

Appendix D

Land Uses and Demographics

DRAFT ETC Master Plan

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Land Uses and Demographics

Existing Land Uses

The Harmony Road corridor houses one of the City of Fort Collins' primary Employment Districts, as defined in the City Structure Plan (*City Plan*, 2011). As shown in **Figure D-1**, much of the land adjacent to the corridor between Lemay Avenue and Strauss Cabin Road is defined as Employment District and is currently used for basic employment including offices, and corporate headquarters. As described in *City Plan* (2011), Employment Districts also include a variety of complementary uses such as residential, business services, convenience retail, child care, and restaurants. These complementary uses can be seen along the Harmony Road corridor. The other predominant land uses that exist adjacent to Harmony Road are Community Commercial District and Commercial Corridor District. Community Commercial Districts are higher intensity, mixed use activity centers that serve the surrounding neighborhoods and community. Commercial Corridor Districts include a wide range of community and regional retail uses as well as offices, business and personal services. Between the BNSF Railway and Strauss Cabin Road, residential neighborhoods ranging from low density urban estates to medium density apartment complexes exist beyond the commercial and employment uses adjacent to the corridor.

East of the BNSF Railway, residential neighborhoods are located immediately adjacent to the corridor, but are primarily accessed from the collector street system off Harmony Road. Front Range Community College is located in the southeast quadrant of the Harmony Road/Shields Street intersection.

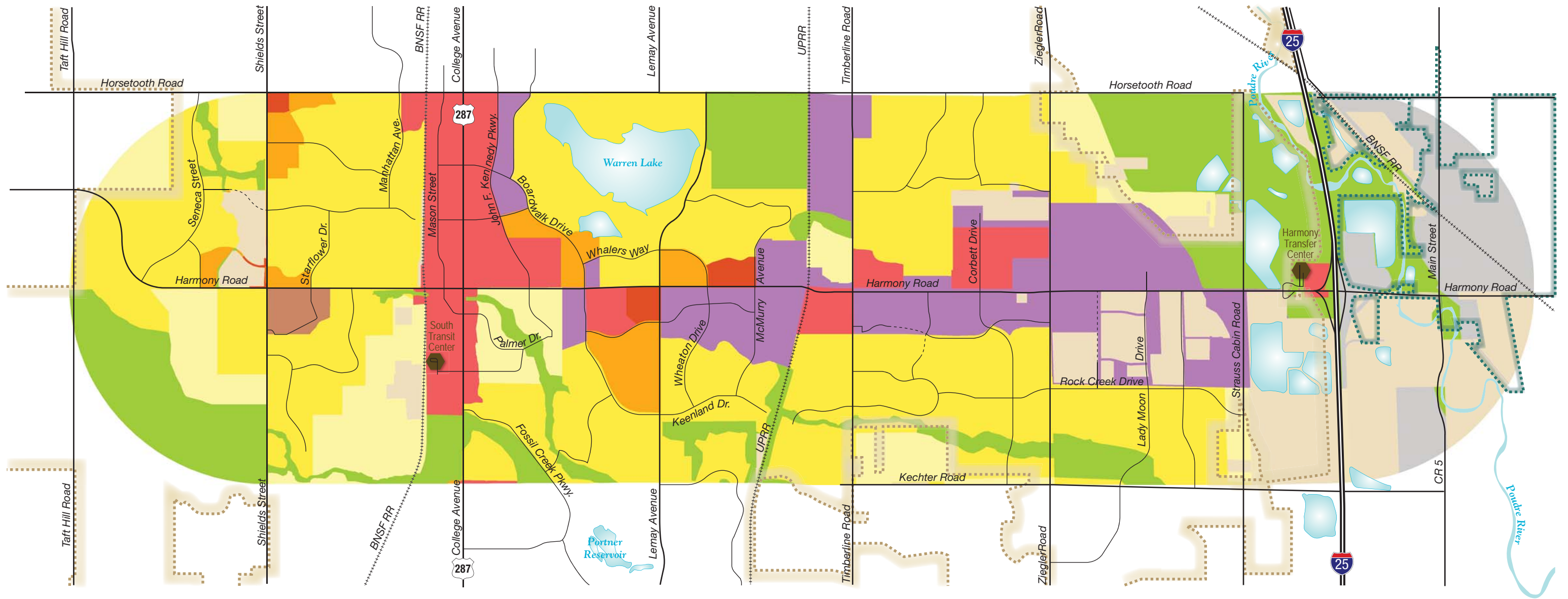
Undeveloped areas, classified as "Rural Lands," exist along the corridor in a few locations, most notably between Ziegler Road and I-25. Open lands (parks and stream corridors) also exist throughout the study area.

Current Land Use Policies

The *Harmony Corridor Plan* is supplemented by a Standards and Guidelines document that sets forth the urban design expectations and land uses permitted along the corridor. The majority of the urban design expectations have been integrated into the City's Land Use Code over the years and are now standards required in all zone districts. The land use and locational standards and guidelines, however, are specific to the Harmony Corridor and considerably different from other zone districts in the City. Unlike other zones, the Harmony Corridor is broken up into three different types of activity centers:

1. Basic Industrial and Non-Retail Activity Centers (BINRAC), which makes up the majority of the corridor;
2. Mixed Use Activity Centers, which are further broken out into:
 - a. Regional Shopping Centers
 - b. Community Shopping Centers
 - c. Neighborhood Service Centers
 - d. Lifestyle/Regional Shopping Centers
3. Neighborhood Convenience Centers

Each center and sub-center has specific land uses permitted, breaking out primary and secondary uses for each. Secondary uses in the BINRAC may only occupy 25% of the total gross area of the development plan.



LEGEND

Downtown District	Urban Estate	Open Lands, Parks and Stream Corridors
Community Commercial District	Low Density Mixed-Use Neighborhoods	Adjacent Planning Areas
Commercial Corridor District	Medium Density Mixed-Use Neighborhoods	Fort Collins City Boundary
Neighborhood Commercial District	Rural Lands	Timnath City Boundary
Employment District	Foothills	
Industrial District	Community Separator	
Campus District		

NORTH

Figure D-1
 Existing Land Uses

BINRAC Primary Uses:

- ▶ Research facilities, testing laboratories, offices and other facilities for R&D
- ▶ 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
- ▶ Other uses of similar character as determined by the Planning and Zoning Board

BINRAC Secondary Uses:

- ▶ Hotels/motels
- ▶ Sit-down restaurants
- ▶ Neighborhood convenience shopping centers
- ▶ Child care centers
- ▶ Athletic clubs
- ▶ Single family and multi-family housing
- ▶ Accessory buildings and uses

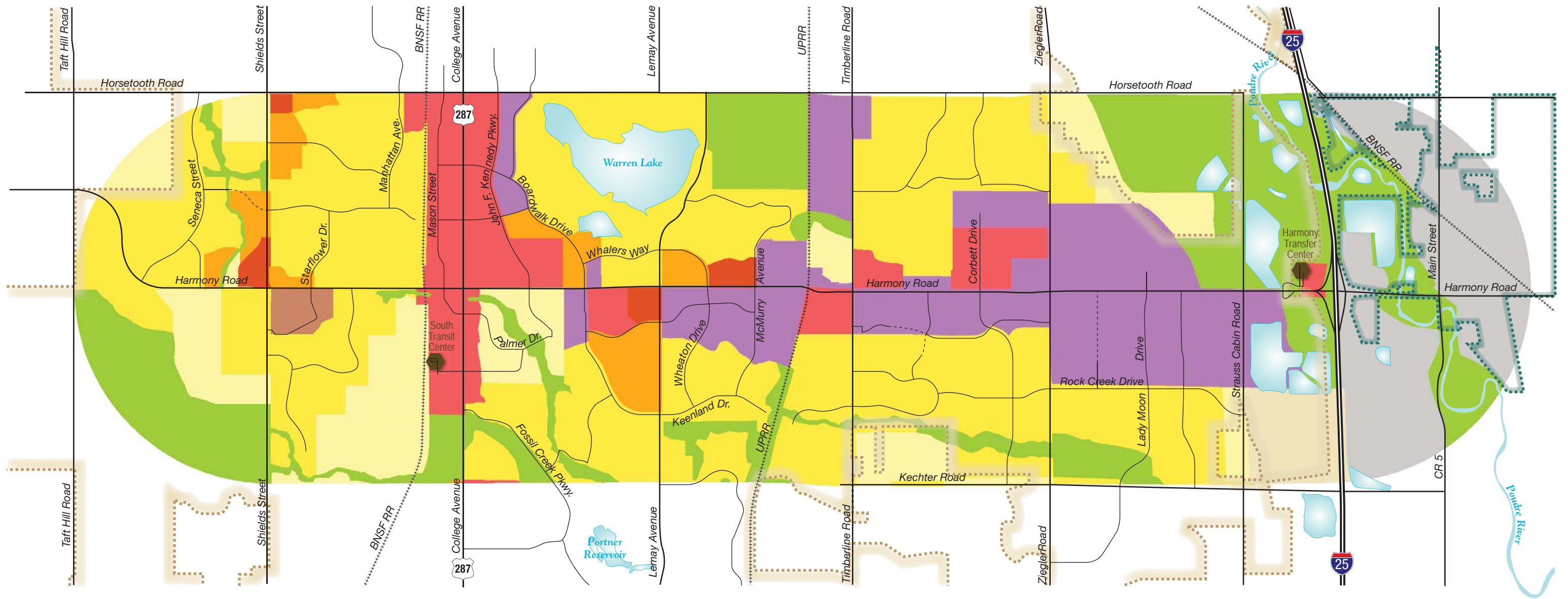
The Mixed Use Activity Centers allow the uses permitted in the BINRAC and a variety of retail and commercial uses. All of the Mixed Use Activity Centers in the corridor are built out, and only one large BINRAC property remains along the corridor on the southeast quadrant of Harmony and Ziegler Roads, southeast of the Intel campus.

Future Land Uses

The future land uses along the Harmony Road corridor are shown on **Figure D-2**. A comparison between the existing land uses (**Figure D-1**) and the future land uses (**Figure D-2**) indicates the primary area for future land use development is along the south side of the corridor generally between Ziegler Road and I-25. This area is slated as an Employment District per the City Structure Plan. Some redevelopment and infill development is also anticipated along the corridor, consistent with the land use categories displayed on **Figure D-2**.

Land Use Growth

The City of Fort Collins has refined the North Front Range Metropolitan Planning Organization’s (NFRMPO) regional travel demand model to include land use forecasts and projected roadway and transit elements as part of the recently completed *City Plan* and *Transportation Master Plan*. This refined model is the basis for the travel demand forecasts for the Harmony Road Alternatives Analysis. One of the basic inputs to the travel model is the land use forecasts for households and employment. Because Harmony Road serves a regional function, in addition to providing access to the adjacent land uses, it is important to understand the growth along the corridor, and throughout the City and the NFRMPO region as a whole. **Table D-1** shows the base year (2009) and forecasted (2035) household and employment numbers for three areas: the study area, Fort Collins, and the region, as shown graphically on the Transportation Analysis Zone (TAZ) map on **Figure D-3**.

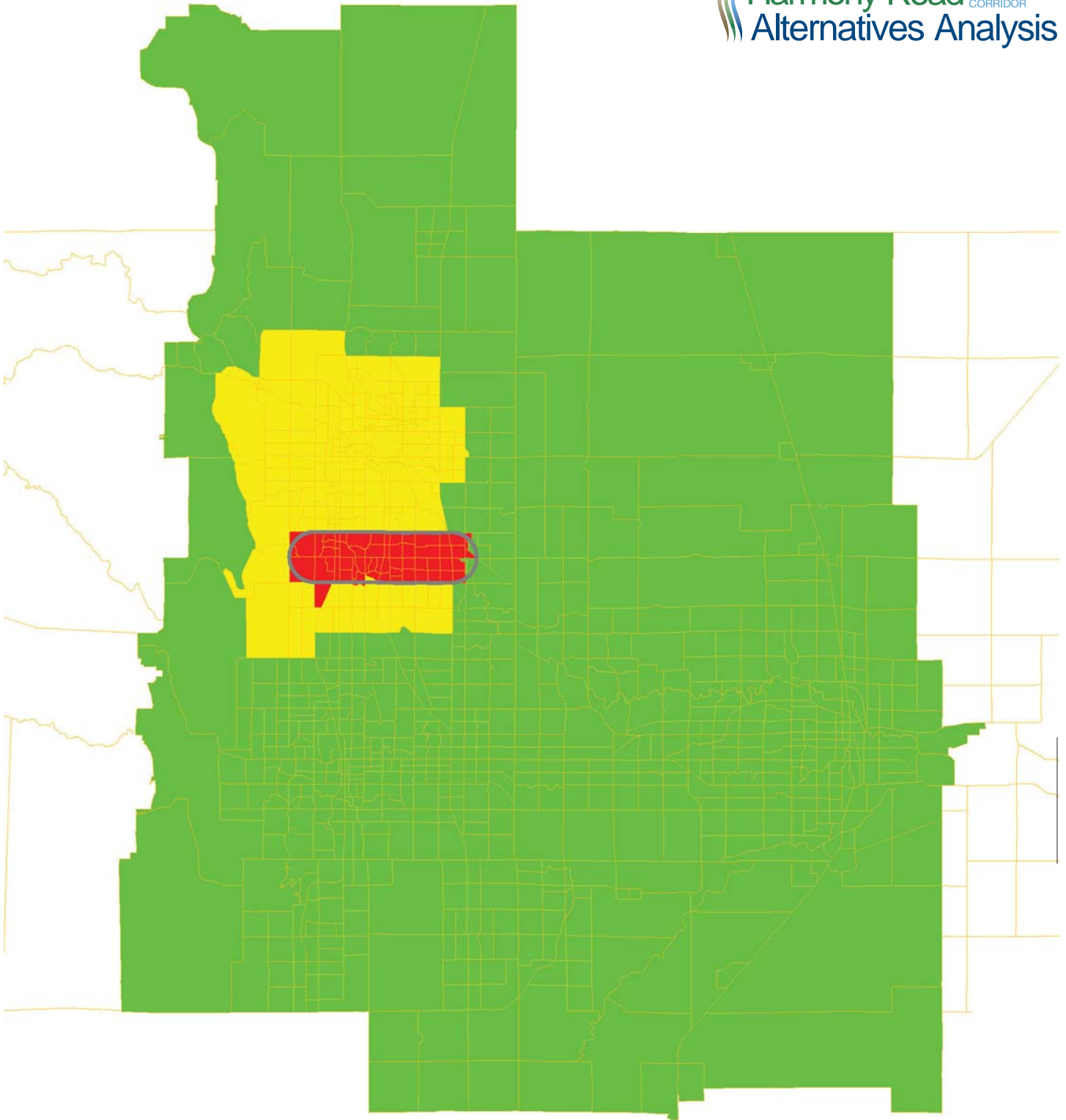


LEGEND


Downtown District	Urban Estate	Open Lands, Parks and Stream Corridors
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Campus District		




NORTH

Figure D-2
Future Land Uses



LEGEND

 Harmony Study Area Boundary
TAZ Group

 NFRMPO Region  Fort Collins
 Harmony Study Area



NORTH

Figure D-3
Transportation Analysis Zones

Table D-1. Land Use Forecasts

	2009	2035	Growth 2009-2035	Percentage Growth 2009-2035	Compound Annual Growth Rate 2009-2035
Households					
Study Area	13,700	19,500	5,800	42%	1.4%
Fort Collins	68,300	93,200	24,900	36%	1.2%
NFRMPO Region	183,500	294,300	110,800	60%	1.8%
Employment					
Study Area	21,100	36,000	14,900	71%	2.1%
Fort Collins	77,000	141,100	64,500	84%	2.4%
NFRMPO Region	209,300	399,200	190,200	91%	2.5%

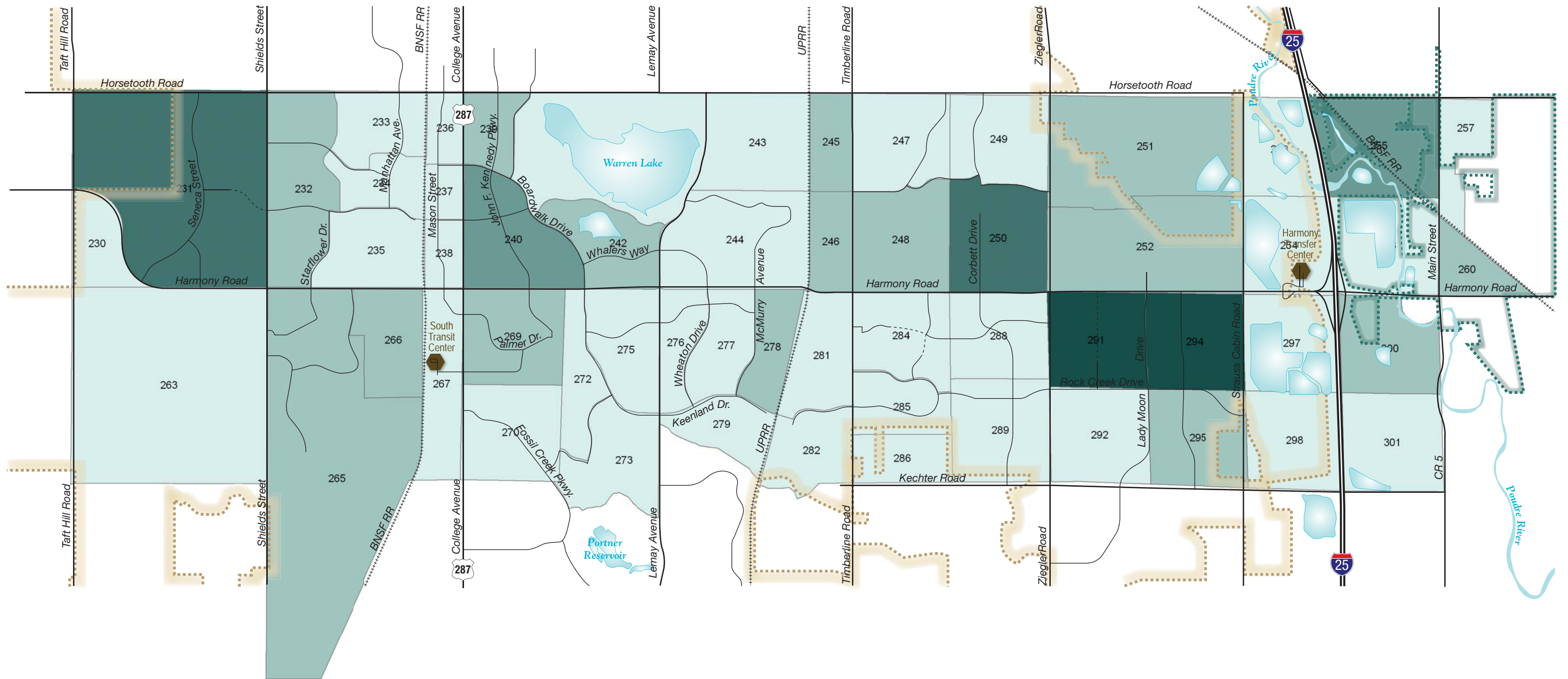
Source: NFRMPO Travel Demand Model, as modified for Fort Collins Transportation Master Plan

Over the 26 year time period, the Harmony Road study area is expected to see a 42 percent increase in households and a 71 percent increase in employment. These growth rates are generally in line with the remainder of Fort Collins, and slightly less than the region as a whole. The distribution of the household and employment growth within the study area is depicted on **Figures D-4 and D-5**, respectively. The highest concentration of household growth is expected to occur in the eastern section of the corridor, in the currently undeveloped land south of Harmony Road between Ziegler Road and Strauss Cabin Road. Notable household growth is also expected in the northwest quadrant of Harmony Road and Ziegler Road and just west of the Harmony Road ETC, between Shields Street and Taft Hill Road. High concentrations of employment growth are also expected in the eastern section of the corridor in the undeveloped land south of Harmony Road, as well as in the vicinity of College Avenue.

Demographics

Environmental justice (EJ) refers to the fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, and implementation of transportation projects. EJ has its origins with Title VI of the Civil Rights Act of 1964 and the subsequent Executive Order 12898 in 1994 which added low-income populations to those protected by the principles of EJ. The requirements expressed in Executive Order 12898 are intended to ensure that procedures are in place to protect low-income and minority groups that have been traditionally underserved. The three fundamental principles at the core of EJ, as expressed by Executive Order 12898 are:

- ▶ To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on tribal governments, minority, and low-income populations
- ▶ To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process
- ▶ To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations

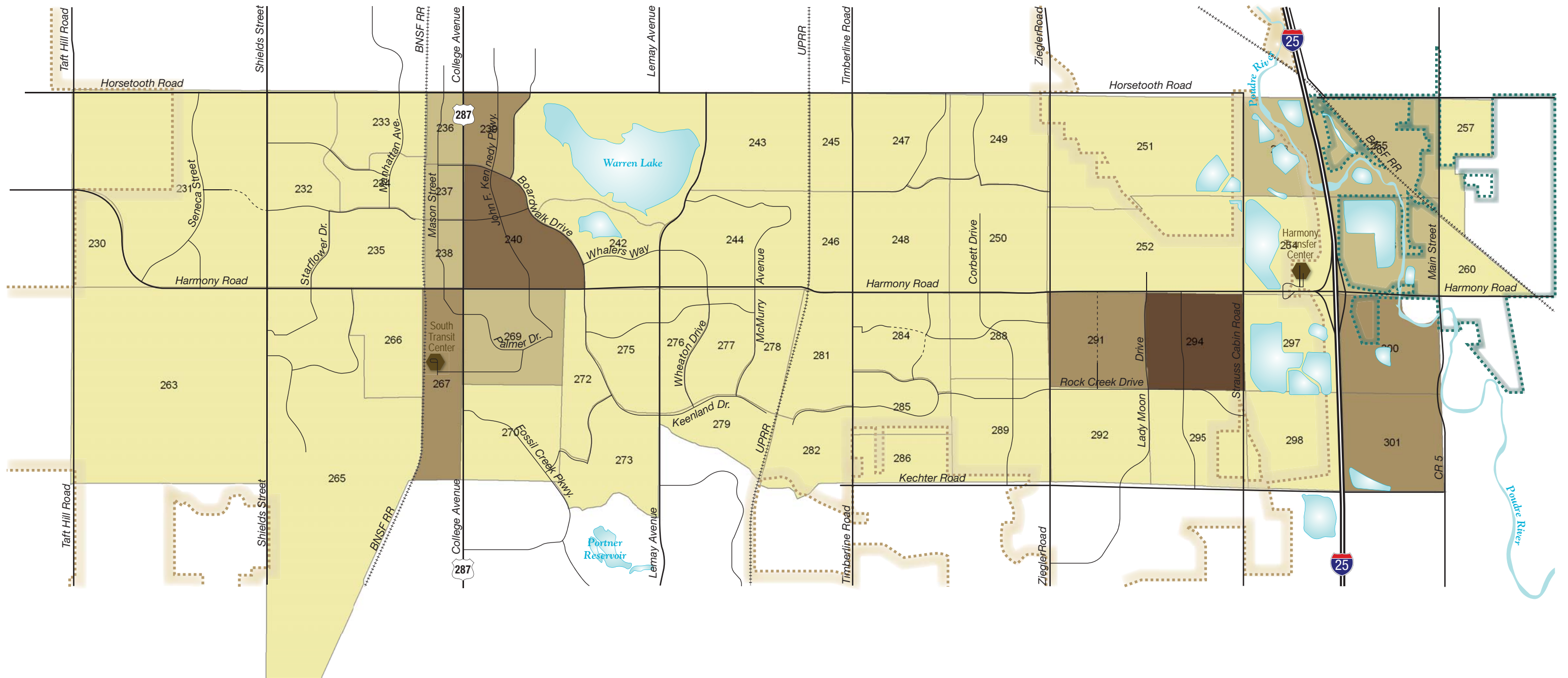


LEGEND








 0-50 New Households	XXX Transportation Analysis Zone (TAZ) Number
 51-250 New Households	 Fort Collins City Boundary
 251-500 New Households	 Timnath City Boundary
 501-1,000 New Households	
 >1,000 New Households	

NORTH

Figure D-4
Household Growth (2009 to 2035)



LEGEND

 0-50 Jobs	XXX Transportation Analysis Zone (TAZ) Number
 51-250 Jobs	 Fort Collins City Boundary
 251-500 Jobs	 Timnath City Boundary
 501-1,000 Jobs	
 >1,000 Jobs	


 NORTH

Figure D-5
 Employment Growth (2009 to 2035)

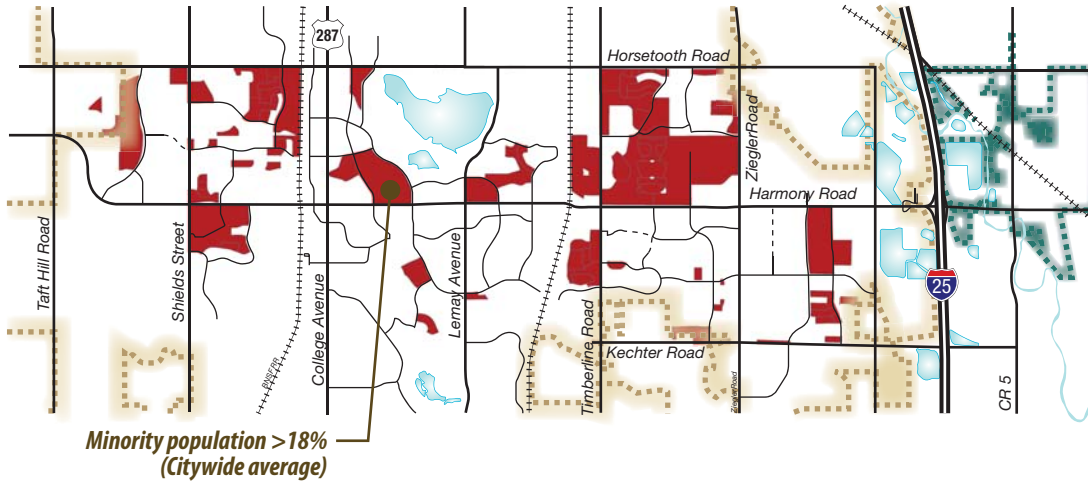
The 2010 U.S. Census data were used to summarize demographic data for the corridor that pertain to EJ compliance. The first map on **Figure D-6** shows the census blocks within the study area that have a higher than citywide average (18 percent) minority population. Within these higher than average minority population blocks, the minority populations are primarily Hispanic, and the minority percentages residing in these blocks range from 18 percent up to 100 percent. The highest concentration of minorities is in the Harmony Road Community located north of Harmony behind the Villagio commercial area at Snow Mesa Drive.

The annual median income levels from the 2010 U.S. Census are available only at the Census Tract level, as shown in the middle map on **Figure D-6**. The 2012 median household income in the City of Fort Collins (based on two household members) is \$62,200. Using the Housing and Urban Development (HUD) methodology, low income is defined as 51 – 80% of the area median income (\$30,000 – \$50,000 annual income). Median income levels below 50 percent of the area median income are classified as very low income or extremely low income. Most of the study area median income falls above the 80 percent threshold. The Census tract north of Harmony Road between the BNSF Railroad and Lemay is classified as low income.

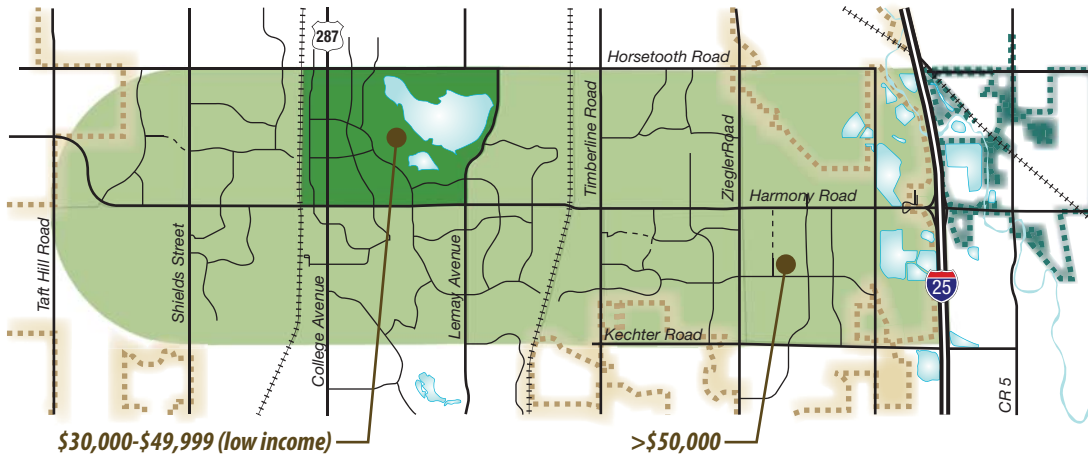
Vehicle Ownership

Low income and minority populations often correlate to transit demand. Another measure collected through the U.S. Census that can be helpful in identifying transit demand is vehicle ownership by household. Households that do not have access to a vehicle are considered transit dependant. Citywide, four percent of households do not own a vehicle. The bottom map on **Figure D-6** shows that within the study area, most of the Census tracts have a lower than average number of households without access to a vehicle. Three Census tracts in the central portion of the study area, however, have a higher than average number of households without a vehicle.

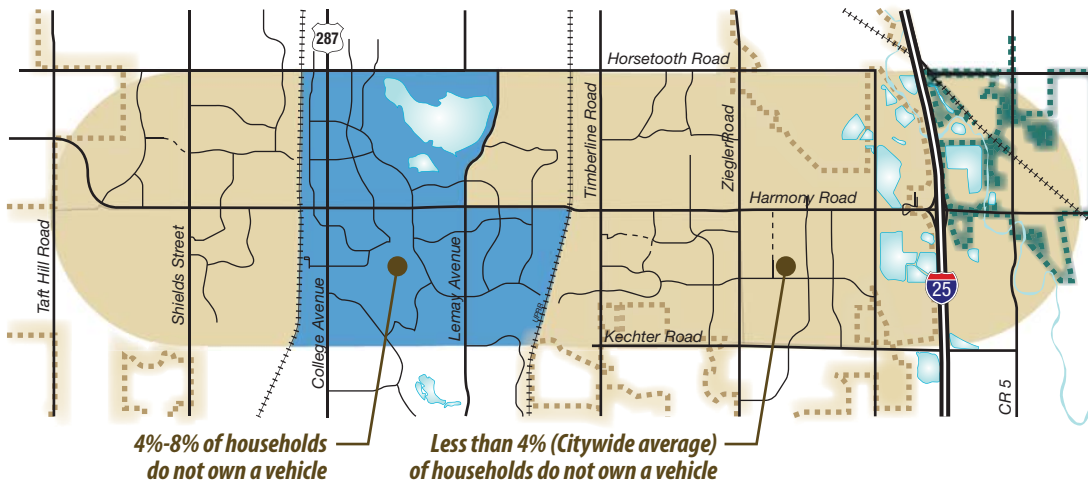
Minority Populations (by block)



Annual Median Income Levels (by census tract)



Household Vehicle Ownership (by census tract)



NORTH SOURCE: 2010 Census

Figure D-6
 Demographic Data