

A Plan For
**THE REGION
BETWEEN
FORT COLLINS
& LOVELAND**



City of Loveland
City of Fort Collins
Larimer County

April 1995

A Plan For

**THE REGION
BETWEEN
FORT COLLINS
& LOVELAND**

Prepared for the
City of Loveland, City of Fort Collins,
and County of Larimer

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Figures

Planning Influences Map	10
Existing Land Use & Zoning Map	11
Planning Subareas Map	36
Preferred Land Use Scenario Map	40
Alternative Land Use Scenario Map	41

Contents

Introduction	1
Background	5
Planning Influences	7
Planning Goals	12
Planning Subareas	14
Plan Concepts	37
Design Considerations	42
Implementation Strategy	46

1. Introduction

This document describes a plan for the region between the Cities of Loveland and Fort Collins. The plan was prepared by a multi-disciplinary team of consultants led by BHA Design, assisted by Maggie Carter and Clarion Associates and staff from Larimer County, the City of Fort Collins, and the City of Loveland.

Purpose of the Plan

The purpose of this plan is to determine the future character and vision for the area between the Cities of Fort Collins and Loveland. Fort Collins and Loveland have unique identities, and they consider the northern front range landscape an important part of their natural heritage. The identity at the heart of each community, and the setting and scenic backdrop that the natural landscape provides, are qualities that will be diluted if the cities are allowed to grow together.

Basis of the Plan

For nearly twenty years, since community separation was first identified in the Larimer County Policy Plan, the preservation of physical and visual separation between Fort Collins and Loveland has been a public policy goal. For a period of more than 18 months, from the summer of 1993 until the fall of 1994, a diverse group of staff and elected officials from the two cities and Larimer County have been working with citizens in focus groups and a task force to develop a viable strategy to implement this goal in the Planning Area. The plan which is described in this document is intended to respond to the following considerations:

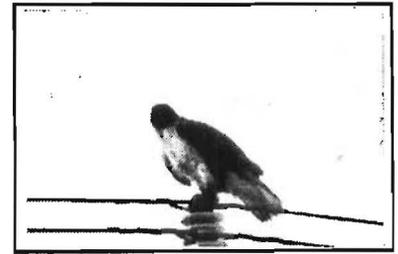
1. The Statement of Purpose adopted by the elected officials serving on the Planning Committee;
2. Recommendations of a Citizens Task Force appointed by the County Commissioners (see Chapter 2);
3. Existing land use patterns within the Planning Area;
4. Planning influences within the area, including municipal boundaries and urban growth areas, major roadway patterns, significant natural and visual resource areas, Loveland/Fort Collins Airport influences, and agricultural areas;
5. Planning and regulatory tools which potentially might be used in the Planning Area;

"The purpose of this Planning Project is to prepare a land use plan and implementation strategies for the land between Fort Collins and Loveland, extending into the urban growth areas of both cities."

Statement of Purpose,
The Fort Collins/
Loveland Corridor
Project, May 1994



6. Implementation of this Plan in a manner which is fair to property owners, taxpayers, and citizens of Larimer County; and
7. Private property rights are important. Both the United States and Colorado Constitutions prohibit governments from taking private property without just compensation. Actions taken to implement or carry out the purpose of this Plan will be consistent with the constitutional rights of all property owners, taxpayers and citizens of Larimer County.



Description of the Planning Area

The study area for the plan covers a large area, generally bounded by the first ridge of the Dakota Hogback on the west, Harmony Road on the north, the Larimer / Weld County line on the east, and 57th Street in Loveland on the south.

Plan Approach

Historically, the study area has been expressed as a linear corridor of open space between County Roads 30 and 32, between Fort Collins and Loveland. This plan takes a different approach to the study area, and is based upon the premise that 1) the Planning Area should correlate to the natural systems which define the region, rather than be based upon artificial boundaries such as roads or municipal boundaries, and 2) the plan needs to consider the future character and uses of the entire region. For these reasons, this plan has been prepared as an area plan, addressing land use and development issues as well as open space and community separation.

The plan considers the diversity and complexity of the area, as well as the likelihood that implementation of the plan will require a variety of tools and resources over a number of years. To that end, the approach was based upon the following considerations:

- The diversity of the planning area requires a plan that looks at many diverse "sub-areas" within the region, each having distinct issues and objectives;
- The land use pattern in the region will evolve over many years, as a result of a range of individual and public actions. The plan must be flexible in order to respond to the dynamic nature of the area's development, and serve as a guide for decision-making over an extended period of time;
- A range of implementation tools and techniques must be considered;
- The plan must be outcome-oriented, and provide property owners and decision makers with specific direction as to the desired pattern for the area; and

The plan must be flexible in order to respond to the dynamic nature of the area.

- The plan must incorporate some degree of choices and possible alternative outcomes, in order to accommodate the range of possible decisions to be made in the future.

Plan Organization and Structure

In order to respond to these considerations, the plan includes the following elements:

- A summary of recommendations for each of 22 sub-areas within the Planning Area, including a preferred outcome and alternatives for each subarea where appropriate;
- Concept plans for the study area, indicating a preferred plan scenario as well as possible alternative outcomes; and
- A description of various planning and implementation tools.

Chapter 2 provides background information on the history of the Planning Area, and a description of the planning process that was carried out during the course of this study;

Chapter 3 describes existing conditions in the study area, and the planning influences which have helped to shape this plan;

Chapter 4 outlines the goals for the study area, which form the basis for the plan;

Chapter 5 describes each of the 22 planning sub-areas, including a statement of preservation, land use character, and implementation goals for each subarea;

Chapter 6 includes a description of potential plan concepts;

Chapter 7 includes a set of design considerations intended to provide guidance and direction for further planning and development in the study area; and

Chapter 8 describes a recommended implementation strategy for the plan.

The Planning Area has been divided into 22 sub-areas, with specific preservation, land use character, and implementation policies for each.

2. Background

The establishment of an open space corridor between Loveland and Fort Collins has been a public policy goal for more than 17 years, when separation of the two communities was first identified in the Larimer County Policy Plan in 1977. The adoption of intergovernmental agreements between Larimer County and the two cities in 1980 established a Rural Non-Farm Development Area, with the stated purpose of maintaining the geographic and visual separation of Loveland and Fort Collins.

Planning History

A Task Force consisting of Council members from each of the Cities, County Commissioners, and property owners, was convened in 1984 for the purpose of developing a plan to accomplish the linear open space corridor. The stimulus for forming the Task Force had been the completion of a study by Colorado Open Lands, which recommended a program to preserve a corridor through a development transfer program.

Over a period of 8 months, the 1984 Task Force developed planning objectives, and adopted a plan which recommended the purchase of 2,416 acres through a combination of sales and use tax revenues and Colorado Lottery funds. The plan failed to move forward when a sales tax initiative to fund the Corridor purchase was defeated by Fort Collins voters.

Current Planning Initiative

In 1993, elected officials from the two Cities and the County met to discuss recent activities in the study area, and determined that the future of the area should be revisited. A committee of elected representatives from each of the three jurisdictions was formed, and staff was assigned to form a planning team. Over the past 18 months, a diverse group of citizens have worked to provide input to the planning process. Initial efforts involved 43 citizens participating in three citizens focus groups, who held 6 meetings to help identify a vision for the area. This effort was followed by the formation of a 37 member citizens Task Force, which reviewed the work of the planning team and provided recommendations on issues relevant to the preparation of this plan. The following is a summary of recommendations from the focus groups and task force which were considered in development of the Plan and were incorporated into the Plan as deemed appropriate.

The goal of maintaining the geographic and visual separation of Fort Collins and Loveland was first identified as a public policy goal in 1977.

The principal objective of the 1984 Task Force was ..."to identify a workable implementation strategy to preserve an open space corridor or buffer between Loveland and Fort Collins".

Corridor Task Force
Objectives, August
1984

Focus Groups Vision Summary

1. Community identity and visual separation are important.
2. Private property rights are important.
3. The Planning Area should look “natural” and “rural”.
4. Open areas should include:
 - Natural / wildlife areas and corridors;
 - Views of the foothills;
 - Agricultural areas.
5. More development of County small acreage subdivisions (2 acres / lot or less) will not provide a feeling of separation.
6. A soft urban boundary is preferred to a hard edge.
7. Arterial road development (County Roads 30 and 32 and Timberline Road) is a major concern but the real issue may be development along the roads, not the roads themselves.

All three focus groups agreed that preserving individual community identities needs to be an important aspect of the area effort.

Citizens Task Force Plan Recommendations

1. The plan should incorporate a conservation plan that identifies priorities, protects significant natural areas, and is fair to property owners.
2. The region should enhance the separate identities of the communities and provide a shared resource that can be enjoyed and appreciated.
3. The plan should support a transportation system that complements the land use plan and that allows people to get from point A to point B without more stop lights on major roads.
4. Where possible, roads are to be designed with a “unique” character.
5. Devaluation of property values through government regulation without compensation is unacceptable.

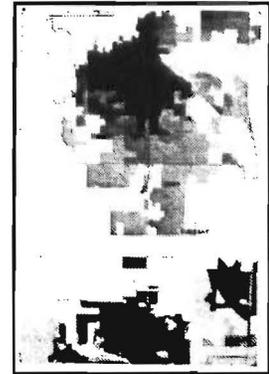
The citizens task force felt strongly that landowners in the area must be treated fairly.

3. Planning Influences

The following is a discussion of existing conditions and other factors which influence the composition and character of the Planning Area.

Urban Growth Areas

The Planning Area contains portions of the Fort Collins Urban Growth Area on the north, and the Loveland Urban Growth Area on the south. Land use policies for lands within the Urban Growth Areas are defined by Intergovernmental Agreements (IGAs) with Larimer County. The IGA policies state that areas within Urban Growth Areas are appropriate for the location and development of urban land uses and densities. Exceptions to these policies include the Foothills area which, due to the environmental uniqueness of the area, is deemed to not be appropriate for urban densities. The agreements also include Land Use Policies for areas beyond the Urban Growth Areas, including the Rural Non-Farm Area, which is an area intended to help maintain the geographic and visual separation of Fort Collins and Loveland.



Major Roadway Patterns

Existing major north / south roadways through the Planning Area include:

Interstate 25	U.S. Highway 287
Timberline Road	Lemay Avenue
Shields Street/Taft Avenue (County Road 17)	Taft Hill Rd/Wilson Avenue (County Road 19)

Roadways through the Planning Area are a major influencing factor.

Major east / west roadways include:

Trilby Road	County Road 30
County Road 32 (Windsor Road)	

County Road 32 has recently been paved from U.S. 287 to Interstate 25, significantly increasing levels of traffic through the Planning Area. For the most part, the roadways through the Planning Area have a distinct rural character, and one of the concerns expressed during the planning process is that further development in the region will erode the character of these roadways.

Urbanized Areas

Over the past ten years, a significant amount of new develop-

ment has occurred in and adjacent to the Planning Area. This has particularly been the case in the southern portion of the Fort Collins Urban Growth Area, which is one of the major development activity areas in the region. One other portion of the Planning Area that has also seen considerable new development activity is the area east of Highway 287, between County Roads 32 and 30. Existing land uses are indicated on the Existing Land Use and Zoning map, which follows this chapter.



Significant Visual Resource Areas

Portions of the Planning Area are highly scenic, particularly the north/south corridors west of U.S. 287. These areas are largely agricultural with open, sweeping views to the foothills and the front range backdrop beyond.

Utilities

Significant portions of the Planning Area are within the South Fort Collins Sanitation District and Fort Collins /Loveland Water District boundaries. Potable water service is generally available throughout the area. The South Fort Collins Sanitation District maintains a treatment plant at the southwest end of Fossil Creek Reservoir, just north of Duck Lake on County Road 32. The western half of the Planning Area is not currently served by sanitary sewer. The area generally indicated on the Planning Influences map as "Sewer Constrained Area" represent areas which cannot be served by gravity flow to the District's treatment facility due to topographic conditions. The portion of the Planning Area which is south of County Road 30 is within the City of Loveland's Area of Community Influence, and may be served by the City of Loveland utilities in the future, depending upon policy decisions to be made by the Loveland City Council.

Airport Influence Areas

The Fort Collins / Loveland Airport is located in the Planning Area, south of County Road 30 and east of Interstate 25. The Airport Influence Area, adopted as part of the Airport Master Plan and as a part of Loveland's 1994 Comprehensive Master Plan, extends 400 yards beyond the outer boundary of the Airport's critical safety zones, 55 db noise contour, and/or the flight pattern boundary lines. This significantly impacts portions of the Planning Area, particularly areas south of County Road 32 and near Fossil Creek Reservoir.



Significant Natural Areas

The Planning Area contains a wealth of natural areas. These include shrubland and forest associations along the hogback, areas of upland grasslands and prairie, riparian woodlands and wetland areas associated with the drainages and water bodies throughout the area, and numerous reservoirs, creeks, and the

Poudre River. Many of these areas are a significant aspect of the Planning Area's unique character and visual quality. Areas deserving of special consideration include Fossil Creek and Fossil Creek Reservoir, the Dakota Hogback, upland grasslands and prairie in the northwest part of the Planning Area, Stanton Creek, and Benson and Donath Reservoirs.

Zoning

Five County zoning designations are found in the Planning Area; FA and FA-1 Farming, C Commercial, T Tourist and AP Airport. FA Farming is found in a 1/4 mile strip along both sides of Highway 287, between County Roads 32 and 30. This zone allows for residential development with minimum lot sizes of 2.29 acres, or one-half acre where public water and wastewater are utilized. FA-1 areas allow development with minimum lot sizes of 2.29 acres. The AP zone, which is located east of County Road 11, allows commercial and industrial uses in addition to residential uses, subject to a special review process to ensure compatibility with airport operations. C zoning is located at the southeast corner of Highway 287 and County Road 32, and Highway 287 and County Road 30, as well as near the corner of Interstate 25 and County Road 32. T zoning, which permits hotels and motels as well as limited commercial uses, is located on both sides of the I-25 / County Road 32 intersection. Existing zoning is shown on the Existing Land Use and Zoning map, which follows this chapter.



Planning Influences Map

The Planning Influences map which follows is a summary of some of the factors which have major influences on the Planning Area.

LARIMER COUNTY PLANNING COMMISSION RESOLUTION

PLAN FOR THE REGION BETWEEN FORT COLLINS AND LOVELAND

WHEREAS, pursuant to C.R.S. 30-28-106, it is the duty of a county planning commission to make and adopt a master plan for the physical development of the unincorporated territory of the County including the location, character, and extent of streets or roads, parks, public utilities and terminals, community centers, townsites, housing developments, agricultural areas, flood control areas, and open development areas for purposes of conservation, food and water supply, sanitary and drainage facilities, flood control or protection of urban development, and a land classification and utilization program; and

WHEREAS, the Larimer County Land Use Plan states that protecting the unique attributes of the physical environment, maintaining community identity, and protecting rural residential and agricultural lands are key planning goals and objectives; and

WHEREAS, the region between Fort Collins and Loveland is identified in the Larimer County Land Use Plan as an area of joint planning concern where cooperative planning efforts among all concerned entities are encouraged; and

WHEREAS, the elected officials of the Cities of Loveland, Fort Collins and Larimer County established a joint planning process to prepare a land use plan and implementation strategies for the land between Fort Collins and Loveland; and

WHEREAS, the Plan hereby adopted is the result of studies of the existing conditions of the area, review of appropriate implementation tools and extensive citizen input.

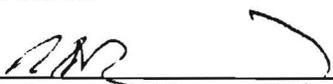
NOW THEREFORE, BE IT RESOLVED:

1. The Plan for the Region between Fort Collins and Loveland is hereby adopted as a part of the Larimer County master plan, replacing the general planning guidelines for the area contained in the Larimer County Land Use Plan.
2. The Plan and this Resolution shall be in full force and effect upon approval and adoption by the Larimer County Planning Commission.
3. A copy of this Plan shall be and is hereby certified to the Board of Larimer County Commissioners.
4. The Board of Larimer County Commissioners may take such actions as it deems appropriate to further implement and carry out the goals and purposes of the Plan.

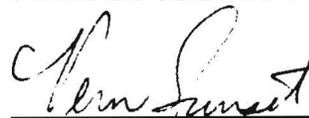
ADOPTED this 20th day of April, 1995.

LARIMER COUNTY PLANNING COMMISSION

ATTEST:



Michael Doten, Secretary



Vern Sunset, Chair

4. Planning Goals

Based upon input received by the citizens focus groups and task force, the following goals were prepared for the study area. These goals were intended to serve as a basis for preparation of this plan, and resulting implementation strategies.

1 *Maintain each community's unique identity*

- The area should enhance the separate identities of Fort Collins and Loveland, and provide a shared resource that can be enjoyed and appreciated by residents of both cities and Larimer County.

2 *Preserve character of the area as predominately rural*

- Design new development to protect existing agricultural uses and to maintain the area's rural character.

3 *Maintain visual and physical separation of communities*

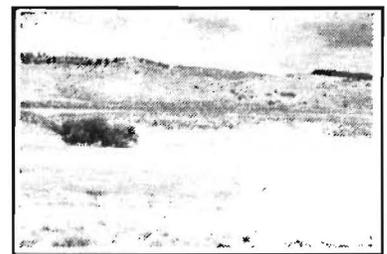
- Preserve viewsheds along main travel routes.
- Provide a transition from urban uses into the area.

4 *Preserve significant open lands*

- The plan should identify and prioritize areas to be protected, including buffer areas needed to protect significant natural resources.
- Significant open lands may include agricultural areas, natural areas, viewsheds, and potential trail corridors.

5 *Develop appropriate strategies to further the implementation of the plan*

- Success of the plan hinges upon the mutual cooperation of all three jurisdictions, including plan adoption as well as implementation.
- The plan must be fair to property owners, taxpayers, and Larimer County citizens.



6 *Include a transportation system that complements the area plan*

- Maintain character of main routes as rural arterials, with unbroken travel paths between the two cities.
- New streets should be designed with a unique character which reflects the goals of this plan.



5. Planning Sub-areas

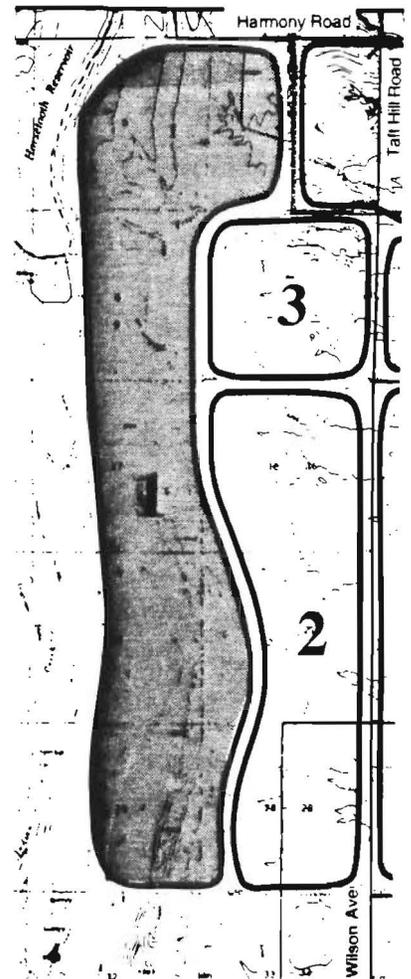
The following is a summary of recommendations for each of the 22 sub-areas in the Planning Area. An overall map of the planning sub-areas is contained at the end of this chapter.

Subarea 1 - East Face of Hogback

Description: This area extends from the ridgeline to the foot of the Dakota Hogback, and from Harmony Road on the northern limits to 57th Street on the southern limits of the study area.

- Objectives:**
- **Protect important visual resources**
 - **Identify and preserve significant natural areas**
 - **Limit physical and visual impacts of development**

Policies:	Preservation	Land use character	Implementation
Preferred Scenario	Provide linkages between existing public lands Protect ridgelines and fragile landscape	Limited development (35 ac.+ parcels only)	Large lot zoning to match land capability Acquire key parcels through fee simple or development rights acquisition
Alternatives		Some additional development through clustering w/ significant open space requirement	Zoning overlays to protect sensitive areas

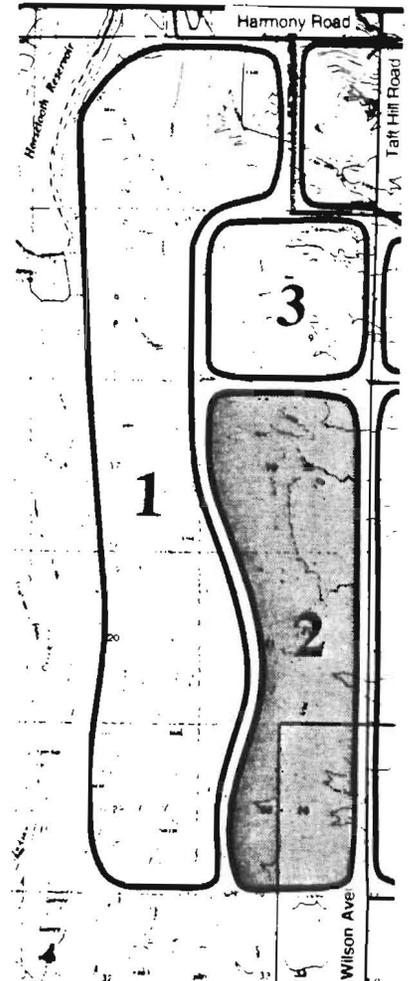


Subarea 2 - East of Hogback

Description: This area extends from the foot of the Dakota Hogback east to Taft Hill Rd./ Wilson Avenue, and from Trilby Road on the north to the southern boundary of the study area at 57th Street. Most of this area is currently used for dryland farming.

- Objectives:**
- **Protect views to foothills**
 - **Preserve rural character**
 - **Maintain sense of separation between communities**

Policies:	Preservation	Land use character	Implementation
Preferred Scenario	Explore opportunities to retain agricultural production or restore to natural prairie	No additional development	Purchase fee simple or development rights
Alternatives	Protect drainages and view corridors as part of development pattern	Clustered development with drainages and view corridors protected	Clustered development with retained open space Setbacks along Taft Hill Rd. to preserve views

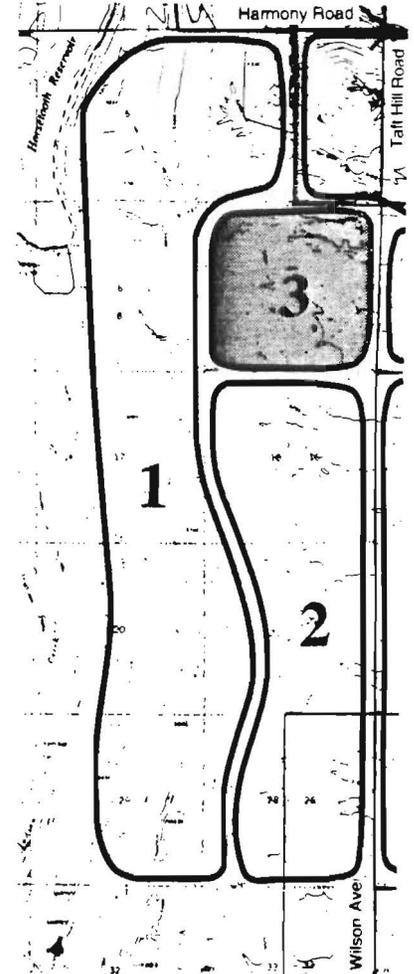


Subarea 3 - Landfill Site

Description: The existing landfill site is located west of Taft Hill Road, 1 mile south of Harmony Road and extending to Trilby Road.

- Objectives:**
- **Preserve for future open space opportunities**
 - **Minimize landfill impacts on surrounding area**

Policies:	Preservation	Land use character	Implementation
Preferred Scenario	Retain area south of landfill in natural state Identify linkages to Swanda and Fromme open space areas	Continue landfill operation; ultimately transition to open space/recreational use	Coordinate with County Public Works/Parks Depts. on use of parcel south of landfill

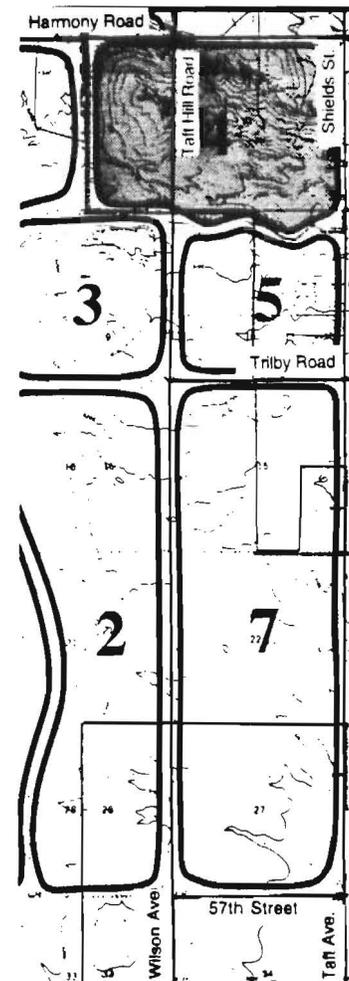


Subarea 4 - Fromme Prairie and Environs

Description: This area is bounded by Harmony Road, Shields Street, and the Fort Collins UGA boundary. A significant portion of this area includes the Cathy Fromme Prairie Open Space and The Ridge subdivision.

- Objectives:**
- **Protect Fromme Prairie open space environment**
 - **Preserve views at gateway to area**

Policies:	Preservation	Land use character	Implementation
Preferred Scenario	<p>Protect area S. of Harmony and E. of Taft Hill Rd., as extension of Fromme Prairie</p> <p>Protect habitat area in southeast, adjacent to Trilby Lateral</p>	Largely open, with some development near Shields and Harmony.	Acquire significant areas through fee-simple or development rights purchase, or transfer of development rights to other area in or near area
Alternatives		Cluster development above ridgeline (5100' contour).	Planned Unit Development (PUD) with sensitive areas retained as open space

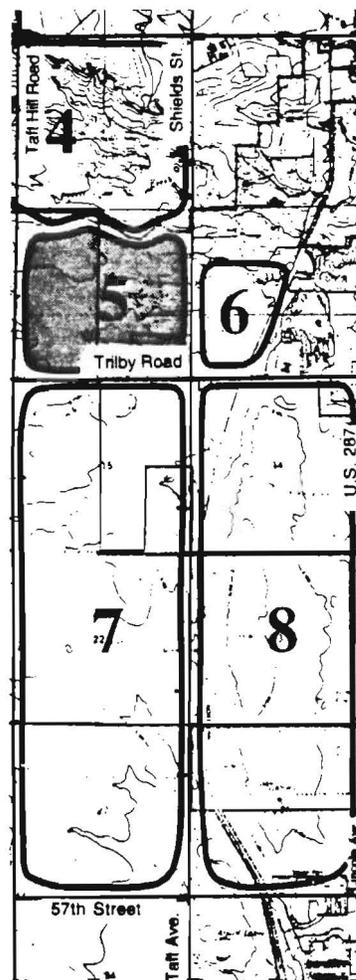


Subarea 5 - East of landfill

Description: This area consists of the section of land directly east of the landfill, bounded by Taft Hill Road, Trilby Road, and Shields Street. Half of this section is within the Fort Collins Urban Growth Area, and a small portion is within the city limits.

- Objectives:**
- **Preserve sense of openness along Taft Hill Road**
 - **Protect Fromme Prairie environs**

Policies:	Preservation	Land use character	Implementation
Preferred Scenario	Retain area south of Fromme Prairie and important wildlife habitat in center of area in natural state	No development in west half of area; continuation of low density development in UGA	Acquire area adjacent to Fromme Prairie as open space Acquire conservation easements to protect wildlife in center of area
Alternatives	Protect drainages as part of development pattern	Clustered development to preserve drainages and view corridors along Taft Hill Rd.	PUD with sensitive areas retained as open space Limit access points along Taft Hill Rd. to minimize traffic conflicts

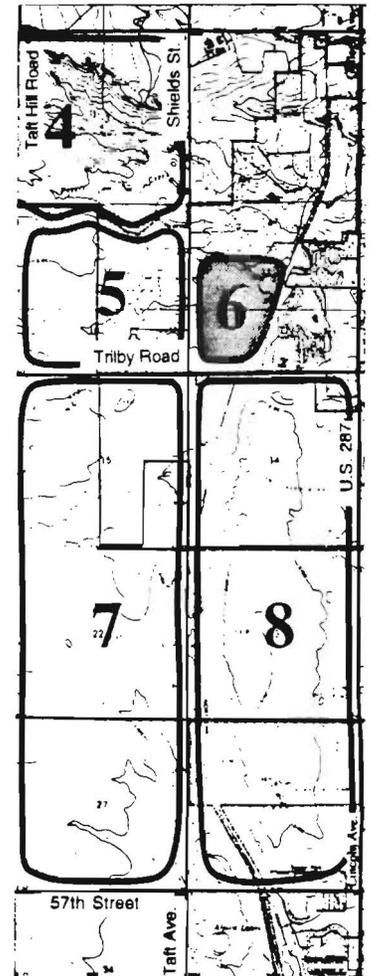


Subarea 6 - Area between Trilby Road and Applewood Estates

Description: This area extends from the south end of Applewood Estates to Trilby Road, bounded by Shields Street on the west and the railroad tracks on the east.

- Objectives:**
- Maintain sense of openness south of Applewood Estates
 - Protect Fossil Creek drainage tributaries
 - Create a density transition area at the northern edge of the Planning Area

Policies:	Preservation	Land use character	Implementation
Preferred Scenario	<p>Protect drainages and view corridors as part of development pattern</p> <p>Protect bluff adjacent to railroad</p>	<p>Clustered development to preserve drainages and view corridors along north/south corridors</p>	<p>PUD with sensitive areas retained as open space</p>

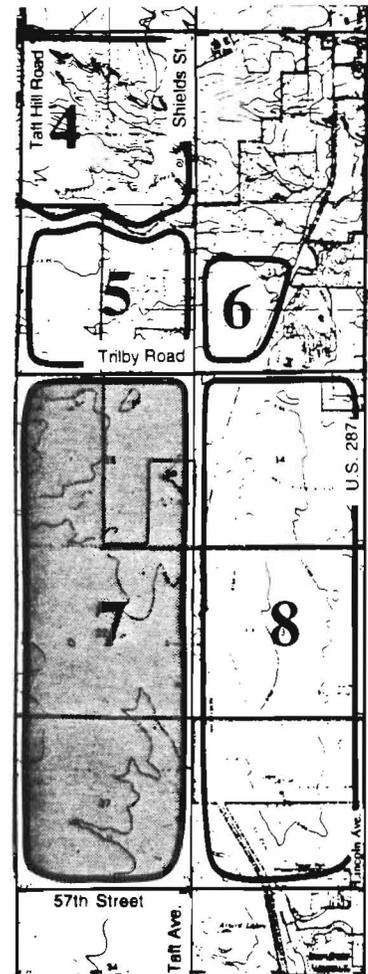


Subarea 7 - Area between Taft Hill/Wilson and Shields/Taft

Description: This area extends from Taft Hill Road/Wilson Avenue (County Road 19) to Shields Street/Taft Avenue (County Road 17), from Trilby Road on the north to 57th Street on the south. Most of this area is currently used for dryland farming, although there are several areas of development on 5± acre lots south of Trilby Road.

- Objectives:**
- **Protect views to foothills**
 - **Preserve rural character**
 - **Maintain sense of separation between communities**
 - **Maintain County Road 17 and 19 as free-flowing arterials**

Policies:	Preservation	Land use character	Implementation
Preferred Scenario	<p>Protect drainages and view corridors as part of development pattern north of CR32</p> <p>Explore opportunities to retain agriculture in areas south of CR32</p>	<p>Cluster development on areas south of Trilby Road and north of CR32 that are within the Fort Collins UGA; areas south of CR32 kept open</p>	<p>PUD with drainages and view corridors retained as open space</p> <p>Purchase development rights or properties fee simple to retain agricultural activities</p>
Alternatives	<p>Protect drainages and view corridors as part of development pattern</p>	<p>Clustered development to areas with services, with drainages and view corridors protected</p>	<p>PUD with drainages and view corridors retained, and significant open space requirements</p>

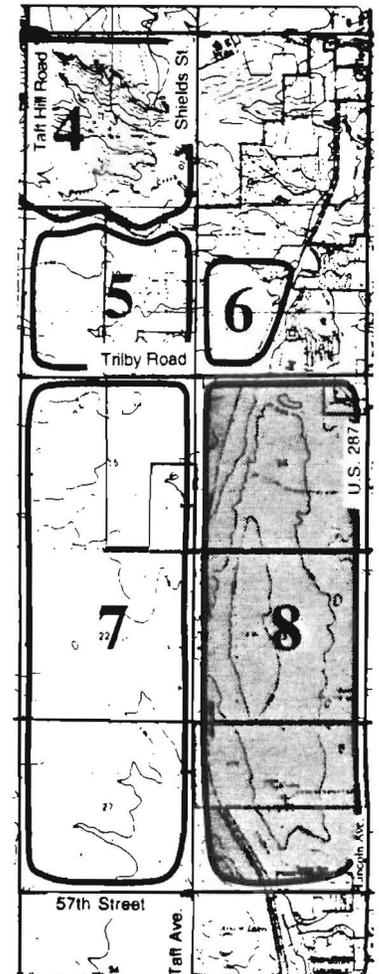


Subarea 8 - Area between Shields/Taft and Highway 287

Description: This area extends from Shields Street/Taft Avenue (County Road 17) to State Highway 287 from Trilby Road on the north to 57th Street on the south. The northern section of this subarea is within the City of Fort Collins, and is master-planned for a mixed-use development. The southern section of this subarea is within the City of Loveland. An active railroad line is located along the west edge of this area, at the foot of a steep bluff which runs parallel to County Road 17.

- Objectives:**
- **Preserve sense of openness along 287 and CR 17**
 - **Maintain County Road 17 and Highway 287 as free-flowing arterials**
 - **Maintain sense of separation between communities**

Policies:	Preservation	Land use character	Implementation
Preferred Scenario	<p>Preserve bluff between CR 17 and the railroad tracks.</p> <p>Center section kept open to preserve rural character</p> <p>Maintain open views along 287</p>	<p>Mixed use in northern and southern sections, in master-planned campus setting</p> <p>Agriculture or restored prairie in center section</p>	<p>PUD controls w/ bluff preserved as open space</p> <p>Fee-simple purchase or Transferable Development Rights(TDR) for center section</p> <p>Setback controls along 287 and CR17.</p>
Alternatives		Rural residential in center section	

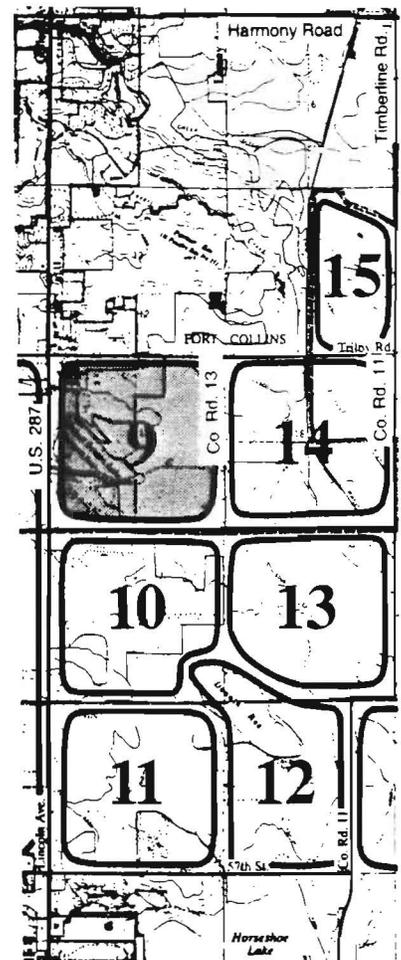


Subarea 9 - Area between Trilby Road and CR 32, east of 287

Description: This area extends from Trilby Road to County Road 32, and is bounded by 287 on the west and Lemay Avenue on the east. A significant portion of this area is partially improved with major streets and utilities, as the Provincetowne PUD. The southwestern portion of this area contains a County subdivision, and Benson Lake is located adjacent to 287.

- Objectives:**
- Preserve sense of openness at CR 32 and Lemay Avenue
 - Provide for open space connection between Benson Reservoir and Stanton Creek

Policies:	Preservation	Land use character	Implementation
Preferred Scenario	<p>Preserve drainage north of CR32 to Benson Lake as open</p> <p>Preserve wetlands area adjacent to Benson Lake</p> <p>Maintain views to Benson Lake from 287</p>	Mixed use	Incorporate open space areas into Provincetowne PUD

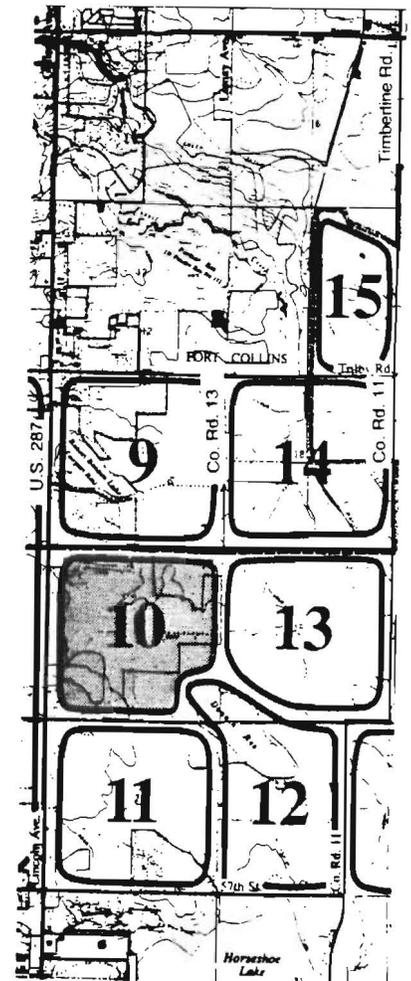


Subarea 10 - Area between CR 32 and CR 30, east of 287

Description: This area extends from County Road 32 to County Road 30, and is bounded by 287 on the west and County Road 13 (Lemay Avenue extended) on the east. Most of this subarea is already developed at both urban and rural densities.

Objectives: • **Maintain open character along CR 32, particularly along Stanton Creek**

Policies:	Preservation	Land use character	Implementation
Preferred Scenario	<p>Maintain Stanton Creek as open, with connections to Fossil Creek and Benson Reservoir</p> <p>Maintain wetlands and drainageways north of Donath Lake as open</p>	Urban and rural residential	<p>Incorporate wetlands/drainages into development plans</p> <p>Establish setback requirements along CR32</p>

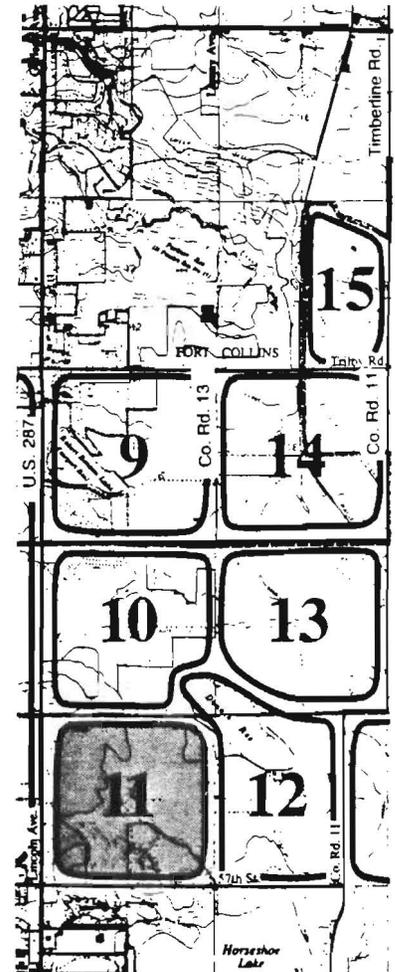


Subarea 11 - Area between CR 30 and 57th Street, east of 287

Description: This area extends from County Road 30 to 57th Street, and is bounded by 287 on the west and County Road 13 on the east. The northern portion of this area is generally undeveloped and in agricultural use, except for new commercial development at the corner of County Road 30 and Highway 287. The southern portion includes a mix of residential development, ranging from low density to mobile home communities.

- Objectives:**
- **Preserve sense of openness along 287**
 - **Maintain rural character along CR30**

Policies:	Preservation	Land use character	Implementation
Preferred Scenario	Maintain open views along 287 Maintain open views along CR 30	Rural residential in northern half of section; low density residential in southern portion.	Establish setback requirements along CR30 and 287

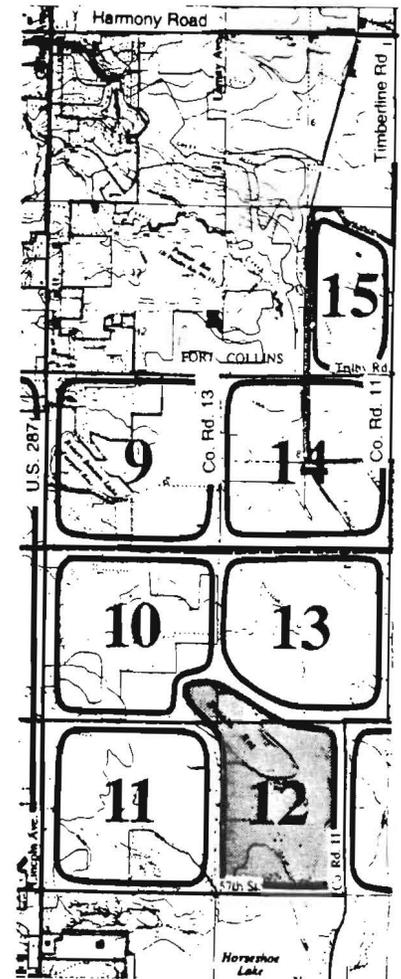


Subarea 12 - Area south of Donath Lake

Description: This area extends from Donath Lake/CR 30 to 57th Street, and is bounded by County Road 13 on the west and County Road 11 (Timberline Road extended) on the east. Much of this area is in agricultural use, including a dairy operation on 57th Street. County Road 11 has recently been paved, and now provides a direct link to Loveland via County Road 11C and Madison Avenue.

Objectives: • **Preserve integrity of Donath Lake**

Policies:	Preservation	Land use character	Implementation
Preferred Scenario	Maintain rural character of areas around lake and in northern half of section; encourage continuation of agricultural activities	Continuation of rural development pattern	Setback controls along County Road 30 and 13

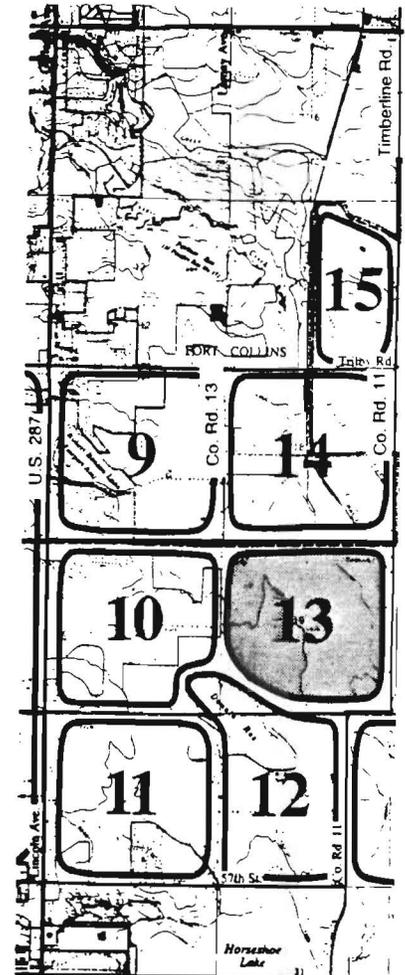


Subarea 13 - Area between County Roads 32 and 30, east of County Road 13

Description: This area extends from County Road 32 to County Road 30, and is bounded by CR 13 on the west and CR 11 on the east. County Roads 32 and 11 have recently been paved. A significant portion of this area is in agricultural use, including several commercial operations (nursery and equestrian center). Some new rural residential development has occurred along CR 30.

- Objectives:**
- **Preserve rural character**
 - **Maintain views along CR32**
 - **Encourage continuation of agricultural activities in area**

Policies:	Preservation	Land use character	Implementation
Preferred Scenario	Maintain rural pattern located to the west and south	Rural residential with some agricultural activities	Setback controls along County Roads 32 and 13 PUD with drainages and view corridors retained as open space, oriented to County Roads 32/13 road corridors

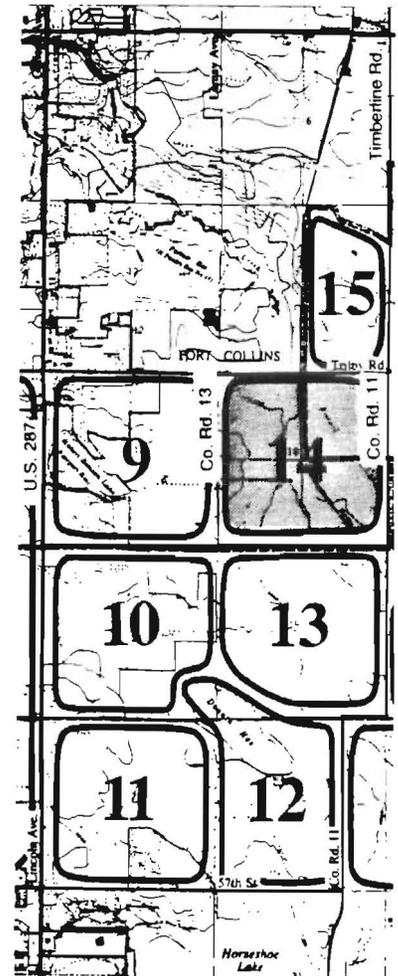


Subarea 14 - Area between Trilby Road and CR 32, east of Lemay Avenue

Description: This area extends from Trilby Road to County Road 32, and is bounded by Lemay Avenue on the west and County Road 11 on the east. Most of this area is within the City of Fort Collins, with the exception of the northeast corner which is proposed for low density development. The Greenstone residential development is presently under construction in the southern portion. This area is bisected by railroad tracks, and Fossil Creek and associated wetlands.

- Objectives:**
- Establish appropriate image for Timberline Road
 - Protect significant natural areas

Policies:	Preservation	Land use character	Implementation
Preferred Scenario	<p>Provide for a contiguous corridor of open space along Fossil Creek</p> <p>Protect wetlands area at Trilby Road</p>	Residential and open space	<p>Implement setback and design controls along Timberline Rd.</p> <p>Fee simple or conservation easement acquisition of significant natural areas</p> <p>PUD with cluster development to preserve significant open space</p>

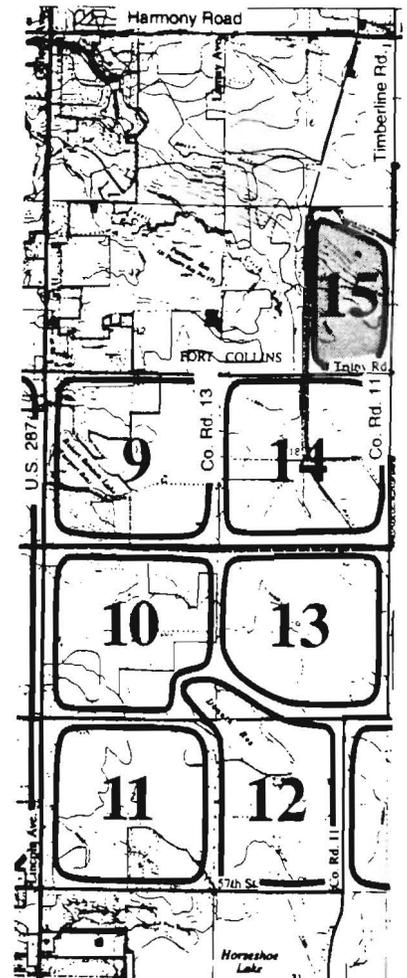


Subarea 15 - Area north of Trilby Road to Fort Collins UGA boundary

Description: This area extends from Trilby Road north to the Fort Collins UGA boundary, and is bounded by Timberline Road on the east and the railroad tracks on the west. This property is currently in agricultural use, with some limited rural residential development along the south and east edges.

- Objectives:**
- Establish appropriate image for Timberline Road
 - Respect and maintain integrity of existing rural development

Policies:	Preservation	Land use character	Implementation
Preferred Scenario	Protect integrity of wetlands and ditch	Transition area from urban development north of this parcel to more rural pattern	Implement setback and design controls along Timberline Rd.
Alternatives		Urban residential development	Possible TDR receiving area

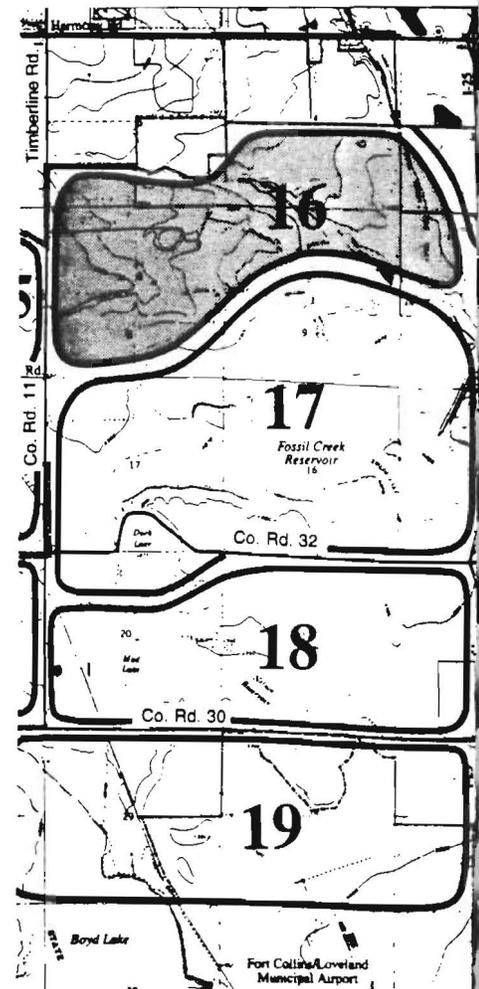


Subarea 16 - Area north of Fossil Creek Reservoir

Description: This area extends north from Fossil Creek Reservoir to the Fort Collins UGA boundary, and is bounded by Timberline Road on the west and the Poudre River floodplain on the east. Most of this area is currently in agricultural use, although some pockets of rural density development are included.

- Objectives:**
- **Preserve views to Fossil Creek Reservoir**
 - **Preserve natural areas north of Fossil Creek Reservoir**
 - **Respect and maintain integrity of existing rural development**

Policies:	Preservation	Land use character	Implementation
Preferred Scenario	<p>Preserve drainages and view corridors as part of development pattern</p> <p>Protect wetlands associated with Fossil Creek Reservoir</p> <p>Protect buffer area north of reservoir</p>	<p>Transition area from urban development north of this parcel to more rural pattern</p>	<p>Implement setback and design controls along Timberline Rd.</p> <p>Overall subarea plan to address transportation and land use issues</p> <p>Incorporate adequate buffers to reservoir as part of development pattern (1/4 mi. or less)</p>
Alternatives		<p>Urban residential development</p>	<p>TDR receiving area</p>

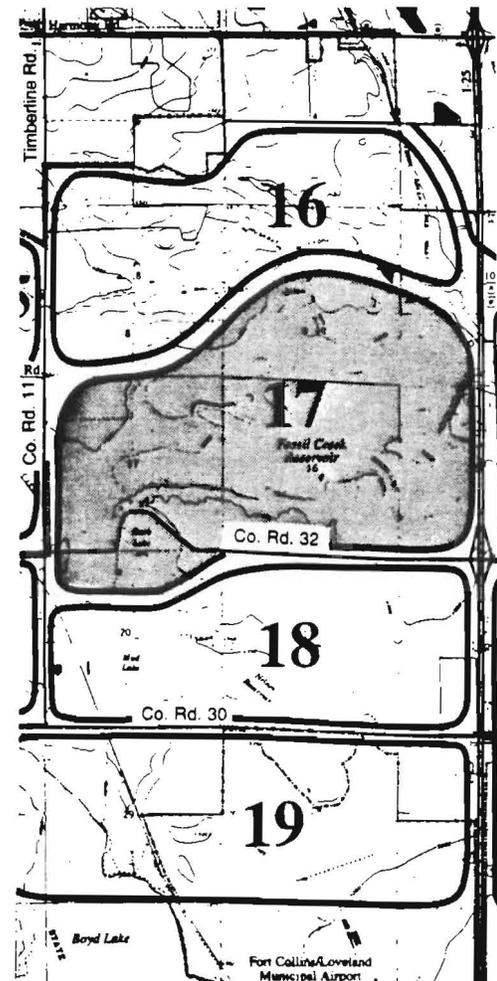


Subarea 17 - Fossil Creek Reservoir and Surrounding Areas

Description: This area includes Fossil Creek Reservoir and associated sensitive lands located to the north and west, including lands owned by the State Land Board south of the reservoir.

- Objectives:**
- **Preserve integrity of Fossil Creek Reservoir**
 - **Preserve natural areas associated with Fossil Creek Reservoir**

Policies:	Preservation	Land use character	Implementation
Preferred Scenario	<p>Preserve drainages and view corridors</p> <p>Protect wetlands and other natural areas associated with Fossil Creek Reservoir</p> <p>Preserve open character of CR32 corridor, including State Lands property</p>	<p>Remain largely undeveloped as public open space</p> <p>Some limited commercial development along I-25 frontage road</p>	<p>Acquire reservoir and environs through lease or purchase</p> <p>Overall subarea plan to address transportation and land use issues</p>
Alternatives		<p>Clustered development on State lands.</p>	<p>Implement setbacks from reservoir and CR32 to minimize visual and environmental impacts</p>

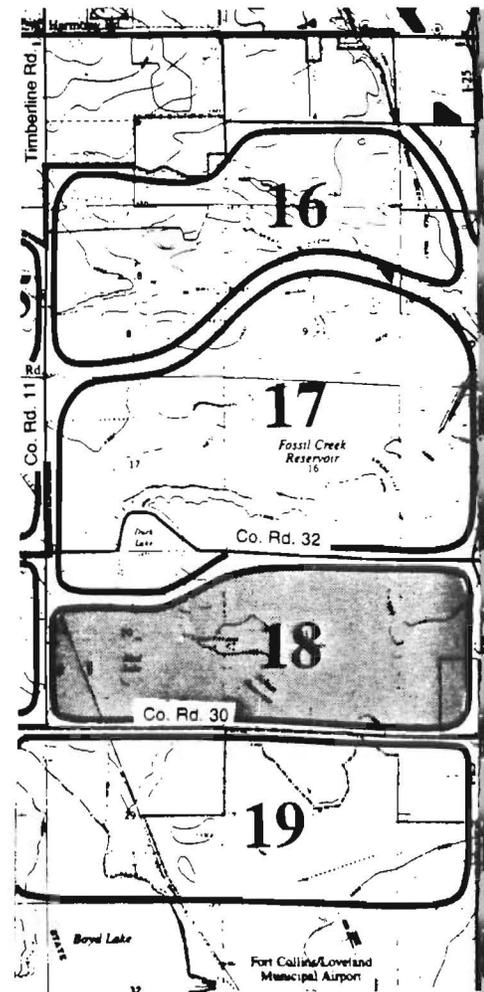


Subarea 18 - Area south of County Road 32 to County Road 30

Description: This area extends from County Road 32 to County Road 30, bounded by County Road 11 on the west and Interstate 25 on the east. Most of this area is currently in agricultural use. The central portion of this area is heavily impacted by airport activities, specifically the designated critical zone and noise impacted area.

- Objectives:**
- Maintain County Road 32 as a free-flowing arterial with open character
 - Avoid impacts resulting from airport proximity

Policies:	Preservation	Land use character	Implementation
Preferred Scenario	<p>Protect integrity of Mud lake and Nelson Reservoir</p> <p>Maintain open character along County Roads 30 and 32</p>	<p>Some limited commercial / mixed use development along I-25 frontage road</p> <p>Ag./ open in areas impacted by airport</p>	<p>Airport overlay zone to minimize airport conflicts</p> <p>Possible acquisition of land or easements by airport in impacted areas</p>
Alternatives		Rural residential development in center of parcel (areas not airport-impacted)	Implement setbacks along County Roads 30/32 and Interstate 25 to maintain open character

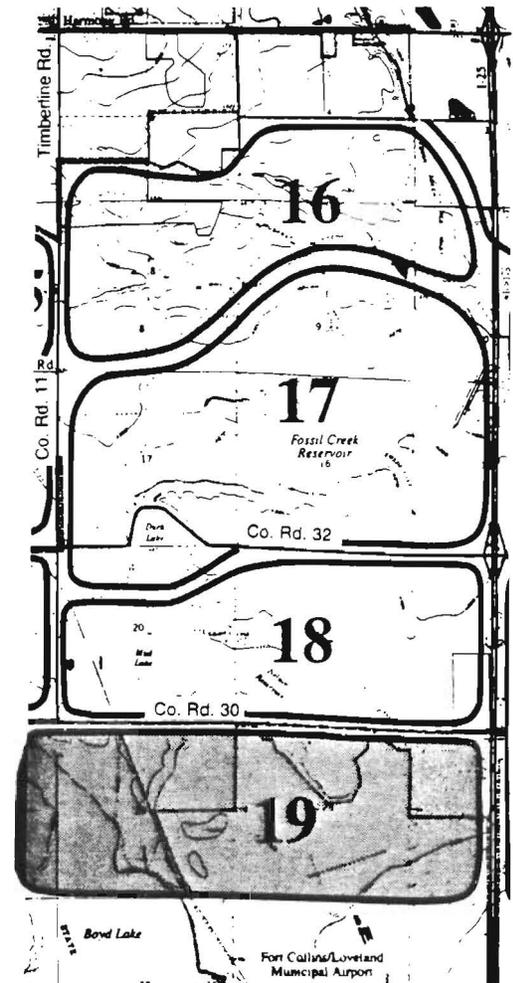


Subarea 19 - Area south of County Road 30

Description: This area extends from County Road 30, and is bounded by County Road 11 on the west and Interstate 25 on the east. Most of this area is within the airport boundary. This area also encompasses a portion of Boyd Lake.

- Objectives:**
- **Maintain views to Boyd Lake**
 - **Maintain open character along County Road 30**
 - **Integrate uses in area with Airport Master Plan**

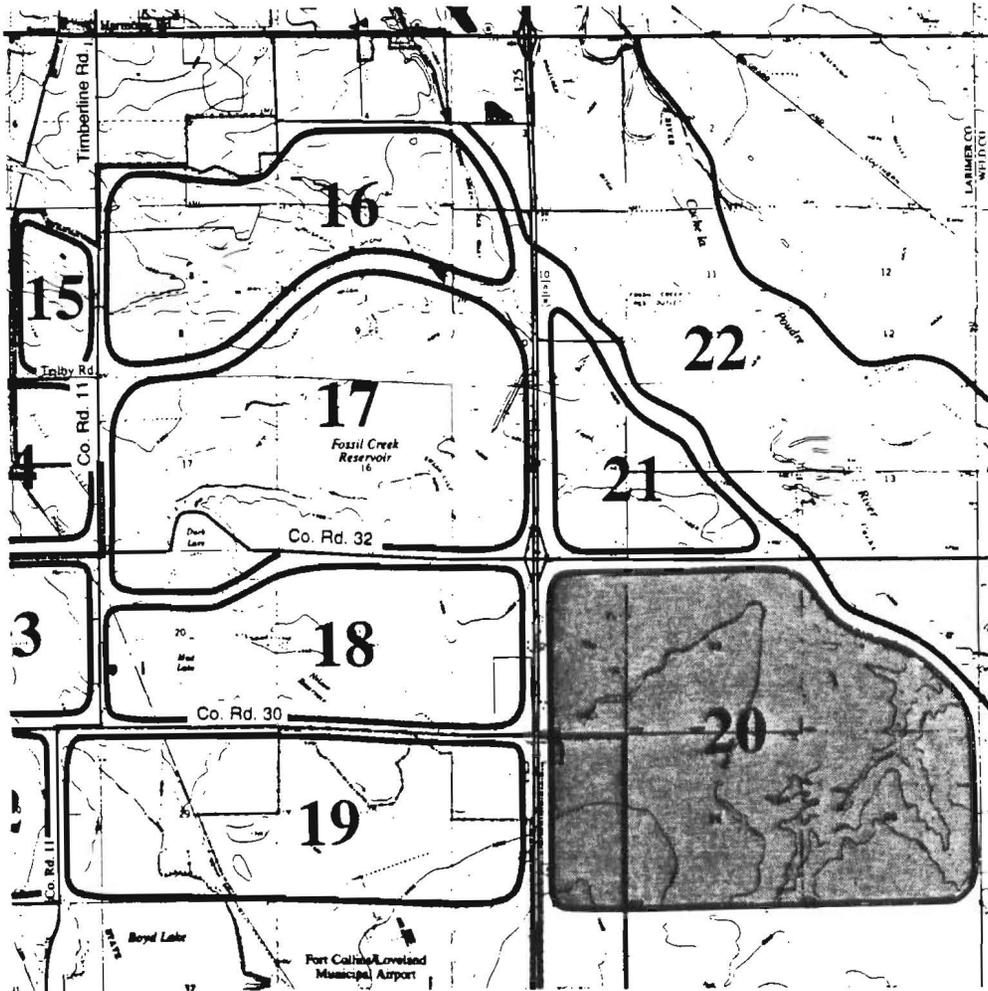
Policies:	Preservation	Land use character	Implementation
Preferred Scenario	<p>Protect integrity of airport</p> <p>Maintain open character along County Road 30</p>	<p>Commercial / mixed use development along I-25 frontage road</p> <p>Ag./ open in areas impacted by airport</p>	<p>Airport overlay zone to minimize airport conflicts</p> <p>Implement setbacks along County Road 30 and Interstate 25 to maintain open character</p>
Alternatives	Maintain integrity of lake environment through setbacks	Limited development in areas along Boyd Lake not impacted by airport	Implement setbacks from Boyd Lake



Subarea 20 - Area east of Interstate 25 and south of County Road 32

Description: This area extends from County Road 32 south to the study area limits, and is bounded by Interstate 25 on the west and the Weld County line on the east. A small portion of this area is within the Loveland Urban Growth Area. This area is subject to an Intergovernmental Agreement between Windsor and Larimer County, as a result of which a land use plan will be prepared in 1995. These deliberations will determine the ultimate use of this area, thus no preferred scenario has been determined as part of this planning effort.

- Objectives:**
- Maintain sense of separation between communities along the Interstate highway
 - Preserve integrity of drainages southeast of CR30

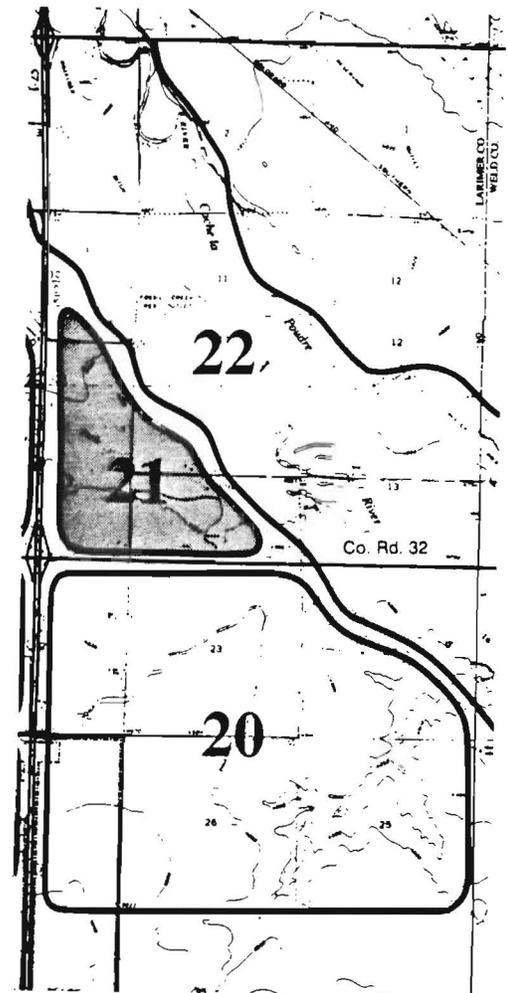


Subarea 21 - Area between Interstate 25 and the River, north of County Road 32

Description: This area extends from Interstate 25 to the Poudre River, north of County Road 32. The area is bisected by Fossil Creek.

- Objectives:**
- **Protect integrity of Fossil Creek drainage**
 - **Maintain rural character along County Road 5**

Policies:	Preservation	Land use character	Implementation
Preferred Scenario	Preserve Fossil Creek corridor as drainageway/open space corridor	Some limited commercial / mixed use development in proximity to interchange Residential development in center of section (Ptarmigan)	Implement setbacks along Interstate 25 to maintain open character

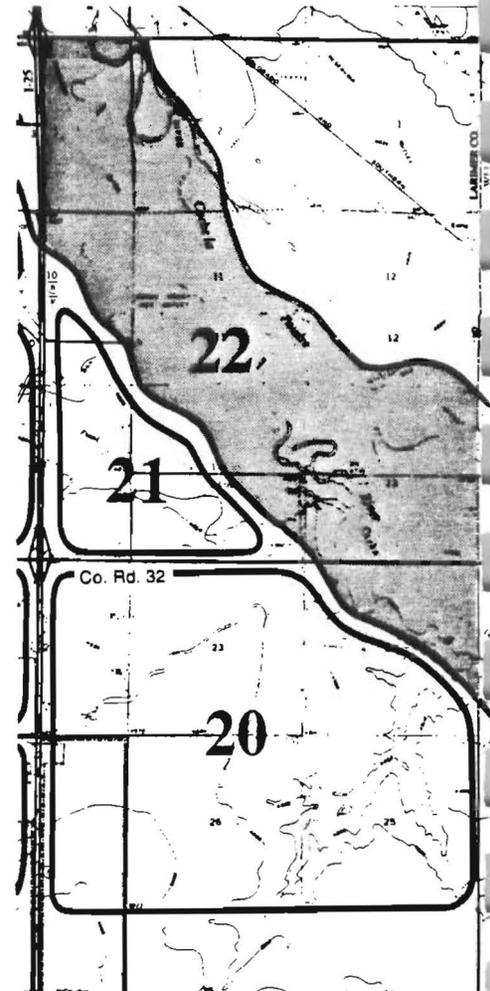


Subarea 22 - Poudre River Basin

Description: This area incorporates the Poudre River basin, most of which is floodplain. Scattered rural development is located along the river corridor.

Objectives: • **Protect the integrity of the Poudre River**

Policies:	Preservation	Land use character	Implementation
Preferred Scenario	Preserve Poudre River corridor as drainageway/open space corridor	Limited rural development	Conservation easements, some fee-simple or development rights acquisition



6. Plan Concepts

The following conceptual plan maps have been prepared to generally illustrate the land use pattern which would result if the scenarios for each of the planning sub-areas of the preceding section were to be implemented. The Preferred Plan Scenario Map illustrates the pattern which might result if the preferred scenario policies were to be implemented, and the Alternative Plan Scenario Map illustrates the land use pattern that might result if the alternative policies were to be put in place.

Despite the differences in the scenarios, they have the following key features in common:

- Establishment of Fossil Creek Reservoir as a regional open space resource;
- Protection of the Fossil Creek drainage corridor as a strong east/west open space linkage;
- Protection of the Poudre River floodplain as a regional drainage and open space resource;
- Preservation of a rural, open character along the major roadway corridors; and
- Preservation of views of the foothills.

Both the scenarios work towards achieving plan goals (Section 4), but show a continuum of possible land use outcomes. The primary difference between the two patterns is the amount of financial support available to acquire land and development rights. The Preferred Scenario includes more open lands than the Alternative Scenario, and assumes more funding for acquisition to achieve the preferred pattern. The Alternative Scenario assumes more limited use of acquisition and relies on innovative development patterns to achieve open space, which would be primarily private.

The Alternative Scenario includes both more developed areas, and higher density development in some areas as a result of clustered development and transferred development rights. These two development tools are identified in the subarea descriptions as ways of achieving open space through development and the concepts are very similar. Cluster development is like a conventional subdivision except that the lots are concentrated in more suitable areas, and undeveloped areas are maintained as common open space or sometimes, as agricultural uses. This concept is illustrated in drawing 5, Section 7, Design Considerations. Transferrable Development Rights (TDRs) are rights to develop housing units, which are sold like water rights

The following is a description of the land use categories shown on the concept plans.

Existing Open Space

Existing lands which are owned by a public entity for current or future open space use.

Open Lands

Areas identified as significant elements of the natural, visual, or cultural landscape which should remain undeveloped. Except where important natural areas have been identified (see Planning Influences Map), continuation in agriculture is the preferred future use.

Residential

Provides for areas of urban residential development within the Urban Growth Areas. Densities typically are 3 or more dwelling units per acre.

Rural/Low Density Residential

Areas intended for low to very low densities of development, typically ranging from a minimum of 1 or 2 acres to 10 acres or more per unit with significant amounts of open space, and which are generally considered to be rural in character.

Mixed Use

Areas which are comprised of one or more residential, public, commercial, or light industrial uses, developed according to an overall master plan.

Urbanized Areas

Portions of the study area which are already developed, including newly subdivided and developing areas.

and are used to develop higher density in another location. A strategy to develop a TDR program is described in Section 8, Implementation Strategy.

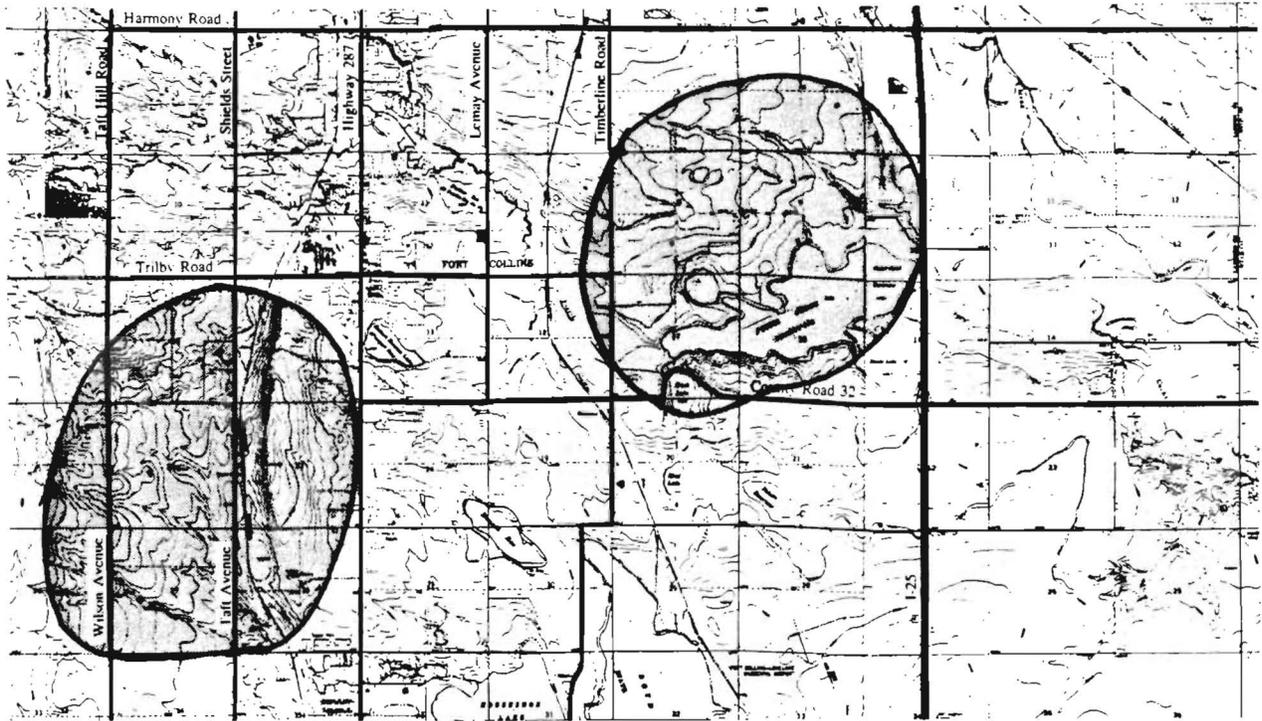
The two scenarios are meant to show a continuum of potential outcomes. The Preferred Scenario is the goal; Larimer County, The City of Fort Collins, and the City of Loveland will strive to achieve this result. The Alternative Scenario recognizes that achieving the plan goals is not an "all or nothing" situation. Flexibility is needed because the plan affects a large geographic area and must be implemented over time by three different government jurisdictions, many landowners, and varied private and public interests. The actual result will likely be a mix of the two scenarios, with the preferred outcome achieved in some locations and the alternative in others.

This plan also illustrates several areas that deserve special consideration (see map on following page). These areas include lands surrounding Fossil Creek Reservoir, and the area located in the southwest quadrant of the Planning Area south of County Road 32 and west of County Road 17. Both of these areas represent opportunities for achieving the objectives of this plan through creative public / private partnerships.

The area surrounding Fossil Creek Reservoir contains lands which have a high natural resource and scenic value, as well as lands which have a high potential suitability for development. As implementation of this plan proceeds, opportunities to preserve the area's sensitive lands should be explored through clustering of development on less sensitive areas, or by the transferring of density from one area to another.

Similarly, the southwest portion of the study area includes lands that, while not of a high natural resource value, have a very high value as a scenic resource. Much of this area is also lacking the basic services necessary to support urban development, thus is not suitable for development. The opportunity to cluster or transfer development to those areas which are potentially able to support development should be explored, including adjacent areas that are within the Fort Collins and Loveland Urban Growth Areas.

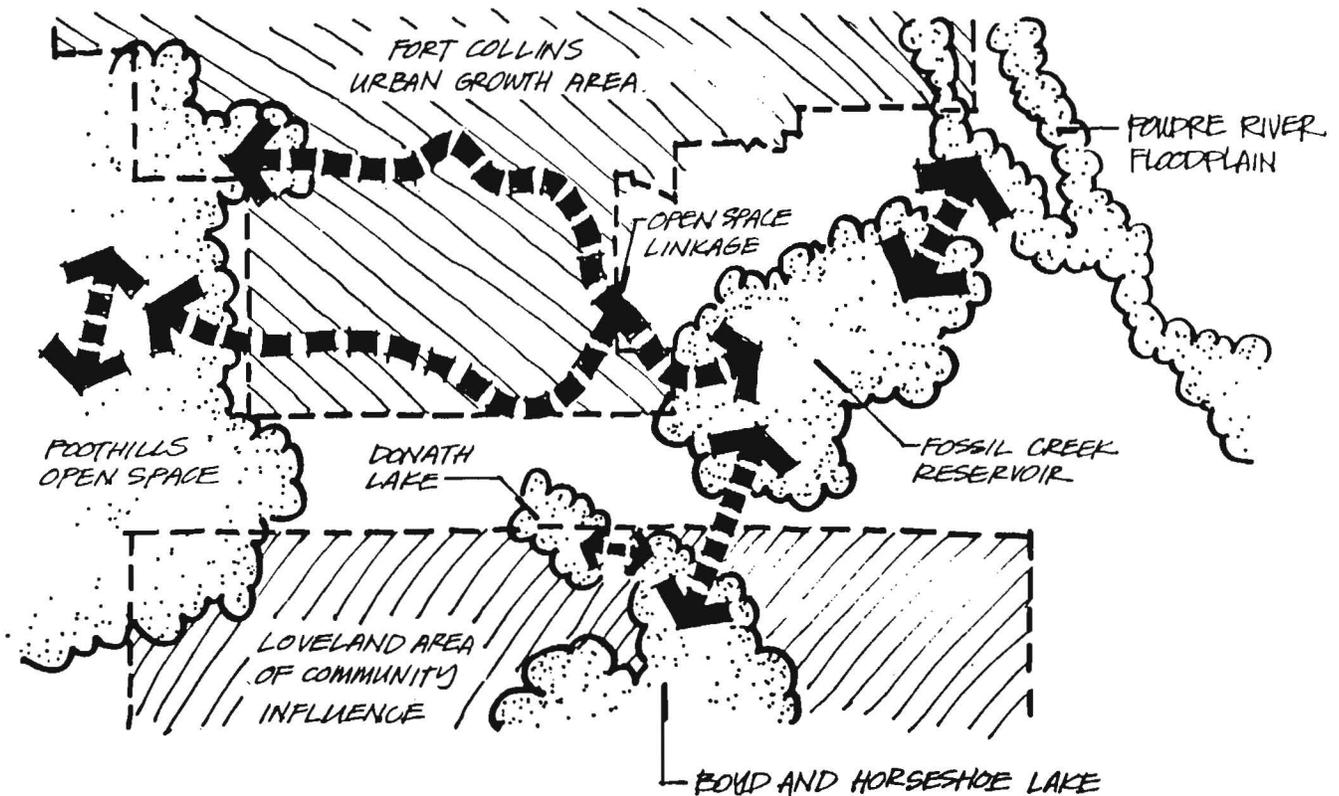
Map of Special Planning Areas



7. Design Considerations

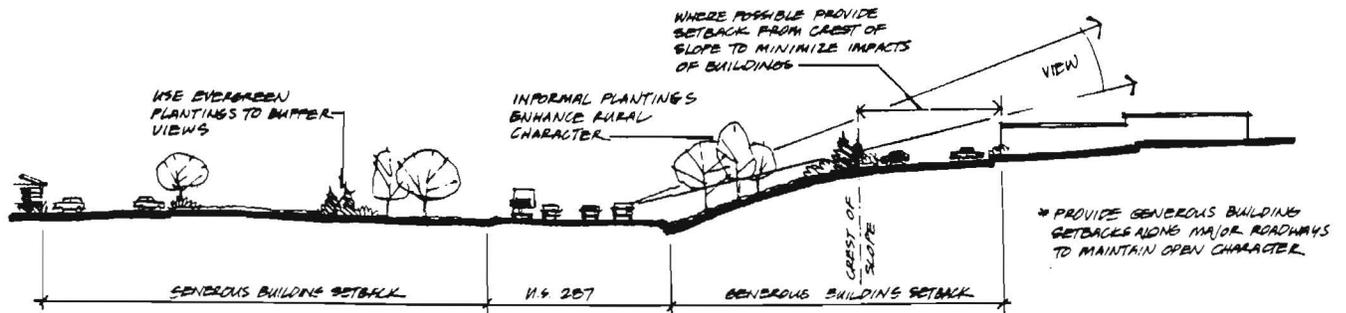
The Planning Area is large and diverse, and includes areas that will accommodate development over time as well as areas of preservation and environmental enhancement. This section is intended to provide guidance and direction for portions of the Planning Area that will be developed, in order that they might do so in a manner that is compatible with the goals of this plan. It is anticipated that these design policy considerations will be incorporated into the implementing regulations to be developed and adopted by Loveland, Fort Collins, and Larimer County.

1. Provide opportunities for open space interconnections throughout the Planning Area

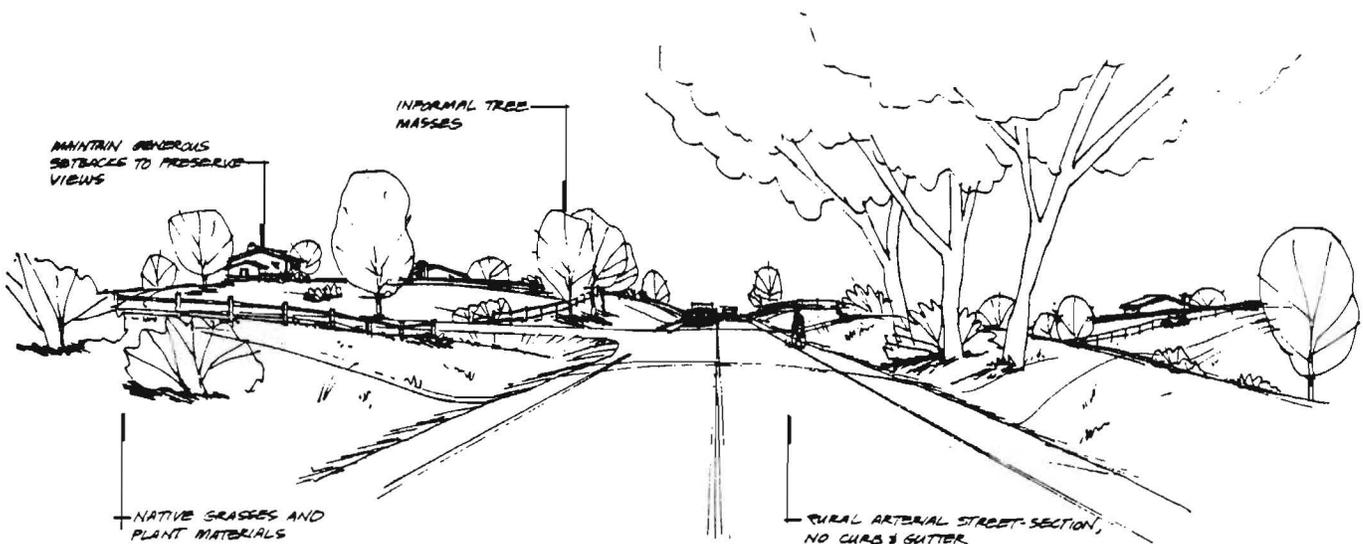


** OPEN SPACE WITHIN CORRIDOR CAN PROVIDE LINKAGES AS WELL AS COMMUNITY SEPARATION*

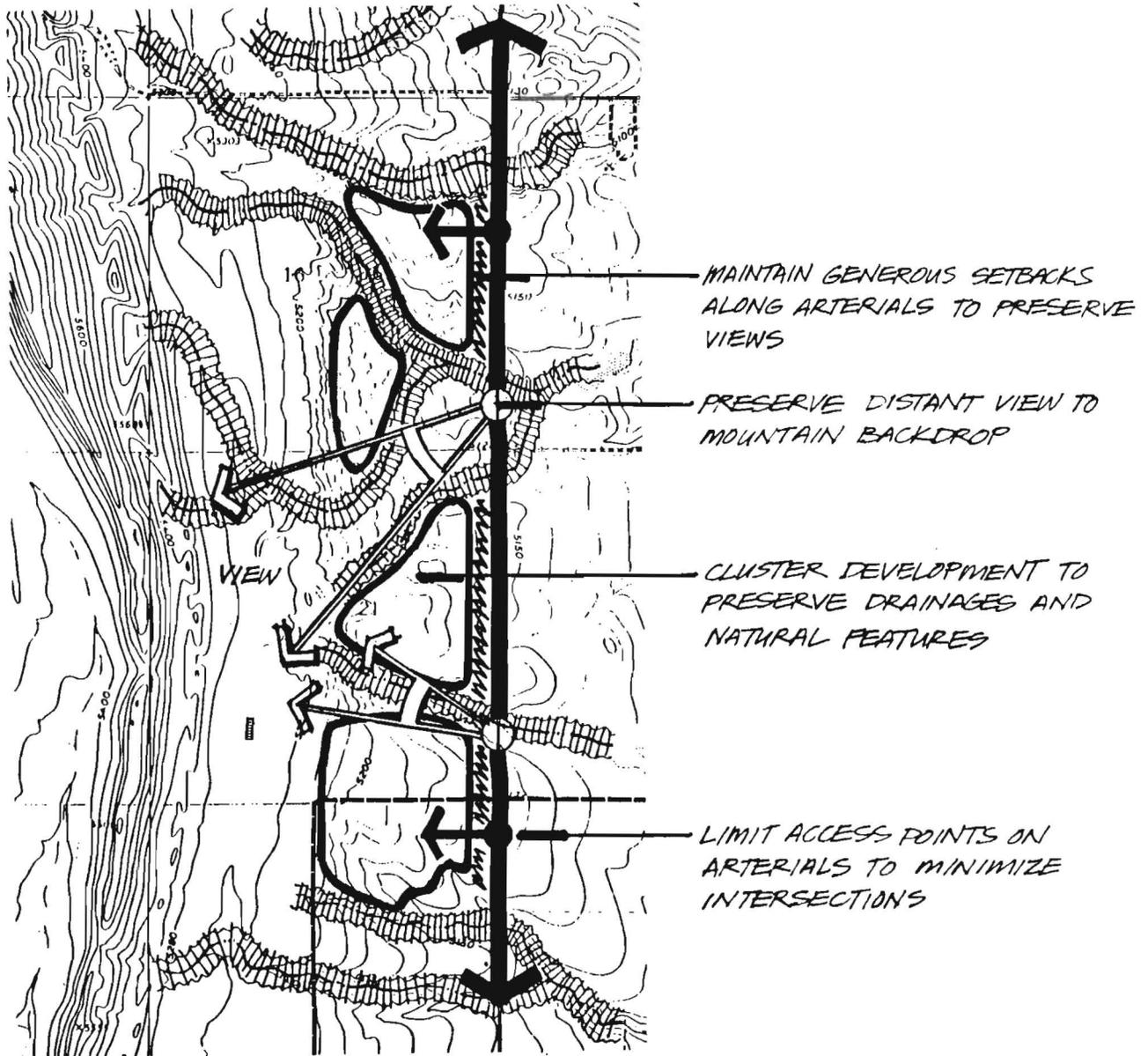
2. Establish generous setback requirements along major roadways to preserve rural character and views



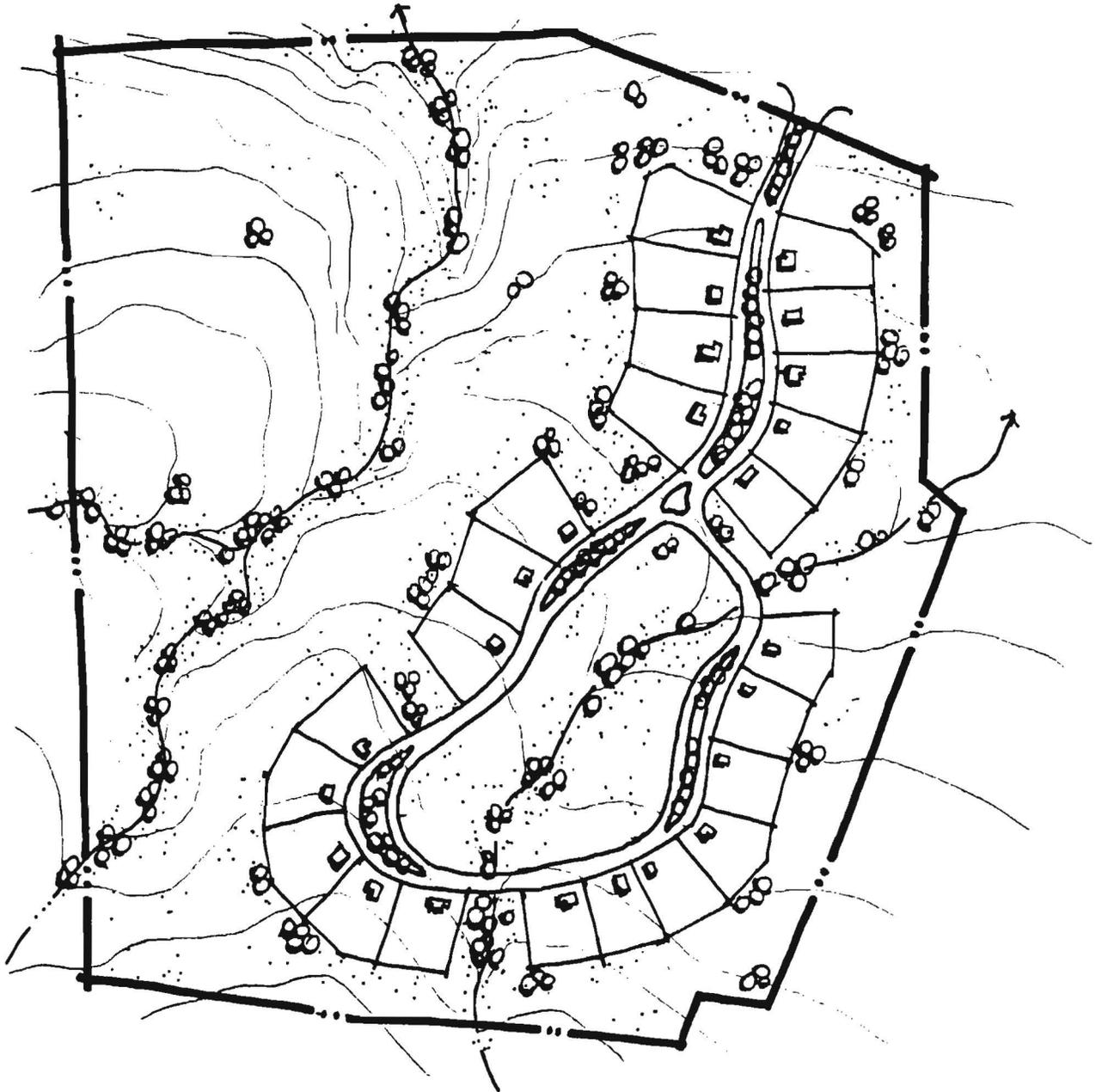
3. Redefine arterial roadway standards to better fit the Plan's goals



4. Where appropriate, development patterns in the Planning Area should reinforce Plan's goals



5. Cluster development to preserve natural features



8.

Implementation Strategy

The establishment of a special area between Loveland and Fort Collins has been a public policy goal since 1977. Yet with few exceptions, most notably the acquisition of open space along the hogback and upland grasslands in 1994, little has been accomplished towards the realization of this goal. Development pressures in the Planning Area have intensified in recent years, and action must be taken now if the vision contained in this plan is to be realized.

This plan is a resource and policy document intended to serve as a guide for land use decisions and actions. As previously mentioned, it is likely that implementation of the plan will require a variety of strategies and resources over a number of years. To that end, this section of the plan outlines a number of actions which will need to be taken, and identifies priority projects to begin implementation of the plan.

Recommended Actions

Following is a list of actions that should be taken to implement this plan.

1. Adopt Plan

In order to be an effective policy guide, this plan will need to be adopted by Loveland, Fort Collins, and Larimer County. Adoption of the plan by all three jurisdictions will ensure that a coordinated approach is taken towards land use actions and decisions in the Planning Area.

2. Amend Intergovernmental Agreements

Loveland and Fort Collins have Intergovernmental Agreements (IGAs) in place with Larimer County. These agreements establish Urban Growth Areas (UGA) for each City, and establish land use policies which apply to all lands within the UGA. The IGAs contain land use policies for the areas outside of the Urban Growth Areas as well, including the Rural Non-Farm Area which is located within the Planning Area for this study. Both agreements are scheduled to be amended in 1995. The IGAs, when amended, should incorporate the policies contained in this Plan, and can serve as an important mechanism for implementing this plan. One issue which will need to be carefully addressed is appropriate densities for lands in the Planning Area that are within designated urban growth areas. Under current IGA policies, development in these areas must meet urban development standards. In some areas, lower

densities may be more appropriate as a means of transitioning between urban areas in the cities and rural areas in the Planning Area.

3. Develop Property Acquisition Strategy

The acquisition of sensitive natural areas and visually significant lands is a key part of implementing this plan. This may include fee-simple purchase, or more complex transactions involving purchase of development rights, scenic easements, or other more innovative practices. Where property is acquired, it would be on the basis of willing grantors and willing grantees.

An overall acquisition strategy should be developed, taking into consideration the potential local sources of funding as well as State funding sources, such as the Great Outdoor Colorado Trust Fund. Public funding sources can also be leveraged through the efforts of private organizations such as the Larimer Land Trust, or by property owner contributions.

4. Amend Existing Regulations and Policy Documents

A number of existing land use regulations and policy documents of the three jurisdictions will have to be examined and amended as necessary to support the implementation of this plan. Each of these efforts will need to be undertaken individually by the respective jurisdictions. While an exhaustive review of these documents has not been completed as a part of this planning effort, some of the regulations which will require consideration include the County zoning, subdivision and Planned Unit Development regulations; the City of Fort Collins Land Development Guidance System; and Loveland's Comprehensive Master Plan and development regulations. An important consideration in this process will be Comprehensive Plan updates by the City of Fort Collins and Larimer County, both of which are planned for 1995. Loveland is also undertaking Phase 2 of their Comprehensive Planning process in 1995.

5. Establish Intergovernmental Framework

In order to effectively coordinate efforts in the Planning Area, an ongoing intergovernmental framework should be established, with representation from Fort Collins, Loveland, and Larimer County. Responsibilities could include coordination of implementation strategies, land acquisition efforts, review of development proposals, and ongoing amendments to this plan. Two levels of coordination are recommended; an elected officials committee and a staff-level coordinating committee. The elected officials committee might meet on a periodic basis (quarterly or bi-monthly), while the coordinating committee would meet on a more frequent basis. Depending upon staffing commitments, it may be appropriate to consider jointly funding

a full-time committed staff person to manage the various intergovernmental projects that will be needed to implement the plan.

6. Establish Transferable Development Rights (TDR) Program

Larimer County has established an intergovernmental working group to investigate the development of a Transferrable Development Rights program in the County. A draft program is expected to be developed by the spring of 1995. The establishment of a TDR program should be carefully considered as a potentially useful tool in the Planning Area.

7. Work With Affected Property Owners

Special emphasis should be placed on working closely with property owners in the study area. Opportunities should be explored to work together to achieve the goals of this plan through creative and cooperative efforts. This can occur in a number of ways. For example, it may be appropriate to convene small focus group meetings of property owners within specific planning sub-areas as identified in this plan. This could be done in a proactive manner, for those sub-areas in which more specific planning work needs to be done, such as those areas which are described in the priority projects section below. It may also be an appropriate mechanism in response to a proposed action in a specific subarea, such as a development proposal or a zoning change. In any case, a close ongoing working relationship with property owners is vital to the success of this plan.

8. Consider an Agricultural Preservation Strategy

Preservation of existing agricultural uses in the area between Fort Collins and Loveland achieves many of the objectives of the Plan, including maintaining rural character and protecting views of the foothills. However, maintaining agricultural uses in an urbanizing area is a complicated proposition. Agriculture is a business and strategies to preserve or protect agriculture must be based on economic realities.

Through an initiative of the Governor, Colorado State University has agreed to host a forum of agricultural leaders to explore the future of agriculture in the state. The CSU Extension Service has also agreed to host a local forum on agricultural issues of local importance. Larimer County and the Cities of Loveland and Fort Collins would like to work in partnership with Colorado State University, Weld County, water users, and local agriculturalists and land owners. Together, we would like to determine first if there is support in the agricultural community for an agricultural preservation program, and if so, what type of program might be feasible and effective.

9. Review the Transportation System for the Region

One of the general goals of the plan is to include a transportation system that complements the land use goals of this plan. A specific goal is to maintain the character of the main routes as rural arterials, with unbroken travel paths between the two cities. The Master Street Plan for the region should be reviewed by the three jurisdictions for consistency with the goals of this plan. The future character and configuration of the arterial roads between the two cities can best be controlled by the preparation of an Access Control Plan, which predetermines the location and configuration of future access points and access control measures. Specific design controls should also be prepared to determine appropriate setback and landscape treatments for arterial roads, taking into account the allowed uses of specific properties fronting on the arterials.

Priority Projects

The following specific projects have been identified as the highest priority steps to be taken towards the implementation of this plan.

Fossil Creek Subarea

As previously identified, the protection of the Fossil Creek Reservoir basin has been a priority goal for a number of years. Specific goals for this area, as identified in sub-areas 16 and 17 of this plan, include the protection of the wetlands, drainages, and view corridors associated with the reservoir, and the establishment of the reservoir as a public open space resource. Property interests in this area include a number of large land holdings, the State Land Board, and the Fort Collins-Loveland Water District and South Fort Collins Sanitation District. A working group should be formed to explore opportunities to plan for this area in a manner that achieves the goals of this plan as well as the needs and desires of the various property interests.

Southwest Sector Subarea

A second area which warrants special planning consideration is the area located in the southwest quadrant of the Planning Area, generally bounded by County Road 32 on the north and County Road 17 (Taft Avenue) on the east. The plan envisions large portions of this area being preserved in a rural, open character along the major roadway corridors of County Roads 17 and 19. In a similar manner to the approach proposed for the Fossil Creek subarea, working group could be formed to explore opportunities to preserve agricultural activities or open space through clustering of development or by the transfer of density to other areas. This would involve the participation of property owners, planners, and possibly the participation of organizations such as Colorado Open Lands.

Loveland-Fort Collins Airport Area

As previously noted, portions of the Planning Area are significantly impacted by Airport operations, specifically sub-areas 17, 18, and 19. Larimer County should work closely with the Airport Authority to incorporate the land use controls contained in the Airport Master Plan, as well as addressing the resulting impacts on individual property owners. The Airport Authority may need to secure additional easements or acquire property in order to protect future operations.

Rural Development Standards

A priority project which is already underway is the development of new development regulations for subdivisions in rural areas. Larimer County has been working with a citizens focus group and consultants to develop these regulations. These regulations would take the place of the County's existing subdivision and PUD regulations, and are intended to preserve the character of rural areas and establish a higher quality of development through design standards.

Other Planning Strategies and Tools

As a part of the background investigations for this plan, a survey of available planning tools and strategies which might prove useful in the implementation of this plan was completed. As a part of this analysis, various tools were identified and the pros and cons of each were described. Each of these tools should be carefully considered for applicability to particular circumstances that may arise, as the implementation of this plan proceeds.

The potential planning tools may be categorized as follows:

I. Development Guidance Tools

Development guidance tools include local and regional government land use regulations and approaches. These include:

A. Zoning Regulations

1. Planned unit development and cluster provisions;
2. Zoning overlay districts;
3. Large lot zoning districts, for areas with sensitive natural resources.

B. Development Review

1. Subdivision and site plan review criteria, including environmental and design standards.

- C. Annexation / Urban Growth Policies
 - 1. Intergovernmental agreements (see prior discussion on Amending Intergovernmental Agreements)
- D. Transfer of Development Rights
 - 1. Establishment of TDR mechanism within the Planning Area
- E. Road Corridor Plans
 - 1. Highway Access Control and Urban Design Plans for U.S. 287, County Roads 17, 19, and 32

II. Acquisition Tools

The ownership of properties or property interests provides the most direct form of control over prospective land uses. Acquisition strategies can be used as a supplement to regulations, especially where necessary to achieve protection of sensitive environmental areas or providing access for recreational and other purposes. Measures include the following:

- A. Fee simple purchase is the acquisition of all of the private property rights associated with a particular piece of property including mineral rights, surface rights, and air rights. Options include:
 - 1. Purchase for public open space purposes
 - 2. Purchase and sellback / leaseback arrangements
- B. Less than fee purchase is the acquisition of one or more, but not all of the property rights from the property owner, such as visual easements or development rights. Options include:
 - 1. Easement purchases
 - 2. Purchase of development rights
- C. Land dedication is the gift or donation of property by the owner to another party, oftentimes to satisfy a development impact requirement. Options include:
 - 1. Development land dedication requirements
 - 2. Fees in lieu of land dedication requirements
- D. Private Land Trusts are private entities that are involved in the preservation of open space through various preservation strategies, often in partnership with public agencies or private land owners.

III. Incentives and Information

The implementation of this plan should incorporate financial incentive programs and informational programs, designed to provide incentives to land owners to maintain existing low intensity uses. Possibilities include preferential taxation programs such as current use assessments or deferred taxation; existing land use "sanctuaries" or right-to-farm zones; and informational programs such as an intergovernmental coordinating committee, natural area inventory programs, and information on landowner incentives.