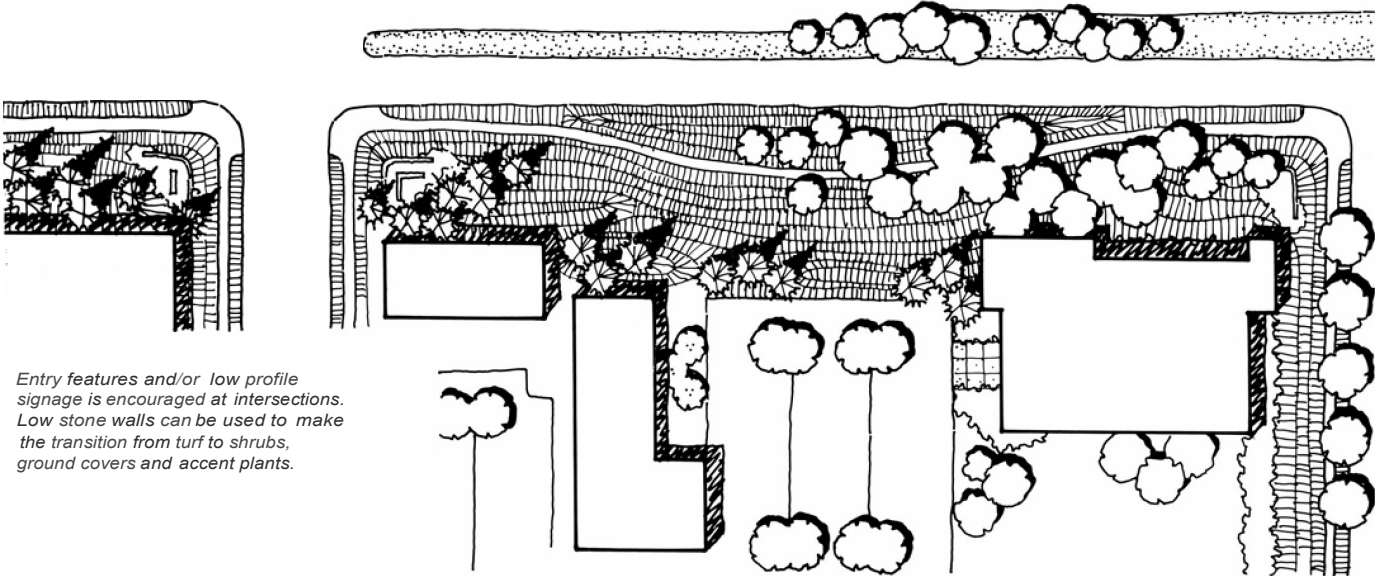
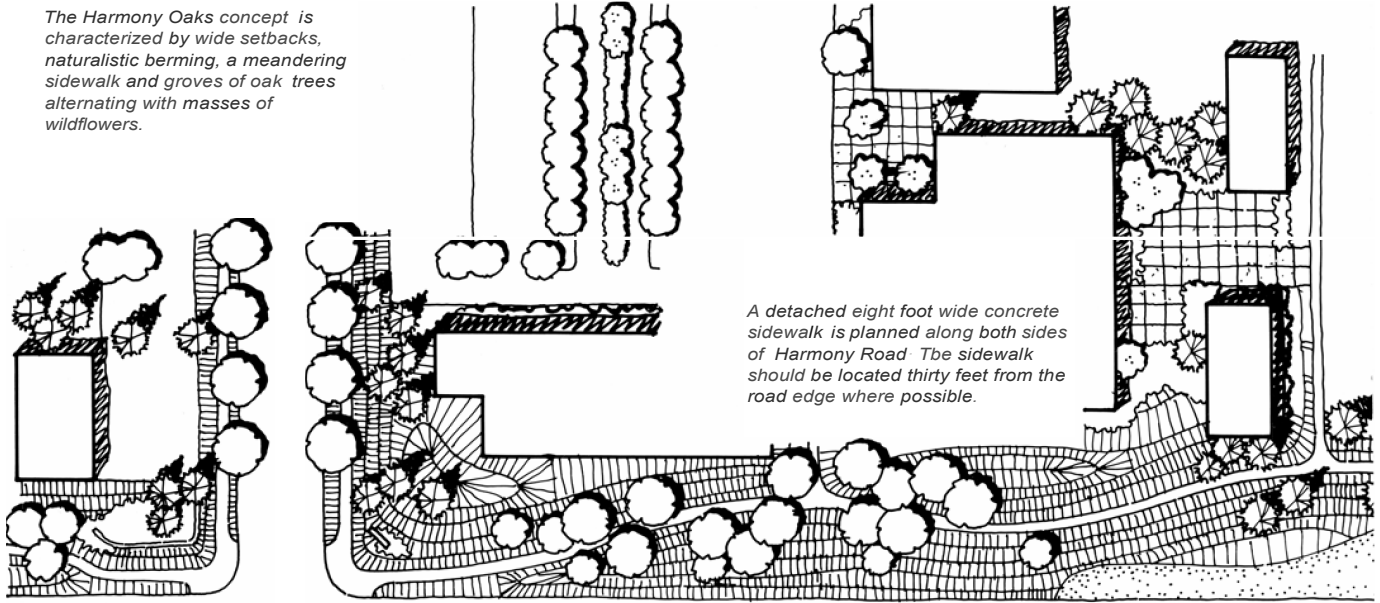
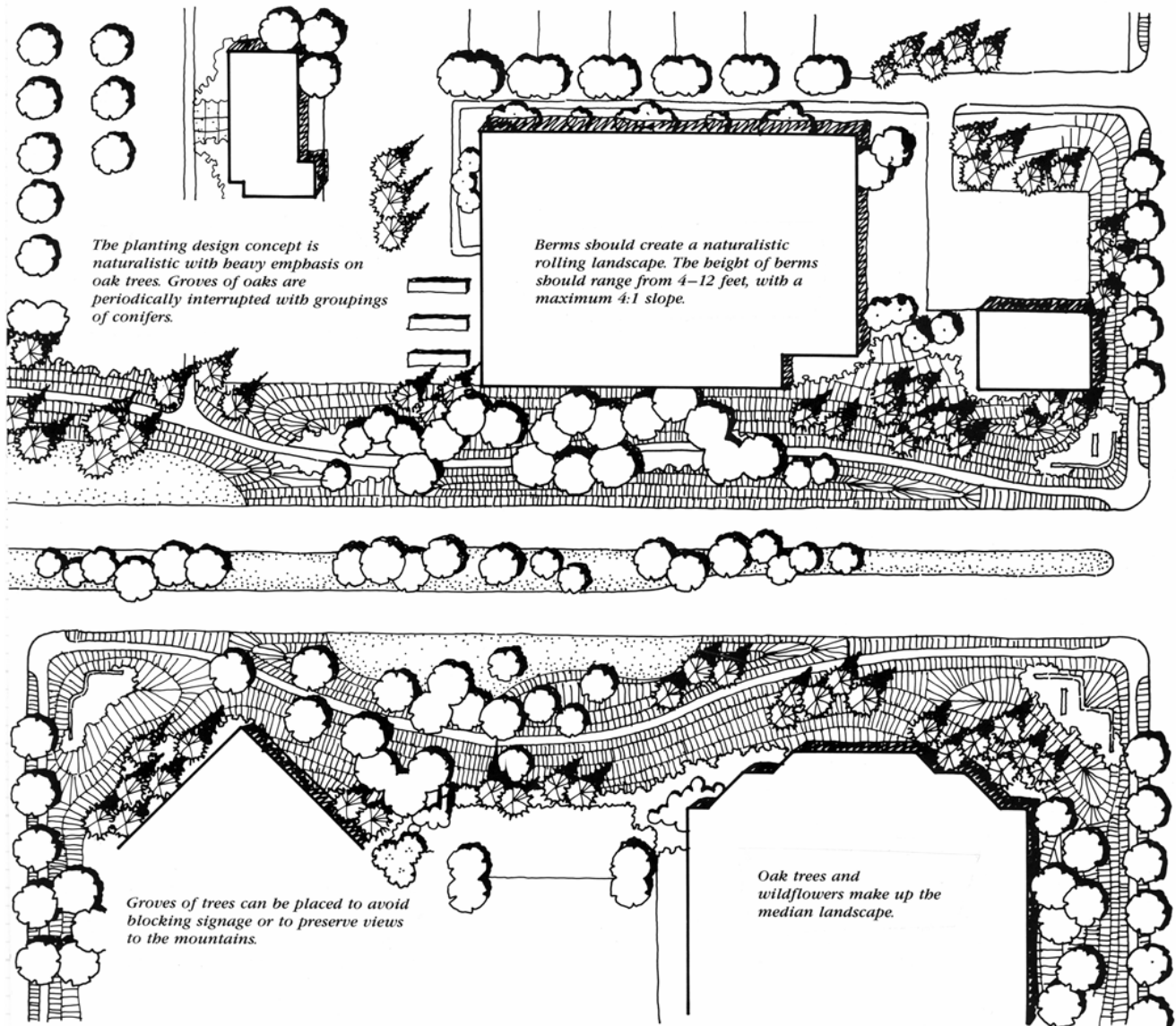


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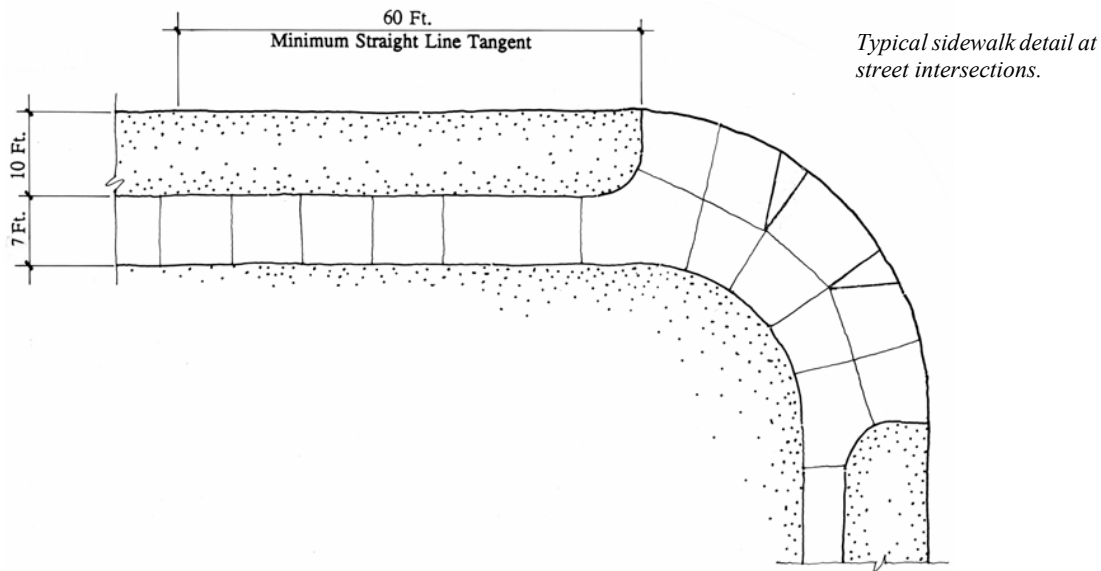
Harmony Corridor Standards & Guidelines



Collector / Arterial Street Intersections

The purpose of the following standards and guidelines is to establish a consistent appearance of major street intersections along Harmony Road so that collectively the intersections contribute to the Harmony Oaks design concept described in the Harmony Corridor Plan.

The 8 foot wide sidewalk and the local or collector street sidewalk shall be detached 10 feet and parallel to the street for a minimum of 60 feet from the curb return at intersections. (See detail.) (+)



Turf should be the predominant ground cover at intersections. (o)

Entryway plantings at intersections are encouraged. The incorporation of signage and/or project identity features is also encouraged. (o)

Entryway plantings, when used, shall be set back a minimum of 35 feet from the curb line. (+)

The grade at intersections should be gently mounded or sloped in the parkway strip between curb and sidewalk. (o)

The grade behind the sidewalk should be gently sloped up to an entryway planting or tie into a bermed landscape. A minimum 5% grade is recommended. See examples on pages 22 and 23. (o)

Entryway plantings should be characterized by low and medium height junipers, flowering accent plants, deciduous shrubbery and informally grouped deciduous and/or evergreen trees. Evergreen and small deciduous shrubs as well as annual and perennial flowers not found on the plant palettes may be incorporated into special feature landscapes at intersections. (o)

Entryway plantings and/or project identity features located on different corners of the same intersection should complement each other. (o)

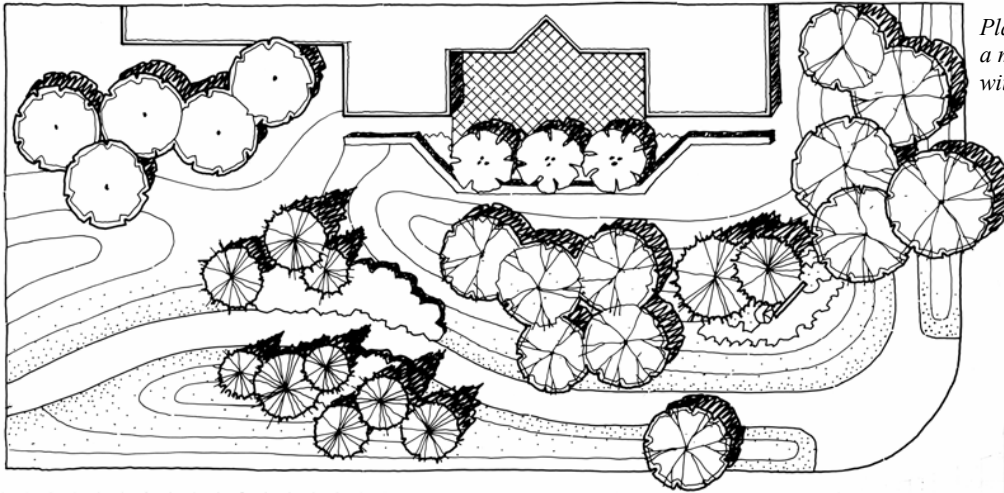
Applicants are required to show how their landscape plan relates to the existing or proposed landscapes for the other corners of the intersection in terms of grading, plant material selection, plant material quantities, planting design and hardscape materials. (Landscape plans for proposed projects are available in the City Planning Department.) (+)

The incorporation of a low stone wall into entryway plantings and/or project identity features wherever possible is encouraged, in order to achieve a higher degree of design continuity and unique sense of place for the Harmony Corridor. (o)

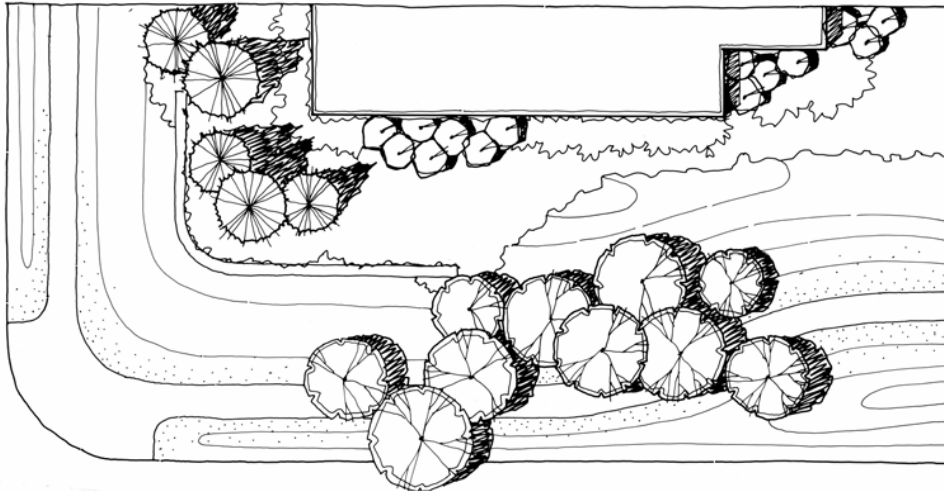
Where stone walls are incorporated into the landscape, buff color flagstone shall be used. (+)

Example intersection planting plans and details on page 22 are intended to convey a “landscape character” consistent with the Harmony Oaks design concept. The repetition of oak trees and stone walls is encouraged. However, the placement of the wall and plant material may be flexible according to individual site requirements and personal preferences. (o)

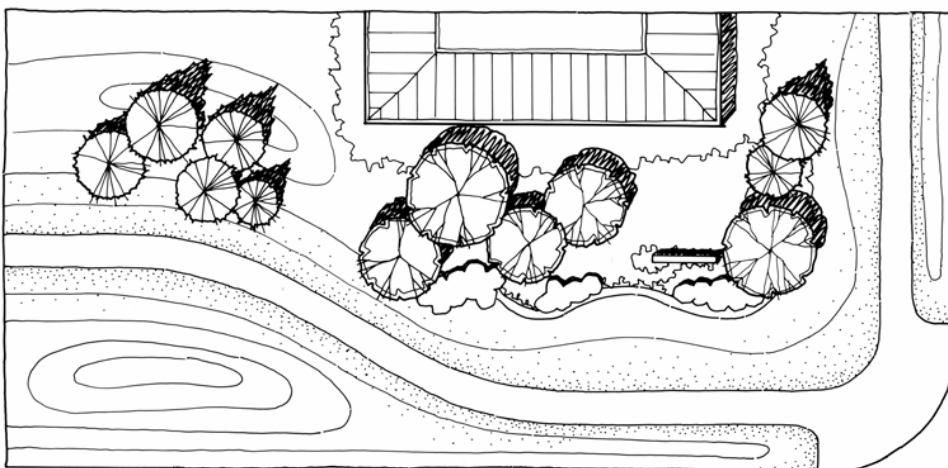
Stone walls are considered to be a landscape element. In order for stone walls to be an effective unifying design element in the corridor, it is important that the context in which stone wall are used remains relatively consistent. Incorporating the stone into sign bases is discouraged. Examples of the appropriate use of stone walls are shown on pages 22 and 23. (o)



*Plan view showing
a monument sign
with no stone wall.*



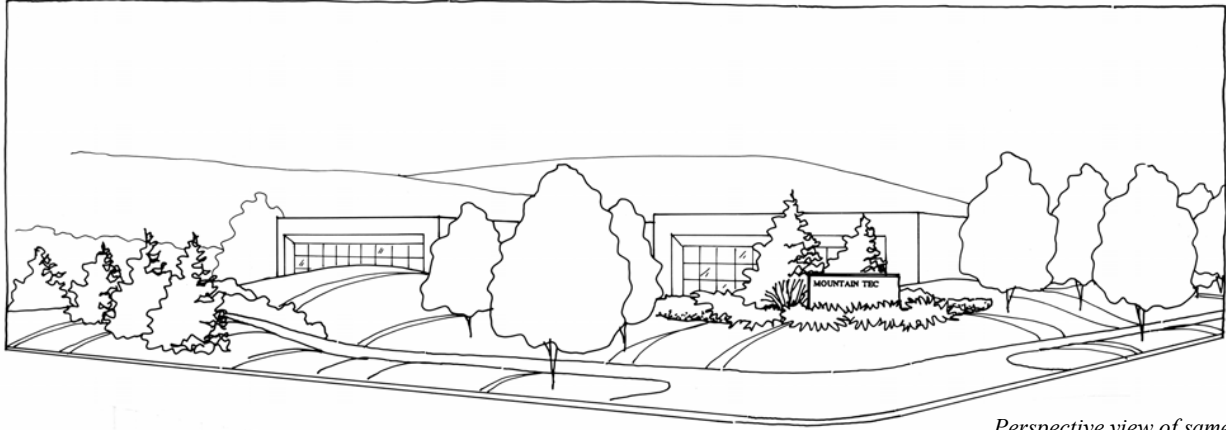
*Plan view showing
typography on a
stone wall.*



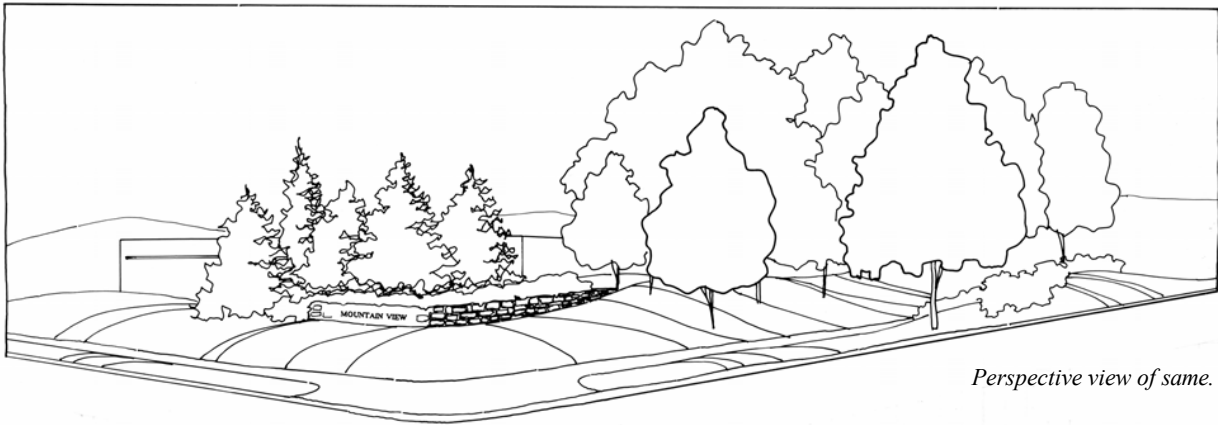
*Plan view of stone
wall used as a
landscape element
integrated with a
monument sign.*

EXHIBIT B TO ORDINANCE NO. 167, 2025

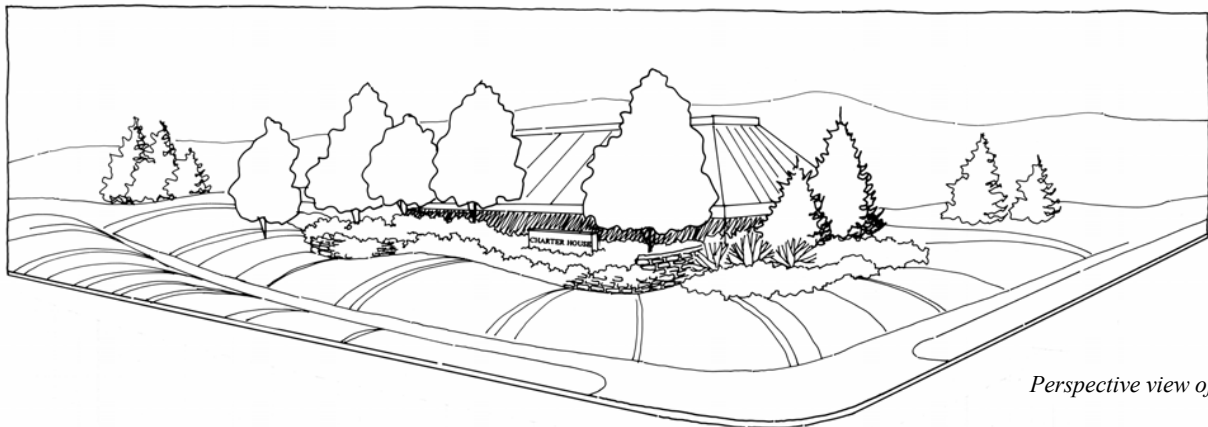
Harmony Corridor Standards & Guidelines



Perspective view of same.



Perspective view of same.



Perspective view of same.

Planting Specifications

The purpose of planting specifications is to promote high quality landscape construction that requires less maintenance and conserves water.

Soil preparation should include the addition of organic matter and other amendments to improve the condition of the soil and to conserve water. (o)

A. All shrubs and/or accent plants should be within defined shrub beds. (o)

Edging should be 4 inch steel strap set one inch above sod grade. (o)

The soil surface in shrub beds shall be mulched to reduce moisture evaporation, improve water penetration, control weeds and help moderate environmental extremes. (+)

Three to four inches of aspen bark or similar organic mulch should be applied over a weed barrier. Gravel mulch is discouraged. (o)

Plant material shall be spaced to achieve coverage within three years. (+)

Plant material with similar water requirements should be grouped together and irrigation systems should be designed to respond to these groupings. Zone plants with different water requirements separately and use the appropriate method – drip emitters, mini-sprays, standard sprays or bubblers – to match the water requirements. (o)

Maintenance

The purpose of the following maintenance standards and guidelines is to establish maintenance responsibility and to promote a consistent quality of landscape maintenance along the Harmony Road streetscape.

Property owners are required to maintain the landscape up to the edge of pavement along Harmony Road and other public streets. (+)

Turf areas shall be irrigated with an automatic irrigation system. (+)

Shrub beds and turf areas shall be kept in a reasonably weed free condition. (+)

The pruning of trees and shrubs should be performed in such manner to enhance their natural character. (o)

Currently the median landscape is maintained by the State Division of Highways. The responsibility for maintenance in the future shall be determined at the time the Harmony Oaks design concept is implemented in the median.

Retaining Walls

The purpose of these standards and guidelines is to promote the use of stone walls as a landscape element along Harmony Road. The consistent use of stone as a building material for landscape walls is another opportunity to provide landscape cohesiveness along the Harmony Road streetscape. The following guidelines clarify the desired type of stone work.

Low stone walls, 18-36 inches in height and used as a landscape feature, is encouraged throughout the corridor. Developers are encouraged to use stone walls to make changes in grade, to make the transition from turf to wildflowers or to complement signage. Wall heights may vary, depending on site conditions and personal preferences. (o)

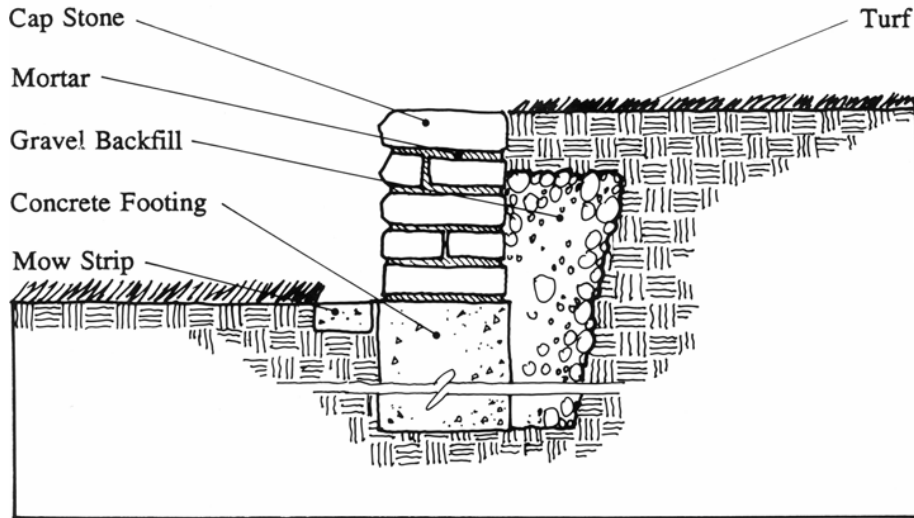
The materials used to construct retaining walls shall be buff color flagstone or materials that match the architecture of the building. For example, a project with brick buildings may use matching brick retaining walls instead of stone. Using landscape timbers or other materials that do not match the architecture of the building in the construction of retaining walls in the setback zone is prohibited. (+)

Where stone walls are used in the setback zone, buff color flagstone shall be used in the construction. (+)

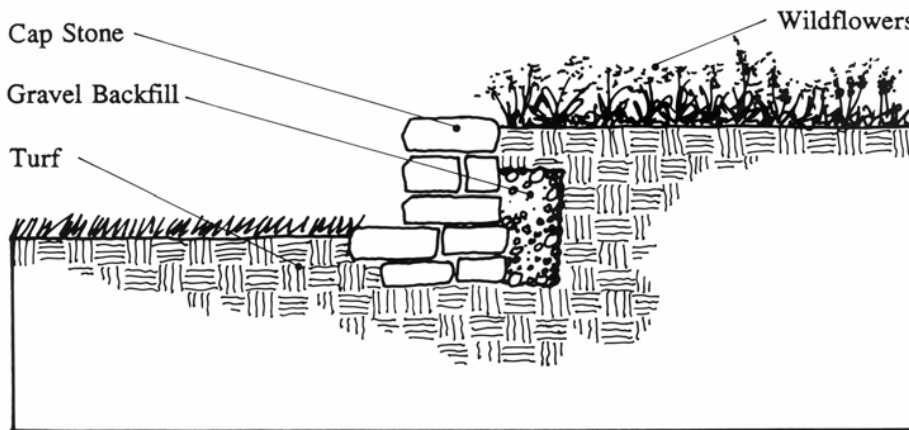
Stone walls are considered to be a landscape element. In order for stone walls to be an effective unifying design element in the corridor, it is important that the context in which stone walls are used remains relatively consistent. Accordingly, incorporating the stone into sign bases is discouraged. Examples of the appropriate use of stone walls are shown on pages 22 and 23. (o)

EXHIBIT B TO ORDINANCE NO. 167, 2025

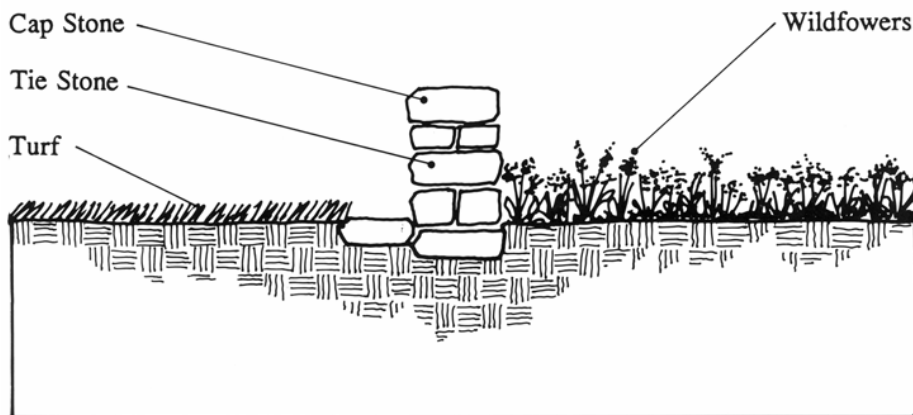
Harmony Corridor Standards & Guidelines



Mortared stone wall used as a retaining wall.



Dry laid stone wall used as a retaining wall.



Dry laid stone wall used as a freestanding seat wall.

Fencing

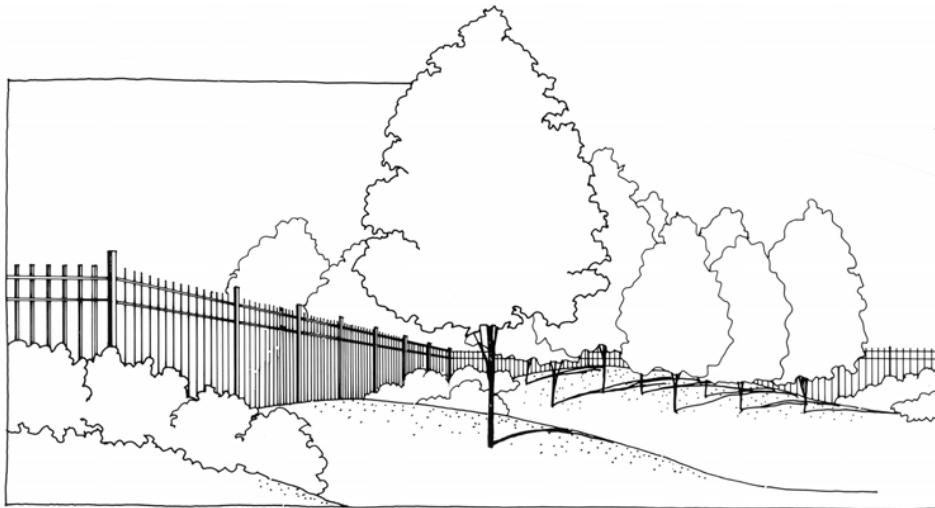
The purpose of these standards and guidelines is to promote the use of black metal picket fencing as a landscape element along Harmony Road. The consistent use of black picket fencing as security fencing and/or decoration, will help provide landscape cohesiveness along the Harmony Road streetscape. The following standards and guidelines clarify the desired type of fencing.

Fence location and details shall be submitted with development plans. (+)

Security fencing is not allowed within the setback zone, except when the fence is part of an entryway feature. Only that part of the security fence that is incorporated into the entryway feature is allowed to encroach into the setback zone. (+)

Outside of the setback zone, ornamental aluminum fence with black baked enamel finish and pickets spaced four inches apart is the preferred material and style for fencing that is visible along Harmony Road. Repetition of this distinctive style of fence is another design element that can help unify the corridor landscape. Applicants are encouraged to use this type of fencing for their security fencing needs. (o)

Unclad chain link, dog-eared and shadow box wood fences that are visible from Harmony Road are discouraged. (o)



Repetition of black picket fencing helps unify the landscape character of Harmony Road.

The appearance of chain link fencing can be greatly improved by using black, vinyl clad chain link and partially screening it with berming and plant material. (o)

Screen wall and other architectural fences may encroach into the setback zone, if the Planning and Zoning Commission determines that the design of the fence adds to the architectural interest of the building and does not detract from the corridor landscape. Such a fence shall be 8 feet or less in height and constructed using building materials and design details that match or complement the building or project identity. (+)

The visual appearance of all fencing should be enhanced with plant material. (o)

Lighting

The purpose of the following standards and guidelines is to encourage consistent light quality in the corridor and to reduce conflicts between street lighting and tree placement.

Public street lighting along the corridor shall be standard City fixtures on 30 foot high light standards, spaced approximately 175 feet apart, on both sides of the road. The light source shall be high pressure sodium lamps. (+)

Consistent use of high pressure sodium light sources contributes to the aesthetic quality of the corridor. Projects are encouraged to use high pressure sodium light sources in their site design. (o)

Trees with maximum heights above 30 feet shall be spaced at least 40 feet from a streetlight. (+)

Trees with a maximum height of less than 30 feet may be planted as close as 15 feet from a streetlight. (+)

Boardwalk Drive to College Avenue

The Harmony Oaks concept becomes more difficult to implement between Boardwalk Drive and College Avenue for a variety of reasons. Most of the property adjacent to the road in this area is developed. Setbacks are narrower and there is no median in the road. Some properties are vacant and others are expected to redevelop at some time in the future. The unique characteristics of this section of Harmony Road require special attention. Wide setbacks, a meandering sidewalk, rolling berms, groves of trees and wildflower meadows are difficult to implement in this area, however, other design elements can be emphasized to create continuity. The following guidelines apply specifically to new development along Harmony Road from Boardwalk Drive to College Avenue.

The design elements that contribute to the Harmony Oaks design concept are listed below. Developers are encouraged to incorporate as many elements as possible into their development projects. (o)

1. Wide setbacks.
2. Naturalistic bermings.
3. Meandering sidewalk.
4. Groves of trees.
5. Plant material from selected palettes.
6. Wildflower masses.
7. Daffodil masses.
8. Stone walls.
9. Black picket fencing.

Properties in this area will not be required to provide an 80 foot setback. The appropriate setback dimension for individual properties in this area will be determined during the development review process, when more site development variables are known.

Trees and shrubs should be selected from the oak palette and the mixed palette in the recommended ratios. See pages 12 and 13. (o)

Properties west of Boardwalk Drive are not required to plant trees in groves, however, these properties are required to plant trees in naturalistic clusters as opposed to straight lines and formal patterns. (+)

Wildflowers shall not be used unless they can be established in a continuous bed that measures at least 1000 square feet. (+)

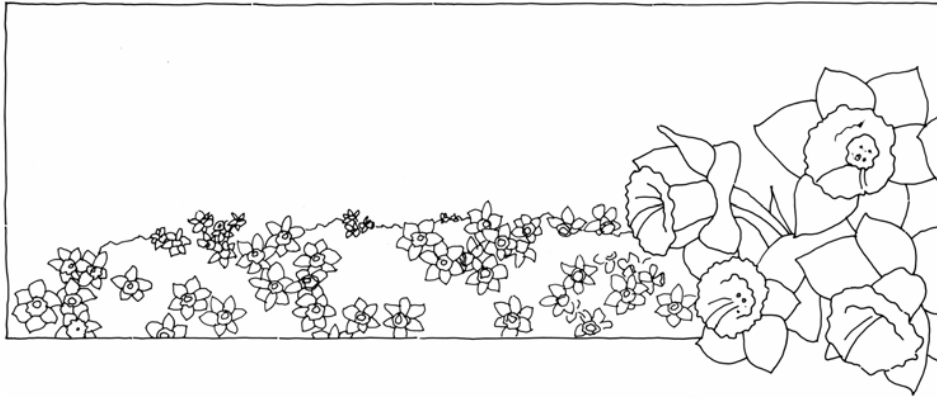
The use of daffodils in large masses (100 bulb minimum) should be emphasized in this area. (o)

Hardscape elements such as stone walls and black picket fencing play a more dominant role in creating continuity and should be emphasized in this area. (o)

The Harmony Corridor Plan recommends the design and implementation of special signage and graphics for public signage in the corridor. Special signage and/or graphics for public signage should be emphasized in this portion of the corridor. (o)

The use of stone walls can provide landscape continuity with the rest of the corridor; accordingly, properties which are too small to accommodate naturalistic berming (see GRADING on page 10) are encouraged to use stone walls in combination with plant materials as screening devices. (o)

Properties west of Boardwalk Drive shall not be required to provide meandering sidewalks, however, minimum 7 feet wide concrete sidewalks parallel to Harmony Road are required. Ramps shall be provided at all street intersections so that pedestrians, bicycles, wheelchairs and baby strollers can negotiate the sidewalk system. (+)



Daffodil masses play an important role near College Avenue.

Local & Collector Streets

Local and collector streets in the corridor can be utilized to extend the unifying effect of the Harmony Oaks design concept into the adjacent area. Design standards and guidelines for local streets which intersect with Harmony Road and for collector streets in the corridor are detailed below.

Suggested setbacks for buildings and parking lots from future edge of pavement: (o)

Description	Building Setback	Parking Setback	Fencing Setback
Collector Streets	40'	30'	20'
Local Streets	40'	20'	20'

At least 35% of the plant material used in the setback area along local and collector streets within one-half mile of Harmony Road should be selected from the oak palette. The remainder of the plant material should be selected from the following palette: (o)

Local / Collector Street Palette

DECIDUOUS TREES

White Ash

'Autumn Purple' Ash	purple fall color
'Rose Hill' Ash	bronze red fall color
'Autumn Applause' Ash	purple fall color

Green Ash

'Marshall's Seedless' Ash	yellow fall color
'Patmore' Ash	upright, formal
Kentucky Coffee Tree	coarse winter texture

ORNAMENTAL TREES

Flowering Crabapples	flowers, fall color
Newport Plum	pink flowers, purple foliage
Bigtooth Maple	red fall color

EVERGREEN TREES

Austrian Pine	drought tolerant
Ponderosa Pine	drought tolerant
Keteleeri Juniper	lt. green, blue berries
Scotch Pine	drought tolerant

SHRUBS

Snowmound Spirea	white flowers, arching
Bluemist Spirea	blue flowers late summer
Red Twig Dogwood	red stem color in winter
Peking Cotoneaster	orange-red fall color
Alpine Currant	hardy, winter texture

ACCENT PLANTS

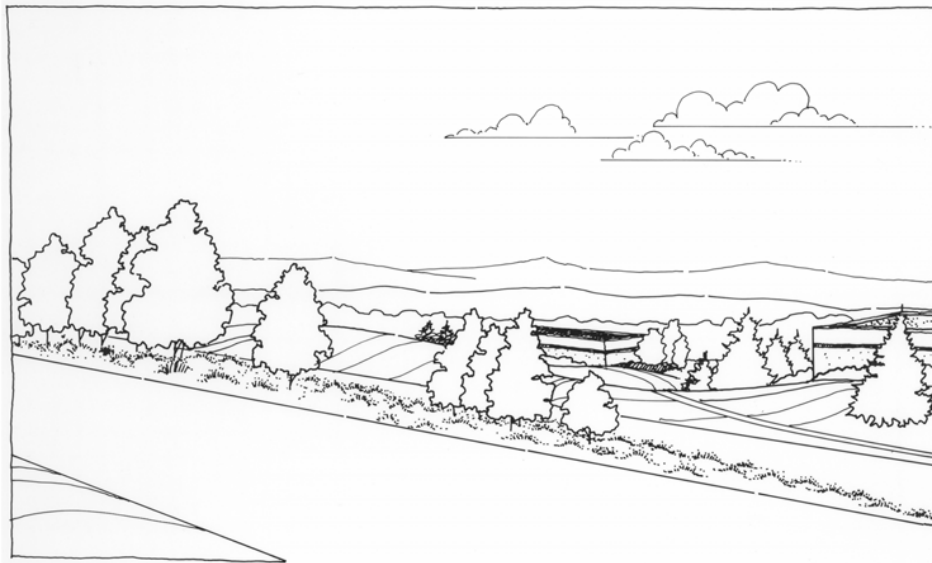
Grape Hyacinth	blue-purple spring flowers
Yellow Tulips	spring bulbs
Rocky Mountain Penstemon	blue-purple flowers
Orange Day Lilies	summer flowers

Median Planting

Utilization of the Harmony Road median to affect a coordinated design theme is essential. Since the median is under one ownership, it can be designed and maintained as one continuous landscape. The following guideline should be the starting point for future median landscape plans.

The median shall be planted in wildflowers from the I-25 interchange to the end of the median at Boardwalk Drive. (+)

A combination of wildflowers and a mixture of Gambel Oak and Bur Oak at various stages of growth make up the median landscape. The wildflowers, once established provide spectacular seasonal effects. The oaks grow more slowly and develop character over time. Utilized together and reinforced by private sector landscapes along the edges of the roadway the oaks and wildflowers create a unique pastoral landscape.



Architectural Design

The purpose of these standards is to promote high quality architectural design along the Harmony Road frontage, so that the architecture of the buildings adds to the visual interest of the corridor.

Buildings shall be designed to ensure that all elevations are attractive, rather than placing heavy emphasis on the front elevation and downgrading the aesthetic appeal of side elevations. Any accessory building or enclosure shall be similar to the principal building in design and materials. (+)

Rooftop mechanical equipment shall be screened. (+)

Internally illuminated awnings on building elevations that face Harmony Road are prohibited. Such awnings are permissible where only logos and/or typography are illuminated. (+)

Parking & Service Areas

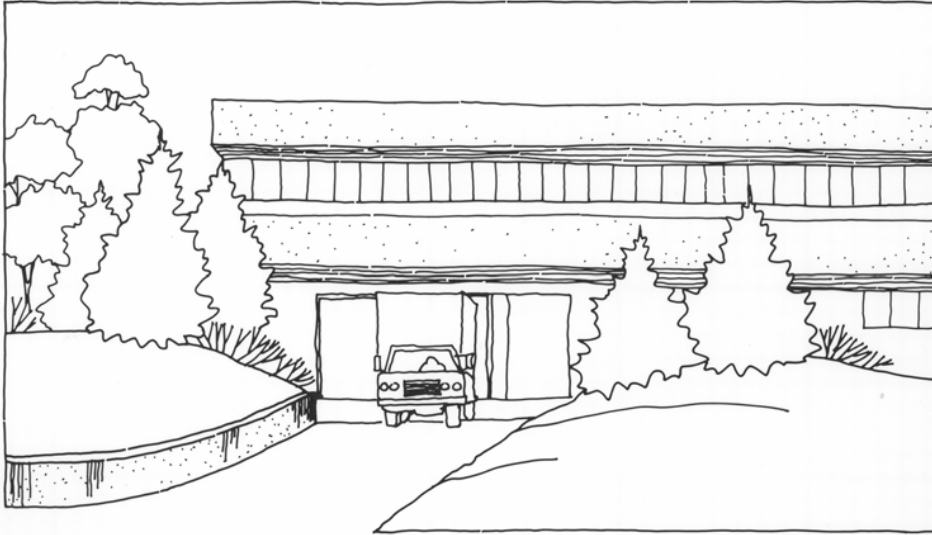
The following standards and guidelines are intended to promote skillful design of parking and service areas in developments located adjacent to Harmony Road. The goal is to have these areas as visually unobtrusive as possible.

All parking shall be screened from public streets by plant material, fencing and/or berming. (+)

Parking is prohibited within the setback zone. (+)

Parking areas shall not extend for more than a quarter of a mile along the Harmony Road frontage (adjacent to the setback zone) without a significant visual break provided by buildings and/or open space. (+)

Large parking lots should be broken into sections not to exceed 200 cars each, separated by a major landscape buffer to provide visual relief. (o)



*Service area
screened with
plant material and
berms.*

Utility equipment, storage areas, service areas, loading docks and trash collection areas are encouraged to be located so that they are not visible from public streets or building entries. (o)

Utility equipment, storage areas, service areas, loading docks and trash collection areas that are visible shall be screened with berming, plant material and/or fencing. (+)

Loading and service areas should be designed as an integral part of the building architecture to the extent practical. (o)

IV. SHOPPING CENTERS

STANDARDS & GUIDELINES

Ideally, retail development adds vitality and convenience to neighborhoods and work places without introducing negative impacts that overwhelm the surroundings. Achieving this in the Harmony Corridor is the purpose of these Standards and Guidelines.

Design criteria cannot predict the unique potential and constraints for each site and building. Thus, the following Standards and Guidelines are intended to establish a direction and a basic level of quality for compatibility with neighborhoods.

It is the City's hope that the mandatory standards do not limit creativity or reduce a potentially better design, created by skillful and sensitive architects and land planners, to a level of minimum compliance.

This section should encourage those who are responsible for new development to thoroughly consider the particular situation, including the surrounding context, so that each new development complements the positive and unique character of its neighborhood and the community.

This section focuses on three areas: (1) the function of buildings in defining a neighborhood and the community; (2) site relationships to surrounding neighborhoods and mitigation of negative impacts; and (3) the mixing of uses.

Fort Collins already has a development review system that promotes solutions to these general issues on a city-wide basis. The purpose of these Standards and Guidelines is to augment those existing criteria with more specific interpretations that apply to the Harmony Corridor.

**See Appendix B for definitions of these Shopping Centers.*

Buildings

1. Massing, Orientation, and Configuration on Site

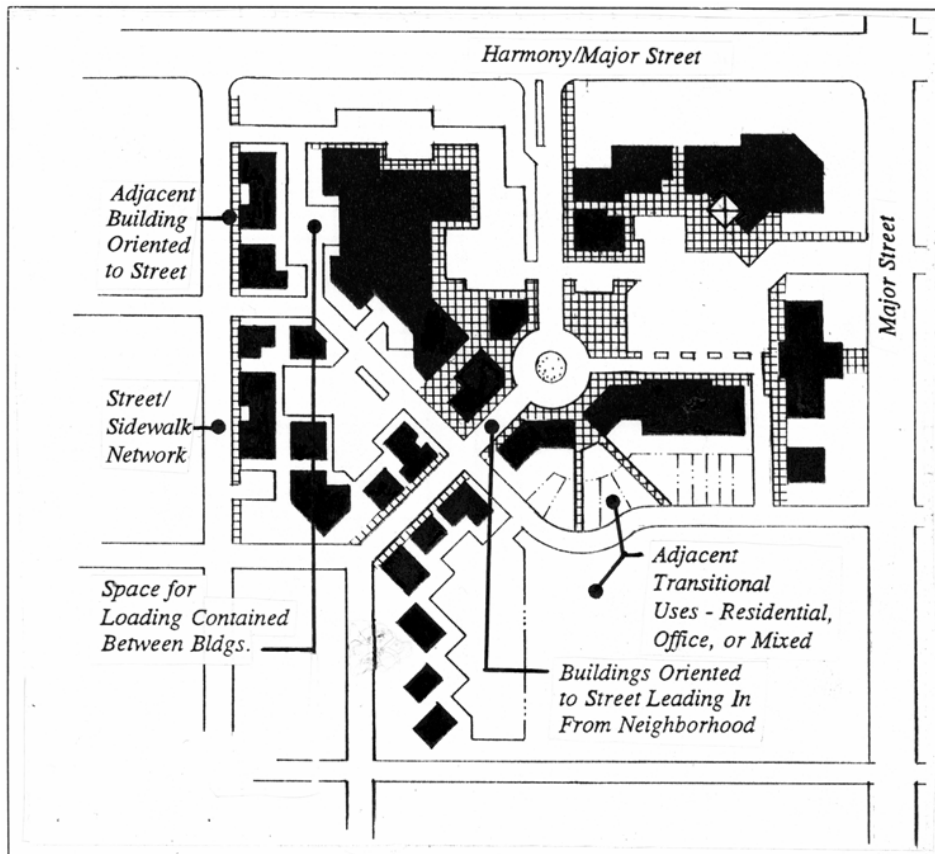
The purpose of these Standards and Guidelines is to encourage site-specific, responsive planning and design. The massing, orientation, and configuration of buildings automatically shapes public space and establishes relationships and transitions to adjacent land uses. If designed skillfully, buildings can do this in a positive way.

Buildings should offer attractive and inviting pedestrian scale features, spaces, and amenities. They should reflect the fabric of surrounding neighborhoods, rather than a superimposed formula. The cumulative patterns and connections created by multiple buildings, and the quality and memorability of their public spaces, is at least as important as the architecture of the buildings themselves. (o)



Intimately scaled spaces for people shaped by buildings.

Building mass should be shaped by connections to the street and sidewalk network, and in turn the building mass should be designed to give deliberate form to adjacent public spaces, such as streets, sidewalks, plazas, or landscaped spaces. (o)

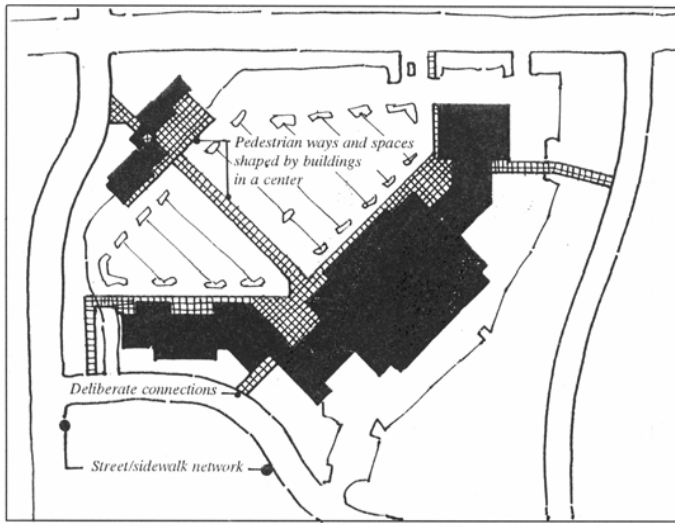


A center in which the buildings have been shaped by the street/sidewalk network, and in turn give definite form to streets, sidewalks, and other spaces.

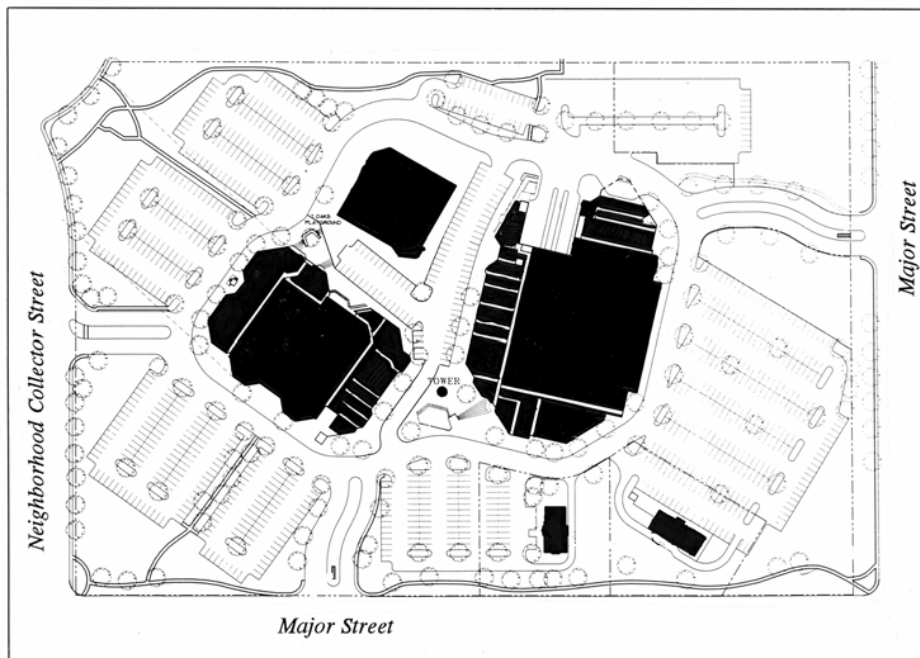
Consider orienting some buildings in multiple-building centers to streets leading in from the neighborhood, rather than to the arterial or collector street. This can create an inviting transition into the center and accommodate neighborhood-serving uses with lower visibility needs and traffic impacts, such as daycare, shared mail pick-up, office, coffee shop, and other similar uses. (o)

Residential use buildings, whether solely residential or mixed use, should also be used to create an effective land use transition between a center and adjacent neighborhoods. (o)

Where it is not possible or appropriate to extend streets or sidewalks directly, building mass can still shape definite, pleasant *connections* to adjacent land uses. (o)

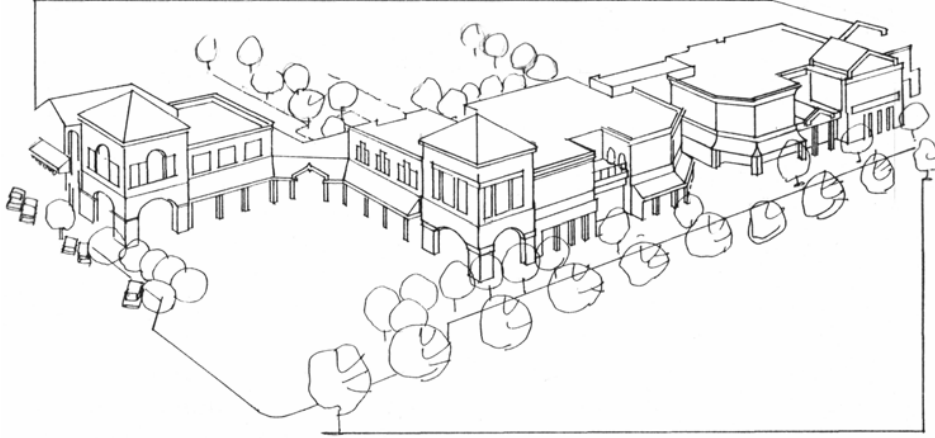


Pedestrian ways and spaces in a center of about 96,000 square feet, shaped in part by offsets and articulation in building massing.

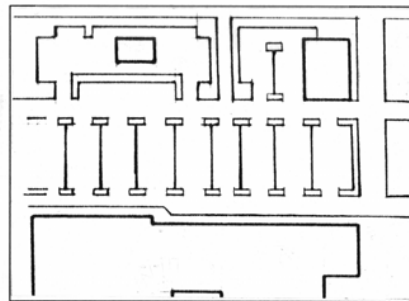
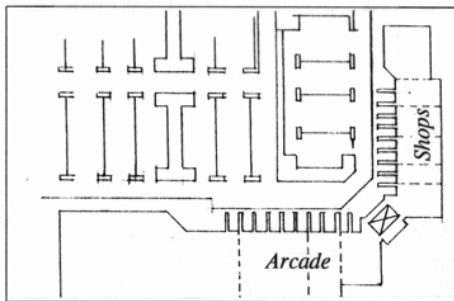


Independent network of circulation and pedestrian spaces shaped by buildings in a center of about 120,000 square feet; streets and paths lead in from all sides.

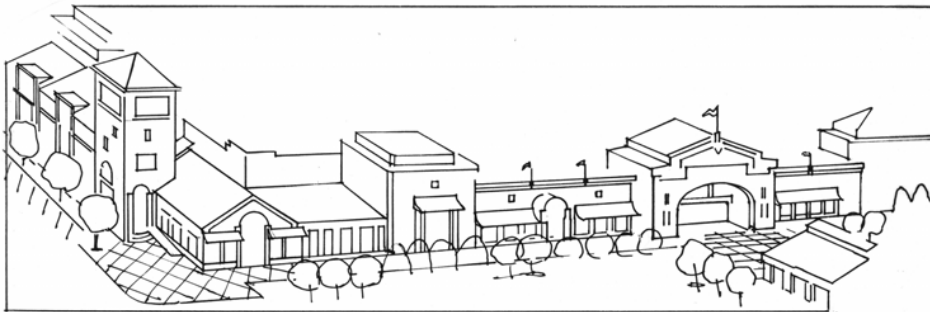
Consider distinguishing the different businesses or activities in the center with variation in massing rather than through detail features and fenestration alone. Consider slipped-plane offsets, recesses and projections, reveals, harmonious variations in roof shape or height, and vertical extensions at focal points. (o)



A possible reason not to use the preceding guideline would be to allow a single building mass containing several small businesses to shape a deliberate and pleasant overall outdoor space, such as an animated pedestrian walkway or arcade. (o)

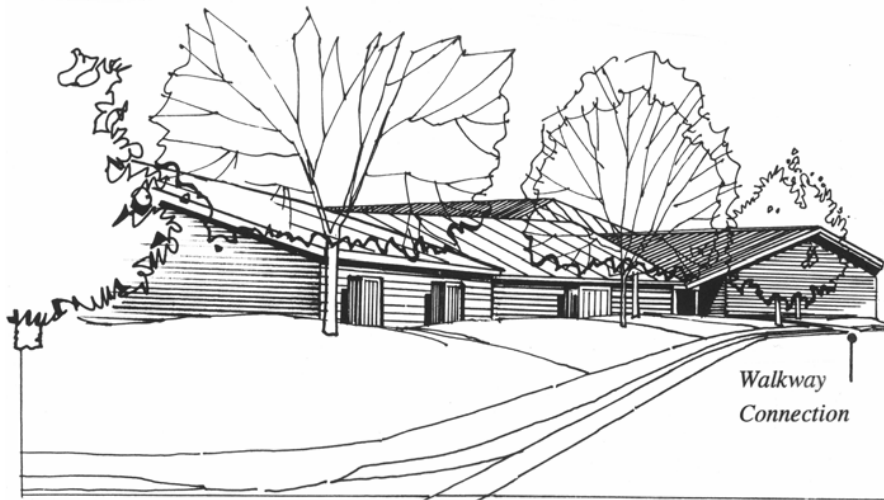


Two diagrams – deliberate, pleasant outdoor space vs. residual space left over from parking and unarticulated buildings.



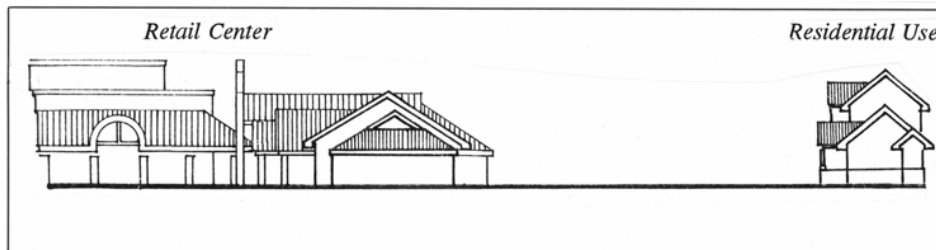
Animated walkway with building mass aligned on essentially a single plane.

Building massing and configuration shall be established in such manner as to provide aesthetically appealing and convenient access on all sides, and not merely from the arterial or collector street. (+)



Back side of a shopping center showing building massing that complements adjacent residential use and creates a convenient access point for pedestrians and bicyclists.

Building massing shall create a transition from the edges of the center inward. To achieve this effect, smaller and lower building mass shall be located near edges of the center where adjacent buildings are smaller or residential in scale. (+)



Where buildings are adjacent to single or multi-family residential uses, rooflines shall be of a similar or lower height than the residential rooflines. (+)

2. Image, Detail Features, Fenestration, Entrances, Color and Materials

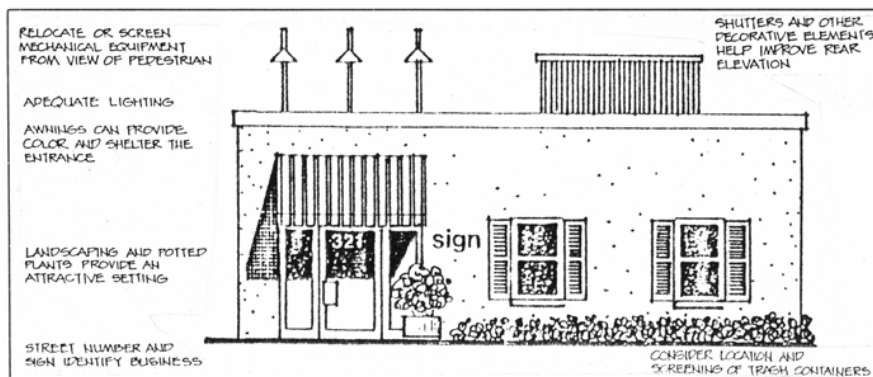
The purpose of these Standards and Guidelines is to assure that retail buildings contribute to neighborhood identity in a positive way and complement the image of the community.

Create visual interest and appropriate scale with rooflines or cornices, dormer or clerestory type roof features, and elements such as arcades, canopies, arbors, awnings, pilasters, and expression of bays. Trees and their shadows on walls may be used to add interest and improve the pedestrian scale of buildings, particularly when deliberately designed as part of the architecture. Consider enhancing pedestrian spaces with architectural details for interest, ledges or sills for sitting, arbors or canopy structures for shade and shadows, planters and window boxes for life and color, and other similar features. Windows and window displays, with aesthetically pleasing night lighting, may be used to add interest and animation in appropriate areas. (o)

Generally, rooflines adjacent to residential uses should be relatively low in height, and sloping roofs should emphasize long, horizontal lines, form overhanging eaves, and have hipped rather than gabled ends or a combination of hipped and gabled ends to complement surrounding neighborhood character. (o)

Where it is not practical for buildings adjacent to residential uses to have low rooflines, other prominent detail features should be included that break a taller building down into stories to relate to residential scale. (o)

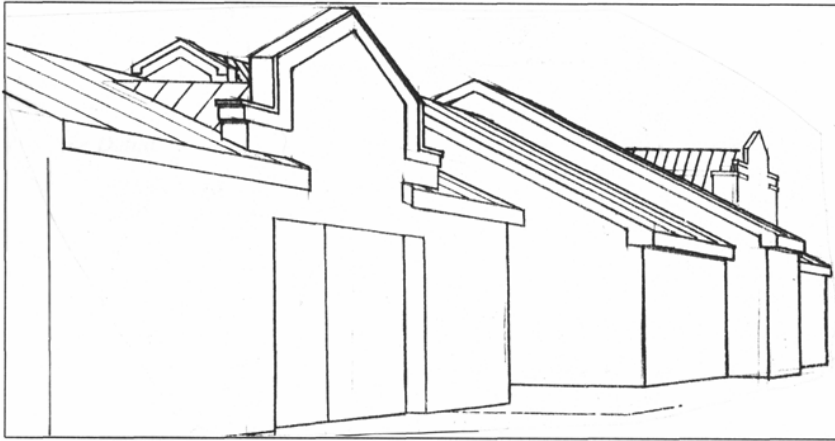
In a center, where the rear sides of shops face adjacent uses or streets, consider adding some design detail to service doors and windows to give the appearance of a “friendly” entrance oriented to the neighborhood circulation network. The intent of this guideline is to avoid facing the neighboring use with unattractive service doors and security lights. (o)



*“Friendly”
treatment of a
service entrance.*

The sides and backs of buildings shall be as attractive and interesting as the front, where those sides and backs are visible from adjacent properties. (+)

Buildings must have sloped roofs, three dimensional cornice treatments, or both. Large sloping roofed areas must have multiple planes with features such as overlaps and varied peak height, offsets, and harmonious variation in form. (+)



Sloped roofs combined with corniced parapet features.

Building entrances must be placed and designed to give clear orientation from the main avenues of approach. Entrances must be highlighted with façade variations, porticos, roof variations, or other integral building features. (+)

Predominant exterior colors must be low reflectance, muted, neutral or earth tone colors. Colors other than these may be used for accent and emphasis of focal areas. (+)

All architectural elements and detail features must be consistent or harmonious among multiple buildings.

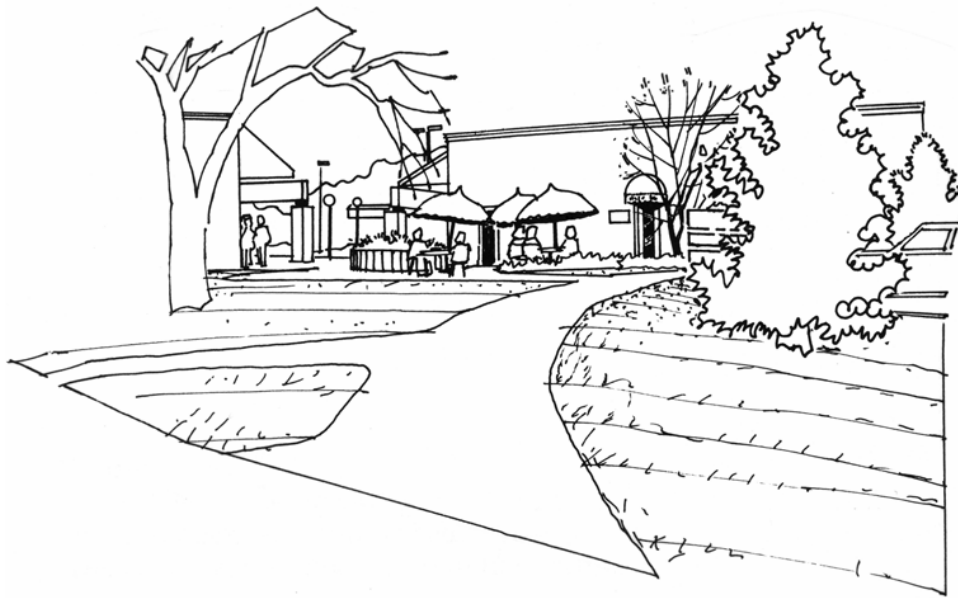
Adjunct appurtenances such as vending machines, express mail drops, teller machines, newspaper dispensers, and other similar items must be incorporated within the architectural theme of the center. (+)

Site Relationship to Surrounding Neighborhoods and Mitigation of Adverse Impacts

The purpose of these Standards and Guidelines is to provide a harmonious relationship between land uses; to achieve the benefits of having goods and services convenient to neighborhoods and work places while minimizing any negative aspects of retail and commercial development.

1. Access and Circulation

Where possible, retail uses should be tied to the surrounding neighborhoods and uses by extending streets, sidewalks and paths directly into and through the center, thereby allowing residents and workers to conveniently walk, bike or drive to the center. Such connections highlight the importance of having an attractive, inviting appearance on the sides and back of the center. (o)

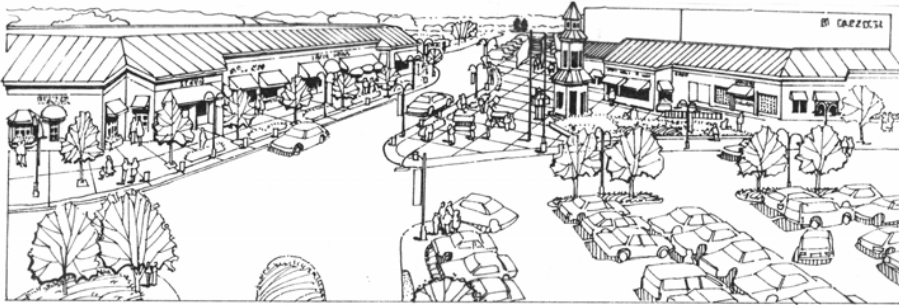


Path extending into a center from adjacent neighborhood.

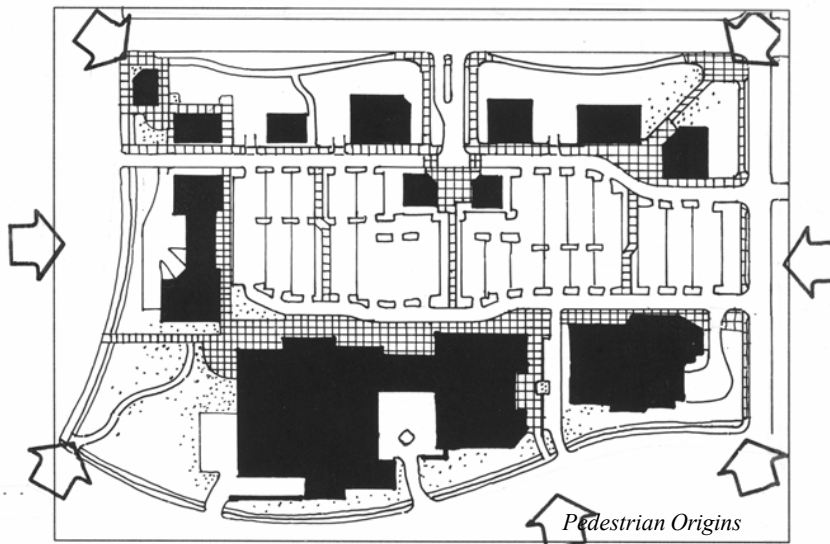
Pleasant street vistas should be created to reinforce the direct connections. Streets should serve equitably the needs of the motorist, the bicyclist, and the pedestrian; and the center should share some of the neighborhood streets and sidewalks with buildings fronting on them where possible. (o)

The street access system must be designed in such a way that no “short cut” is created that attracts non-neighborhood traffic through local neighborhood streets. (+)

Entrances and parking lots should be shaped to be functional and inviting with walkways tied to logical destinations through landscape islands. The appearance of buildings facing a public street/sidewalk system should be maximized; the development of buildings on isolated “pad sites” that emphasize only driveway and parking lot access, and offer mainly signage for inviting orientation, should be minimized. (o)



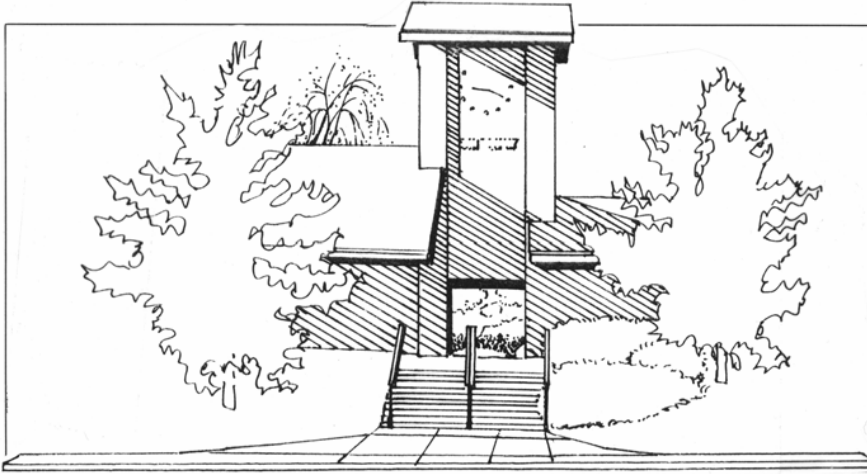
A center where an independent parking lot circulation system looks like streets, sidewalks, and plazas.



A center with a circulation system that appears organized in a legible and convenient street/sidewalk pattern, with pedestrian flows to and through the center tied directly to logical destinations.



Walkway through landscape islands made to be as functional and inviting as possible.



Although the pedestrian traffic at this location is not a critical part of this center's business, this landmark building oriented to the street and sidewalk gives a friendly appearance and creates a focal point for the whole area.

Architectural elements such as arcades, arbors, porticoes, and plazas should incorporate and enhance access and circulation. Architectural elements and the site design should incorporate focal points such as information kiosks, drop-off/pick-up points, and bus stops. (o)



A center with architectural elements that incorporate circulation ways and landscape spaces.

The development shall provide convenient pedestrian and bicyclist access to the center from all sides where people live or work. (+)

2. Screening and Buffering of Service, Delivery and Loading Functions

To the extent possible, delivery and loading functions should be accommodated with the general layout of the access and circulation network, including delivery to the fronts or sides of buildings where practical. Loading dock access, truck parking, and other concentrated operations should be located out of public view, yet located and designed carefully to mitigate potential impacts on adjacent land uses. If possible, contain such areas in screened recesses or between buildings within the Center. If this is not possible, provide screening and buffering with perimeter landscaping, landscaped islands, and walls or fencing. Adjacent to residential areas, consider posting signs asking operators of delivery and service vehicles to shut off engines. Where driveways and walkways cross these areas, landscape islands should be used to organize the circulation. (o)

Neighboring uses shall be adequately buffered from the negative effects of noise, traffic, and idling trucks. (+)

Loading docks, truck parking, storage, meters, HVAC, trash collection, compaction, and other service functions must be incorporated into the overall design of the building and the landscape so that the visual impact of these functions is contained out of view from adjacent properties and/or public streets and no attention is attracted to these functions by the use of screening materials that are different than or inferior to materials than the principal materials of the building and landscape. The design treatment of these areas and functions shall not create unsightly “secondary” or “backside” areas. (+)

3. Lighting

Lighting should enhance the overall aesthetics of the site and buildings. Consider the appearance of interior lighting through windows so that lighting does not detract from the nighttime appearance of the façade. (o)

Consider the use of ornamental pedestrian light fixtures in pedestrian areas, and the use of residential style fixtures near adjacent residential land uses. (o)

All lighting shall be designed to achieve the intended effects without creating glare that impacts adjacent uses. The lamp source of light (light bulb) shall be shielded to reflect downward and not off-site. (+)

Mixed Land Uses

Provision of most of the necessities of daily life within walking distance helps to reduce the number and length of car trips and vehicle miles traveled (VMT); allows the young and the elderly to gain independence of movement; and increases the chances for social interaction.

A mix of uses and services consistent with the definitions in Appendix B is encouraged in centers. The variety of uses should be used to help shape the transitions into centers from nearby residential areas and reinforce the integration of centers and their neighborhoods.
(o)



A neighborhood center with a full range of uses including dwellings and offices stacked above shops; and adjacent small-lot houses fronting on the "square."

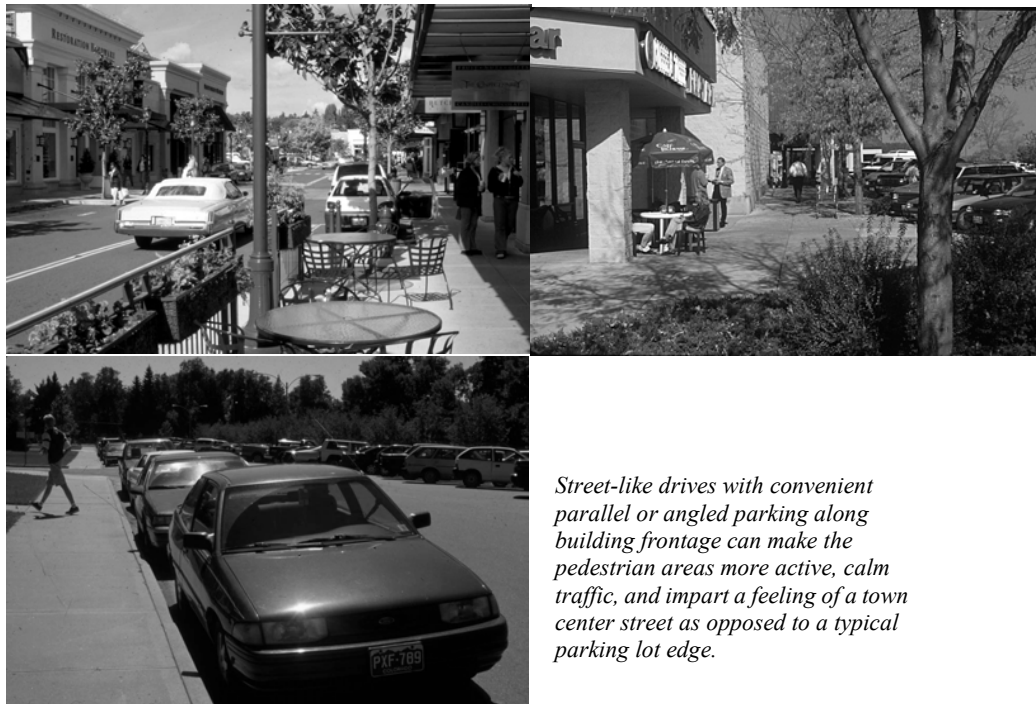
New Lifestyle and Regional Shopping Centers

The unique and high-quality site and building design of major new shopping centers in the Harmony Corridor reflect the special value the community places on the corridor as a development opportunity and entryway into the city from I-25. These standards and guidelines are intended to ensure that if a lifestyle or a regional shopping center is developed, it fulfills the purposes of the land use designation. These purposes include adding a significant and different new element to the city's retail mix, thus enhancing the city's fiscal health.

1. Framework of Streets, Drives, and Walkway Spines

Clear, Continuous Pedestrian Network. Building sites shall be formed by a system of connecting walkways, plazas, and courtyards. These pedestrian frontages shall form a continuous network and a clear, shared focus for building orientation. Shoppers shall be able to directly access all buildings and central features and gathering places of the center via the pedestrian network. (+)

Street-Like Drives and Parking Blocks. Off-street surface parking shall be configured as a combination of 1) street-like parking drives with angled or parallel parking and tree-lined walkways; and 2) discernable parking blocks bounded by streets, drives, or walkway spines, with tree-lined sidewalks. (+)



Street-like drives with convenient parallel or angled parking along building frontage can make the pedestrian areas more active, calm traffic, and impart a feeling of a town center street as opposed to a typical parking lot edge.

Shoppers will typically have the potential opportunity to park relatively close to the front door of any store, and yet also conveniently walk from one store to another. In other words, the layout of the center is conducive to both the convenience shopper with a targeted destination, and to the browser shopper with time to walk around the center or visit more stores. (o)

2. Grouping of Buildings Along Pedestrian Frontage

Non-Linear, Pedestrian-Friendly Site Plan. The site plan for a center is not a simple linear line-up of stores, as often found in a strip shopping center. A site plan for a Center shall display creativity and flexibility in site layout to achieve the following objectives:

- **Buildings Clustered Along Walkways.** Buildings shall be brought together to form visually interesting pedestrian frontages that feature main entrances to the buildings. To the maximum extent feasible, remote or independent pad sites, separated by their own parking lots and service drives, shall be minimized (single-tenant buildings on pad sites are allowed, but must be brought together along pedestrian frontages in accordance with this standard). (+)

Multiple Buildings. The site plan shall create multiple corner (end-cap) sites, by housing the Center's retail stores in more than one primary multi-store building. (this does not include the separate, single-occupant buildings on pad sites, which are often occupied by freestanding restaurants or theatres). (+)

3. Very High Quality Architectural Program, Level of Finish and Detail

Variation and Quality. The architectural program for a center shall emphasize the individuality and unique storefront design of most of the stores in a center, giving the impression of a place built over time. The program shall include varied building heights—often used as a means to differentiate individual stores; high quality building materials (e.g., natural or synthetic stone, brick, tinted and textured concrete masonry units, stucco, high quality precast and prestressed architectural concrete, water- managed EIFS, woodwork, architectural metals, glass); and architectural lighting. (+)



Two examples of high quality architecture setting the standard for overall design of a center.

Mixed Use Buildings. Centers often include mixed-use dwellings and other multi-story buildings to add vitality to the center, add drama and interest to the buildings, and reveal and capitalize on hidden markets for office and residential products uncommon in suburban markets. (o)



Examples of mixed use buildings integrated into a center, along with other positive elements such as streets and street-like drives with parking leading into or through the centers.



4. Very High Degree of Finish in Hardscape and Landscaping

Relatively Greater Amount of Landscaping and Pedestrian Enhancements. A Center typically incorporates a significant amount of landscaping, community amenities, and pedestrian enhancements that result in common areas considerably more lavish than similar areas found in typical shopping centers. (o)

Landscaping. A Center shall incorporate substantial amounts of on-site landscaping that exceed the minimum landscaping requirements of the Land Use Code. On-site landscaping shall include landscaping along all walkways or integrated into the walkway space with tree wells and raised planters; and in conjunction with central features and gathering places, and both around and within surface parking areas. In addition to such permanent on-site landscaping, a substantial amount of seasonal plantings (e.g., flowers in raised architectural planters and containers) shall be incorporated in order to provide color and variety to the grounds and enhance the pedestrian/shopper experience. (+)



Raised planters, sculpture, furnishings, paving, and plantings are all designed, built, and maintained with a high degree of attention and quality.

Xeriscape Design Principles/Regional Character. Landscaping should be developed to express xeriscape principles and characteristics appropriate to the North Front Range (this may include relatively lush plantings requiring significant watering, such as flower beds and lawns, in appropriate high-use areas). (o)

Pedestrian Amenities and Enhancements. A Center shall, to the maximum extent feasible, incorporate the following features to ensure a high level of ambience for shoppers:

- Very wide (8 to 15-foot clear) sidewalks, particularly adjacent to buildings, Incorporation of quality pavers and enhanced concrete treatments into pedestrian areas,
- Street furnishings (e.g. benches and trash receptacles)
- Pedestrian-scale lighting along walkways and access drives
- Outdoor service or seating areas
- Gardens, container flowers, and other supplementary landscaping
- Fountains and other water features
- Sculpture, murals, and other public art
- Overhead weather protection elements (e.g. arcades, canopies, awnings, umbrellas over seating, and double entries for stores)
- Full-time security during the center's operating hours (+)

5. Central Feature or Gathering Place

A Center shall contain facilities that establish a focus for the Center, and that can also serve as a focal point for neighborhood and community activities, gatherings and meetings, and passive recreation. Such facilities shall include a pedestrian plaza, courtyard, or small park, containing a total of 6,000 square feet, with such features as seating, an information kiosk, a water feature, a clock tower, special plantings, an outdoor playground area, a gazebo, an amphitheatre or performance stage, or other similar features and amenities. Alternatively, this standard may be met by another such deliberately shaped area and/or a focal feature or amenity that, in the judgment of the decision maker, adequately establishes a community gathering space or facility and a focus for the Center. (+)

Such facilities shall be highly visible, secure settings formed by the framework of streets, drives and walkway spines, with direct linkage and visibility to and from primary buildings within the Center. (+)

Any such facilities shall be constructed of materials that are equal to or better than the principal materials of the building and landscape. (+)



Example of a multi-purpose central feature/gathering place with landscape and hardscape elements.

V. LAND USE & LOCATIONAL STANDARDS AND GUIDELINES

The Harmony Corridor offers an opportunity for creating a major business and industrial center in northern Colorado due to its desirable location, accessibility, available infrastructure and land ownership pattern. Attracting desirable industries and businesses into the community, and in particular the Harmony Corridor, achieves an important public purpose because it promotes primary and secondary jobs and generally enhances the local economy.

The focus of future development activity is planned to take place in two types of major “activity centers” – the Basic Industrial and Non-Retail Employment Activity Center and the Mixed-Use Activity Center. Basic Industrial and Non-Retail Employment Activity Center are locations where either industrial uses, and/or office or institutional type land uses are permitted to locate in planned office (or business) park settings. Base industries are firms that produce goods and services which are produced for export outside of the city, and thereby import income into the city. Mixed-Use Activity Centers permit a broader range of uses including shopping centers. The distribution of these activity centers in the corridor is shown on the Land Use Map. Different types of shopping centers are defined in Appendix B.

The essence of both types of activity centers is a combination of different types of land uses along with urban design elements that reduce the dependence on the private automobile, encourage the utilization of alternative transportation modes, and ensure an attractive appearance.

Locate industries and businesses in the Basic Industrial and Non-Retail Employment Activity Centers in areas of the Harmony Corridor designated for such uses on the Land Use Map. Permitted principal uses in the Basic Industrial and Non-Retail Employment Activity Center shall be limited to:

- **Research facilities, testing laboratories, offices and other facilities for research and development**
- **Industrial uses**
- **Hospitals, clinics, nursing and personal care facilities**
- **Regional, national, or international headquarters of a services-producing organization**
- **Vocational, business or private schools and universities**
- **Professional offices**
- **Finance, insurance and real estate services**
- **Other uses of similar character as determined by the Planning and Zoning Commission. (+)**

Secondary and supporting uses will also be permitted in the Basic Industrial and Non-Retail Employment Activity Center, but shall occupy no more than 50 percent (50%) of the total gross area of the Office (or Business) Park, Overall Development Plan or Planned Unit Development, as applicable. If single family housing is provided, at least a generally equivalent number of multi-family dwelling units must also be provided. “Multi-family” shall mean attached single family, 2-family or multi-family dwellings. All housing must be integrated with and function with an office (or business) park. Non-residential, secondary uses shall be integrated both in function and appearance with an office (or business) park, unless a special exception is granted by the Planning and Zoning Commission. In order for such an exemption to be granted, the applicant must demonstrate to the satisfaction of the Commission that the granting of the exemption would neither be detrimental to the public good nor impact the intent and purposes of the foregoing requirement and that by reason of exceptional narrowness, small parcel size, or other special condition peculiar to a site, undue hardship would be caused by the strict application of this requirement.

Permitted secondary uses shall be limited to:

- Hotels/motels
- Sit-down restaurants
- Neighborhood Convenience Shopping Centers
- Child care centers
- Athletic clubs
- Single family and multi-family housing
- Accessory buildings and uses as defined in Section 29-456 of the Code. (+)

Basic (and non-retail) jobs are planned to be the major economic focus of the corridor area. The standards provide for a variety of retail and services in close proximity to meet the needs of employees and business in the corridor. As the corridor develops, new housing of a mix of types and densities is anticipated to locate near jobs, shopping, parks and schools.

Locate a broader range of land uses in the areas of the Harmony Corridor known as Mixed-Use Activity Centers as shown on the Land Use Map. The Mixed-Use Activity Center provides, in addition to the uses listed in the Basic Industrial and Non-Retail Employment Activity Center, a variety of retail and commercial uses in shopping centers. If single family housing is provided, at least a generally equivalent number of multi-family dwelling units must also be provided. “Multi-family” shall mean attached single family, 2-family or multi-family dwellings. All housing must be integrated with and function with an office (or business) park and/or shopping center. Neighborhood service centers, community shopping centers and regional shopping centers shall be limited to those locations shown on the Land Use Map. (+)

The Plan provides for a range of retail, non-retail and residential uses to occur in the Mixed-Use Activity Centers, including shopping centers which satisfy the consumer demands of residents and employees who live and work in adjacent and surrounding neighborhoods, as well as from the community and region.

All retail and commercial land uses, except those permitted as secondary uses in the Basic Industrial and Non-Retail Employment Activity Center, shall be located in shopping centers. All shopping centers, except neighborhood convenience shopping centers, shall be limited to locations shown on the Land Use Map. Neighborhood convenience shopping centers shall also be permitted in the Basic Industrial and Non-Retail Employment Activity Center. The general definition, scale, use and character of neighborhood service centers shall be as described in Appendix B. (+)

Coordinated planning of a “shopping center” rather than isolated retail uses is the most effective means of avoiding “strip” commercial development.

VI. HARMONY GATEWAY AREA

The Harmony Gateway Area is an exceptional location due to high values the community holds regarding the Poudre River valley and the high public visibility of this entryway to the City.

The intent for the Gateway Area is to capture the special opportunity to integrate a mixed-use employment activity center within a landscape that expresses community values for environmental features and the larger corridor of open and rural lands at this southeast edge of the City along the river corridor and Fossil Creek Reservoir.

Development shall be programmed and designed with an emphasis on the landscape to maintain a sense of place derived from the river valley setting.

These Standards and Guidelines are to ensure that as development and redevelopment occurs as part of the Gateway Area, it fulfills the vision described in Chapter 5 of the Harmony Corridor Plan for the area.

Design Standards and Guidelines

1. Naturalistic Landscape Development: River Valley Character and Image

The intent is to create the effect of Harmony Road passing through a larger river valley landscape that spans across Harmony Road with buildings and parking lots carefully clustered and integrated unobtrusively within the landscape and not merely lining the major roadways with conventional landscaping around buildings and parking lots.

Landscaped Setback Dimensions. A landscaped setback area for buildings and parking lots averaging 140 feet in depth for parking lots and 190 feet in depth for buildings shall be provided from the edge of vehicular travel lanes along Harmony Road and I-25. The landscaped setback area may include sidewalks and tree lawns. Minimum landscaped setback depth shall be 70 feet for parking lots and 95 feet for buildings. (+)

Landscaped Setback Design. This landscaped setback area shall be comprised of a River Valley landscape design that includes groupings of native cottonwoods and willows, and evergreens and other plant materials in conjunction with other native and xeric plantings appropriate to specific positions within the landscape plan, and shall consist of at least one tree and ten shrubs per twenty-five lineal feet of frontage. (+)

2. Parking Lot Location and Screening. Locating large parking lots between buildings and the landscape setback areas along Harmony Road and I-25 is encouraged to consolidate vehicular impacts of both parking and traffic on the roadways away from the internal pedestrian-friendly public space framework. (o)

If such parking lots adjacent Harmony Road and I-25 are not fully screened by berms and planting in the landscape setback area, additional screening shall be provided with the following:

- At least 30 additional shrubs per one hundred lineal feet of frontage, or
- At least 8 additional trees per one hundred lineal feet of frontage, or
- An alternative combination of trees and shrubs approved by staff as providing equal or better screening than the above; or
- Fences or site walls that replace the need for screening that such landscape plantings would provide. (+)

Off-street parking shall be consolidated into shared parking lots wherever appropriate in order to avoid interrupting pedestrian frontages in the public space framework. (+)

3. Service and Loading Areas. If any truck operations for servicing and loading are not fully screened from Harmony Road and I-25 by other means, they shall be fully screened by building massing or architectural wall. (+)

4. Potential Channelized Floodway. If the Poudre River floodway is channelized within the Harmony Road and I-25 setback area, the channel and adjacent upland areas shall be designed to complement and reinforce the overall naturalistic landscape with informal, undulating grading of

landforms, to the maximum extent feasible and within engineering requirements, not rigidly-engineered geometric grading. (+)

The programming and design of naturalistic river valley landscaping should be designed to provide consideration for maintenance activities such as irrigation, weed control, tree trimming, shrub and plant pruning, and replacement and reseeding, which consideration should be equal to the consideration given to design. (o)

5. Incorporation of Water into Landscaped Setback. Drainage channels and/or wetlands are strongly encouraged in landscaped areas along Harmony Road and I-25 to further reinforce the distinct landscape setting. (o)

6. Landscaping Development: River Valley Character and Image. Landscaping shall be developed to express xeriscape principles and characteristics consistent with Section 3.2.1 (E)(3) and include plants native to the River Valley landscape. More lush plantings that requiring significant watering, such as flower beds and lawns, shall be limited to appropriate high-use areas. (+)

7. Mixed-Use Employment Activity Center Within the Landscape Setting.

A. Public Space Framework

Development of streets, buildings, parking lots and other site improvements will be arranged to form a unified mixed-use employment activity center. Within this center shall be a framework of streets and public spaces that provide for an attractive, cohesive and walkable area that reflects the unique site context.

A Framework of Streets. Street-like private drives, walkway spines and a trail corridor shall be established to form sites for buildings and parking lots with the emphasis on forming a distinct overall sense of place into which buildings and parking lots fit. (+)

On-Street Parking. On-street parking should be maximized on streets scaled and designed to reinforce the distinct pedestrian orientation of the Gateway Area. (o)

Trail Corridor. Development shall provide an area for a trail corridor, which may be located within and will be counted towards the area for landscape setbacks. The trail corridor should also create linkage with the Fossil Creek and Poudre River Trails to the south and north of the Gateway Area respectively. Alignment and design shall be determined in collaboration with the City (+) and maximize the user experience. (o)

Bus Transit. Accommodation should be provided for bus stops and routes linking the mixed-use employment center to transit service on Harmony Road. Final transit stops and route configuration is subject to the review and approval of TransFort. (o)

B. Permitted Uses

*All individual uses permitted in the Harmony Corridor (HC) Zone District shall be permitted in the Gateway Area subject to the following minimum and maximum Secondary Use limitations. (+) The use percentages shall be measured using gross site area on land located within the Gateway Area as set forth in any development plan. The following use limitations and requirements shall be referred to collectively as the “**Land Use Limitation.**”*

Retail/Commercial Limitation. Retail and commercial uses shall not exceed 50% of development. (+)

Minimum Employment Use Requirement. Office, light industrial, and non-retail employment uses shall occupy at least 25% of development. (+)

Minimum Residential Use Requirement. Residential uses shall occupy at least 25% of development. (+)

Minimum Naturalistic Landscaped Area Requirement. Coverage of streets, buildings, and parking lots is limited to 60% of the site area on the south side of Harmony Road. The remaining 40% shall be retained as an open, landscaped area with naturalistic plantings. The following areas shall be counted in fulfillment of the minimum 40% requirement:

- Landscaped setbacks from I-25 and Harmony Road
- Designated floodways
- Delineated natural habitat or features
- Stormwater detention areas
- Trail Corridor
- Other landscaped areas with minimum dimensions of 10,000 square feet and 30-foot width at any location.

(+)

Civic Uses Effect on Calculations. Civic uses such as parks and recreation space, cultural facilities, community facilities, a trail corridor, and other public uses are not subject to the Harmony Corridor land use limitations. Such uses, if developed, may be applied toward the minimum employment or residential use requirements at the election of the Applicant. (+)

Additional uses shall be permitted: Artisan and photography studios and galleries; Limited and Unlimited indoor and outdoor recreation facilities; Dog day-care facilities; Grocery stores; Supermarkets; Exhibit halls; Funeral homes; Parking lots and garages; Small scale reception centers; Large Retail Establishments subject to individual and collective size limitations set forth below; Gasoline stations; Entertainment facilities and theaters; Day Shelters; and open air farmers’ markets. (+)

Large Retail Establishment Size Limitations. No individual Large Retail Establishment may exceed 100,000 square foot footprint. (+)

Total floor area of large retail establishments (more than 25,000 square feet) in the gateway area shall not exceed 250,000 square feet. (+)

Large retail establishment shall mean a retail establishment in a single building occupying more than twenty-five thousand (25,000) gross square feet of floor area. Movie Theaters, recreational, entertainment and indoor recreational uses, and similar shall not be classified as large retail establishments and shall not count towards this limitation. (+)

Large Retail Establishment Exceptions. In instances where a large retail establishment (more than 25,000 SF) is developed as part of a vertical mixed-use building, it shall not count towards the Large Retail Establishment Floor Area Limitations. (+)

Mixed Use Dwellings. Mixed use dwellings are encouraged to add vitality and charm to the sense of place, add interest to the buildings, and reveal and capitalize on specialized residential products uncommon in suburban markets. (o)

C. Buildings

Building Grouping and Orientation – Public Space Framework. Buildings and their entrances should be brought together along the overall public space framework. Each building should contribute to and reinforce the overall goal of creating a walkable destination with a primary orientation to the overall framework and other buildings nearby; and orientation to individual parking lots secondary. (o)

Buildings should offer attractive pedestrian-scale features and outdoor spaces to complement the streetscape. (o)

Maximum Height. 5 stories for commercial and mixed-use buildings and 3 stories for residential buildings, with an exception provided for 6 story mixed-used buildings if structured parking is integrated into the mixed-use building. (+)

Building Character. The architectural program for the Gateway Area shall emphasize high-quality building materials providing visual interest for pedestrians and that complement the colors and textures of the Poudre River Corridor (e.g., natural or cultured stone, brick, textured concrete masonry units with architectural finishes, stucco, high quality precast and prestressed architectural concrete, architectural metals, glass, timbers); and architectural lighting. (+)

D. Signs

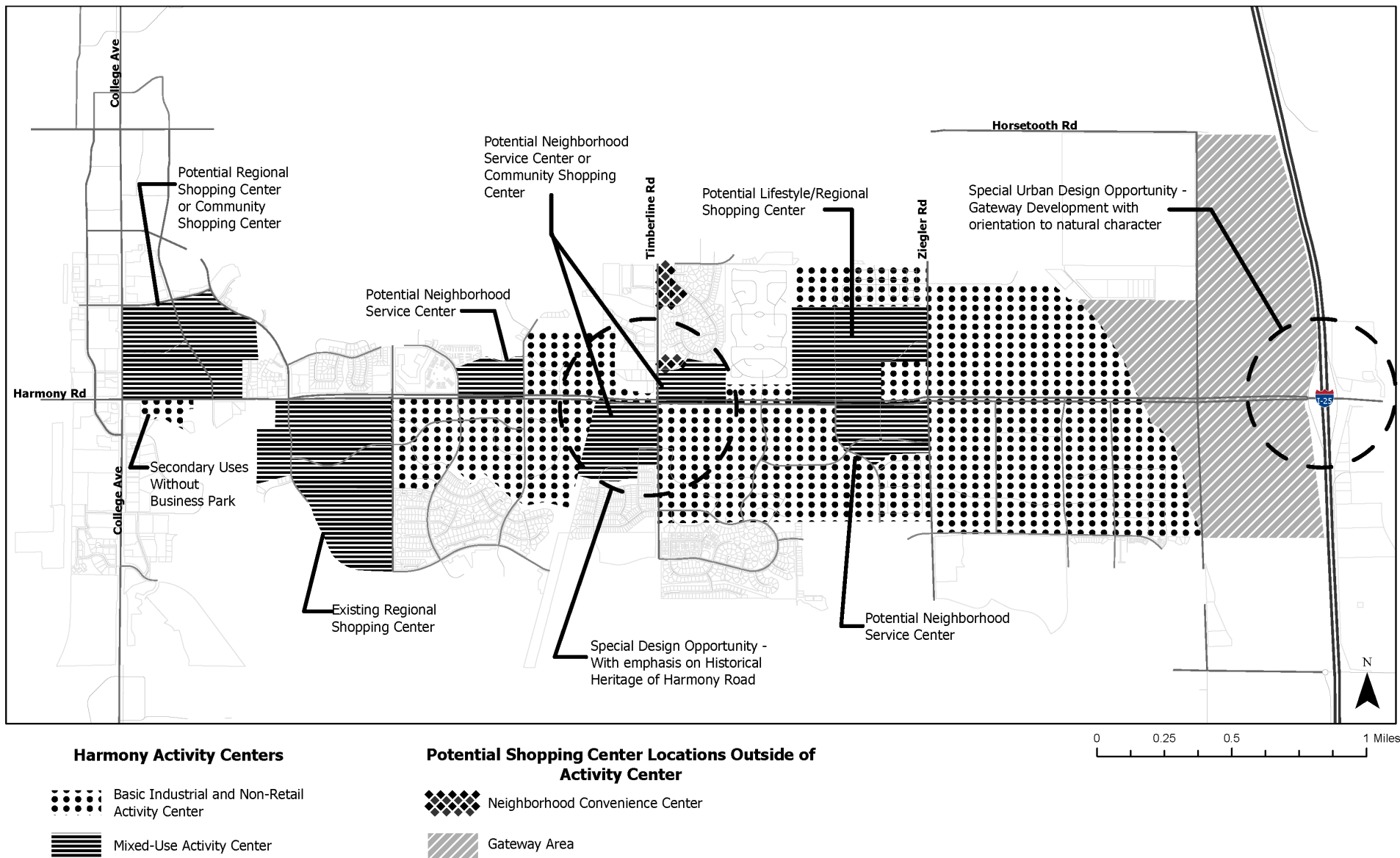
Commercial Signs. Signs should be designed and oriented to reduce visual clutter along I-25 and Harmony Road. (o)

Wall signs should be designed as an integral element of the architecture, with the sign shape and materials complementing the architectural style and features. (o)

Internally illuminated signs should not create glare that would distract motorists or pedestrians, nor should the degree of illumination contribute to night sky light pollution. (o)

Two types of signs are prohibited within the Harmony Gateway:

1. Off-premise advertising (billboards); and
2. Electronic Message Center (EMC) signs (+)



LAND USE PLAN

VII. APPENDIX A— SHOPPING CENTER DEFINITIONS

The following standards and guidelines are intended to be used in the definition of proposed shopping centers and shall substitute for and otherwise replace and supersede any conflicting definitions contained in the City Code. **These definitions apply only to shopping centers located in the Harmony Corridor.**

HARMONY CORRIDOR NEIGHBORHOOD SERVICE CENTER

General Definition:

A shopping center located in a complex which is planned and developed as a unit, and located within and intended to primarily serve the consumer demands of residents and employees who live and work in adjacent and surrounding neighborhoods. Typically, a neighborhood service center shall contain a grocery store or supermarket.

Permitted Uses:

- The principal uses shall be limited to grocery stores, supermarkets, personal services, business services, gasoline service stations, drug stores, standard or fast food restaurants, liquor and wine sales, clothing and accessory shops, equipment rental (not including outdoor storage), hardware stores, video stores, and uses of similar character as determined by the Planning and Zoning Commission. Secondary uses shall be limited to professional offices, banks and financial institutions, multi-family dwellings, small animal veterinary clinics, libraries, youth centers, child care centers, health services, and uses of similar character as determined by the Planning and Zoning Commission. (+)
- The hours of operation of the center shall be between 5:00 a.m. and 12:00 a.m. Extended hours may be permitted by the Planning and Zoning Commission if evidence is submitted by the applicant to demonstrate that the extended hours will not create an unreasonable disruption or intrusion upon the adjacent residential neighborhood due to exterior lighting, noise and automobile traffic. (+)

Scale:

- A neighborhood service center shall be situated on seven (7) to twenty (20) acres. (+)
 - » Generally, a neighborhood service center should occur on 10-15 acres. A center may be larger than 15 acres if necessary to allow for the siting of secondary uses that would help to create an effective transition from the adjacent residential neighborhood. (o)
- A neighborhood service center shall contain at least six (6) independent business establishments with separate public entrances. (+)

- A neighborhood service center continues the City’s tradition of having a small neighborhood shops supplementing a grocery store or supermarket. One building offering several different services or goods is not considered a neighborhood service center. (o)
- A neighborhood service center shall contain 50,000 to 120,000 square feet of gross floor area. A neighborhood service center may contain an additional 10,000 square feet of gross floor area of secondary uses (for a total of not more than 130,000 square feet of gross floor area) if necessary for the purpose of providing an effective land use transition from the adjacent residential neighborhood. (+)
 - » The scale of a neighborhood service center should be compatible with its immediate and surrounding neighborhood. The placement of secondary uses should create an effective land use transition between the more intensive retail uses in the neighborhood service center and adjacent residential uses. (o)
- No retail establishment occupying more than 25,000 square feet of gross floor area shall be permitted, except a supermarket shall be permitted that does not exceed 49,000 square feet of gross floor area. (+)

Character:

- Neighborhood streets, or sidewalks and bike paths shall lead into and through the neighborhood service center, so that people who live or work nearby can conveniently use the neighborhood service center. The neighborhood service center shall contain a transit stop with convenient and comfortable access to the uses in the neighborhood service center. (+)
 - » The appearance and function of the neighborhood service center shall be effectively integrated with the surrounding neighborhoods, not segregated with them. (+)
 - » A neighborhood service center should look and function as a “social and identity” center for the neighborhood. Its buildings should create pleasant and readily identifiable outdoor spaces, such as a plaza and/or major walkway, where people can meet, rest or wait. (o)
 - » Careful design and placement of buildings and uses in a Neighborhood Service Center can create an effective transition from the rest of the neighborhood. The negative effects of large buildings, noise, traffic, and exhaust should be contained within the Neighborhood Service Center. (o)

HARMONY CORRIDOR COMMUNITY SHOPPING CENTER**General Definition:**

A shopping and service center located in a complex that is planned and developed as a unit, and intended to serve consumer demands from residents and employees who live and work in surrounding neighborhoods as well as the community as a whole. A community shopping

center provides, in addition to the convenience goods of a neighborhood service center, a wider range of facilities for the sale of goods, such as (but not limited to) food, books, apparel and furniture. Multi-family residential, as well as non-retail employment generating uses (such as professional offices) may be located amongst the retail component of the center.

Permitted Uses:

- The permitted uses shall be limited to those listed for neighborhood service centers, as well as discount department stores, department stores, cinemas, showroom/catalog stores, libraries, and uses of similar character as determined by the Planning and Zoning Commission. (+)

Scale:

- A community shopping center shall be situated on thirteen (13) to thirty (30) acres. (+)
- A community shopping center shall contain at least ten (10) independent business establishments with separate public entrances. (+)
 - » A community shopping center continues the City's tradition of having small and medium-size shops supplementing the principal tenant(s). (o)
- A community shopping center shall contain 117,500 to 250,000 square feet of gross floor area devoted to retail, service and commercial uses, of which the gross floor area of each principal tenant(s), if any, shall not exceed 80,000 square feet. (+)
 - » The scale of the community shopping center should be compatible with its immediate and surrounding neighborhood, while allowing adequate space for needed goods and services. (o)

Character:

- Local streets (or driveway entrances), or sidewalks and bike paths shall lead into and through the community shopping center so that people who live and work in the surrounding neighborhoods can avoid using arterial streets to gain access to the Center. A community shopping center shall contain a transit stop. (+)
 - » The buildings in a community shopping center should create pleasant and convenient outdoor spaces including streets, parking lots, sidewalks, plazas, and drop-off areas that facilitate pedestrian transit use. (o)
 - » A community shopping center should contain outdoor space, and possibly other facilities, which can serve as a focal point for neighborhood and community activities. Public and semi-public places may serve this role by providing meeting places, recreation opportunities, and lunch time picnic spots essential to the vitality of the community shopping center. (o)

» The primary access for non-neighborhood traffic should be from an arterial or non-residential collector street system. (o)

» Careful design and placement of buildings and uses can create an effective transition into a community shopping center with lower intensity uses, open space, landscaping, fencing, etc. used to achieve compatibility with adjacent single family neighborhoods. The negative effects of large buildings, noise, traffic, and exhaust should be contained within the community shopping center. (o)

HARMONY CORRIDOR REGIONAL SHOPPING CENTER

General Definition:

A shopping and service center located in a complex that is planned and developed as a unit, and intended to serve consumer demands from the community and region. The regional shopping center contains a wide selection of general merchandise, apparel, and home furnishings, as well as a variety of services and recreational facilities. Generally, one or two anchor stores are the principal tenants in a regional shopping center. But the presence of an anchor tenant is not required. Multi-family residential as well as non-retail employment generating uses (such as professional offices), may be located amongst the retail component of the regional shopping center.

Permitted Uses:

- The permitted uses shall be limited to retail, service, general merchandise, apparel, home furnishings, supermarkets, full-line department stores, discount department stores, drugstores, warehouse clubs, cinemas, showroom/catalog stores, professional offices, post offices, libraries, residential and uses of similar character as determined by the Planning and Zoning Commission. (+)

Scale:

- A regional shopping center shall be situated on thirty (30) to one hundred (100) acres. (+)
- A regional shopping center shall contain at least fifteen (15) independent business establishments with separate public entrances. (+)
- A regional shopping center should continue the City's tradition of having small and medium-sized shops supplementing the principal tenant(s). (o)
- A regional shopping center shall contain at least 250,000 square feet of gross floor area. (+)

Character:

- Local streets (or driveway entrances), sidewalks and bike paths shall lead into and through the regional shopping center so that people who live and work in the surrounding neighborhoods can avoid using arterial streets to gain access to the Center. A regional shopping center shall contain an on-site transit stop or, if necessary in the judgment of the Planning and Zoning Commission, a larger transfer facility. (+)
 - » The configuration of buildings should balance the needs of pedestrians, bicyclist, transit users and motorists. The primary focus should be vehicular access from arterial and non-residential collector streets. (o)
 - » A regional shopping center should be buffered from neighboring lower intensity land uses (especially residential uses) by careful site and architectural design and placement of uses. Neighboring residential uses should be buffered from negative effects of noise, traffic, light, and exhaust. A transition of lower intensity uses or open space should be present between a regional shopping center and adjacent residential uses. (o)
 - » A regional shopping center should contain facilities and outdoor spaces that can serve as a focal point for neighborhood and community activities. Public and semi-public uses may serve this role by providing meeting places, recreation opportunities, and lunch time picnic spots essential to the vitality of a regional shopping center. (o)

LIFESTYLE SHOPPING CENTER**General Definition**

Lifestyle Shopping Center (hereafter sometimes referred to as a “Center”) shall mean a shopping center which is planned and developed as a unit, and intended to serve consumer demands from the community as a whole and the region, with the primary offering consisting of a mix of specialty retail stores.

The unique and high-quality site and building design of a Lifestyle Shopping Center sets it apart from community shopping centers, outlet centers, power centers, and many other regional shopping centers. Buildings and their entrances are brought together along a sidewalk network in an open air setting, and the Center includes a central gathering place for sitting outdoors, meeting, gathering, and neighborhood and community activities.

As understood and defined by the commercial real estate industry,¹ a “Lifestyle Shopping Center” is a relatively new format of shopping center that is not a typical regional shopping

¹The definition of “Lifestyle Shopping Center” adopted in the Harmony Corridor Plan is purposefully based on, and tied to, the commercial real estate industry’s usage and definition of the term (a.k.a. “Lifestyle Center”). Fort Collins intends to interpret and apply its definition in ways that do not significantly depart from the definition and usage of the term adopted by the International Council of Shopping Centers in 2002. In addition, terms of art unique to the commercial real estate industry used throughout these Lifestyle Shopping Center Provisions, such as “inline tenants,” “community center,” or “specialty retail,” shall be interpreted by the City in

center (e.g., a regional mall) or community shopping center. Consistent with the majority of the Lifestyle Shopping Centers built in the United States by year-end 2002, a Harmony Corridor Lifestyle Shopping Center shall have the following defining characteristics:

Permitted Uses, Number of Uses, and Mix of Uses:

Permitted Uses—General. Subject to the limitations stated in this section below, permitted uses shall be limited to retail stores, restaurants, grocery stores, entertainment facilities and theaters. (+)

Retail Stores and Restaurants. A Center shall contain at least two types of uses, those being retail stores and sit-down restaurants. (+)

Predominance and Mix of Retail Uses. Retail stores are predominate in the mix of uses. The predominate *type* of retail stores is specialty retailers such as apparel, home furnishings/accessories, books/music, bath/body, sporting goods, and grocery stores. (o)

The majority of retail stores shall be small or medium-size retail stores, each containing less than 20,000 square feet of gross floor area. The majority of these stores will be the kind of retail stores which are typical inline occupants in regional shopping centers and regional malls. (+)

A Center shall be permitted to have no more than nine larger stores, each containing between 20,000 and 50,000 square feet of gross floor area. (+)

A Center shall also be permitted to have no more than two department stores, each containing less than 110,000 square feet of ground floor gross floor area. (+)

Large Number of Retail Stores in a Center. The minimum number of individual retail store uses (with separate entrances) in a Center shall be twenty-five (25) stores. (+)

Restaurants. A Center shall include at least two full-service (sit-down) restaurants.² Limited service restaurants³ may also be included in a Center's mix of occupants, as well as snack and

a manner that is consistent with the common meaning and usage of the terms adopted by the industry. Because hybrids of lifestyle shopping centers are certain to emerge in the years after the effective date of this Plan amendment, Fort Collins intends that the term "Lifestyle Shopping Center," as applied in the Harmony Corridor, shall retain the industry's definition and understanding of the term as it existed in 2002. Pertinent industry sources and explanations of the term relied upon by Fort Collins in preparing this definition of "Lifestyle Shopping Center" include: "Lifestyle Centers: A Defining Moment," *ICSC Research Quarterly*, Vol. 8, No. 4 (Winter 2001-2002); "Lifestyle Centers Part II: The Shopper's Verdict," *ICSC Research Quarterly*, Vol. 9, No. 4 (Winter 2002-2003); and Gunter, Gregory R., "Lifestyle Centers," *Urban Land* (Urban Land Institute, Feb. 2002).

² A full-service restaurant, as defined by the National Restaurant Association, is an establishment that provides waiter or waitress service, and patrons pay after they eat.

³ A limited-service restaurant, as defined by the National Restaurant Association, is an establishment that usually does not provide table service, patrons generally order at a cash register or select food items from a food bar, and pay before they eat.

nonalcoholic beverage bars such as coffee shops, ice cream/frozen custard/yogurt stores, cookie shops, bagel/doughnut shops, and similar uses. (+)

Mixed-Use Dwellings. Mixed-use dwellings shall be permitted in conjunction with the retail-based mix of uses in a Center. (+)

Other Complementary Uses Permitted As Part of a Center. In addition to the predominant retail-based mix of uses, a Center shall also be permitted to contain other subsidiary, complementary uses including offices, financial services, and clinics, civic or cultural facilities (e.g., a branch library or museum), health/beauty services (e.g., day spas and athletic clubs), and uses of similar character. (+)

Scale:

- A Lifestyle Shopping Center shall be situated on forty (40) to eighty-five (85) acres. (+)
- A Lifestyle Center shall contain 200,000 to 800,000 square feet of gross floor area. (+)

ADOPTING ORDINANCES AND RESOLUTIONS

- Resolution PZ 91-5 of the Planning and Zoning Commission of the City of Fort Collins recommending to the City Council the adoption of the Harmony Corridor Design Standards and Guidelines.
- Ordinance No. 28, 1991 of the Council of the City of Fort Collins adopting the Harmony Corridor Design Standards and Guidelines with amendments.
- Ordinance No. 187, 1994 of the Council of the City of Fort Collins amending the Harmony Corridor Plan and the Harmony Corridor Standards and Guidelines.
- Ordinance No. 29, 1995 of the Council of the City of Fort Collins amending the Harmony Corridor Standards and Guidelines.
- Ordinance No. 103, 2003 of the Council of the City of Fort Collins amending the Harmony Corridor Standards and Guidelines.
- Ordinance No. 011, 2006 of the Council of the City of Fort Collins amending the Harmony Corridor Standards and Guidelines.
- Ordinance No. 044, 2020 of the Council of the City of Fort Collins amending the Harmony Corridor Standards and Guidelines.
- Ordinance No. XXX, 2025 of the Council of the City of Fort Collins amending the Harmony Corridor Standards and Guidelines.

The full text of these resolutions and ordinances are available for inspection in the City Clerk's office.