

# CASTILLEJA VILLAGE

## A MODEL COMMUNITY

CAM GERCHOW • KATIE RIDGWAY  
MATTHEW SMITH • TYLER TATMAN

# TABLE OF CONTENTS

## **I. EXECUTIVE SUMMARY 4**

## **II. SITE ANALYSIS & GOALS**

Project Background	6
Site History	7
Existing Conditions & Context	8-9
Environmental Analysis	10
Topography & Flood Risk	11
Regulatory Analysis	12-14
Literature Review & Goals	15
SWOT Analysis	16

## **III. COMMUNITY ENGAGEMENT**

Community Outreach Statement	17
Community Outreach- What to Ensure	18
Community Outreach- Goals	19
Community Outreach- Process	20
Community Outreach- Phasing	21-24
Community Outreach- Metrics	25
Stakeholders	26

## **IV. CONCEPTUAL DEVELOPMENT PLAN**

Vision Statement & Site Plan	27
Design Rationale	28
Figure-ground Map	29
Building Square Footages	30-31
Circulation Map	32

New/improved Intersections	33
Improved Intersection Renderings	34-35
Green Space Map	36
Utilities Map	37
Parking Overview	38
Housing Overview	39
Affordable Housing	40
Building Elevations	41-44
Perspective Renderings	45-50
Landscape Features	51
Solar & Roof Treatments	52
Bicycle Facilities	53
Transportation Demand Management	54-55
LEED Accreditation	56-57

## **V. IMPLEMENTATION & CONCLUSION**

Narrative Justification	58-59
Rezoning	60
Public Investment Recommendations	61
Project Funding	62-63
Project Costs	64-65
Project Phasing	66-67
Conclusion	68

## **VI. WORKS CITED 69**

**THIS PAGE LEFT INTENTIONALLY BLANK.**

# EXECUTIVE SUMMARY

Castilleja Village is envisioned as a **context-driven, community-oriented** neighborhood that becomes a model for sustainable and people-centric development in North Fort Collins. Its design framework emphasizes **ecological stewardship, active living, and social well-being**, anchoring a lifestyle that prioritizes health, community connection, and long-term environmental resilience.

The plan organizes housing, retail, and open space into a cohesive mixed-use district where daily needs are accessible, walkable, and integrated into a vibrant public realm. Thoughtful building arrangement, a human-scale street network, and a hierarchy of plazas and community spaces collectively foster a **strong sense of place** and establish Castilleja Village as a **cultural and economic anchor for North Fort Collins**.

Achieving this village character requires **targeted policy shifts**. Zoning updates should allow increased residential density, mixed-use development, and flexible building types. Additional policies, such as inclusionary requirements or incentive-based affordability programs, will help ensure that new housing remains **accessible to diverse income groups** and that **affordability is preserved long-term**.

Implementation is structured in four strategic phases. Phase 1 focuses on upgrading external infrastructure; Phase 2 sees the construction of internal infrastructure to prepare the district for redevelopment. Phase 3 introduces key community amenities, including a recreation center and a multigenerational community hub, establishing early activity generators and identity markers. Phase 4 delivers a mix of housing options, including multifamily apartments and residential-over-retail buildings, completing a walkable, socially rich, and ecologically responsible neighborhood.

**Castilleja Village represents a forward-looking model of growth for North Fort Collins, one that blends policy innovation, community investment, and sustainable design into a cohesive vision for a healthier, more connected future. It is an unprecedented investment in a historically disinvested area.**



# \$400M

## TOTAL INVESTMENT

# 311

 NEW HOUSING UNITS

# 80

 AFFORDABLE UNITS

**PHASE 1**  
2026-29

**PHASE 2**  
2027-30

**PHASE 3**  
2029-33

**PHASE 4**  
2030-35

## COMMUNITY ENGAGEMENT PROCESS



CASTILLEJA VILLAGE'S DESIGN FOLLOWS 7 GUIDING PRINCIPLES:

**1 GREENWAY AS A HOUSING AXIS**

**2 MAIN STREET AS A COMMERCIAL AXIS**

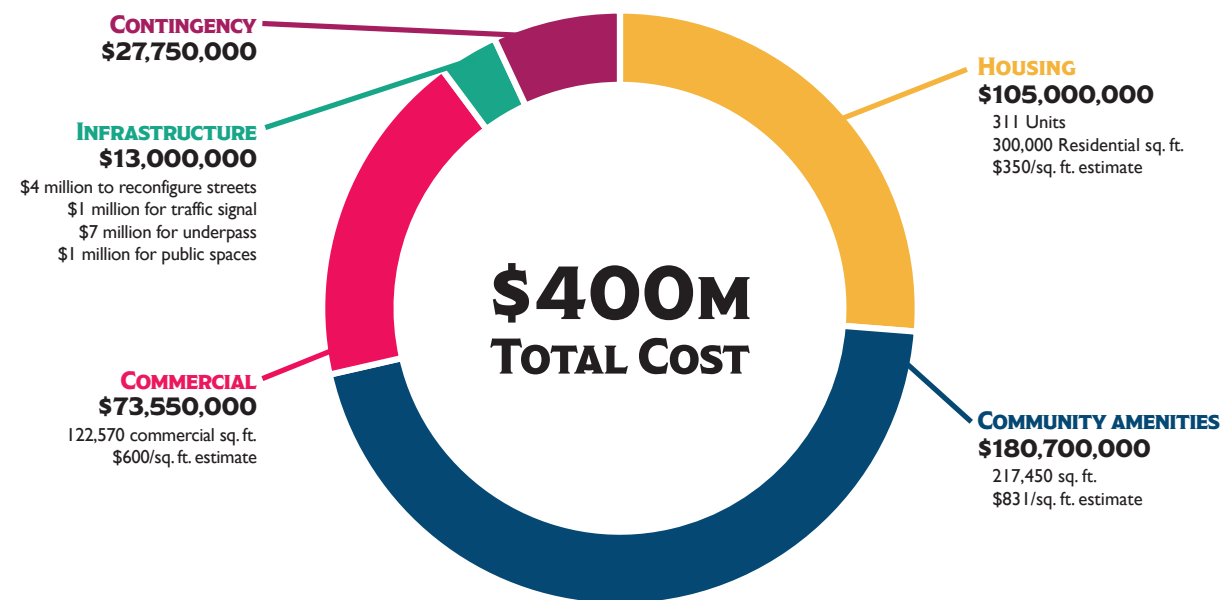
**3 CENTRAL COMMUNITY CENTER**

**4 ACCESSIBLE RECREATION CENTER**

**5 CONNECTED TRANSIT CENTER**

**6 PUBLIC GREEN SPACE**

**7 LOW-STRESS MULTIMODAL INFRASTRUCTURE**



# PROJECT BACKGROUND

1636 N. College Avenue is located in a culturally rich and historically excluded area of Fort Collins. Historically, the Tres Colonias neighborhoods of Buckingham, Alta Vista, and Andersonville have been isolated from the rest of Fort Collins due to their nature as low-income, immigrant communities. In addition to these historically disinvested communities, there are three large mobile home communities (MHCs) in close proximity to 1636 N. College Ave. These communities exist as naturally-occurring affordable housing and therefore host a diverse community. MHCs are increasingly under threat of redevelopment across the country. It is important to understand the history of this greater area to ensure redevelopment plans serve the community and do not cause any further harm.

North College is located across College Ave. from 1636 N. College. Established in 1969, it contains 320 homes and is age-restricted at 55+. Ownership emphasizes affordability and stability, which is evidenced in 30% of residents having lived there for over ten years.

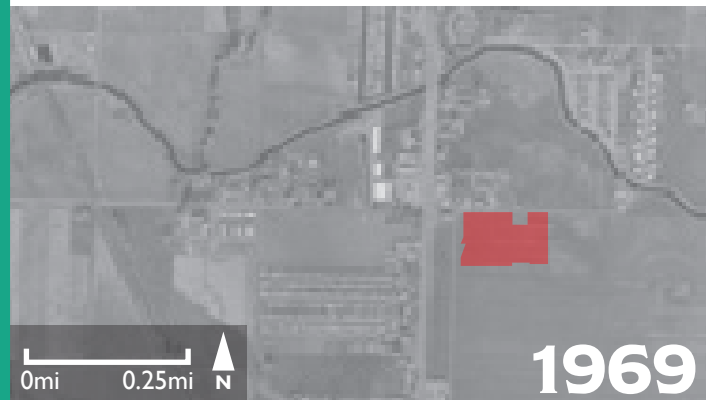
Hickory Village is located just West of North College. It was established in 1972 with 204 homes. In 2021, it was acquired by private equity firm Havenpark Communities and has experienced steep rent increases since. This community is zoned for MHCs, providing some stability for residents.

Poudre Valley is just North of the site, consists of 329 homes, and was built in 1971. This community is advertised as one for “active students, professionals, and families.”



## AGRICULTURE HUB PRE-1995

The site along North College historically has been predominantly agricultural. This site was most likely a sugar beet farm due to its proximity to the Larimer and Weld Canal and history of sugar beet farming in Larimer County. Highway 287 has existed since at least the early 1950s, acting as the northern gateway to Fort Collins. Typical highway roadside businesses are present pre-1995, such as motels and diners. The multiple manufactured home communities (MHCs) were constructed in the post-war era and continue to be a valuable source of affordable housing.



## RAPID SUBURBANIZATION 1995-2011

1636 N College Avenue was developed into an Albertson's grocery store in 1995. This aerial from 1999 shows adjacent suburban-style subdivisions, strip malls, and existing mobile home communities. The street layout is car-centric, with cul-de-sacs common in the neighborhood to the East of the site. Service commercial businesses such as tire stores and gas stations begin to open along the North College corridor, further contributing to the developing car centrality. Agricultural land is being rapidly purchased and developed in the 1990s and early 2000s.



## KING SOOPERS MARKETPLACE 2011-

The Fort Collins Urban Renewal Authority purchased the site north of Willox and developed a King Soopers Marketplace in 2011. Competition from a newer, larger grocer in a relatively small market led Albertson's to go out of business in 2014. Since its construction, the King Soopers Marketplace has acted as an anchor in a developing strip mall. The area continues to experience single-family suburban development on vacant lots.



## BLIGHT & ABANDONMENT PRESENT

Since the Albertson's closed in 2014, the circa-1995 strip mall it anchors has struggled to keep tenants. The Albertson's space has not seen another tenant since 2014. Current tenants include Cricket Wireless, H&R Block, and Elevated Sandwiches. In July 2025, the Fort Collins Urban Renewal Authority purchased the former Albertson's property at 1636 N. College Avenue. Multi-unit affordable housing is being developed south of Bristlecone in the near future, signaling a shift towards a more sustainable, dense development pattern.



## PARKING

The site mostly consists of large parking lots, which are barren and in disrepair. It is filled with potholes and has drainage issues. People make desire paths through the parking lot to traverse it. It currently feels safe to walk through the parking lot because it is empty and there are few cars.



## HEALTH

The site contains a health center, which will remain. There are more health centers east of the site. These buildings will be incorporated into our plan to promote connectivity.

## COMMERCIAL

1636 College Ave. remains abandoned today. The adjacent retail mix is dominated by value-oriented stores such as Dollar Tree, Daily Pawn, and Big Smoke. Food options are limited but familiar, including Subway and Burger King. The busiest place on the site seems to be the local sandwich place. Alongside these uses are several automobile-related businesses such as tire shops, gas stations, and a car wash.



The site has a Cobblestone Car Wash that produces moderate vehicle traffic. On an average Wednesday afternoon there was a constant flow of cars.

The Burger King & Subway were not busy. However, there are local food trucks nearby that were very busy. Chain restaurants do not generate the level of traffic that the food trucks do.



The west entrance on College Ave. displays all the current businesses on-site. The Cobblestone Car Wash is the most notable tenant based on the hierarchy of this sign.

## PRIVATE

The site is surrounded by private properties. There is a gated MHC to the west of the site and single-family subdivisions. The large open space near the south of the site is planned for an affordable housing complex. It is important that this site connects the surrounding residents to create more of a community area.



The North College 55+ MHC has experienced safety issues attracted by the adjacent former motel. College Ave. is difficult to cross on foot.

This vacant lot directly south of the site on Bristlecone Drive is proposed to be an affordable housing complex.

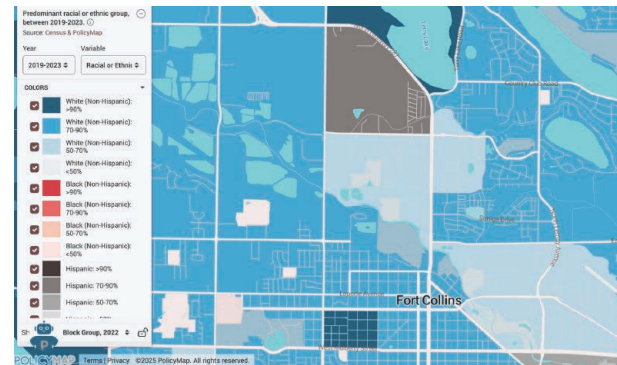


The nearby former Budget Host Inn was recently purchased by the FCURA. They plan community-oriented programming post-demolition.

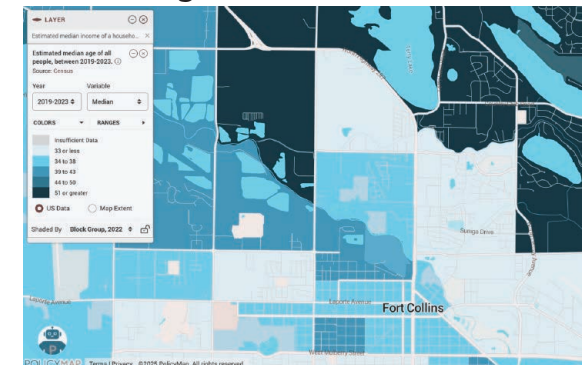
## DEMOGRAPHICS

The area around 1636 N. College Ave shows a huge age gap, with younger adults and older long-term residents living side-by-side, creating diverse generational needs. The site sits in a medium-density area, though density varies nearby, ranging from mobile home communities and apartments to lower-density neighborhoods near the Cache la Poudre River. A large wealth disparity is evident, with household incomes well below the city average, indicating affordability challenges. The population is predominantly White and Hispanic, with a higher proportion of Hispanic/Latino residents than the city overall.

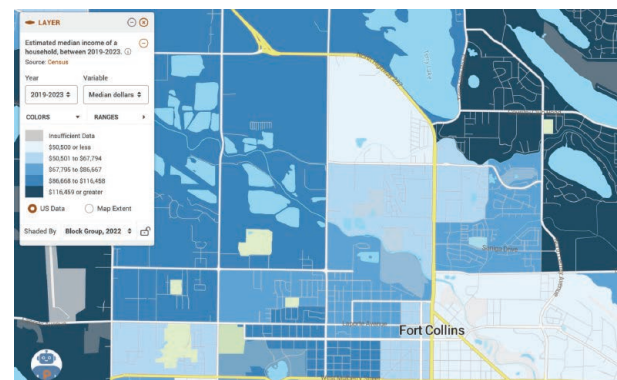
Predominant Race



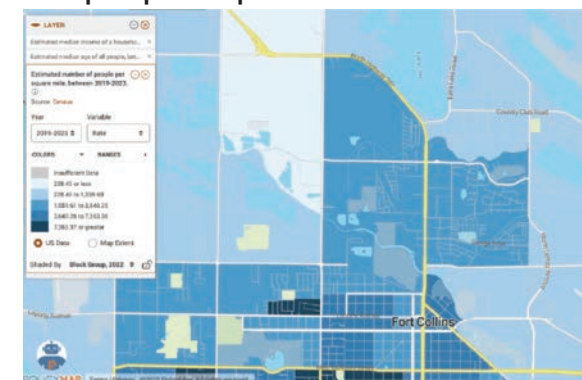
Median Age



Median Income



People per Square Mile

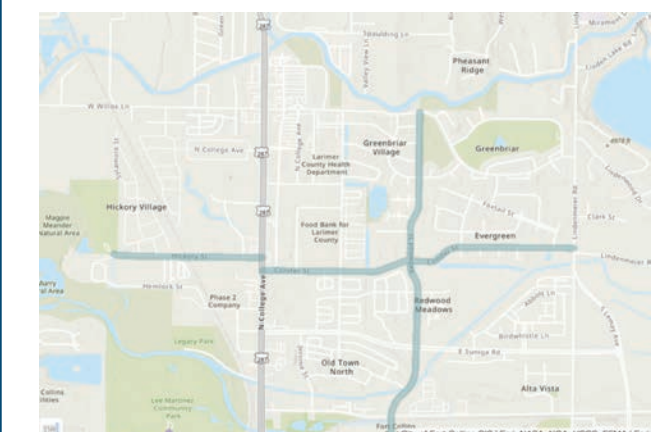


## TRANSPORTATION

US-287/College Ave. provides a direct link north to Wyoming and south toward Loveland, connecting the site to the wider Front Range. Existing bike and pedestrian infrastructure is limited and sidewalk connectivity is inconsistent.



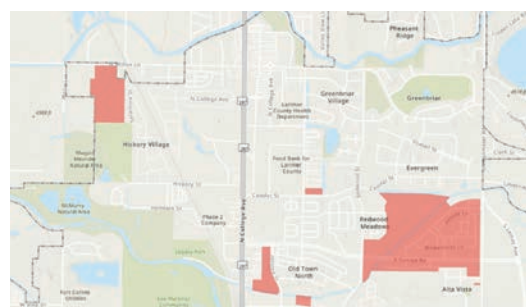
Bus Routes



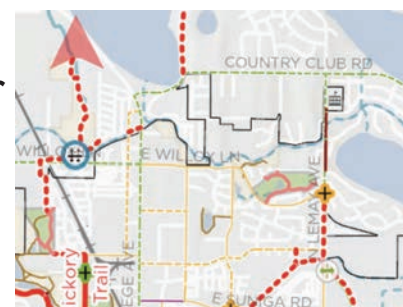
Protected Bike Infrastructure

## PROPOSED REDEVELOPMENT

Major adjacent development plans



Fort Collins Trails Master Plan



With Fort Collins rapidly growing, the North College corridor is experiencing unprecedented investment and opportunity.

## King Soopers Gas Station

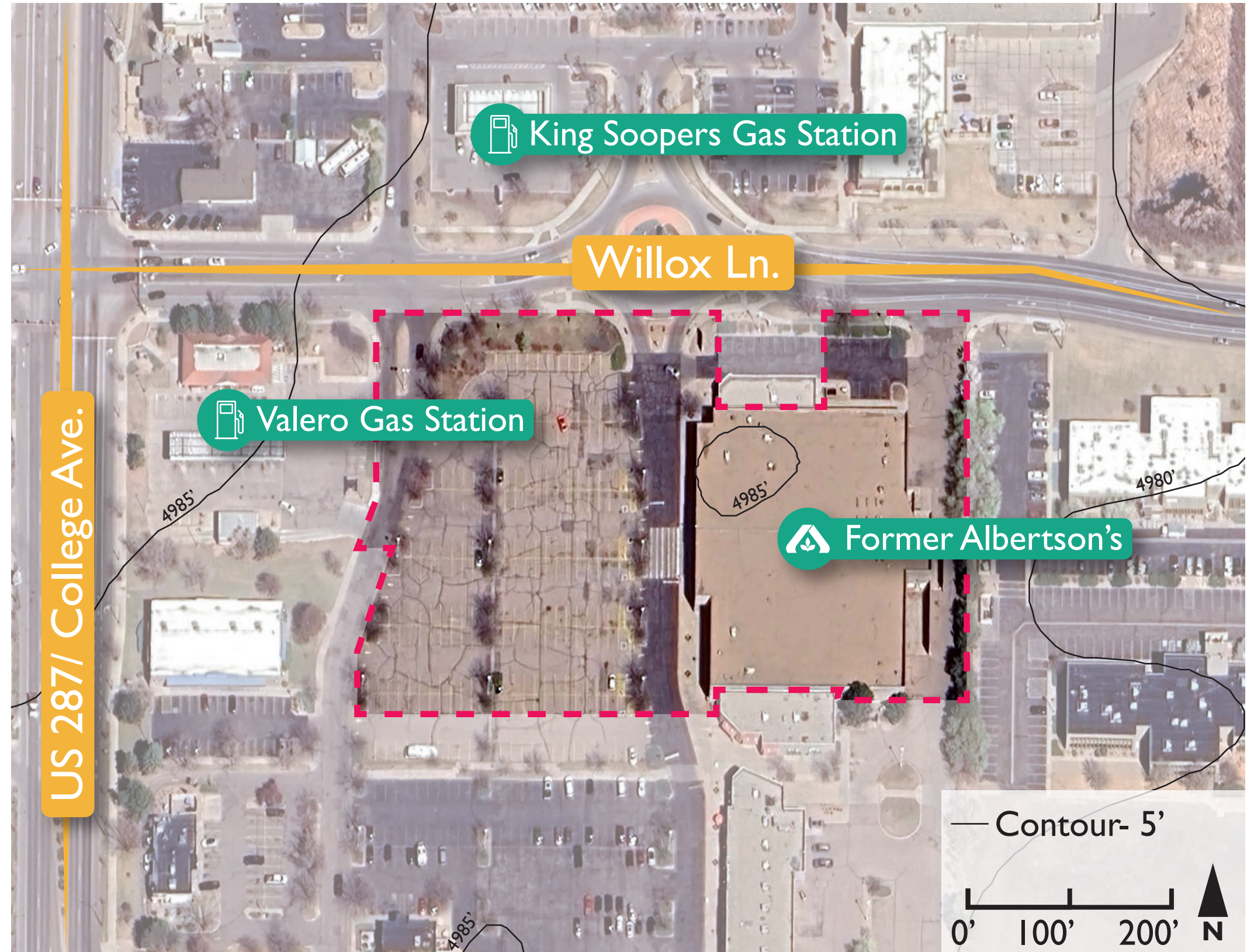
The adjoining King Soopers fuel station has two underground storage tanks currently in use, both of which were constructed in 2011. In 2015, a customer spilled 15 gallons of gasoline on the ground after their nozzle failed to auto-stop. Cleanup on-site was successful but pollutants were found in nearby retention ponds. Despite this, the EPA issued a No Further Action Letter in 2015. Both tanks appear to be in good condition and therefore are not considered Recognized Environmental Conditions (RECs).

## Valero Gas Station

The adjoining Valero fuel station has two underground storage tanks currently in use, both of which were constructed in 1997. In 2001, these tanks were found to have leached petroleum into groundwater. Despite a No Further action letter being issued in 2005, this site is considered a REC due to its upgradient position relative to the site.

## Former Albertson's

The site consists of a former Albertson's grocery store. The building has a small quantity generator and a very small quantity generator present but this facility has no recorded violations. Therefore, this facility is not considered a REC.





## TOPOGRAPHY

The site is on relatively flat ground, which is common along the College Avenue corridor. This area was predominantly agricultural before the land was graded when the shopping plaza was built in the 1990s. This created a level surface for the large building and its parking lots. Because of this, there is little noticeable change in elevation across the property, making it easy to access. The surrounding area has only gentle slopes that direct stormwater east and west toward drainage systems connected to the Poudre River and Greeley & Weld Canal. These subtle shifts are enough to move water off the site but not dramatic enough to affect how people use the property. The even grade also helps explain why the block is not part of a mapped floodplain; There are no deep low spots that would collect water during storms. Overall, the topography is simple and predictable. The land is flat and functional, supporting its role as a suburban commercial site, though it does not add much natural character or variation to the area.

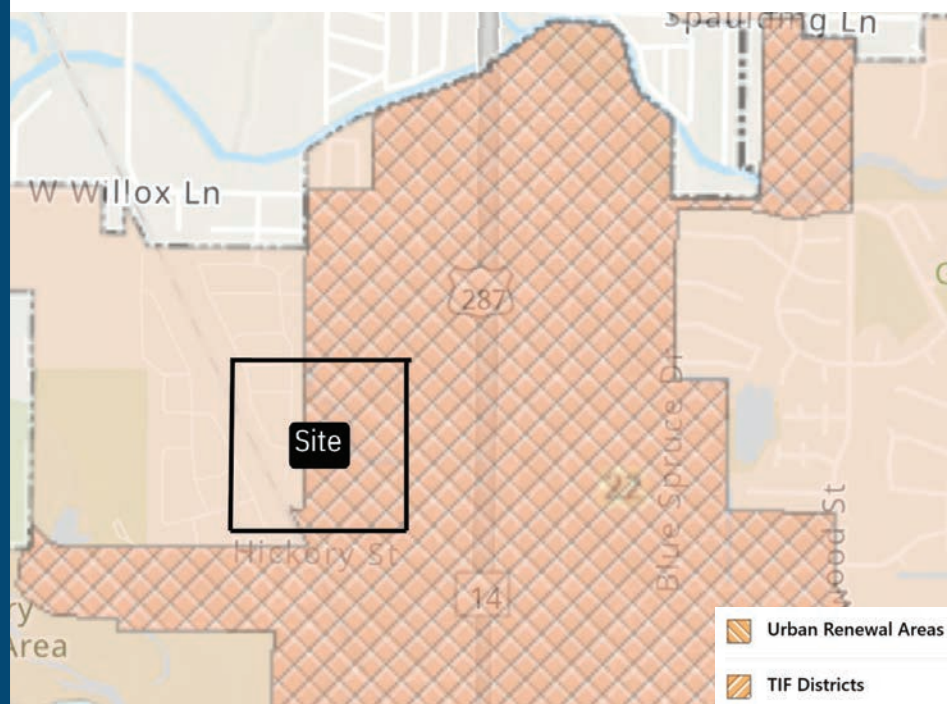


## FLOOD RISK

Neither FEMA nor the City of Fort Collins floodplain maps show the property within the 100-year or 500-year flood zones. As a result, businesses and property owners here are not required to carry flood insurance, and future development or renovations are not subject to the stricter building codes and permitting standards that apply in flood-prone parts of the city. This absence of flood risk provides the site with added stability compared to other areas of Fort Collins that lie closer to the river or within drainage basins. Without the constraints of floodplain regulations, investment on this block is more straightforward, and tenants and visitors can have confidence that flooding is not a major concern. The lack of flood hazard overlay strengthens the property's long-term viability as a community destination. There is a water pipeline easement owned by Greeley that runs through the site that cannot be built on.

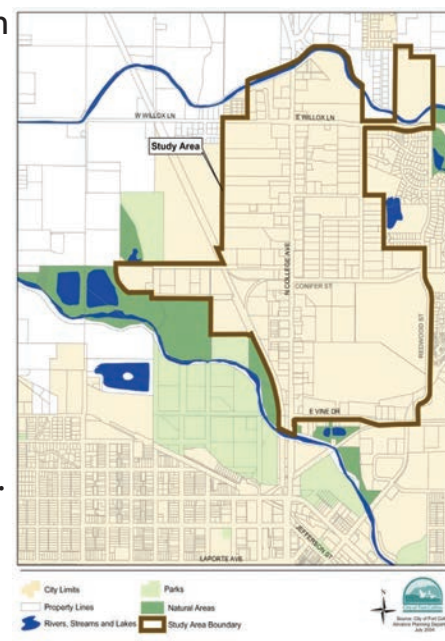
## TIF DISTRICT

The site is located within a Tax Increment Financing (TIF) district. This allows the City to borrow against future increased property values to fund projects that would lead to higher land value. For example, if a government invests in new separated bike lanes and trails, open space and property taxes increase, the amount of increase above the baseline can be used to pay off any loans accrued in the creation of the infrastructure. In the case of North Fort Collins, the FCURA has implemented a tax increment financing system in a larger area marked for urban renewal. The funding from this program will go towards improvements outlined in the North College Urban Renewal Plan and North College Corridor Plan.



## NORTH COLLEGE URBAN RENEWAL PLAN

The North College Urban Renewal Plan (2004) was created by the FCURA to address longstanding issues of blight in the North College corridor-- deteriorated structures, poor street and lot layouts, inadequate utilities, unsafe conditions, and widespread underutilization. Its vision emphasizes transforming the corridor into a vibrant mixed-use hub integrated with surrounding neighborhoods, supported by improved streetscapes, pedestrian and bicycle circulation, and targeted infrastructure upgrades such as storm drainage and road improvements. To achieve these goals, the plan relies heavily on TIF through both property and sales tax increments, allowing the FCURA to capture revenue growth for up to 25 years to fund public improvements, reimburse developers, and leverage private investment. Other tools included property acquisition (with eminent domain as a last resort), demolition, participation agreements, and relocation assistance if needed. A Plan Advisory Group, with strong representation from property owners alongside City Council and Planning and Zoning members, was established to guide implementation and ensure community involvement.

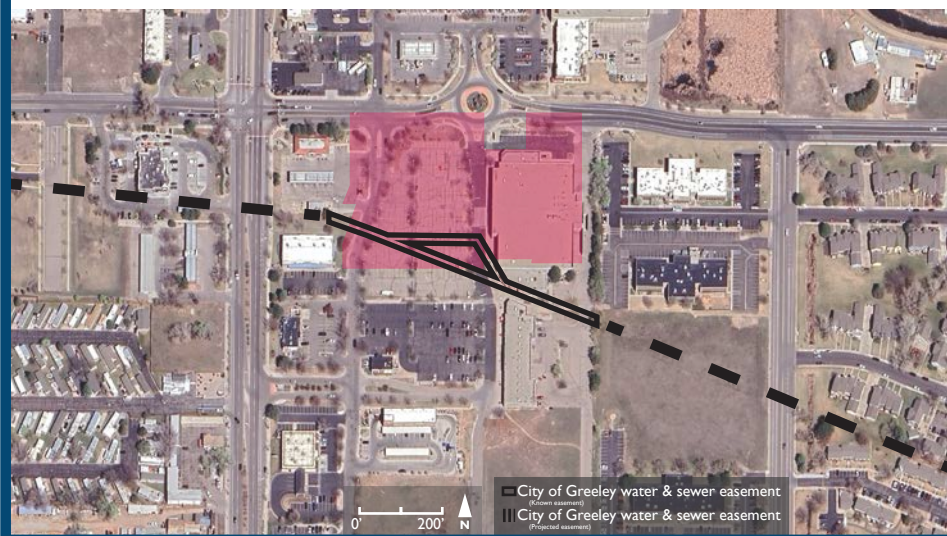


## NORTH COLLEGE CORRIDOR PLAN

The North College Corridor Plan sets a coordinated strategy to transform the corridor into a mixed-use, economically vibrant gateway through targeted public investments, regulatory reform, and private reinvestment. It emphasizes resolving major infrastructure barriers—notably storm drainage (regional detention ponds, new storm sewers), street safety (Vine Drive realignment, Willox/North College improvements), and utility upgrades—to unlock redevelopment potential. Land use and zoning changes (reclassifying Conifer from Industrial to Commercial, updating CN/CCN permitted uses, and adopting new design standards) are paired with tools such as property assembly and public-private financing to attract higher-value, multi-story projects. The plan relies heavily on TIF via the FCURA, with estimates of up to \$32 million over 25 years, alongside BOB capital funds, CDOT/MPO grants, stormwater utility budgets, and potential special districts. Staff estimated a \$50M gap between standard developer obligations and needed infrastructure, requiring layered funding strategies. Key short-term priorities included the Willox/North College intersection, Vine Drive realignment, and North College improvements north of the river. Community engagement was central, with open houses, advisory groups, NFCBA meetings, and direct property-owner input shaping proposals and ensuring long-term collaboration. Overall, the plan builds on earlier urban renewal frameworks by aligning infrastructure investment, zoning reform, and corridor identity initiatives into a comprehensive redevelopment roadmap.

## CITY OF GREELEY WATER EASEMENT

The City of Greeley has constructed a water and sewer line from the foothills west of Fort Collins to Greeley, running directly through the site. The known easement is 20' wide running between the Valero station and the H&R Block. The shape of existing buildings is evidence of this easement as the strip mall has an east-west breezeway South of H&R Block. The easement does not stop all construction within its bounds, but it does prevent the construction of buildings. Greeley must have access to this subterranean line for maintenance and repair. Paved and otherwise finished surfaces are an acceptable use within the bounds of this easement. This easement presents an opportunity for east-west circulation across the site. The site currently has multiple private and public north-south drives, but it lacks east-west infrastructure. Since buildings cannot be constructed within the bounds of this easement, a multi-use path or road would be an acceptable and important intervention.



## SERVICE COMMERCIAL DISTRICT

Castilleja Village is located within the Service Commercial District, intended for high-traffic commercial corridors where a range of uses is encouraged to transition from commercial highway operations to less intensive use areas or residential neighborhoods. As can be seen in the graphic below, the zoning serves that purpose, acting as a barrier between residential areas to either side of College Avenue.

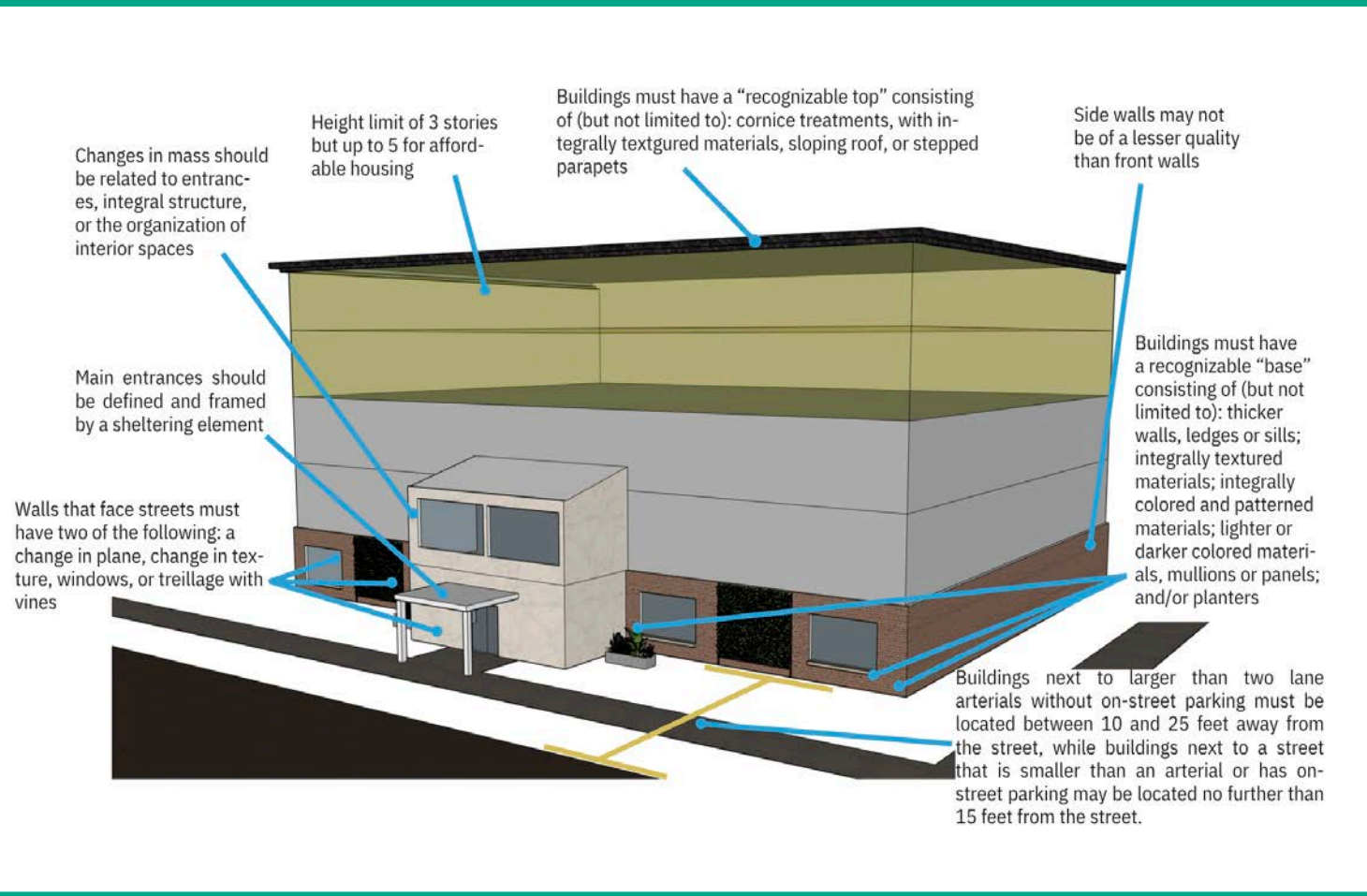


## SITE OVERVIEW

The site, bounded by Wilcox to the North; College Ave. to the West; Bristlecone to the South; and Blue Spruce to the East; has 30 individual plots. Within these plots, the zoning allows for mixed use, apartments, row homes, duplexes, ADUs, detached accessory structures, and non-residential buildings that are up to code referenced in § 5.15.2. There are a total of 24 land owners on this site, with six plots being owned by the Larimer County government and one, the FCURA.



## NON-RESIDENTIAL BUILDING CODE



## MIXED USE BUILDING CODE

Height maximum: 4-12 stories w/ 1-2 stories affordable housing bonus. Must have a recognizable base and top along with a sheltering element over the entrance. Build-to lines are dependent on street size: 0'-15' for smaller than an arterial, 10'-25' for an arterial or larger.



## APARTMENT BUILDING CODE

Height maximum: 3-12 stories w/ 1-2 stories affordable housing bonus. Roof lines may be sloped, flat, or curved, but must have architectural variation and hide equipment. Build-to lines are dependent on street size: 0'-15' for smaller than an arterial, 10'-25' for an arterial or larger.



## DUPLEX BUILDING CODE

Lots must be 4500ft<sup>2</sup> minimum, with a 40' min width and 12' x 18' private outdoor space per unit. There is a max building height of 35' and a max duplex grouping of 3-6. The roof design must be architecturally significant and parking can be located in an alley, garage, or off street



## ROWHOUSE BUILDING CODE

Lots must be 1400ft<sup>2</sup> minimum, with a 15' min width and 12' x 18' private outdoor space per unit. There is a max building height of 2-3.5 stories and a max rowhouse grouping of 2-8. The roof design must be architecturally significant and parking should be located in an alley behind the building.



## COMMUNITY ENGAGEMENT

In 2020, the FCURA released a community engagement report for North Fort Collins in collaboration with La Familia. While this report is five years old, we still believe the findings to be accurate to community needs.

This community engagement report found that residents desire a **complete, affordable neighborhood** attuned to Latinx culture. It found that residents want a **Latinx community hub** and **recreation center** in this area as well. More generally, residents desire **improved connectivity** and **local art**.

Castilleja Village has been designed with affordability and sustainability in mind. 25% of the units on-site will be income-restricted permanently affordable housing. We seek to improve connectivity both within the site and the greater community. Castilleja Village also provides a community hub and recreation center, both featuring local art.

## N. COLLEGE CORRIDOR PLAN

In 2007, the City of Fort Collins released the North College Corridor Plan, a guiding document for future development in this community.

This plan emphasizes smart development along the corridor. Listed goals include a **more complete multimodal street network** and **vertical development**. Fort Collins also identifies the need for a **distinct image and identity** for the North College corridor. Overall, the plan aims to **improve the safety, image, and identity** of the North College corridor.

Castilleja Village aligns well with the goals set forth in the North College Corridor Plan. Our proposal includes improvements to connectivity across all modes of transportation. Castilleja Village is designed as a mixed use community hub, meeting the need for vertical development as well as a distinct, improved identity for the area.

## N. COLLEGE MAX BRT PLAN

In 2023, the City of Fort Collins, in partnership with TransFort, released the North College MAX BRT plan.

The plan makes recommendations for a future BRT line along North College Ave. Listed goals include maintained **affordability, sustainable growth**, and a **mobility hub on Willox Ln**. The proposed BRT line would connect 1636 N. College with Old Town Fort Collins directly. To maximize the use and efficacy of this line, Fort Collins emphasizes **transportation oriented development (TOD)**.

Castilleja Village addresses these recommendations directly. Included on-site is a mobility hub on Willox Ln. This mobility hub is well-connected with the site and surrounding community, maximizing potential ridership opportunities. Our design accomplishes affordability through dense, sustainable TOD.

## ADJACENT DEVELOPMENT

The North College corridor is always evolving and growing. Fort Collins has experienced heavy population growth recently, with the population nearly doubling between 1990 and 2020. The result of this growth has been outward expansion and the proliferation of single-family, car-oriented development. This development pattern is changing, however. **The City is prioritizing smart, denser development within city limits**. One example of this is the proposed Bristlecone affordable housing site immediately South of Castilleja Village, providing 135 units of affordable housing.

**Castilleja Village will continue this trend of dense infill development along the North College corridor. It will promote sustainability and a distinct community identity without sacrificing affordability.**

## STRENGTHS

The site benefits from its prominent location along North College Avenue, a major arterial that provides strong visibility and convenient access within the City of Fort Collins and greater Larimer County. Its proximity to the adjacent King Soopers Marketplace offers immediate access to groceries and daily needs, enhancing the site's appeal for future residents or businesses. In addition, the area is well-served by transit, with two direct bus lines connecting to Downtown Fort Collins and multiple stops located nearby, reinforcing the site's overall connectivity and accessibility.

## WEAKNESSES

Despite its advantages, the site faces several constraints. It consists of 30 separate parcels, which could complicate land assembly and slow progress toward a cohesive, large-scale redevelopment vision. The area is currently dominated by car-oriented businesses, including some that were constructed within the last year, making transitions to more walkable or mixed-use patterns more challenging. Furthermore, approximately 60% of the site is covered by impervious surfaces, and its relatively flat topography complicates stormwater drainage, potentially increasing redevelopment costs and engineering requirements.

## OPPORTUNITIES

The site's zoning presents a significant opportunity, as it supports mixed-use development and includes provisions for an affordable housing height bonus that can help expand housing options. Existing infrastructure—including roads, water, sewer, and electrical service—is already in place, reducing the need for extensive new utility investments. Additionally, the site lies within the FCURA North College Urban Renewal Area, making it eligible for tax increment financing and other redevelopment tools that can help leverage investment and support long-term revitalization.

## THREATS

Redevelopment efforts must also account for potential risks. The surrounding area is predominantly Hispanic and includes several low-income census tracts, raising concerns about displacement and gentrification if redevelopment is not approached with equity-focused strategies. The existing car-centric infrastructure creates a physical and functional barrier between the site and Old Town Fort Collins, limiting multimodal access and integration. Finally, the presence of nearby gas stations introduces possible environmental concerns, including the need for remediation before portions of the site can be safely developed.

**SHOWING UP **CONSISTENTLY** AT COMMUNITY EVENTS, MAINTAINING **TRANSPARENT COMMUNICATION** ABOUT HOW INPUT IS USED, AND PARTNERING WITH LOCAL LATINX ORGANIZATIONS, SUCH AS CULTURAL CENTERS, MUTUAL AID GROUPS, OR CHURCH NETWORKS CAN TURN ENGAGEMENT INTO **LONG-TERM COLLABORATION.****

**TRUST IS EARNED THROUGH **CLEAR FOLLOW-THROUGH:** RESIDENTS WILL SEE TANGIBLE OUTCOMES FROM THEIR PARTICIPATION**

# COMMUNITY OUTREACH- WHAT TO ENSURE <sup>18</sup>

## EFFECTIVE ENGAGEMENT

Effective engagement is meeting people where they already are. This means going beyond City Hall and bringing planning conversations into trusted spaces, schools, local businesses, churches, neighborhood parks, and community hubs. Pop-up events at familiar places like mercados or youth sports fields can spark conversations that may never happen in formal meetings. These settings feel approachable and reduce intimidation. It is important to engage with the community through multiple strategies to ensure maximum participation.



## BILINGUAL & MULTICULTURAL APPROACH

Flyers, agendas, and presentations will be available in both English and Spanish, translated by native speakers who understand cultural nuances rather than relying on automated tools. Meetings should offer real-time interpretation so that Spanish-speaking residents can participate fully not as an afterthought, but as equal contributors to shaping the future of their neighborhoods. Spanish-only sessions should be held as well to foster effective, meaningful conversations.



## WORKSHOPS & HYBRID MEETINGS

Workshops and meetings should be held at times that accommodate working families, often outside traditional business hours, and provide on-site childcare or child-friendly spaces. Creating opportunities for community members to participate in meetings virtually is important as well, as some community members may not have the resources to attend in-person. Visual storytelling, hands-on design tools, and interactive mapping activities make planning conversations more accessible for people who may not be familiar with planning jargon.



## ENGAGE

**Engage** community members who are representative of those who live, work, visit, and study in the plan area.



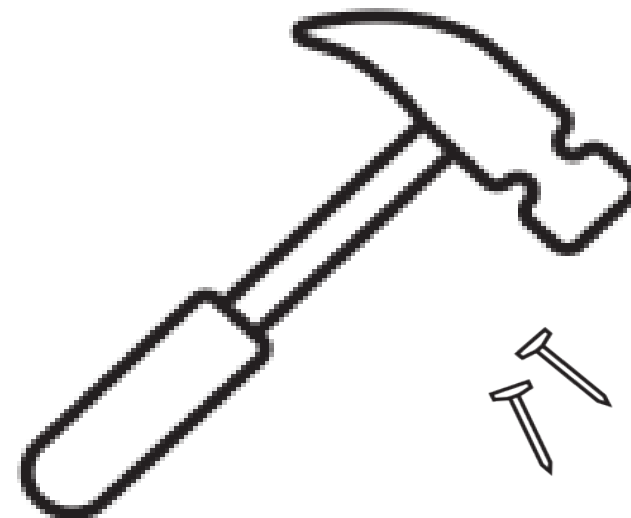
## INCLUDE

**Include** historically marginalized communities. Focus populations include all residents and people experiencing homelessness, lower income residents, people with disabilities, and renters.



## BUILD

**Build** trust between all participants by recognizing past harms of planning, creating a space to listen, and showing the community how their feedback is implemented into the planning process.



## EDUCATE

**Educate** participants on their role, the project, and the importance of a collaborative planning process.



# COMMUNITY OUTREACH- PROCESS



## ENGAGE THE COMMUNITY

### ADVERTISEMENTS AND WEBSITE

Targeted advertisements to community members can link to our website, which will contain an event calendar and more information on the Castilleja Village project.

### POP-UPS AT EXISTING COMMUNITY EVENTS

Castilleja Village will attend existing community events such as farmers markets, soccer games, or concerts to engage with community members who wouldn't otherwise engage.

### SOCIAL MEDIA

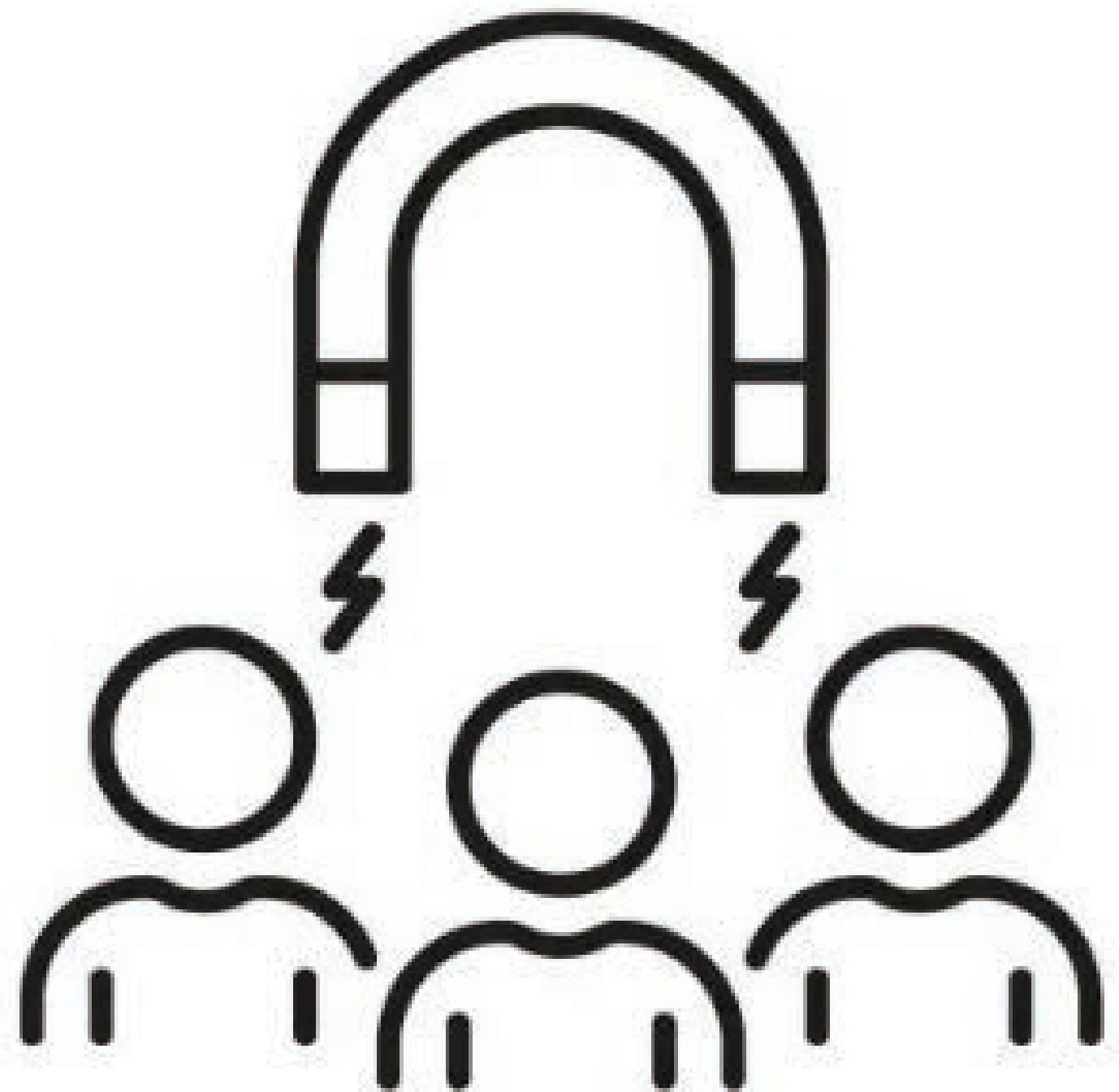
Castilleja Village will utilize social media to advertise, inform, and unofficially poll community members throughout.

### FLYERS AND TEXT MESSAGES

Flyers will be distributed in the area to maximize engagement. We will provide opt-in text updates as well.

### PUBLIC HEARINGS

Perhaps the most traditional strategy, we will hold many public hearings and events to engage with the community.



## COLLECT COMMUNITY **FEEDBACK**

### **FOCUS GROUPS**

We will reach out to specific members of the community to create representative focus groups.

### **SURVEYS & QUESTIONNAIRES**

We will create surveys and questionnaires for residents to take both online and in-person. Results will be used to inform design considerations.

### **OFFICE HOURS**

We will hold “office hours” for community members to drop-in and voice concerns or simply learn more about the Castilleja Village project.

### **WORKSHOPS AND OPEN HOUSES**

We will hold workshops and open houses designed to inform community members of development plans and receive feedback on these plans.

### **SITE TOURS**

We will host a series of site tours for community members, showcasing existing conditions and encouraging residents to imagine themselves in a fully-realized Castilleja Village.



## IMPROVE DESIGN PLANS

### SITE TOURS

We will host another series of site tours, this time demonstrating improvements and changes in response to community feedback.

### INCORPORATE LOCAL LATINX CULTURE

We will use feedback to better incorporate local Latinx culture into Castilleja Village. We want this development to reflect the local heritage and culture.

### SOCIAL MEDIA

We will promote improved design plans through social media advertisements and posts.

### FLYERS AND TEXT MESSAGES

We will utilize our opt-in texting system, in addition to flyers, to promote improved design plans and encourage further input.

### PUBLIC HEARINGS

We will hold another series of public hearings to showcase revised design plans and take further feedback.



## INCLUDE COMMUNITY MEMBERS

### FOCUS GROUPS

We will host more focus groups targeted towards less-represented communities, such as individuals experiencing homelessness.

### IN-DEPTH SURVEYS & QUESTIONNAIRES

We will distribute in-depth surveys and questionnaires to individuals with less representation in this community in many different languages outside of just Spanish and English.

### OFFICE HOURS

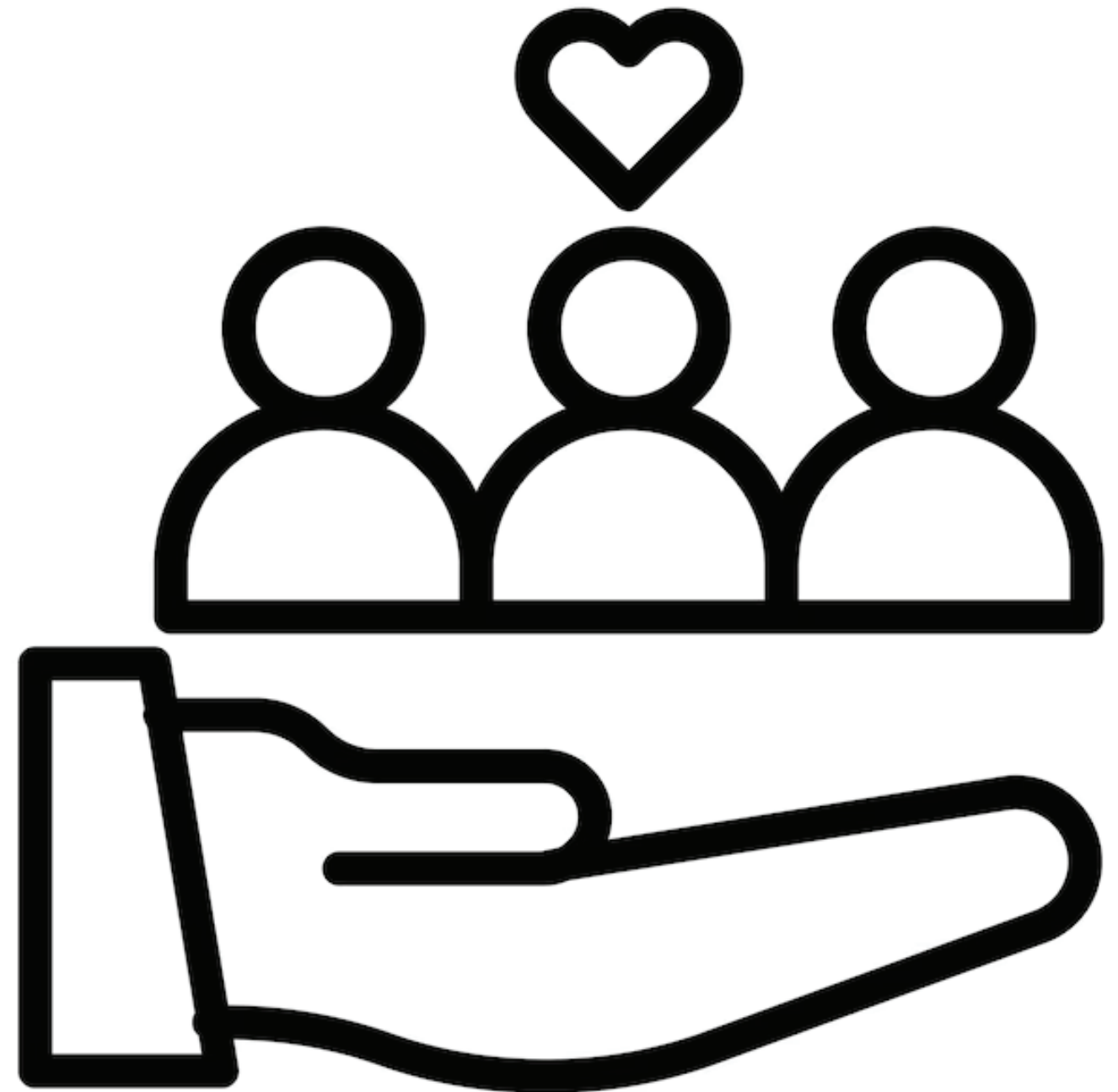
We will continue to hold office hours at City Hall and within the community for drop-in feedback and conversations.

### WORKSHOPS AND OPEN HOUSES

We will hold workshops in underrepresented communities and target open houses towards these individuals as well.

### SITE TOURS

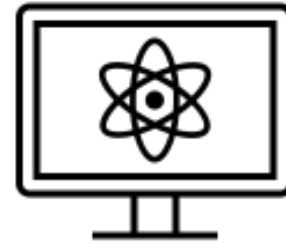
We will hold a final series of site tours to showcase our design and changes due to feedback. These tours will be offered with underrepresented populations in mind.



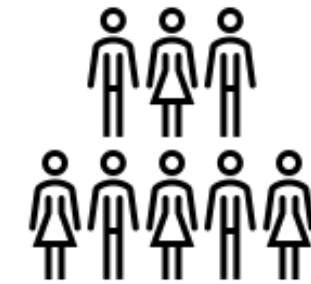
## CONSULTATION PERIOD



## ONLINE ENGAGEMENT



## COMMUNITY MEMBER FEEDBACK



## EMAIL SUBMISSIONS

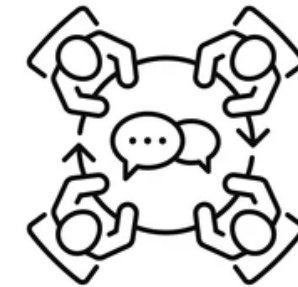


## ONLINE ENGAGEMENT PAGE

### VIEWS



## INCLUSION FEEDBACK



## COMMENTS POSTED ON CONCEPT PLAN



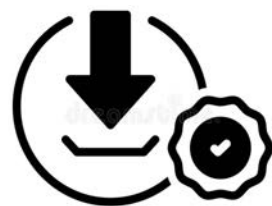
## SURVEYS COMPLETED



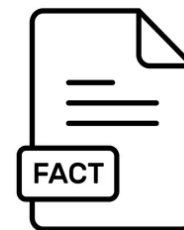
## CHILDREN PARTICIPATION



## CONCEPT PLANS DOWNLOADED



## FACT SHEETS DOWNLOADED



## SOCIAL MEDIA INTERACTIONS



## NON-PROFIT ORGANIZATIONS AND GOVERNMENT-FUNDED PROGRAMS

**AMERICAN ASSOCIATION  
OF UNIVERSITY WOMEN**

**FORT COLLINS CITY  
COUNCIL FOR PLANNING &  
REDEVELOPMENT**

**FORT COLLINS DOWNTOWN  
DEVELOPMENT AUTHORITY  
(DDA)**

**LA FAMILIA**

**FORT COLLINS MUSEUM OF  
DISCOVERY**

**FORT COLLINS AREA  
CHAMBER OF COMMERCE**

**HOUSING CATALYST**

**POUDRE SCHOOL DISTRICT  
(PSD)**

**ONE VOICE FOR HOUSING**

**LARIMER COUNTY  
ECONOMICS & WORKFORCE  
DEVELOPMENT**

**COMMUNITY  
FOUNDATION OF  
NORTHERN COLORADO**

**STRONG TOWNS FORT  
COLLINS**

**CASTILLEJA VILLAGE WILL BE A MODEL COMMUNITY THAT PROMOTES A HEALTHY AND INCLUSIVE WAY OF LIFE FOR PEOPLE OF ALL BACKGROUNDS BY CELEBRATING THE LOCAL CULTURE AND INTEGRATING ECOLOGICALLY SENSITIVE DESIGN.**



Castilleja Village's design follows 7 guiding principles:

**1 GREENWAY AS A HOUSING AXIS**

**2 MAIN STREET AS A COMMERCIAL AXIS**

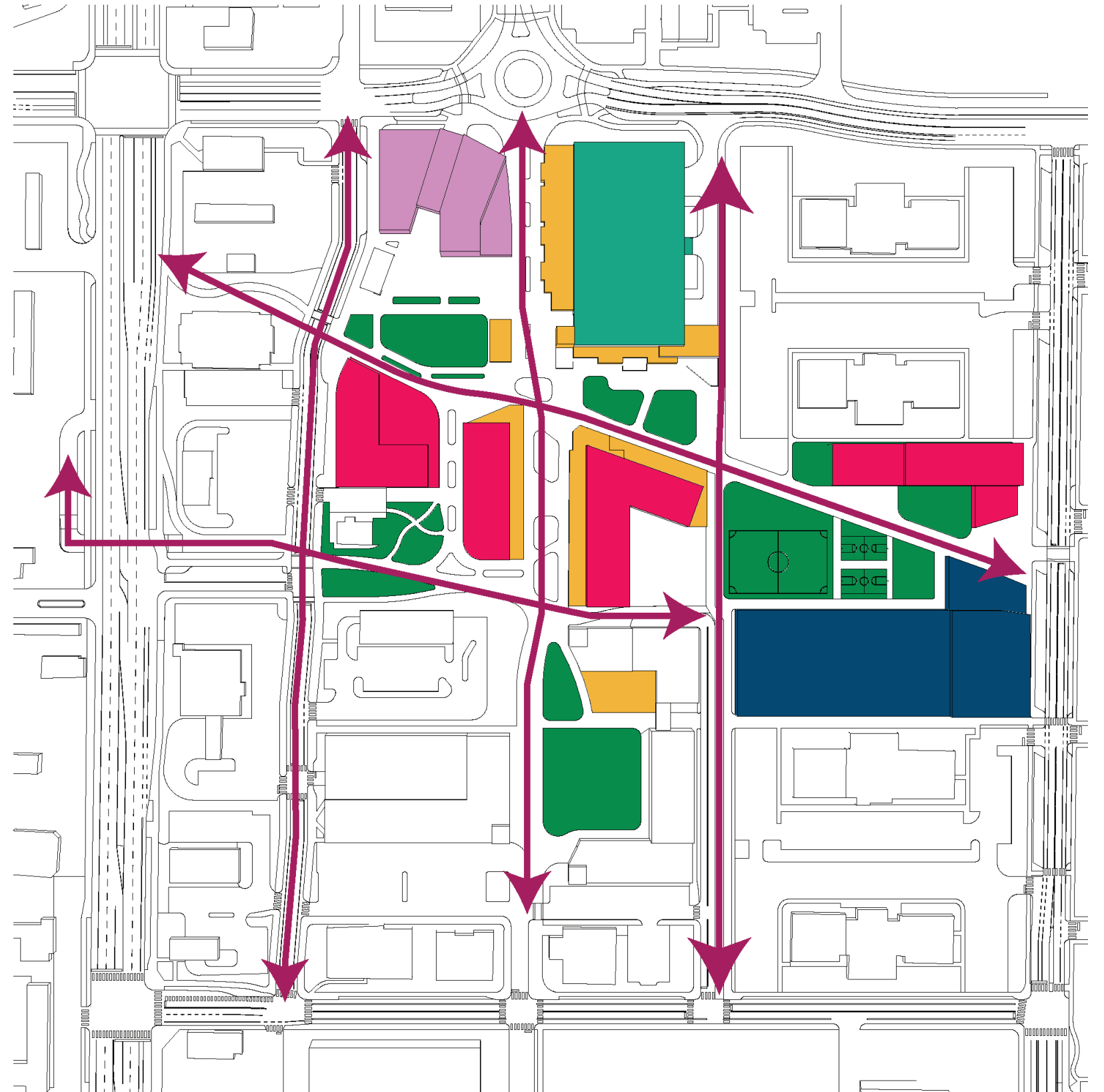
**3 CENTRAL COMMUNITY CENTER**

**4 ACCESSIBLE REC CENTER**

**5 CONNECTED TRANSIT CENTER**

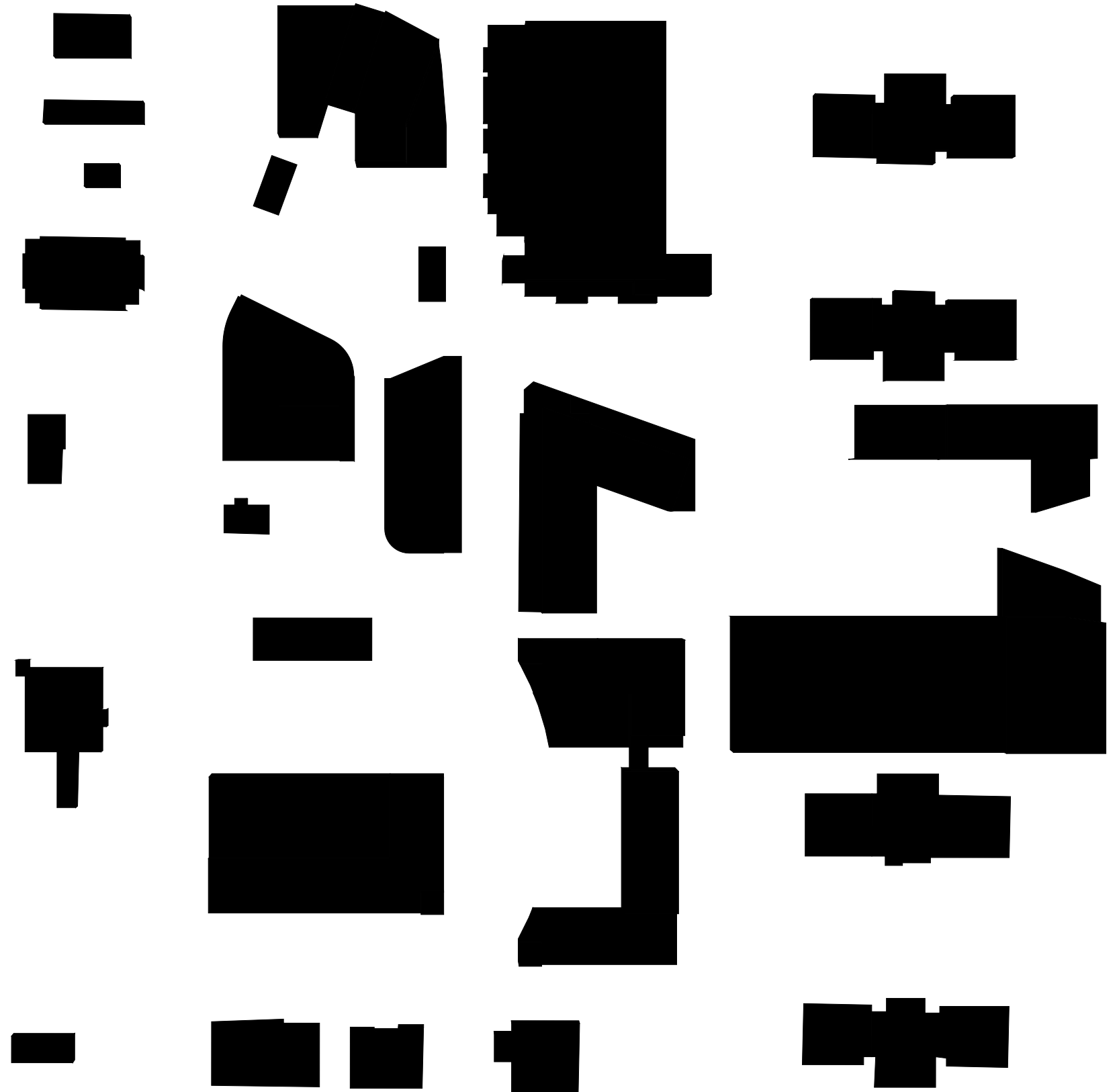
**6 PUBLIC GREEN SPACE**

**7 LOW-STRESS, MULTIMODAL INFRASTRUCTURE**

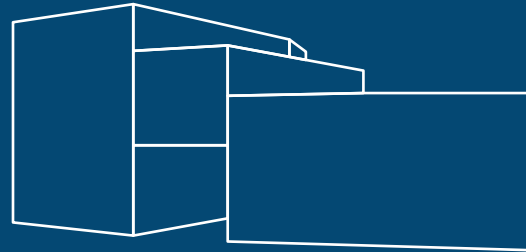


# FIGURE-GROUND MAP

**CASTILLEJA VILLAGE WILL BRING WALKABLE URBANISM TO THE NORTH COLLEGE CORRIDOR. BUILDINGS WILL BE LARGER IN SCALE, BUT CLOSER TOGETHER. SPACE FOR PEOPLE WILL BE PRIORITIZED OVER SPACE FOR CARS, REVERSING TRENDS IN THIS NEIGHBORHOOD OF THE PAST 30+ YEARS.**



# BUILDING SQUARE FOOTAGES

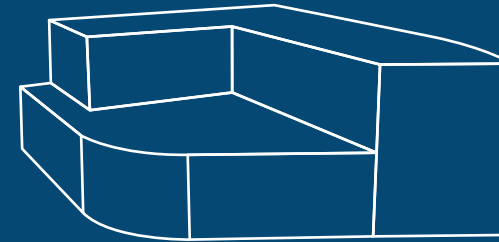


**1 COLLECTIVE CENTER**

**SQUARE FOOTAGE:** 89,545 ft<sup>2</sup>

**FLOORS:** 5

**USES:** Community space  
Event venue



**4 CASTILLEJA APARTMENTS**

**SQUARE FOOTAGE:** 73,384 ft<sup>2</sup>

**FLOORS:** 4

**USES:** Residential  
Retail

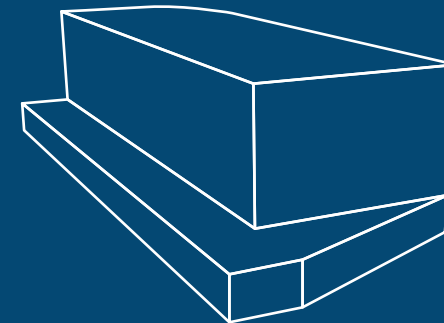


**2 MAIN STREET RETAIL**

**SQUARE FOOTAGE:** 19,340 ft<sup>2</sup>

**FLOORS:** 1

**USES:** Retail  
Restaurants



**5 LUPINE APARTMENTS**

**SQUARE FOOTAGE:** 66,959 ft<sup>2</sup>

**FLOORS:** 5

**USES:** Residential  
Retail

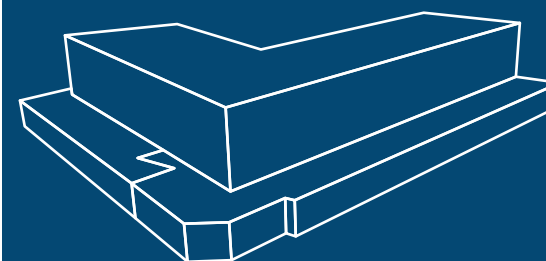


**3 TRANSIT CENTER**

**SQUARE FOOTAGE:** 133,644 ft<sup>2</sup>

**FLOORS:** 4

**USES:** Multimodal hub  
Parking garage

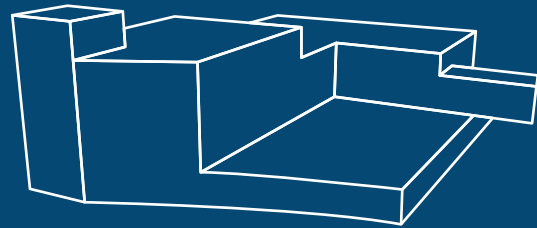


**6 EL MERCADO**

**SQUARE FOOTAGE:** 78,957 ft<sup>2</sup>

**FLOORS:** 4

**USES:** Adaptive reuse retail  
Residential

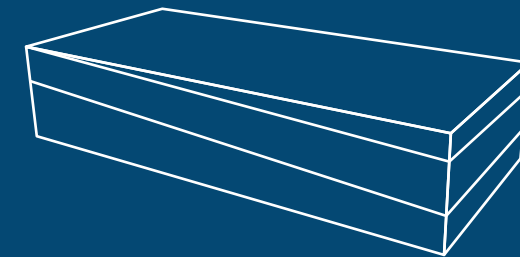


**7** AQUILÉGIA  
DEPOT

**SQUARE FOOTAGE:** 52,239 ft<sup>2</sup>

**FLOORS:** 4

**USES:** Residential  
Retail

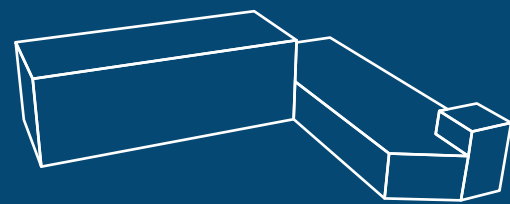


**10** ONAGRA  
GARAGE

**SQUARE FOOTAGE:** 71,628 ft<sup>2</sup>

**FLOORS:** 4

**USES:** Parking garage

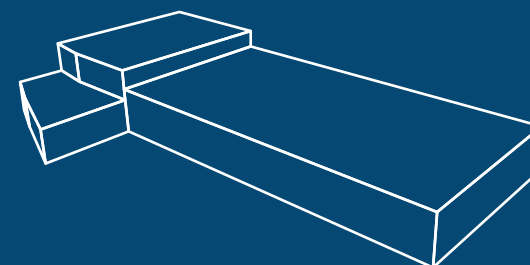


**8** COLUMBINE  
COMMONS

**SQUARE FOOTAGE:** 58,236 ft<sup>2</sup>

**FLOORS:** 4

**USES:** Residential

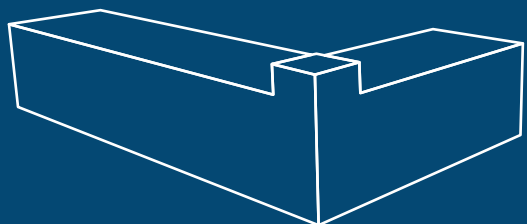


**11** CASTILLEJA  
REC CENTER

**SQUARE FOOTAGE:** 127,906 ft<sup>2</sup>

**FLOORS:** 3

**USES:** Recreation  
Community space

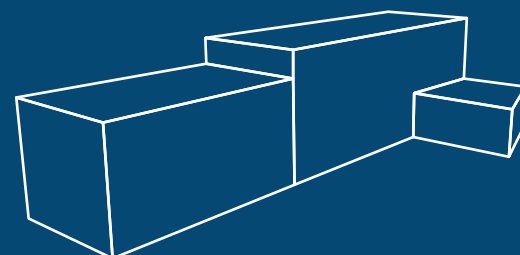


**9** ONAGRA  
APARTMENTS

**SQUARE FOOTAGE:** 83,888 ft<sup>2</sup>

**FLOORS:** 4

**USES:** Residential  
Retail










**12** SABINA  
APARTMENTS

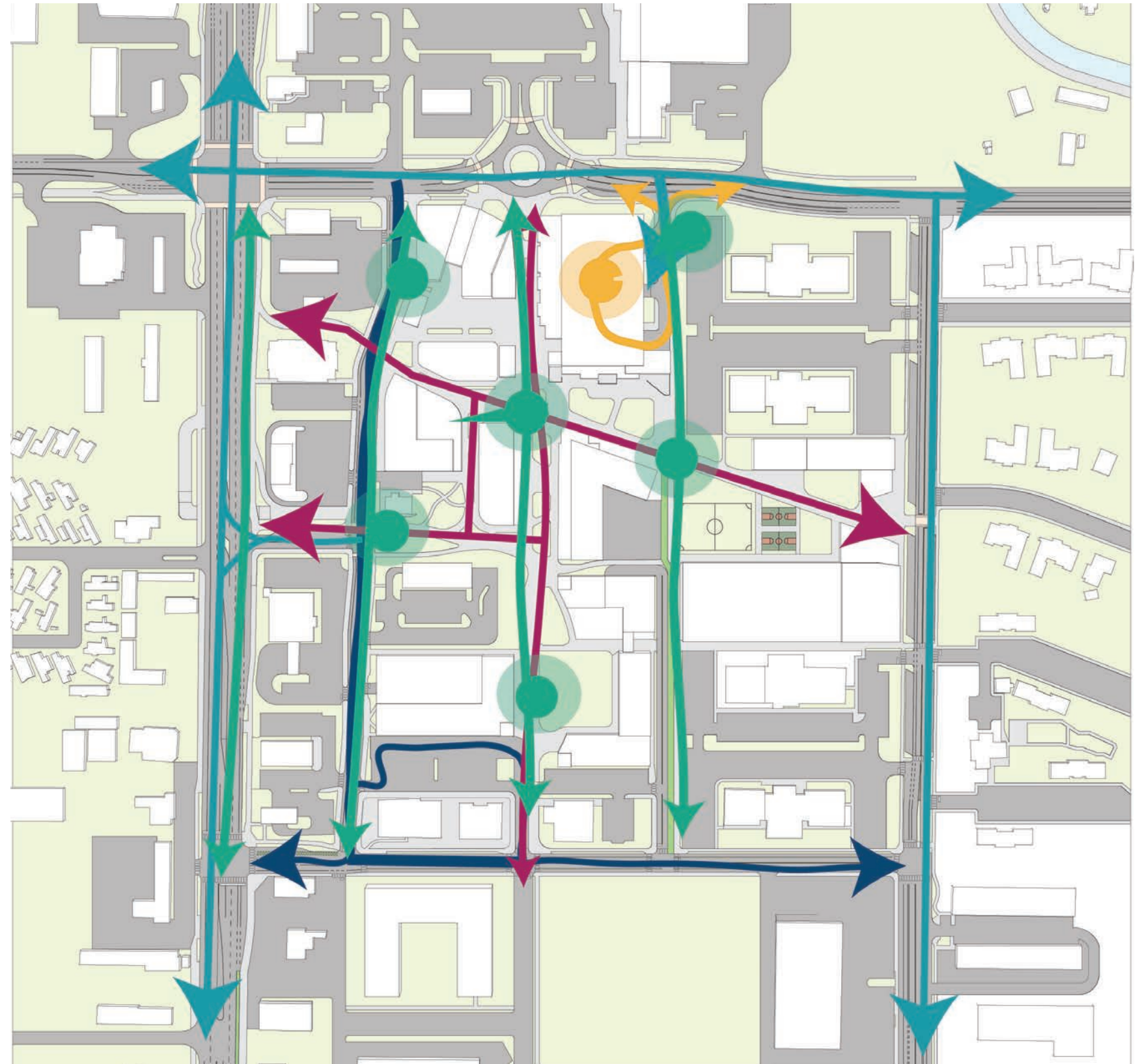
**SQUARE FOOTAGE:** 78,236 ft<sup>2</sup>

**FLOORS:** 5

**USES:** Residential

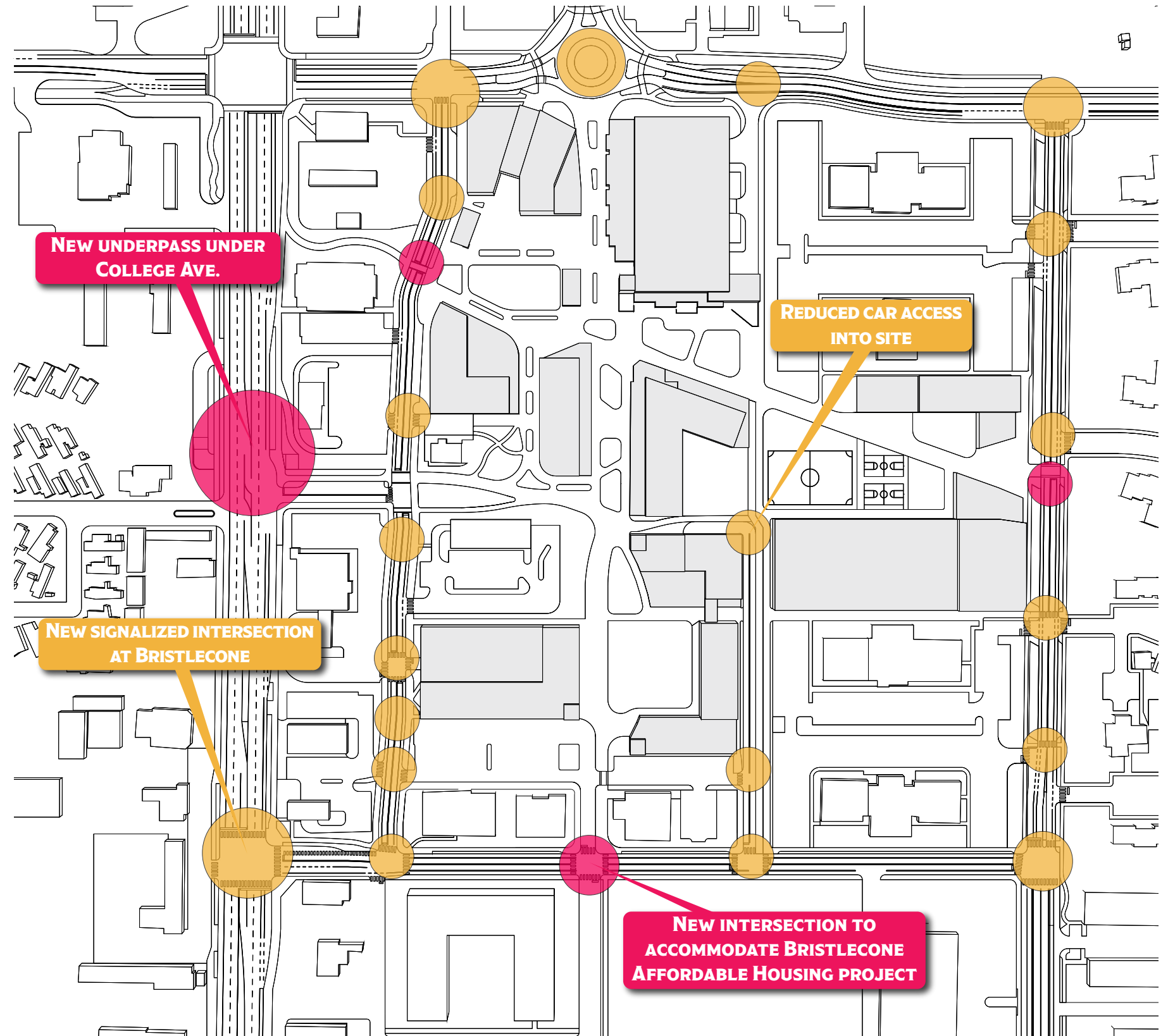
## KEY

-  PEDESTRIAN
-  BUS ROUTES
-  BUS STATION AND PARKING GARAGE
-  ARTERIAL ROADS
-  BIKE PATHS
-  BIKE STATIONS
-  CARS AS GUESTS



# NEW/IMPROVED INTERSECTIONS

-  **IMPROVED INTERSECTIONS**
-  **NEW INTERSECTIONS**



# BLUE SPRUCE DR. IMPROVEMENTS

**ADDED PEDESTRIAN  
REFUGE ISLAND**

**ADDED PARALLEL  
PARKING ON SOUTH SIDE**

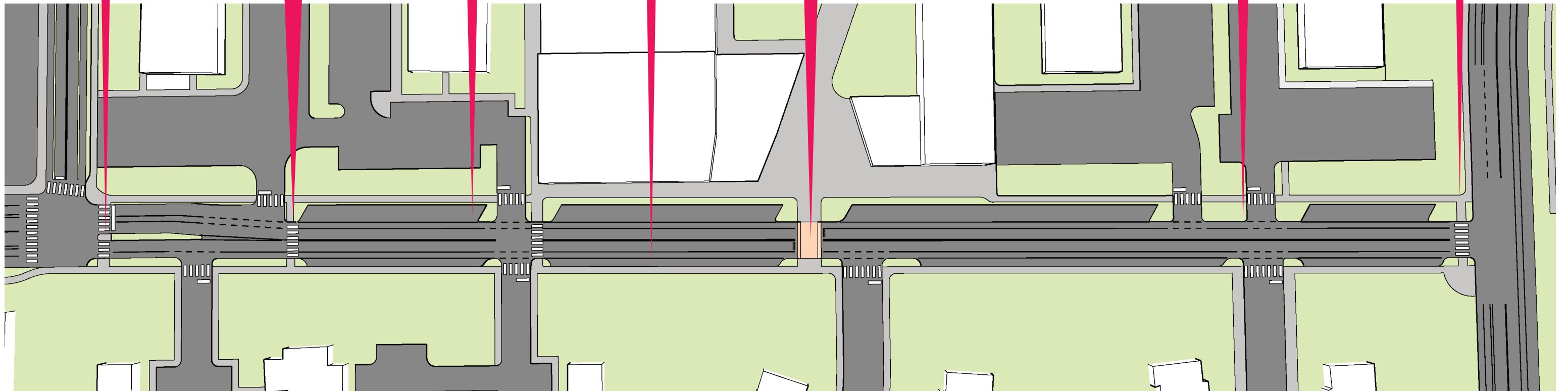
**NEW THREE-WAY  
STOP & CROSSWALKS**

**BACK-IN ANGLE PARKING  
ON NORTH SIDE**

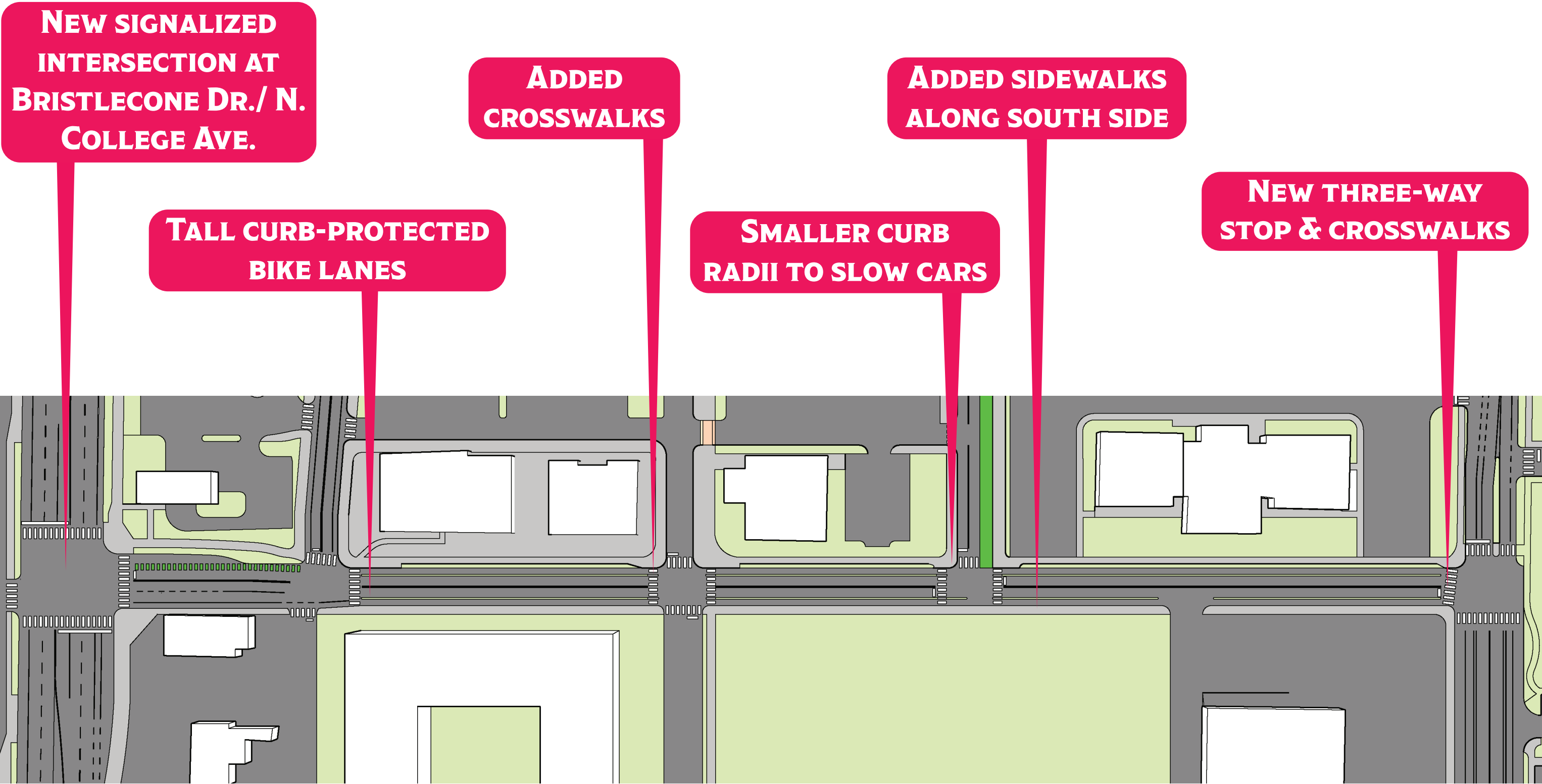
**REDUCED CURB RADII TO  
SLOW TURNS**

**ADDED CROSSING  
WITH CURB  
EXTENSIONS**

**ADDED SPEED TABLE AS  
ENTRANCE TO SITE**



# BRISTLECONE DR. IMPROVEMENTS



## KEY



**GREEN AREAS**



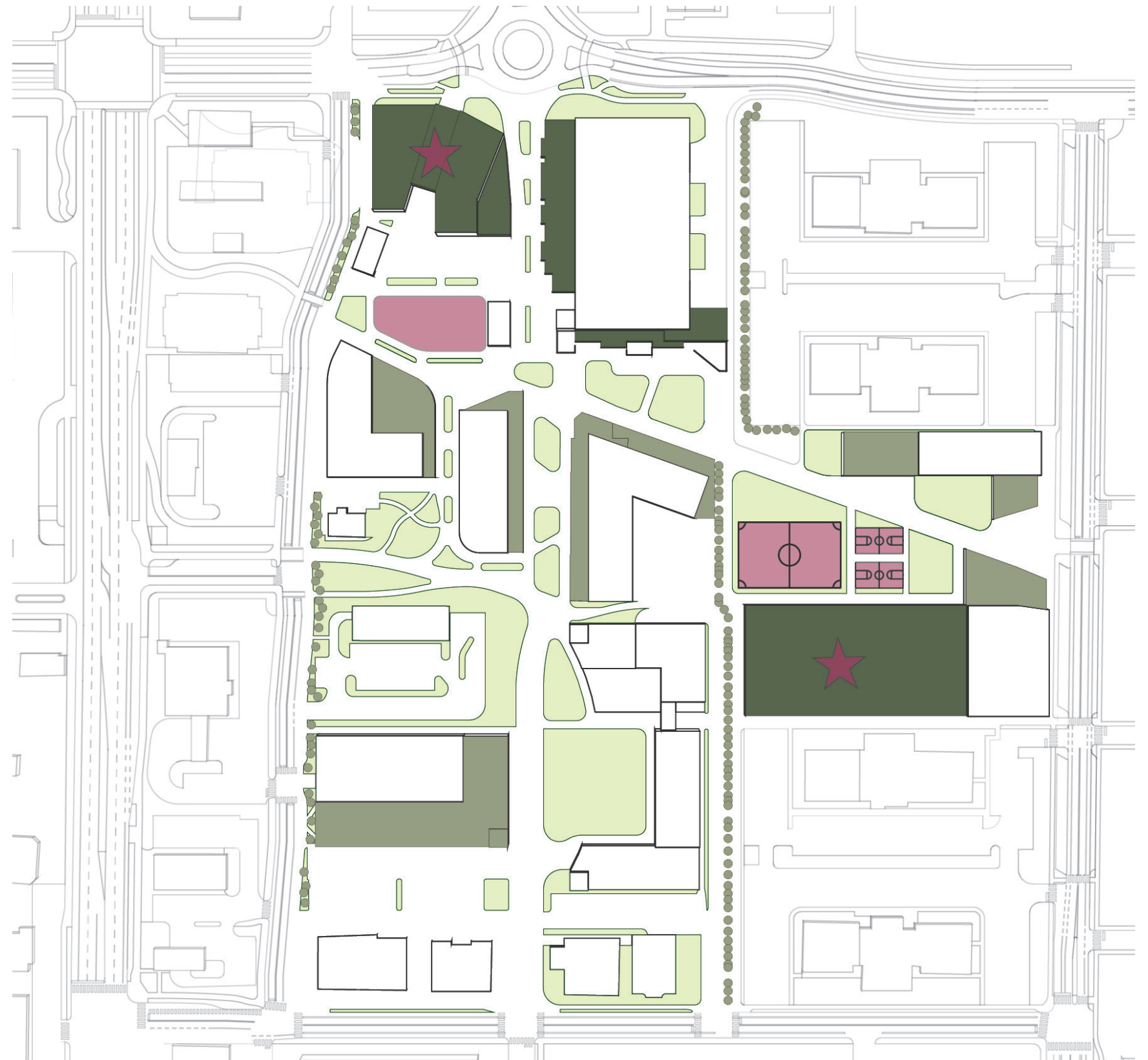
**PUBLIC GREEN ROOFS**



**PUBLIC RECREATION &  
OPEN SPACES**






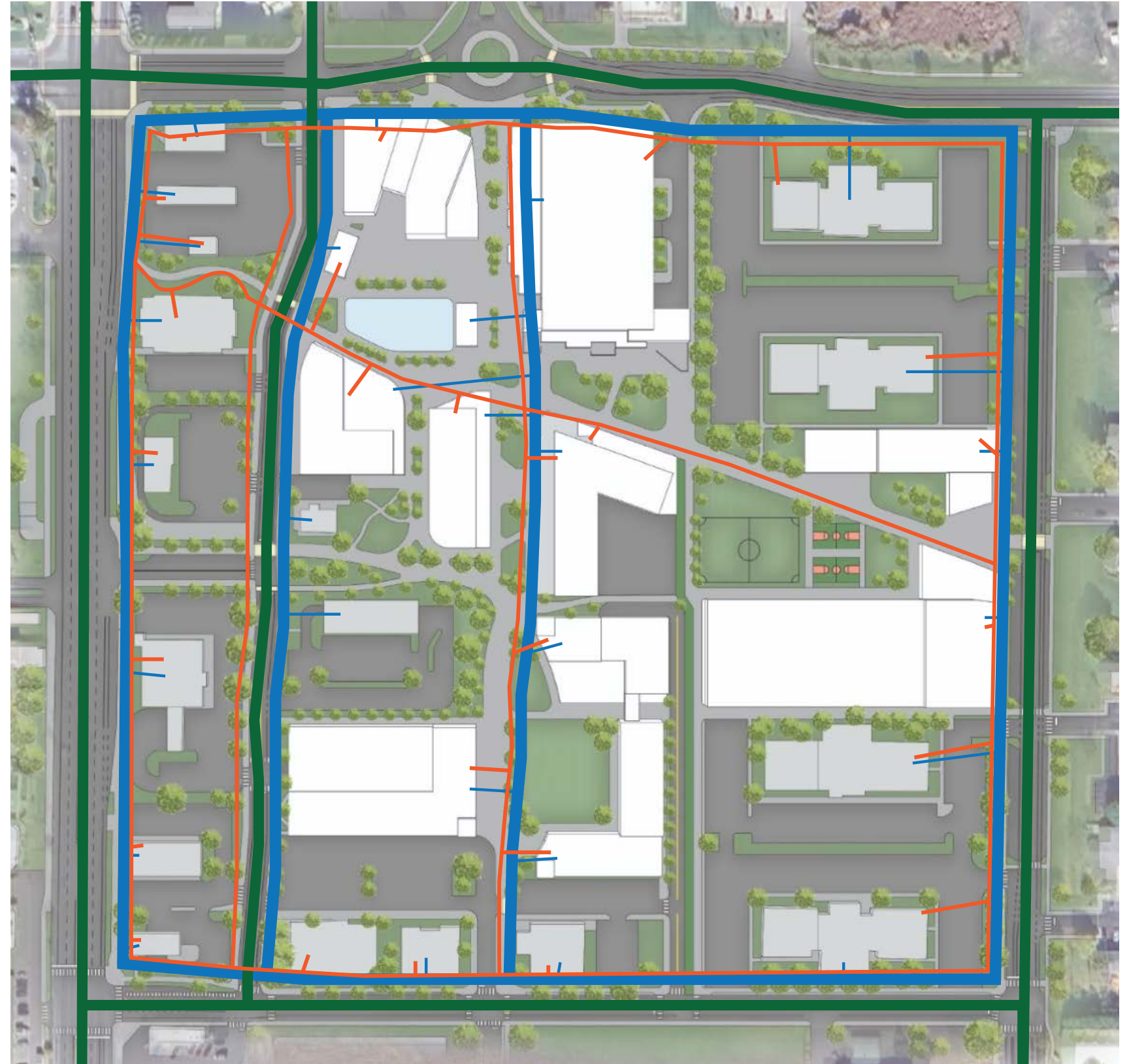
**COMMUNITY AMENITIES**



# UTILITIES MAP

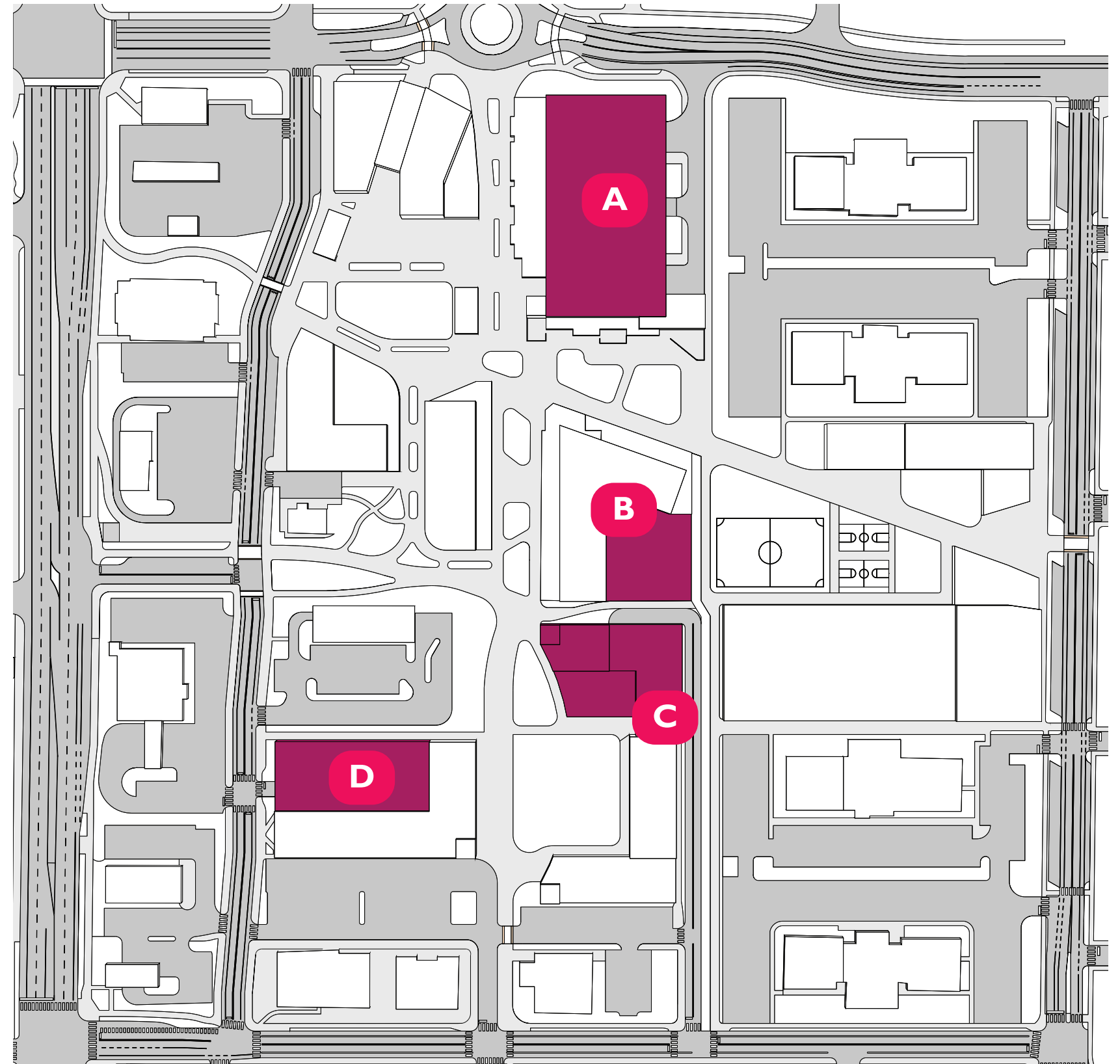
## KEY

-  **ELECTRIC**
-  **WATER**
-  **SEWER**



# PARKING-OVERVIEW

Lot/ Structure	Floors	Parking Angle	ADA Spots	Total Spots
A	3	60°	12	450
B	1	90°	2	30
C	2	60°	8	250
D	4	60°	8	240



3

Shared parking garages

30

Accessible spots

970

Total off-street parking spots

# HOUSING OVERVIEW

Building	Studios	1 Bed	2 Bed	3 Bed	Total
A	5	9	24	9	47
B	7	15	37	14	73
C	4	9	22	9	44
D	4	8	19	7	38
E	15	22	18	6	61
F	5	10	24	9	48
<b>Total</b>	<b>40</b>	<b>73</b>	<b>144</b>	<b>54</b>	<b>311</b>



**311**

**Total units**

**300,000**

**Total residential square footage**

**25%**

**Affordable units**

# AFFORDABLE HOUSING

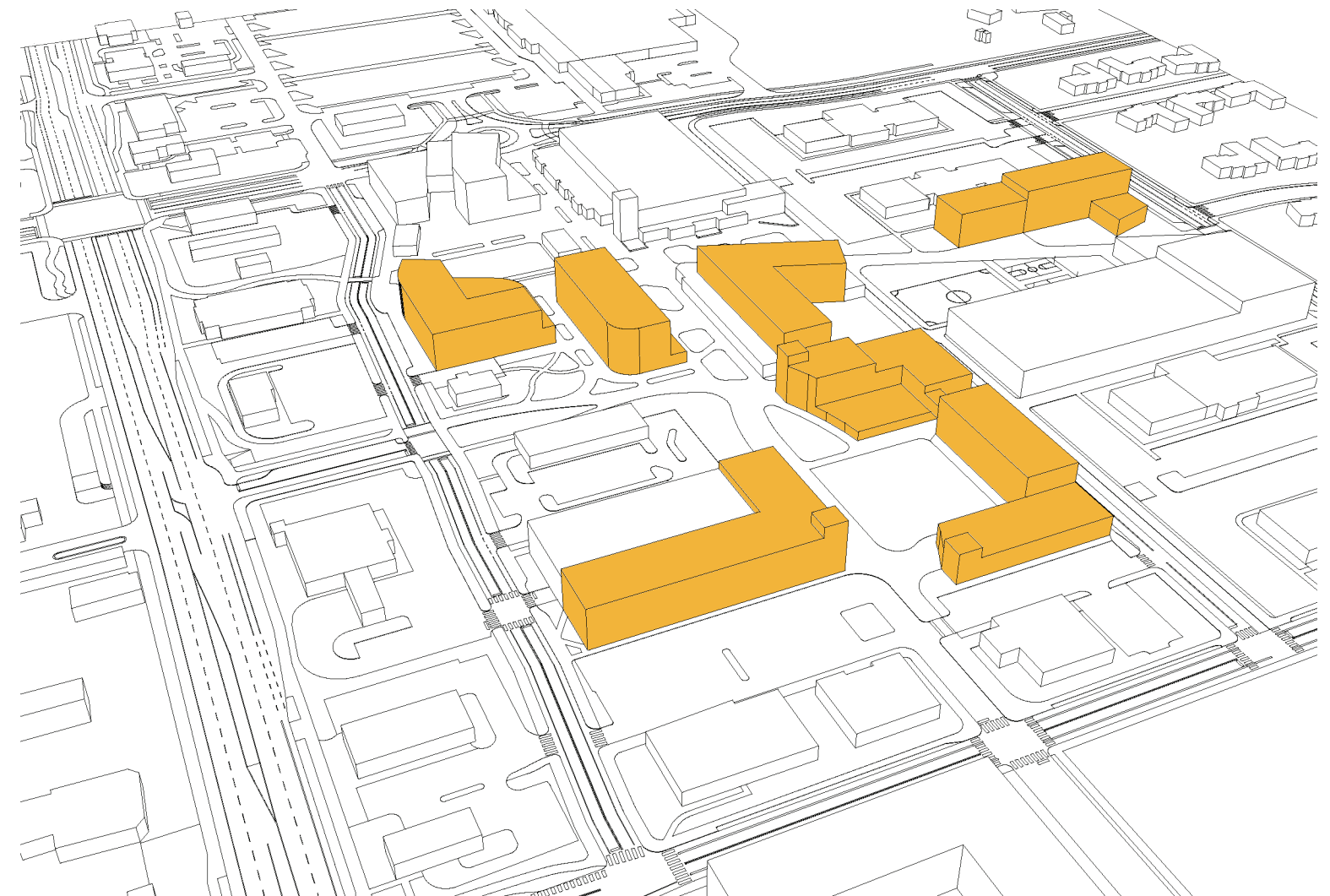
Castilleja Village is deeply rooted in affordability. We plan to add 311 units to Fort Collins' housing supply. While this is much-needed in the Front Range housing market, it is not enough to simply provide market-rate housing. Therefore, we intend to allocate 25% of units in Castilleja Village to be income-restricted housing in perpetuity. Each apartment building has affordable housing integrated with market-rate housing, ensuring a community of diverse incomes. To foster diversity of age and household size, Castilleja Village will offer affordable housing for studio through 3 bedroom units. Nearly 2/3 of 3 bedroom units on-site will be affordable to encourage families to live at Castilleja Village and best serve community needs.

Area median income (AMI) figures for the Fort Collins-Loveland MSA have been gathered from the US Department of Housing and Urban Development's FY2025 Income Limits document.

## FY2025 HUD INCOME LIMITS FORT COLLINS-LOVELAND MSA

- 80% AMI (Low Income).....\$102,100
- 60% AMI (Low Income).....\$76,560
- 50% AMI (Very Low Income).....\$63,800

	Studio	1 Bed	2 Bed	3 Bed	TOTAL
<b>Market Rate</b>	32	54	112	33	231
<b>80% AMI (Low Income)</b>	5	10	13	4	32
<b>60% AMI (Low Income)</b>	2	6	12	8	28
<b>50% AMI (Very Low Income)</b>	1	3	7	9	20
<b>TOTAL</b>	40	19	144	54	311



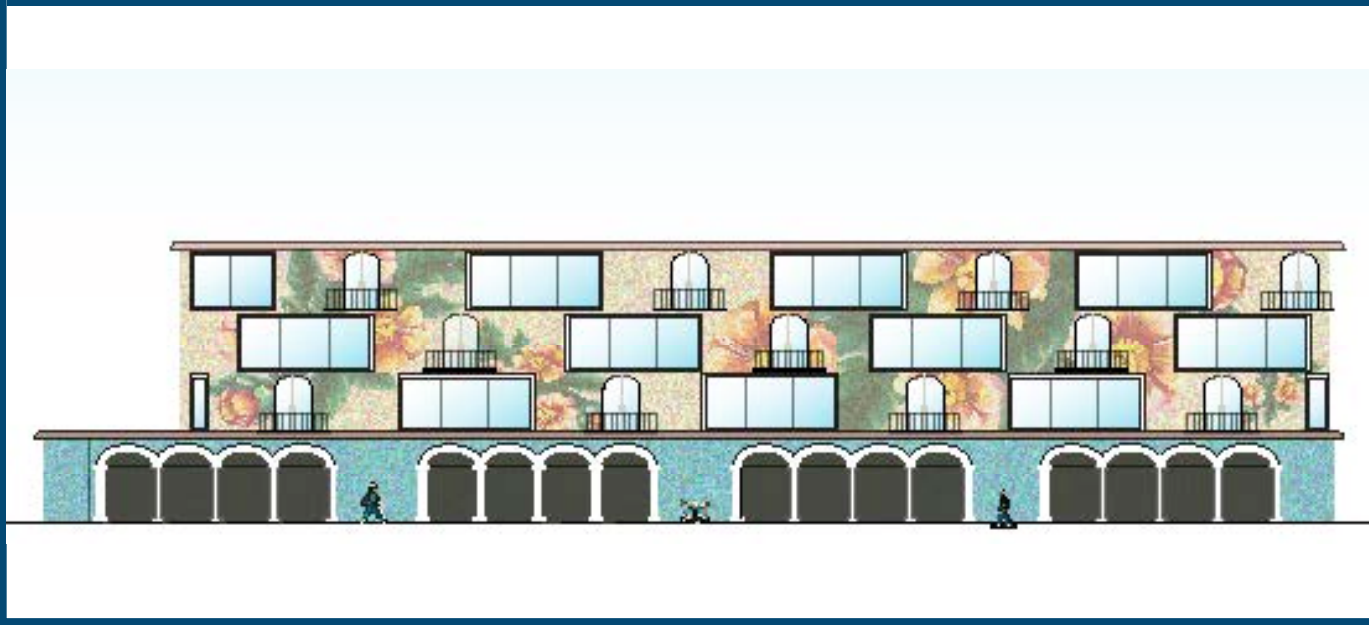
## POUDRE VALLEY BREWING Co. (MAIN STREET RETAIL)



## COLLECTIVE CENTER



## EL MERCADO



## LUPINE APARTMENTS



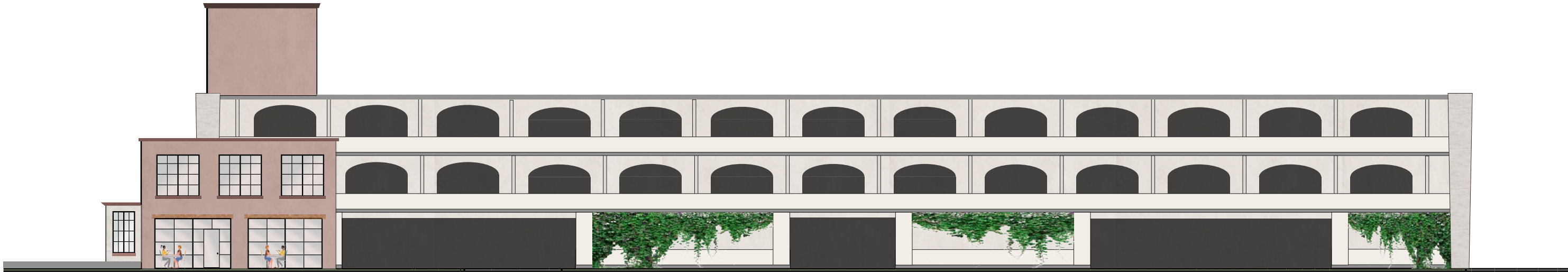
## CASTLLEJA APARTMENTS



## AQUILEGIA DEPOT/COLUMBINE COMMONS



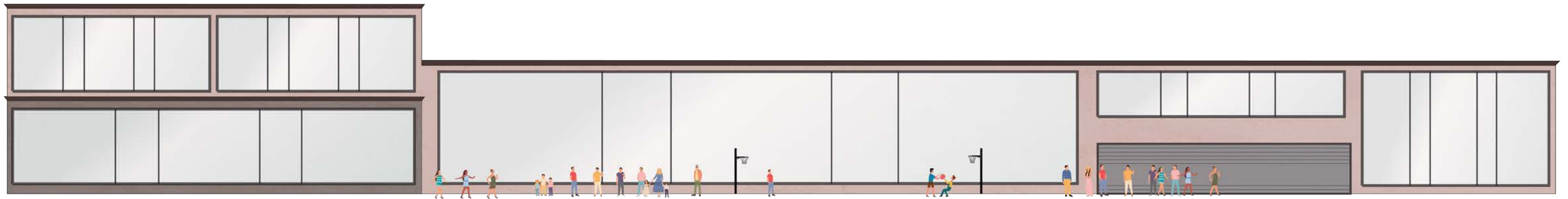
# TRANSPORTATION HUB & GARAGE



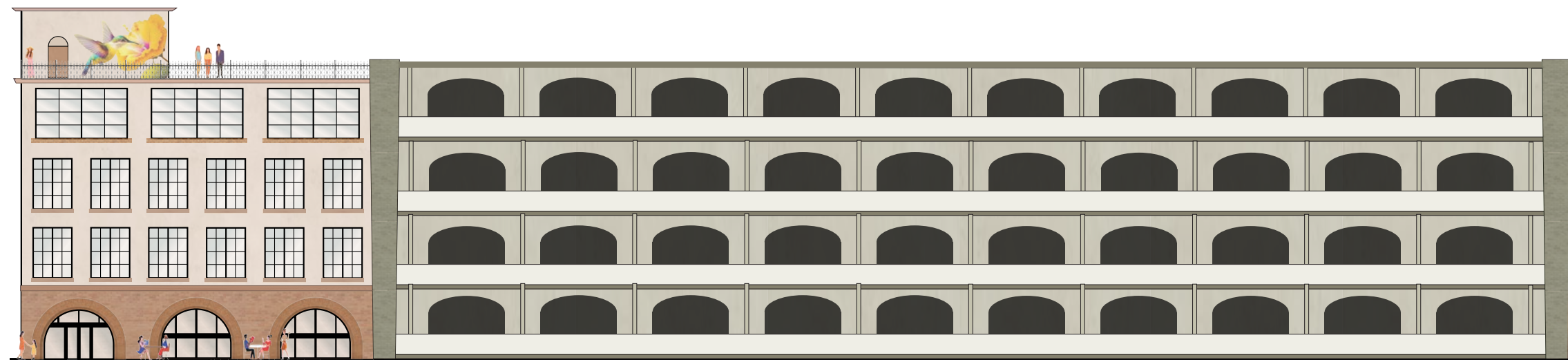
# SABINA APARTMENTS



# CASTILLEJA RECREATION CENTER



# ONAGRA APARTMENTS & GARAGE



# THE COLLECTIVE CENTER



The Collective Center is the heart of Castilleja Village. Positioned on the northern end of the site, it acts as an inviting entrance into the neighborhood. Inside, the Center offers a wide variety of programs designed to meet the needs of residents of all ages. Classes may include English language learning, computer literacy workshops, after-school tutoring for students as well as job training programs, interview prep sessions, and support meetings for families. The first floor is designed

as a large, multi-purpose event space with tall ceilings and wide doors that open directly to the outdoor plaza. This layout allows the space to transform from a community event venue into a bustling indoor/outdoor market. Local vendors will be able to set up stalls, and the same space can host performances and exhibits.

A major highlight of the building is the dedicated Latinx Cultural Center. This space acts as a cultural anchor, celebrating the local community heritage. By integrating the Latinx Cultural Center into the larger Collective Center, the building gives residents a place to share identity, learn from one another, and strengthen community ties across generations.





The Poudre Valley Brewing Company will be a natural gathering site for the community. It will be a place where Castilleja Village and greater Fort Collins residents can gather, relax, and enjoy being together. Families can visit during early evening hours and take part in kid-friendly events. Adults can enjoy later nights with tastings, special releases, and social events designed just for them. This balance will make the brewery a spot that feels open and welcoming to everyone. Most nights will feature live music outside. The stage and seating area will help create a warm atmosphere that draws people in. Guests can sit on the patio, enjoy food and drinks, and listen to performers from the area. Large openings on the building will create a smooth flow that makes the whole space feel connected and open.

The brewery will sit attached to the transportation center. This location will bring activity and energy to the surrounding area. The connection between the brewery and the transit center will help bring steady foot traffic and support other nearby businesses.



# CASTILLEJA RECREATION CENTER



The Castilleja Recreation Center will be an important staple of Castilleja Village. The building is designed to give the community a wide range of ways to stay active and spend time together. The building will include a full gym, a climbing wall, multi-use sports courts, and a pool that can serve both casual swimmers and people looking for structured programs. The goal is to offer something for everyone, whether they're training, learning a new skill, or just looking for a fun place to hang out.

On the first floor, visitors will find the indoor soccer courts, which sit right next to the outdoor fields. Large garage-style doors create an option for the indoor and outdoor areas to open up into one big connected zone, especially on fair weather days. This setup creates a smooth flow between the two spaces and allows games, practices, or community events to spill naturally from inside to outside.





The Blue Spruce Gateway is a welcoming entrance into Castilleja Village on the east side. It is designed to connect the site with adjacent communities to the east by drawing residents inward with clear sightlines and generous plaza space. The widened entry and framing of trees create a clear, defined gateway. The activated glass frontages signal that this is a public, shared place, not a closed-off development. The location of the Castilleja Recreation Center at the Blue Spruce Gateway maximizes benefits for the surrounding community and acts to draw community members into the site. As community members walk, bike, or drive along Blue Spruce, the gateway acts as an inviting front door, softening the transition

from industrial edges into the village core and establishing an immediate sense of openness and belonging. The Blue Spruce Gateway represents the eastern terminus of the greenway, providing easy, comfortable, low-stress circulation to North College Avenue.





Main Street is the heart of daily life in Castilleja Village, lined with mixed-use buildings that pair ground-floor commercial activity with housing above. Shops, cafés, and local vendors animate the edges, creating a lively, walkable corridor that responds directly to community desires for more restaurants and gathering spaces. Much of the commercial property on Main Street is wrapped around the transportation center. This provides easy, convenient access from the transit center to the heart of Castilleja Village and preserves a human-scale, walkable environment. Much of the commercial property is intended for local small businesses, including those potentially displaced by development. Castilleja Village will become a community staple by fostering small, local businesses that directly address community needs. Furthermore, overlooking residences bring eyes on the street and cultivate a sense of safety, while the shaded plazas, benches, and green canopy encourage lingering, socializing, and neighborhood connection. Main Street is one of the original three north-south thoroughfares and is the only one to be completely pedestrianized.





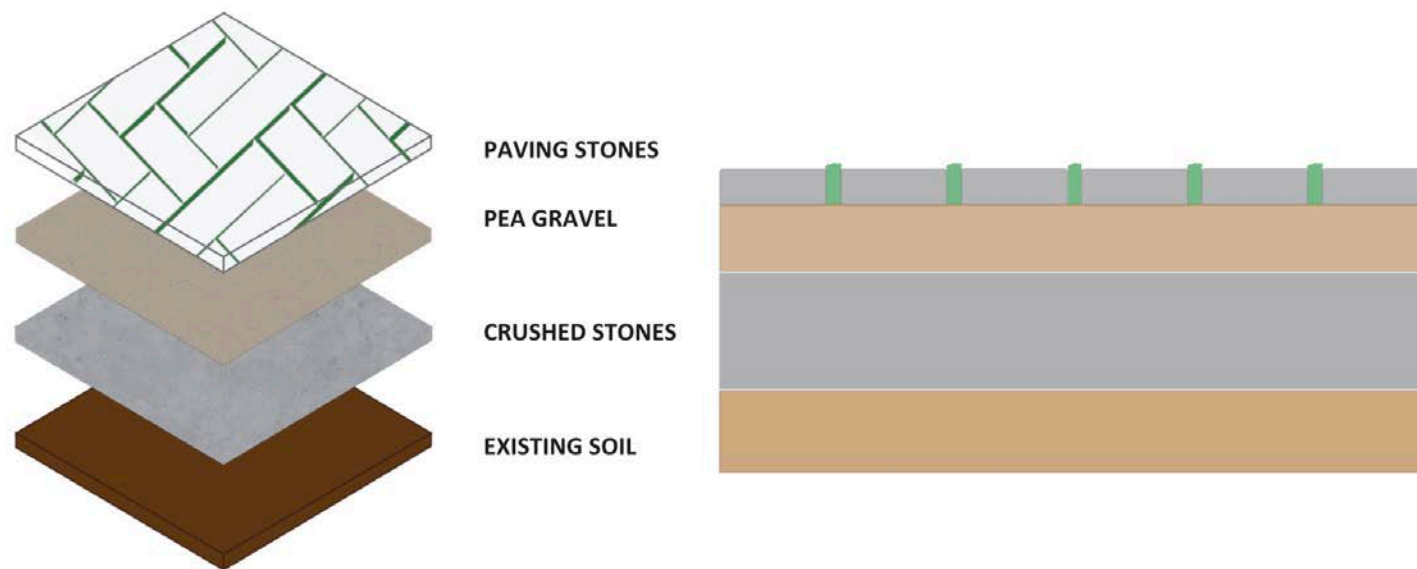
The Transit Center concentrates mobility options into a clear, efficient, and community-friendly hub. Buses operate along the ground level, providing sheltered access to the future MAX BRT extension and local routes, while structured parking above consolidates vehicle storage and reduces the overall parking footprint. The parking garage will contain free EV chargers to further reduce the carbon footprint of Castilleja Village and incentivize more sustainable transportation. This vertical arrangement supports a walkable district, minimizes surface parking, and allows transit riders to move seamlessly between bus, bike, and pedestrian networks. Vehicle access is restricted to parking garage users and buses, maintaining a

pedestrian-friendly environment further into the site by concentrating these uses at the edge of the site. In addition to TransFort/MAX connectivity and parking, the Transit Center will become a hub for micromobility options through Spin. The entirety of Castilleja Village will be a free zone for Spin scooters and e-bikes, providing free rides up to 30 minutes. Indoor, secure short-term bike storage is also included in the Transportation Center. The Transit Center will provide medium-and-long-distance connections via bus/BRT and car. It will also provide last-mile services through Spin and personal bicycle storage.



## PERMEABLE PAVEMENT

Permeable pavement will replace nonporous ground surfaces across the site. This section shows a sustainable permeable pavement system designed to support drainage and reduce runoff. Rainwater passes through layers of paving stones, gravel, and crushed stone, filtering into the soil below. The system includes a gravel setting bed and pea gravel layer that stabilize the surface while allowing water to infiltrate. Unlike traditional pavements, this setup reduces pressure on storm drains, minimizes urban flooding, and helps replenish groundwater. It's a key strategy for eco-friendly, resilient neighborhood infrastructure. The pavement will be aesthetically integrated, seamlessly blending the natural and built environment.



## NATIVE PLANTS

Throughout the site, all landscaped areas, including planter beds, rain gardens, and bioswales, will be planted exclusively with native vegetation. Prioritizing native species supports local biodiversity, improves habitat value, and enhances long-term landscape resilience. Using plants adapted to Colorado's climate also reduces water demand and maintenance needs, helping the site function more sustainably while strengthening its ecological performance. Plants that will be used include the following:

### Tall Fescue (*Festuca arundinacea*)

Tall Fescue has a deep root system and can tolerate moisture, making it a good option for planters or rain gardens which can benefit infiltration and erosion.

### Winterberry Holly (*Ilex verticillata*)

Winterberry Holly is a shrub that tolerates wet soils and helps with water uptake. This shrub loves moisture, thus making it an ideal candidate for a rain garden or moist planter box. Its branches can grow to be very dense, meaning they need more maintenance than something like Blue Gramma.

### Switchgrass (*Panicum virgatum*)

Switchgrass is an adaptable plant that helps with stormwater infiltration. Its roots can be very deep (up to 10 feet), preventing erosion and absorbing runoff. This plant also is low maintenance and can thrive with little care.

### Big Bluestem (*Andropogon gerardii*)

Big Bluestem is a tall and sturdy plant which holds soil very well. Its roots improve soil infiltration and stability while also supporting healthy ecosystems.

### Blue Gramma (*Bouteloua gracilis*)

Blue Gramma is a drought-tolerant, low-growing plant. These two factors make it very easy to maintain. These plants will be utilized in rain gardens rather than the planter beds since they thrive more in soils that do not collect large amounts of water. Since they are low growing, this will make them a suitable plant to ensure visibility is not lost for cars.

### Buffalo Grass (*Bouteloua dactyloides*)

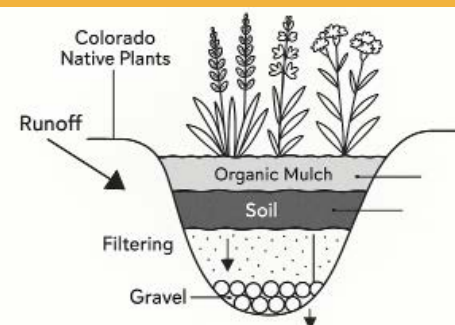
Buffalo Grass tolerates drought and sun exposure well. Since it is a drought-resistant grass with a strong root system it will thrive in a low-water area such as the green roundabouts.

### Butterfly Milkweed (*Asclepias tuberosa*)

Butterfly Milkweed is also a drought tolerant plant, once it has been established. This plant is more versatile than Blue Gramma or Buffalo Grass and thus can be used in planter beds, and rain gardens/bioswales. Though it is drought-tolerant, it can also thrive in well-drained soils such as those in the planters.

## BIOSWALES + RAIN GARDENS

Bioswales and rain gardens will be placed strategically throughout the site to help manage stormwater naturally. These features will be located near parking areas, roads, and other high-traffic zones where runoff is most concentrated. By capturing, filtering, and slowing the flow of water, they reduce erosion, improve water quality, and support healthy vegetation across the landscape.



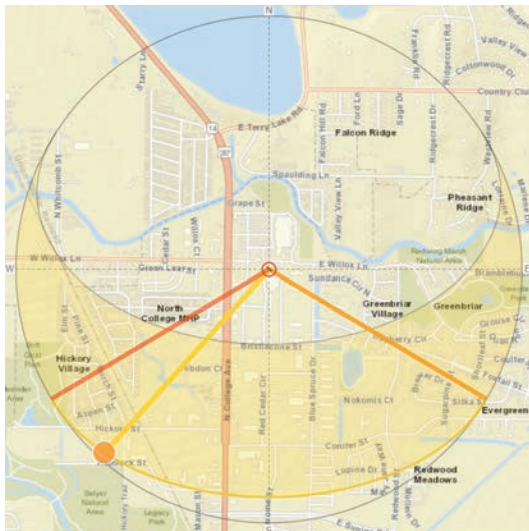
## SOLAR VIABILITY

### JULY SUN

- Sunset
- Sun position at 3:00pm
- Sunrise
- Daylight times



- Sunset
- Sun position at 3:00pm
- Sunrise
- Daylight times



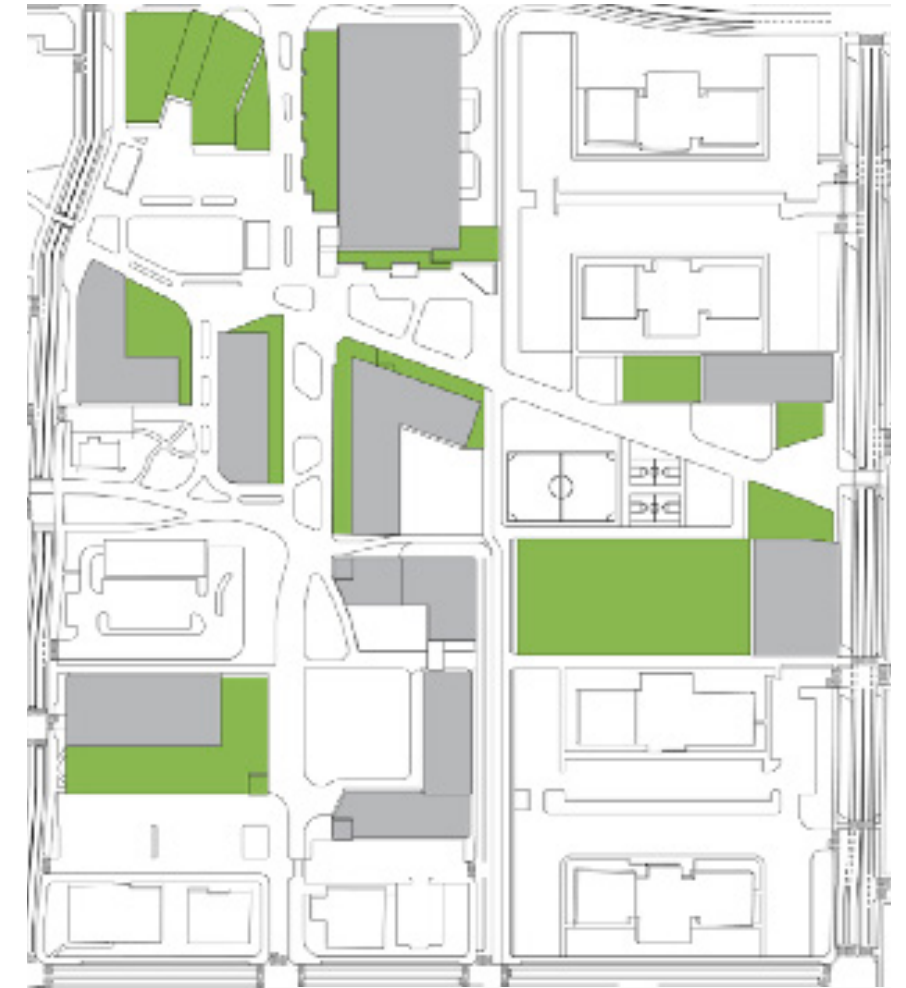
**2018.7**  
KWH/M<sup>2</sup>  
PER YEAR  
SOLAR POTENTIAL

**ESTIMATED  
AVERAGE  
OUTPUT**  
per rooftop  
solar panel

**158.24**  
KWH  
PER YEAR  
SOLAR POTENTIAL

## ROOF TREATMENTS

Green and solar roofs are being prioritized across the redevelopment area because they deliver a powerful combination of environmental performance and community-oriented value. Green roofs will help to absorb stormwater, reduce strain on drainage systems, and lower temperatures by mitigating the urban heat-island effect. The vegetation from the green roofs improve air quality and provides habitat for pollinators, contributing to a healthier ecosystem on the site. Many of these green rooftops, mainly the ones located on residential or mixed use buildings, are also being designed as shared community spaces, giving residents places to grow food and connect with neighbors by being designated community gardens. Solar roofs on the site will complement these benefits by generating clean, renewable energy, reducing building operating costs and cutting emissions. The site prioritizes creating as much local energy as possible, and the site has great solar potential. Together, green and solar roofs will transform the built environment of Castilleja Village into a more sustainable, landscape, while also directly enhancing residents' quality of life.



Green Roofs  41.7%  
Solar Roofs  58.3%



**90%**

**Of all new buildings will have bike facilities.**

## SHORT-TERM








Short-term bicycle parking will be provided in the form of visitor racks at building entrances and in common spaces. **Short-term bicycle storage will be designed to accommodate 25% of peak visitors to the site.** Within 5 years, our target bike mode share is 15-20% of all trips to Castilleja Village.

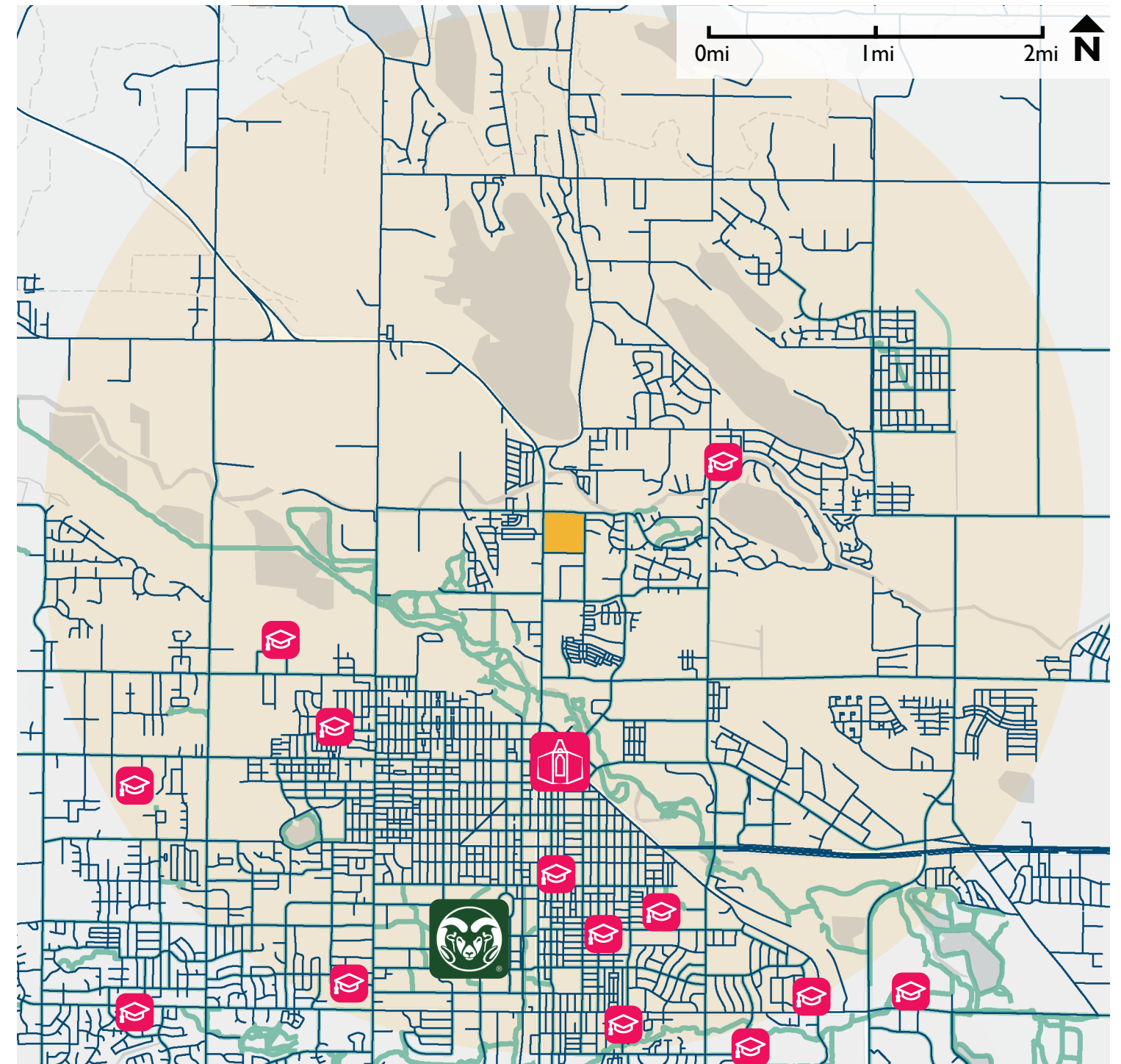


## LONG-TERM

Long-term residential bicycle parking will be provided in the form of secure storage rooms in residential buildings. Bicycle storage will be offered in the form of both upright racks and traditional horizontal racks. Providing both typologies will ensure accessibility for cyclists of all abilities. These rooms will be card/key access-only to ensure security and provide amenities such as an air pump and bicycle repair station. Bicycle storage rooms will have CCTV for added security and will include charging infrastructure for e-bikes, scooters, and other micromobility devices. **We will accommodate 75% of residential occupants in long-term bicycle facilities.**



-  School (elementary, middle, high)
-  Colorado State University
-  Old Town Fort Collins
-  Castilleja Village
-  3-mi bike radius
-  Roads
-  Off-street trails



# TRANSPORTATION DEMAND MANAGEMENT 54

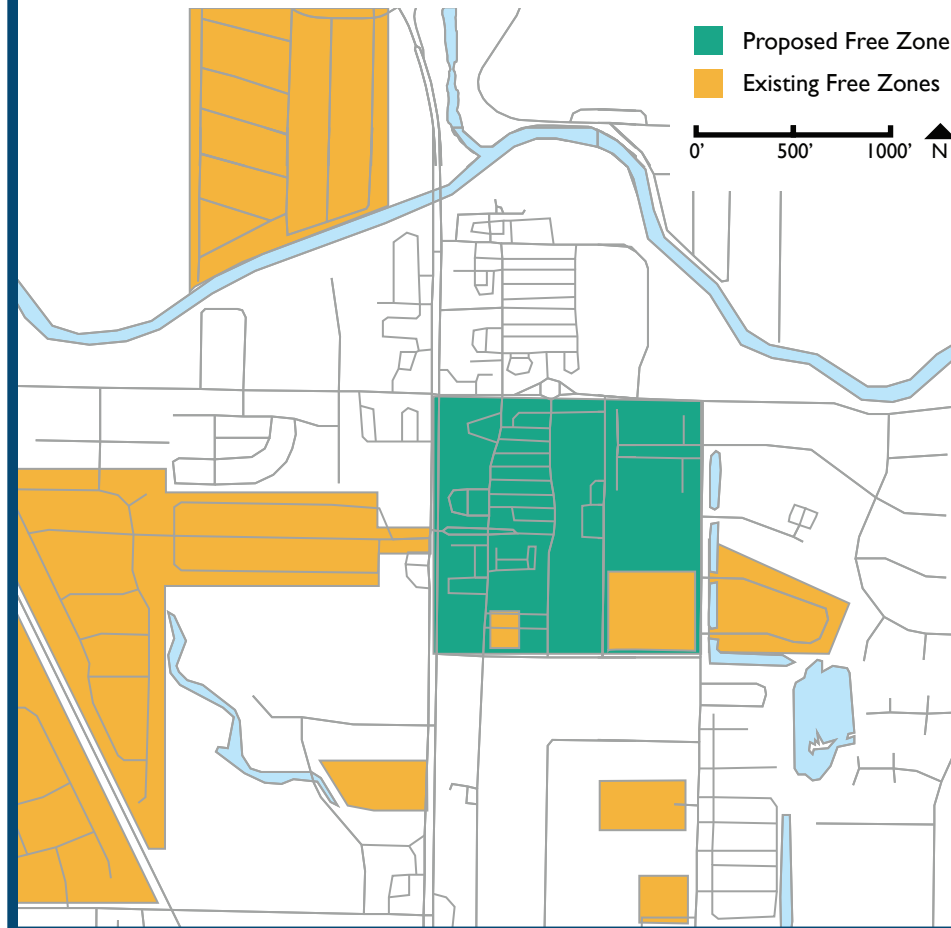
## UNBUNDLED PARKING

Each unit constructed in Castilleja Village will have unbundled parking; the cost of rent will be separate from the cost of a parking space. This strategy will reduce the cost of rent across all units slightly, contributing to our central goal of affordability. This strategy will also reduce the amount of parking spaces necessary within this development. It will empower residents to use alternate modes of transportation with the money saved on parking passes.



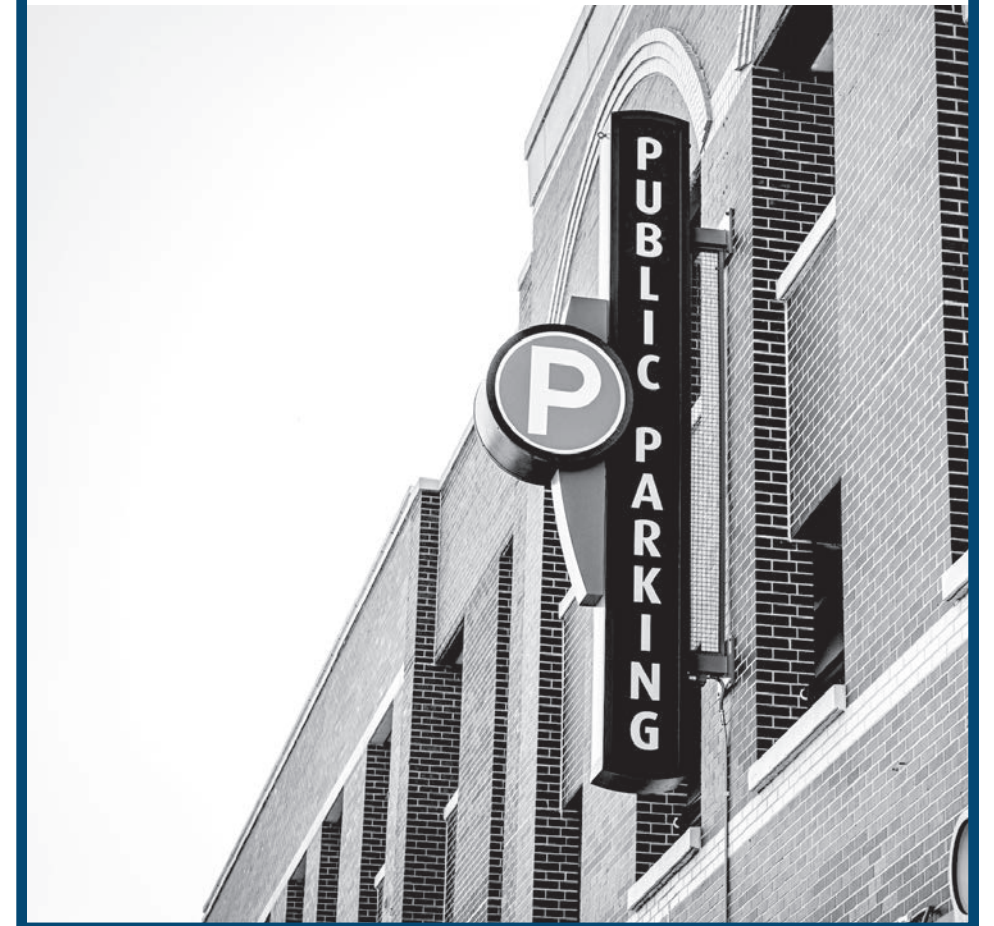
## BIKE FACILITIES

Castilleja Village will promote bicycles as the primary mode of transportation. This will align with Fort Collins' Strategic Trails Plan and the City's goal of improving bicycle opportunities. In addition to bicycle lanes and multi-use paths throughout the site, Castilleja Village will partner with Spin to create a Free Zone. Spin Free Zones provide free rides on e-bikes or scooters up to 30 minutes.



## PARKING MANAGEMENT

Castilleja Village will utilize a General Improvement District (GID) to manage both on-street and off-street parking. The Castilleja Village GID will enforce paid parking across the site. The profits from parking fees will contribute to the costs of construction and upkeep of parking facilities. In addition, paid parking will deter vehicle usage within the site as other forms of transportation will be free or significantly cheaper.



## SHIFT YOUR RIDE

Castilleja Village will Partner with FC Moves to create a Shift Your Ride Neighborhood Program. Neighborhood Programs offer education and coaching opportunities to inform community members of the transportation options available. In addition to education, Shift Your Ride offers incentives for using active transportation, such as prize raffles. Shift Your Ride Neighborhood Programs also create opportunities to gather and foster social capital.



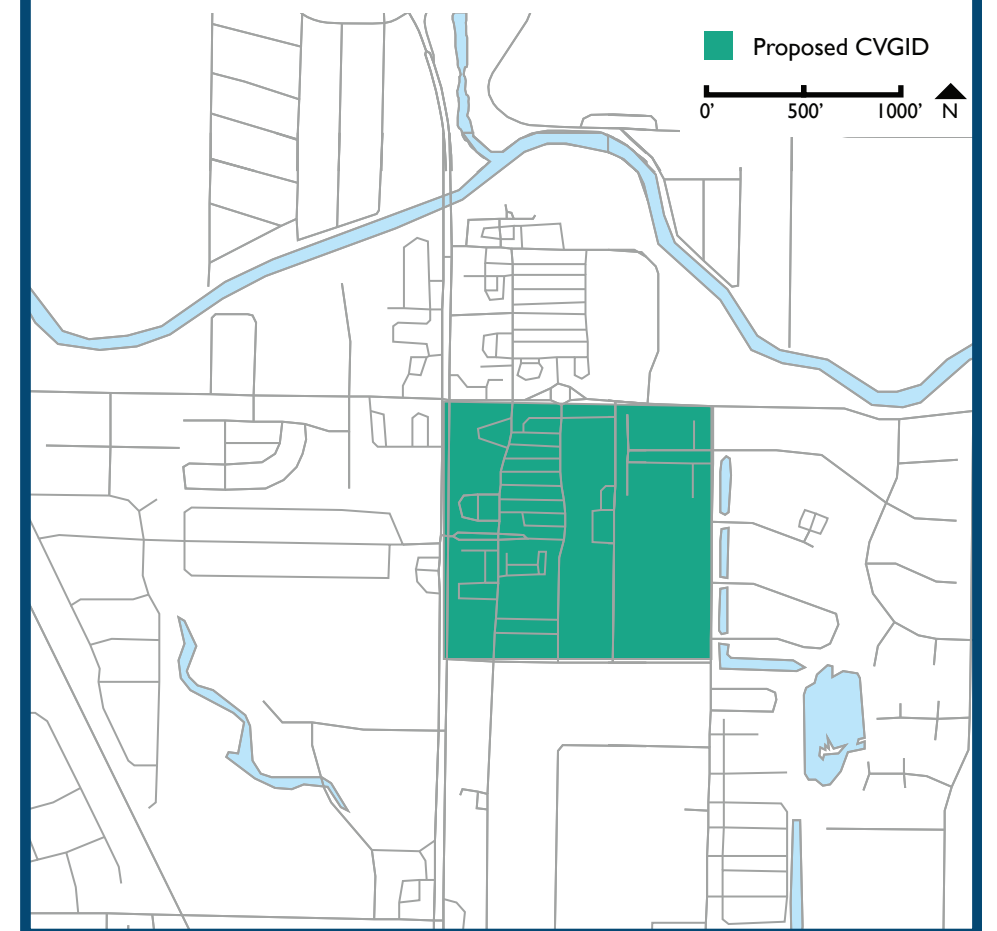
## ACTIVE PROMOTION

These Transportation Demand Strategies will reduce dependence on personal vehicles and encourage other, more sustainable, modes of transportation. However, these will need to be promoted to be successful. In addition to Shift Your Ride educational initiatives, Castilleja Village will also host in-person and online educational opportunities for residents. Castilleja Village GID will produce marketing materials for on-site distribution and hold promotional events during phased development.



## CASTILLEJA VILLAGE GID

The facilitation, funding, and active promotion of these TDM strategies will be carried out by the proposed Castilleja Village GID (CVGID). CVGID will be structured similar to existing nearby GIDs, such as the Fort Collins Downtown GID or Longmont GID #1, both of which encompass their respective city's downtown areas. Fort Collins Downtown GID receives revenue primarily from a mill levy; CVGID will utilize a similar strategy based on market analysis. Below is a map of the proposed CVGID boundaries.



Yes	?	No			
21	0	0	<b>Smart Location &amp; Linkage</b>		<b>21</b>
Y			Prereq	Smart Location	Required
Y			Prereq	Imperiled Species and Ecological Communit	Required
Y			Prereq	Wetland and Water Body Conservation	Required
Y			Prereq	Agricultural Land Conservation	Required
Y			Prereq	Floodplain Avoidance	Required
9			Credit	Preferred Locations	9
		0	Credit	Brownfield Remediation	0
3			Credit	Access to Quality Transit	3
2			Credit	Bicycle Facilities	2
3			Credit	Housing and Jobs Proximity	3
1			Credit	Steep Slope Protection	1
1			Credit	Site Design for Habitat or Wetland and Water Body Conservation	1
1			Credit	Restoration of Habitat or Wetlands and Wat	1
1			Credit	Long-Term Conservation Management of Habitat or Wetlands and Water Bodies	1

Yes	?	No			
30	0	0	<b>Neighborhood Pattern &amp; Design</b>		<b>31</b>
Y			Prereq	Walkable Streets	Required
Y			Prereq	Compact Development	Required
Y			Prereq	Connected and Open Community	Required
5			Credit	Walkable Streets	5
3			Credit	Compact Development	3
3			Credit	Mixed-Use Neighborhoods	3
6			Credit	Housing Types and Affordability	6
1			Credit	Reduced Parking Footprint	1
1			Credit	Connected and Open Community	1
1			Credit	Transit Facilities	1
2			Credit	Transportation Demand Management	2
1			Credit	Access to Civic & Public Space	1
1			Credit	Access to Recreation Facilities	1
1			Credit	Visitability and Universal Design	1
2			Credit	Community Outreach and Involvement	2
1			Credit	Local Food Production	1
2			Credit	Tree-Lined and Shaded Streetscapes	2
		0	Credit	Neighborhood Schools	1

Yes	?	No			
23	1	0	<b>Green Infrastructure &amp; Buildings</b>		<b>31</b>
Y			Prereq	Certified Green Building	Required
Y			Prereq	Minimum Building Energy Performance	Required
Y			Prereq	Indoor Water Use Reduction	Required
Y			Prereq	Construction Activity Pollution Prevention	Required
5			Credit	Certified Green Buildings	5
2			Credit	Optimize Building Energy Performance	2
1			Credit	Indoor Water Use Reduction	1
2			Credit	Outdoor Water Use Reduction	2
		0	Credit	Building Reuse	1
2			Credit	Historic Resource Preservation and Adaptive Reuse	2
1			Credit	Minimized Site Disturbance	1
3			Credit	Rainwater Management	4
1			Credit	Heat Island Reduction	1
		0	Credit	Solar Orientation	1
1			Credit	Renewable Energy Production	3
		0	Credit	District Heating and Cooling	2
1			Credit	Infrastructure Energy Efficiency	1
2			Credit	Wastewater Management	2
	1		Credit	Recycled and Reused Infrastructure	1
1			Credit	Solid Waste Management	1
1			Credit	Light Pollution Reduction	1

Yes	?	No			
2	0	0	<b>Innovation &amp; Design Process</b>		<b>6</b>
1			Credit	Innovation	5
1			Credit	LEED® Accredited Professional	1

Yes	?	No			
4	0	0	<b>Regional Priority Credits</b>		<b>4</b>
1			Credit	Regional Priority Credit: Region Defined TDM	1
1			Credit	Regional Priority Credit: Region Defined Compact development	1
1			Credit	Regional Priority Credit: Region Defined Bicycle facilities	1
1			Credit	Regional Priority Credit: Region Defined Reduced parking footprint	1

Yes	?	No	<b>PROJECT TOTALS (Certification estimates)</b>		<b>93</b>
80	1	0			

Certified: 40-49 points, Silver: 50-59 points, Gold: 60-79 points, Platinum: 80+ points

**CASTILLEJA VILLAGE IS PROUDLY PURSUING LEED ND PLATINUM CERTIFICATION. WE INTEND TO CREATE A COMMUNITY THAT IS A NATIONAL MODEL FOR SUSTAINABLE, COMMUNITY-CENTERED DEVELOPMENT.**

Castilleja Village will be a model community with LEED certification. Sustainability is a core value for both Choice City Planning and the City of Fort Collins. The project checklist to the left provides a snapshot of all LEED ND requisites and how Castilleja Village meets them. The full project checklist with explanations for each category is available upon request. For conciseness, this report will mention only several requisites met in Castilleja Village.

## PREFERRED LOCATIONS

### SMART LOCATION & LINKAGE • 9/10PT. POSS.

This requirement exists to encourage infill development and discourage urban sprawl. Developing within existing cities also reduces the cost of development, specifically for infrastructure. This site is an infill site that is also a previously developed site, awarding Castilleja Village 5 points. The North College Corridor, while developed, is suburban in nature and has less than 200 intersections per mile; this is worth 1 point. This site is also within a QCT, awarding Castilleja Village 3 points for a total of 9.

## CERTIFIED GREEN BUILDINGS

### GREEN INFRASTRUCTURE & BUILDINGS • 5/5PT POSS.

This credit is awarded for LEED or equivalent-certified buildings on site. Castilleja Village intends for every residential, commercial, and civic building to achieve LEED certification, awarding the maximum 5 points.

## WALKABLE STREETS

### SMART LOCATION & LINKAGE • PREREQUISITE

This requirement is intended to promote walking and reduce vehicle miles traveled, both of which have positive environmental impacts and lead to reduced pedestrian injuries. This category requires 90% of new buildings to have a functional entry onto the circulation network or a public space; 100% of our buildings meet this criteria. It is also required that buildings have a minimum building-height-to-street-centerline ratio of 1:1.5; this is met. Continuous sidewalks are provided for 100% of the circulation network; the requirement is 90%. Finally, this credit requires no more than 20% of the circulation network fronts garage and service bays; our design meets this requirement through wraparound commercial, underground parking, and hidden garages.

## REDUCED PARKING FOOTPRINT

### REGIONAL PRIORITY CREDITS • 1/1PT POSS.

This credit exists to encourage less parking on-site, which can improve rainwater runoff and land use while reducing automobile dependence. It is required to locate all new off-street surface parking at the side or rear of buildings and off the circulation network. The only parking facility fronting the circulation network is behind El Mercado, which is a preexisting lot and therefore exempt from this requirement. No more than 20% of the total development footprint may be for parking; Castilleja Village designates just 10% for parking, all of which is in structures and away from frontages. The parking garages in Castilleja Village are no more than 2 acres in size each. Shared-use vehicle parking spaces are provided in all garages near building entrances as well.



## OUTDOOR WATER USE REDUCTION

### GREEN INFRASTRUCTURE & BUILDINGS • 2/2PT POSS.

This credit aims to reduce outdoor water consumption. Points are awarded for reduction in irrigation of vegetated surfaces. LEED allows the project team to decide if athletic fields and food gardens count towards these calculations, and we at Choice City do not elect to include them. By prioritizing native plants throughout Castilleja Village, much of the site will not need irrigation at all. For the irrigated areas of the site, we will exclusively use a greywater system to reduce fresh water consumption. We also intend to use smart scheduling technologies to ensure maximum efficacy when irrigating vegetation. These strategies together will lead to a 50% reduction in landscape water requirement from the baseline, awarding 2 points.

## COMPACT DEVELOPMENT

### REGIONAL PRIORITY CREDITS • 3/6PT POSS.

One regional priority credit for 1636 N. College Ave. is compact development. This is to promote walkability, livability, efficiency, and improve public health. A maximum of 6 points are available in this category; more points are awarded for denser development. Castilleja Village will have a residential density of 21.3 DU/acre and a 1.47 FAR overall, awarding 3 points.

## WALKABLE STREETS

### NEIGHBORHOOD PATTERN & DESIGN • 5/9PT. POSS.

Castilleja Village buildings have functional entries at an average of less than 75 feet along mixed-use frontages, awarding 1 point. These frontages are more than 60% glass and less than 40% blank facade, improving the pedestrian experience and awarding 2 points. Continuous sidewalks of appropriate width are included throughout the site, and the highest speed limit on-site is 20 mph (2 points).

## VISION & SUSTAINABILITY GOALS

Castilleja Village directly reflects the priorities voiced by residents throughout the La Familia and IBE engagement processes. Each major design decision: housing along the greenway, commercial main street, community facilities, transit center, parks, and active transportation infrastructure, was selected because it responds to clear patterns in community feedback. Affordable housing ranked as a top budgeting priority; affordability is a key component of our vision. Residents asked for eateries, markets, safe pathways, gathering spaces, and culturally relevant recreation. The design translates these needs into physical form, ensuring that the project's vision is not imposed on the neighborhood, but grown from it.

Sustainability goals are embedded into both the site structure and its everyday functionality. The plan prioritizes walking, biking, and transit, reducing vehicle miles traveled and the carbon emissions associated with daily trips. Permeable pavements, native vegetation, and an expanded park system integrate stormwater management into the landscape while restoring habitat function. Green roofs and solar panel rooftops moderate the urban heat island effect, support energy efficiency, and strengthen the project's alignment with LEED principles. Together, these measures make sustainability a lived experience rather than an aesthetic add-on; residents will use less energy, rely less on cars, and inhabit a landscape that manages water and heat naturally.

## SENSE OF PLACE & CONTEXT

Castilleja Village fosters a sense of place by intentionally clustering community anchors along a Main Street spine and around a central plaza, generating an identifiable heart for North College. Community engagement consistently revealed a desire for “things to do”, restaurants, an international marketplace, food trucks, plazas, and flexible gathering areas. The design meets these needs by creating a commercial district that encourages daily socialization and economic activity while celebrating the neighborhood's cultural identity. Small businesses will be prioritized and integrated into the design, bringing stark contrast to an area currently dominated by national chain restaurants and stores.

The surrounding context, especially the strong Hispanic/Latino presence in North Fort Collins, directly shapes the architectural language and programmatic mix. Spaces like the Collective Center and El Mercado intentionally support culturally rooted activities, mercado-style vendor stalls, youth spaces, celebrations, dance, and multigenerational gathering. The design avoids generic placemaking and instead creates a district that feels meaningful and affirming to current residents.

Spatially, the plan responds to existing patterns and challenges. Housing is oriented along the quiet greenway and buffered from the noise and traffic of North College Avenue. Buildings along Blue Spruce feature transparent, welcoming facades that create a gateway into the site, easing the transition from industrial edges into the new village core. The project also connects adjacent residential areas through new safe, logical routes, especially via the College Avenue underpass, mending the fractured mobility network that residents consistently identified as unsafe and inconvenient. This will enhance quality of life not only for Castilleja Village residents, for all residents of North Fort Collins.

## **SOCIAL, ECONOMIC, & ENVIRONMENTAL IMPACTS**

Castilleja Village strengthens community cohesion by providing spaces that residents explicitly requested: a community center, a rec center, plazas, and parkland. These facilities address long-standing social gaps, offering youth programming, culturally relevant recreation, affordable childcare opportunities, and flexible spaces for celebrations and local artisans. Safer bike and pedestrian infrastructure, including the College Avenue underpass, reduces isolation between neighborhoods and makes everyday mobility safer for all ages. Overall, Castilleja Village supports a more connected, healthy, and empowered community.

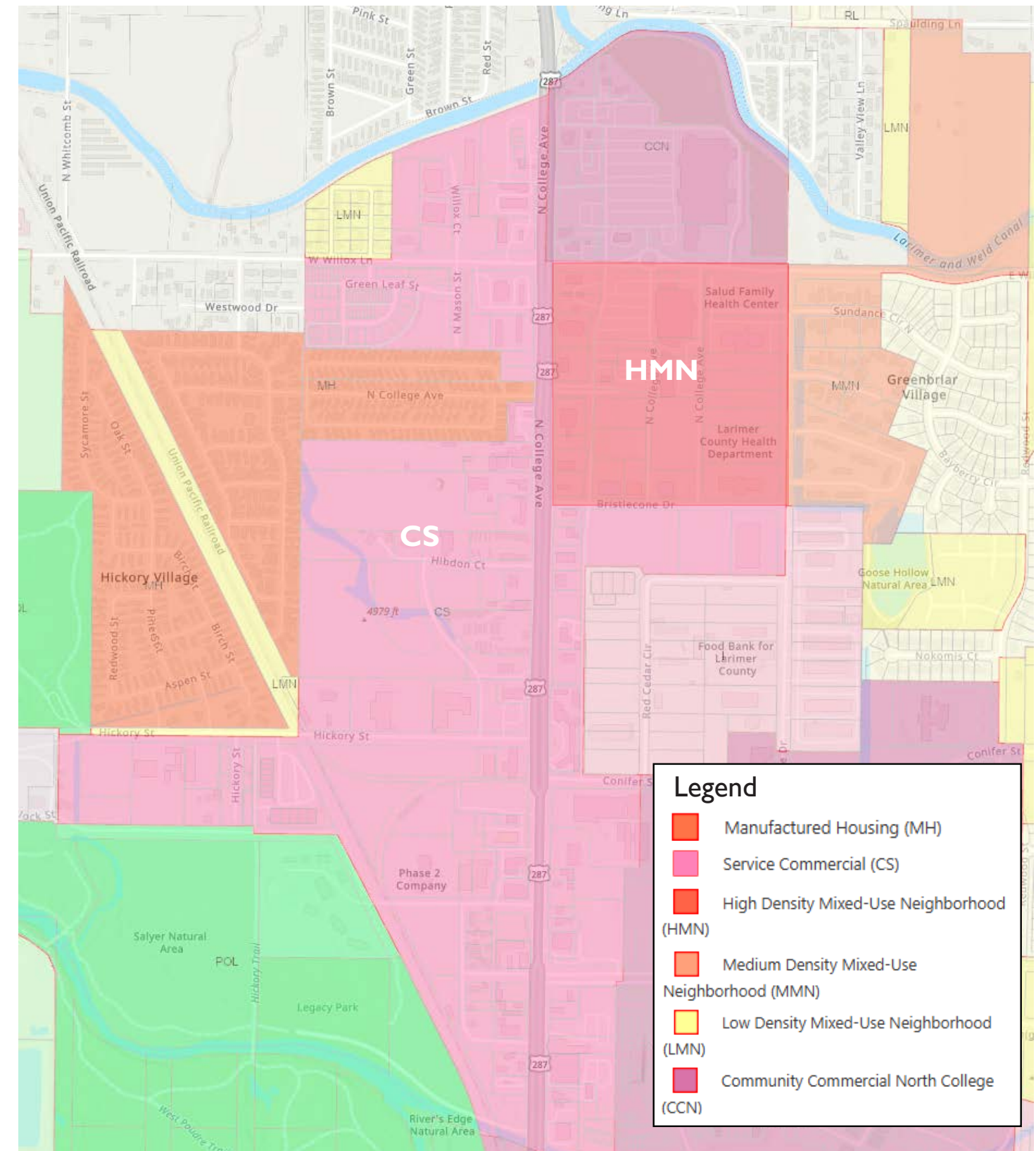
Increasing the housing supply, especially affordable units, helps reduce cost burdens in an area where households spend about 43% of income on housing and transportation, nearly crossing the affordability threshold. By concentrating commercial uses along Main Street, the project catalyzes local entrepreneurship, supports the creation of small businesses (including culturally specific vendors), and creates a vibrant local economy where dollars recirculate within the community. The transit center expands access to jobs citywide while reducing household transportation costs. Together, these elements generate long-term economic resilience for both existing residents and future tenants.

The redevelopment meaningfully reduces car dependence by coupling dense housing with high-quality transit, protected bike lanes, and walkable internal streets. This supports lower carbon emissions and aligns with citywide climate goals. Parks, native landscaping, and permeable surfaces manage stormwater on-site, reduce flood risk, and rebuild ecological function. Green roofs, solar arrays, and strategic shading mitigate urban heat island effects, particularly important in a neighborhood with large paved areas and industrial uses. By integrating its ecological systems with everyday urban life, Castilleja Village becomes one of the region's most environmentally responsible redevelopment models.

Rezoning the Castilleja Village site from Service Commercial (CS) to High Density Mixed-Use Neighborhood (HMN) aligns the land's future with the needs and identity of North Fort Collins. The existing CS zoning supports low-intensity, auto-oriented commercial uses that do little to meet the community's expressed priorities: affordable housing, culturally relevant gathering spaces, restaurants, marketplaces, and safe pedestrian infrastructure.

Through the La Familia and IBE workshops, residents consistently asked for more housing options, social spaces, teen/youth amenities, and places to shop, dine, and gather locally—needs that CS cannot accommodate. HMN zoning enables these uses to coexist in a walkable, people-centered environment, creating the foundation for a vibrant village center rather than a disconnected commercial strip.

The site's location further reinforces the need for rezoning to HMN. Sitting along the future MAX BRT extension and at the intersection of multiple bike and pedestrian corridors, the area is primed for transit-oriented development that reduces transportation costs in a community already spending 43% of income on housing and mobility. High-density mixed-use zoning maximizes this transit investment, allowing housing, retail, community facilities, and green infrastructure to be integrated into a cohesive and culturally affirming district. This rezoning supports sustainability through reduced car dependence, environmental performance through green infrastructure, and social equity by enabling amenities like a mercado-style community center and recreation hub—ultimately transforming the site into a central, connected, and culturally rooted neighborhood destination for North Fort Collins.



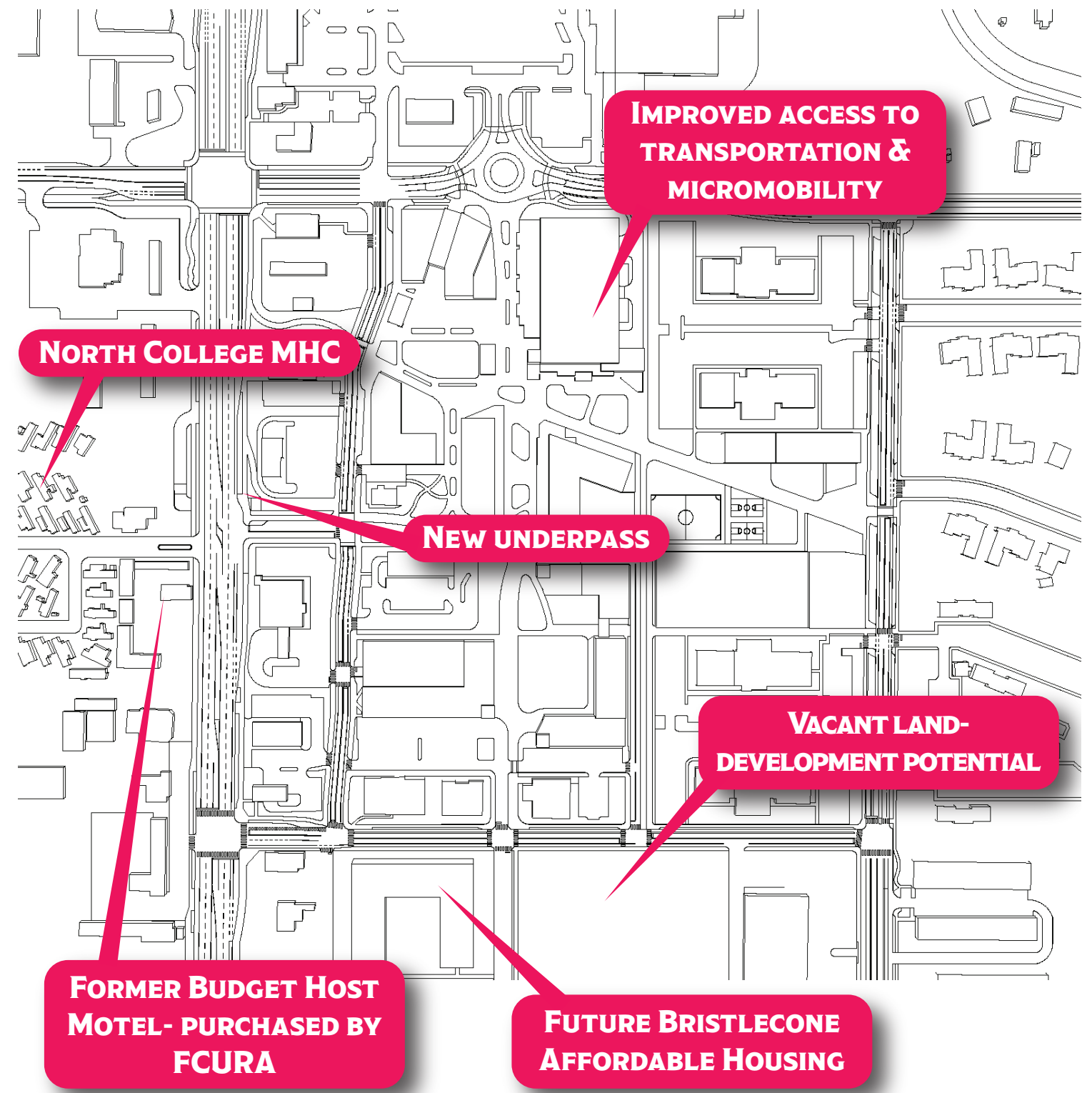
# PUBLIC INVESTMENT RECOMMENDATIONS

Castilleja Village will be a LEED Platinum-certified development and model community within North Fort Collins. The benefits of this development will not stop at property lines, however.

Much investment will be focused on internal infrastructure improvements such as redesigned north-south through streets and the east-west greenway. This infrastructure, while contained within the bounds of the site, connects existing communities across College Avenue and across a currently blighted 1636 N. College Avenue. This will contribute to the ever-expanding Fort Collins trail network and enable connections well beyond the bounds of Castilleja Village.

Infrastructure along the edge of the site will be particularly impactful for surrounding communities. The redesign of Bristlecone and Blue Spruce will improve pedestrian and bicycle safety and align with other infrastructure projects in the area. Perhaps most impactful will be the underpass under North College Ave. and the new signalized intersection at Bristlecone and College Ave. The underpass will directly connect residents on the west side of College Avenue with the east side of College Avenue. This has been a stated community need, especially for the North College MHC. Furthermore, a new traffic signal at Bristlecone on College Ave. will improve pedestrian connectivity and manage increased traffic stress from Castilleja Village, Bristlecone Affordable Housing, and future FCURA developments nearby.

Constructing the northern terminus of MAX BRT on-site will not only align with TransFort's master plan, but provide a mobility hub for an area that needs options. Car-light or car-free living would be possible in the area with a BRT terminus at Castilleja Village. Less VMT leads to less money spent on transportation, reducing a significant burden in an area that needs it the most.



## LIHTC FUNDING

The Low-income Housing Tax Credit (LIHTC) is a Federal program to provide funding to affordable housing development. The Department of Housing and Urban Development distributes tax credits to local housing agencies, which award tax credits to developers. LIHTC funding is mostly applicable to hard costs such as construction and notably cannot be applied to commercial/retail space. LIHTC credits in Colorado are distributed by the Colorado Housing and Finance Authority.

Since LIHTC is exclusive to residential construction and hard costs, it will be a significant source of funding for the 300,000 square feet of residential planned in Castilleja Village. We estimate that the cost of constructing multifamily residential in the Fort Collins-Loveland MSA is \$350/square foot. Assuming approximately 75% of this cost is LIHTC-eligible, and multiplying by 300,000 square feet, we estimate approximately \$78,600,000 in eligible costs. Applying for 9% LIHTC credits and considering the QCT basis boost, we are estimating annual credits of \$7,152,600. **Over ten years, this will provide Castilleja Village with \$71,526,000 in LIHTC funding.**



### QUALIFIED CENSUS TRACT (QCT)

QCTs are defined by a poverty rate of at least 25% or 50% of households with incomes below Area Median Gross Income (AMGI). Development within a QCT is eligible for an additional 30% basis boost in LIHTC funding. Castilleja Village is situated entirely within a QCT, making it eligible for funding.

## CO HDG FUNDS

The Colorado Housing Development Grant Fund is awarded for acquisition, rehabilitation, and new construction of affordable housing. Eligible projects include rental properties of 80% AMI in designated Urban areas. Larimer County is considered an Urban area for this grant.

HDG funding is granted at the discretion of the Colorado Housing and Finance Authority (CHFA). Specific amounts are therefore difficult to determine, but estimates can be made based on grants given to similar local government-managed developments in Urban areas. Ravenfield in Brighton was awarded \$700,000 in HDG funds for 46 senior apartments. Residences at Willow Park in Aurora was awarded \$3.44 million for the rehabilitation of 64 existing units and 22 new units. The Joli Project in Denver was awarded \$3.2 million for the construction of 80 units. **Based on these precedents, we estimate \$8.2 million in HDG funds for Castilleja Village.**

## CDBG

Community Development Block Grants (CDBG) is a federal program administered by HUD that supports low- and moderate-income households and public infrastructure. CDBG funds would support Castilleja Village in the construction of affordable units and infrastructure improvements both on- and off-site. **We estimate CDBG grants of \$1 million, targeted mostly toward infrastructure improvements.**

## FTA GRANTS

The Federal Transit Administration (FTA) awards Grants for Buses and Bus Facilities on a rolling basis. The FTA prioritizes bus facilities and low-emission buses; Transfort was awarded funding in 2025 for fleet improvements. Because of the MAX BRT transit hub on-site, **Castilleja Village could be awarded approximately \$8 million in FTA grants.**

## NMTC

The New Markets Tax Credit (NMTC) is a program administered by the U.S. Department of the Treasury. It prioritizes investment in mixed-use development and public amenities in low-income areas. We estimate a \$10 million qualified equity investment through NMTC over a seven-year period. While specific funding structures vary, **this would result in approximately \$4 million towards community amenities and mixed-use development within Castilleja Village.**

## TIF

Tax Increment Financing (TIF) will provide a substantial amount of funding for Castilleja Village. The Fort Collins Urban Renewal Authority (FCURA) has the ability to designate Castilleja Village an urban renewal area due to existing blight or underutilization. The incremental increase in property tax values due to construction and redevelopment can contribute to the cost of construction. Specifically, TIF funds would be used for public infrastructure improvements such as reconfigured roads, the College Ave. underpass, utilities, and stormwater management. It is possible that TIF funds could contribute towards the community center and recreation center, as those are public amenities. **We estimate that TIF funding could yield \$10 million for Castilleja Village in total.**

## OPPORTUNITY ZONE

Castilleja Village lies within a Federal Opportunity Zone (OZ), making it eligible for equity funding. Through a new Qualified Opportunity Fund (QOF), investors will exchange capital for deferred capital gains. OZ funding would primarily go towards public amenities and infrastructure. **We estimate \$20 million in OZ equity.**

## PABs

Private Activity Bonds (PABs) are tax-exempt bonds issued at the state, county, or city-level, with the most funds available through CHFA. CHFA receives 48% of Colorado's annual PAB funding, so aligning with their goals will open the door to the most funding. PABs are commonly used for affordable multifamily housing, which Castilleja Village provides. King's Crossing Village in Aurora was recently awarded \$25,700,000 in PAB funding for 178 units of affordable housing in a QCT. A conservative estimate for Castilleja Village would see **\$30 million in PAB funding from CHFA, Larimer County, and Fort Collins.**

## USDOT BUILD

The USDOT issues Better Utilizing Investments to Leverage Development (BUILD grants) for surface transportation infrastructure projects improving "safety, environmental sustainability, quality of life, mobility and community connectivity." Infrastructure improvements at Castilleja Village would meet all of these requirements. The minimum award size is \$5 million for urban projects, with a maximum award size of \$25 million. Recent awards include bus facilities in Alabama and Wisconsin, each being awarded over \$20 million. **Therefore, we estimate BUILD funding to yield \$25 million due to Castilleja Village's size and impact on the community.**

## CMAQ

Congestion Mitigation Air Quality funding (CMAQ) is designed to fund transportation funds leading to reduced vehicle emissions and clean air. The most common use for CMAQ funds is congestion reduction, but multimodal bike/pedestrian projects also receive funding. For example, in 2022, nearly \$3 million was awarded for a multimodal underpass in Westminster. Using this precedent, **we estimate CMAQ funding would yield \$3 million for infrastructure improvements.**

## GID

The creation of a Castilleja Village General Improvement District (CVGID) will greatly contribute to the construction of infrastructure and community amenities. By levying a tax within the CVGID, Castilleja Village could generate ~\$500,000/year. Using a 25-year municipal bond, **we estimate Castilleja Village could receive approximately \$9 million in funding through the CVGID.** CVGID would also manage parking on-site, providing some funding for construction and receiving additional funds from administration and enforcement.

## PRIVATE INVESTMENT

Private investment in Castilleja Village will close the gap in the funding stack, supplementing grants, loans, and equities through government programs. Typically, private investors are seeking a return on investment, so we anticipate heavier investment to support commercial development and market-rate residential units.

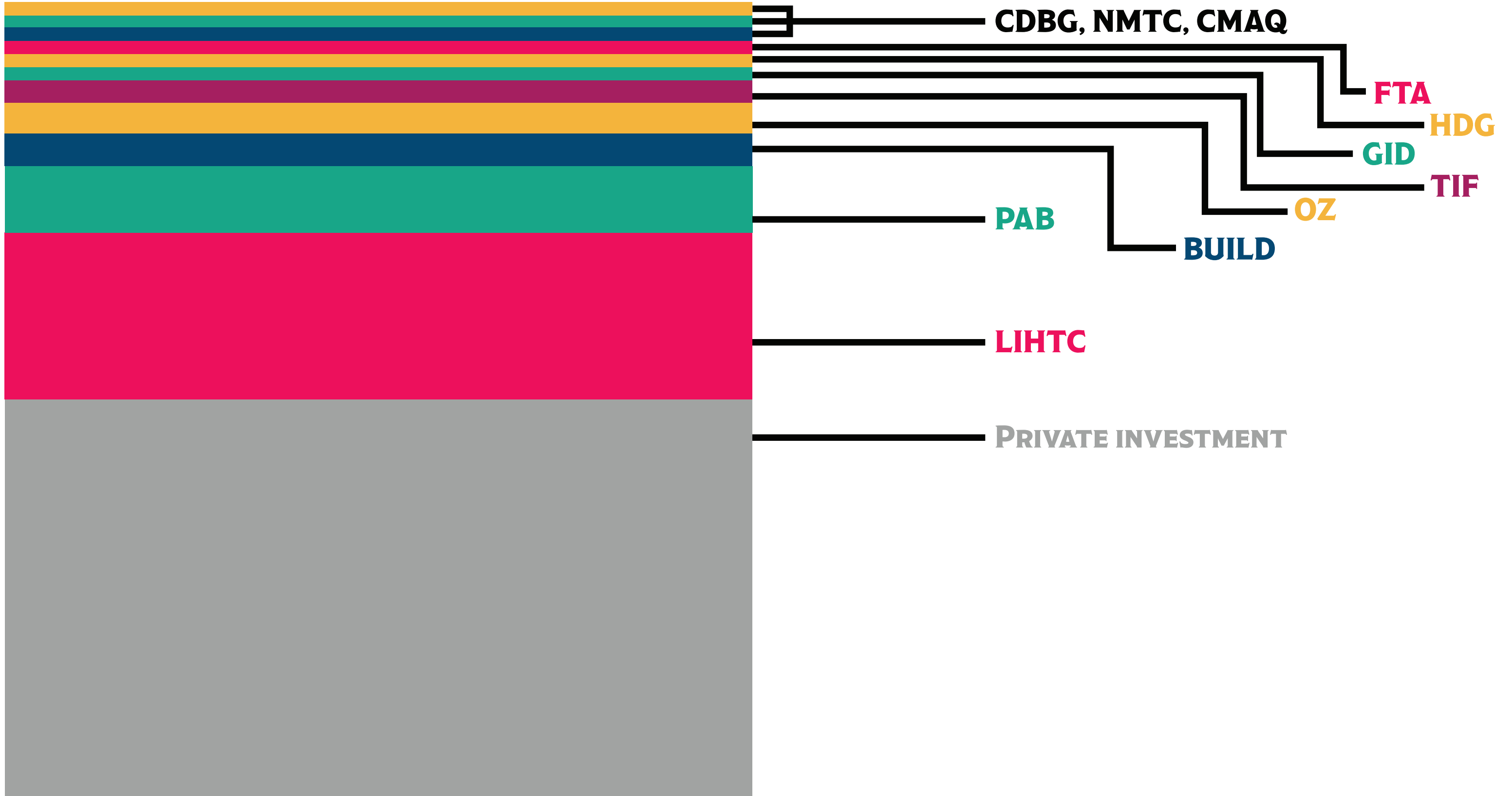
Castilleja Village will seek investment from private developers, institutional investors, and mission-oriented institutions. Private developers can, in addition to providing funding, bring expertise in mixed-use TOD and affordable housing. Institutional investors can provide long-term, stable cash flow to Castilleja Village. Mission-oriented institutions would be valuable partners in ensuring sustainable development and supporting Castilleja Village's LEED accreditation goals.

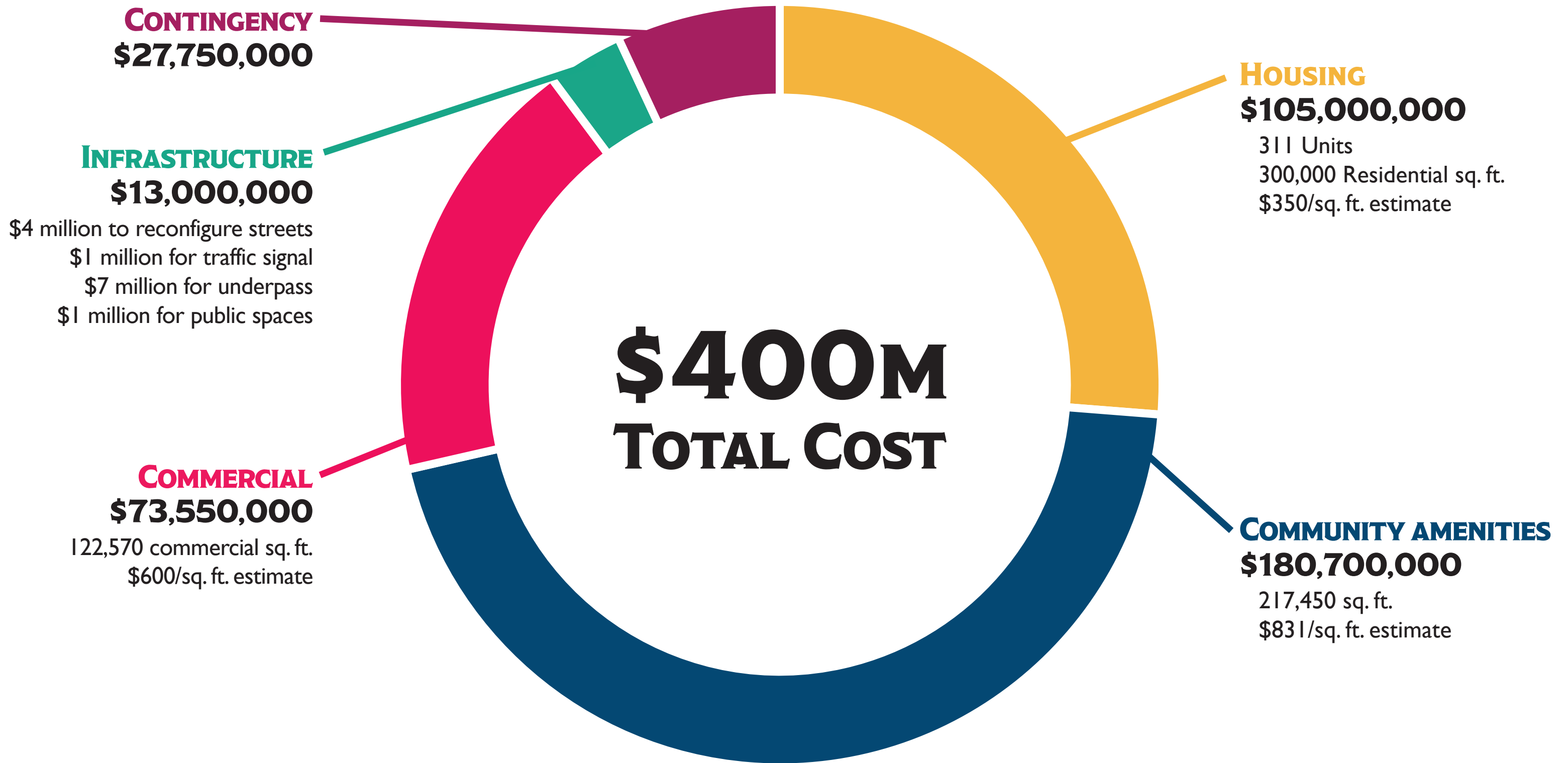
## PHILANTHROPY

Philanthropic foundations can provide grant funding for Castilleja Village's infrastructure improvements, community amenities, and public spaces. Potential national partners include the Ford Foundation or the Kresge Foundation. The Ford Foundation awards grants for projects dedicated to addressing inequality with a social/cultural bent. Potential grant funding from the Ford Foundation could be applied to the community center and recreation center. The Kresge Foundation is dedicated to expanding opportunity and advancing equity in American cities. Potential funding from the Kresge Foundation could apply to public amenities and public spaces in Castilleja Village.

It is important to note that philanthropic grants do not follow the same structure as government-funded grants; they often do not solicit applications. Funding is given based on aligned values and potential community benefits. **Castilleja Village's ambitious, community-driven approach will open the door to philanthropic opportunities.**

# PROJECT COSTS





## PHASE 1 • NEAR-TERM

- External infrastructure improvements
  - College Ave. underpass
  - Signalized intersection at Bristlecone
  - Reconfigure Bristlecone
  - Reconfigure Blue Spruce
- Construct Transit Hub
- Construct Community Center

## PHASE 2 • SHORT-TERM

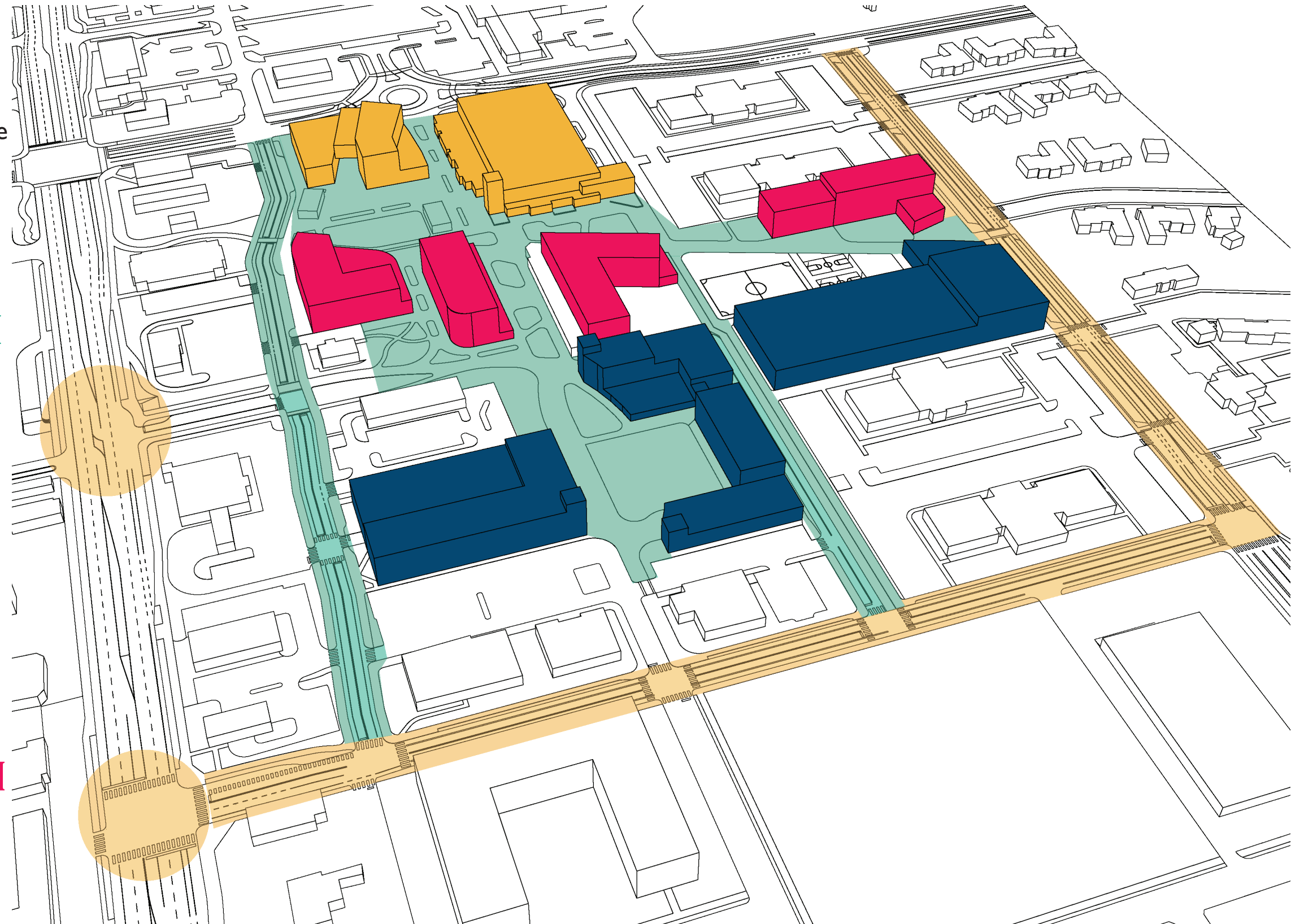
- Develop internal infrastructure
  - Reconfigure three N/S roads
  - Develop E/W greenway
  - Construct plazas and parks

## PHASE 3 • MID-TERM

- Construct parking garages
- Construct Recreation Center
- Construct Onagra Apartments
- Construct Columbine Commons
- Construct Aquilegia Depot

## PHASE 4 • LONG-TERM

- Construct Lupine, Castilleja Apartments
- Construct Sabina Apartments
- Adaptive reuse of Dollar Tree strip mall



## PHASE 1 2026-29

Phase 1 of Castilleja Village will focus on external infrastructure improvements and align the project with City goals. The North College Corridor will see improvements with a pedestrian underpass and signalized intersection at Bristlecone. Bristlecone and Blue Spruce will also be reconfigured to enhance multimodal accessibility and provide on-street parking. This infrastructure will benefit the surrounding community as well as future Castilleja Village residents. Crossings on College Ave. will enhance mobility for residents on the West side of College Ave. immediately.

The transit center will align with the North College MAX BRT plan's mid-term goal of creating a mobility hub on Willox. The Community Center will align with the community need for a gathering space. Both of these buildings will occupy the 1636 N. College site, which is already owned by FCURA. All other buildings may require further partnerships or property acquisitions.

## PHASE 2 2027-30

Phase 2 of Castilleja Village will focus on internal infrastructure development. This phase will see the reconfiguration of the three existing North-South roads between College Ave. and Blue Spruce. These reconfigured roads will connect the site with infrastructure improvements from Phase 1 as well as the greater Fort Collins mobility network. A new thoroughfare will be created along the City of Greeley easement, running from College Ave. to Blue Spruce. This will enhance connection to transit and the College Ave. corridor for existing residents living East of Blue Spruce.

Phase 2 will also see the development of public spaces. Most notably, the plaza immediately south of the Community Center will be completed in this phase. This plaza will allow for community programming and year-round leisure, bringing initial activation to the site.

## PHASE 3 2029-33

Phase 3 of Castilleja Village will focus on the construction of larger buildings along the southern edge of the site. Two parking garages will be constructed first: the Onagra Garage and an underground facility below Aquilegia Depot. This added parking capacity will support future residents and existing visitors to the site, ensuring access to businesses and community amenities. Onagra Apartments and Aquilegia Depot will be the first residential buildings constructed on-site. Residential parking will be supported by the two existing garages.

The Castilleja Recreation Center will be constructed in Phase 3. Much like the Community Center, the Recreation Center will enhance community amenities and draw visitors into the site. The outdoor soccer field and basketball courts will be constructed with the Recreation Center. Visitors will be supported by existing on-street and off-street parking.

## PHASE 4 2030-35

Phase 4 of Castilleja Village will see the completion of the community. Phase 4 will construct the majority of the housing stock in Castilleja Village. Residents will be supported by existing parking options. Ground-floor retail will enhance the pedestrian experience and further activate the site.

The adaptive reuse of El Mercado will be completed in Phase 4. This is the only adaptive reuse project in the community. Considerations and evaluations must be made to ensure structural integrity of both the existing building and future additions. El Mercado will be the keystone development of Castilleja Village, completing the community 10 years after planning began. Once completed, Castilleja Village will be a model community in Fort Collins and nationwide. It will be a source of pride and empowerment for the surrounding community.

**\$400M**  
***TOTAL INVESTMENT***

**311** NEW HOUSING  
UNITS

**80** AFFORDABLE  
UNITS

PURSuing  
**LEED**  
CERTIFICATION



THE 1636 N. COLLEGE SITE IS AN **EXCITING OPPORTUNITY** TO WRITE THE NEXT CHAPTER OF THE NORTH COLLEGE CORRIDOR. CASTILLEJA VILLAGE IS A PROPOSAL FOR AN **UNPRECEDENTED INVESTMENT** IN NORTH FORT COLLINS. IT IS **DEEPLY ROOTED IN COMMUNITY, SUSTAINABILITY, AND AFFORDABILITY.** WE'RE NOT JUST MEETING THE NEEDS OF THE COMMUNITY, BUT **EXCEEDING THEM.** CASTILLEJA VILLAGE WILL BECOME A MODEL COMMUNITY, NOT ONLY WITHIN FORT COLLINS, BUT NATIONWIDE.

- “Better Utilizing Investments to Leverage Development (BUILD) Grant Program | US Department of Transportation.” n.d. Accessed December 1, 2025. <https://www.transportation.gov/BUILDgrants>.
- “CDBG: Community Development Block Grant Programs.” n.d. Accessed December 1, 2025. <https://www.hudexchange.info/programs/cdbg>.
- CHFA. Colorado. n.d. “PAB Overview.” Accessed December 1, 2025. <https://www.chfainfo.com/rental-housing/private-activity-bonds/pab-overview-guide-for-local-communities>.
- City of Fort Collins. 2004. North College Urban Renewal Plan.
- City of Fort Collins. 2007. North College Corridor Plan.
- “Civic Center Parking Structure | Downtown Fort Collins, CO.” n.d. Accessed December 1, 2025. <https://downtownfortcollins.com/parking/civic-center-parking-structure>.
- “Colorado Opportunity Zone Program | Colorado Office of Economic Development and International Trade.” n.d. Accessed December 1, 2025. <https://oedit.colorado.gov/colorado-opportunity-zone-program>.
- CREATIVE DEVELOPMENT & COMMUNITY ENGAGEMENT | Hyde Square Task Force. 2019. January 31. <https://www.hydesquare.org/creative-development-community-engagement/>.
- “FHWA - Center for Innovative Finance Support - Value Capture - Tax Increment Financing.” n.d. Accessed December 1, 2025. [https://www.fhwa.dot.gov/ipd/value\\_capture/defined/tax\\_increment\\_financing.aspx](https://www.fhwa.dot.gov/ipd/value_capture/defined/tax_increment_financing.aspx).
- Fisher, Ryan. 2025. “Commercial Bike Racks: Choosing, Installing & Best Practices.” Reliance Foundry Co. Ltd, June 5. <https://www.reliance-foundry.com/blog/commercial-bike-racks>.
- Ford Foundation. n.d. “Ford Foundation Homepage.” Accessed December 1, 2025. <https://www.fordfoundation.org/>.
- Fort Collins Urban Renewal Authority. 2020. North College Community Investment Plan.
- “Free Them To Heal Us Holds Hybrid Meetings to Build Community Power | Amistad Law Project.” n.d. Accessed December 1, 2025. <https://amistadlaw.org/news/free-them-heal-us-holds-hybrid-meetings-build-community-power>.
- “FY 2025 Income Limits Documentation System -- Summary for Fort Collins-Loveland, CO MSA.” n.d. Accessed December 1, 2025. [https://www.huduser.gov/portal/datasets/il/il2025/2025summary.odn?inputname=METRO22660M22660\\*Fort+Collins-Loveland%2C+CO+MSA&wherefrom=%24wherefrom%24&selection\\_type=hmfa&year=2025](https://www.huduser.gov/portal/datasets/il/il2025/2025summary.odn?inputname=METRO22660M22660*Fort+Collins-Loveland%2C+CO+MSA&wherefrom=%24wherefrom%24&selection_type=hmfa&year=2025).
- “General Improvement District (GID) || Business.” n.d. Accessed December 1, 2025. <https://www.fcgov.com/business/gid>.
- “Grants for Buses and Bus Facilities Program | FTA.” n.d. Accessed December 1, 2025. <https://www.transit.dot.gov/bus-program>.
- “History, Mission, Vision and Values - The Family Center / La Familia.” 2023. June 12. <https://thefamilycenterfc.org/history-mission-vision-and-values/>.
- “Homepage - Kresge Foundation.” n.d. Accessed December 1, 2025. <https://kresge.org/>.
- “Housing Development Grant Funds (HDG) | Division of Housing.” n.d. Accessed December 1, 2025. <https://doh.colorado.gov/housing-development-grant-funds-hdg>.
- Howpper. 2016. English: Parking Garage. September 12. Own work. [https://commons.wikimedia.org/wiki/File:Kadlec\\_Parking\\_Garage\\_-\\_Richland,\\_Washington.jpg](https://commons.wikimedia.org/wiki/File:Kadlec_Parking_Garage_-_Richland,_Washington.jpg).
- “Infrastructure Investment and Jobs Act - Congestion Mitigation and Air Quality (CMAQ) Improvement Program Fact Sheet | Federal Highway Administration.” n.d. Accessed December 1, 2025. <https://www.fhwa.dot.gov/infrastructure-investment-and-jobs-act/cmaq.cfm>.
- “Mi Voz – Leadership and Advocacy - The Family Center / La Familia.” 2023. June 19. <https://thefamilycenterfc.org/mi-voz-leadership-and-advocacy/>.
- “Multicultural Network Meetings.” n.d. Accessed December 1, 2025. <https://mankato.mnsu.edu/university-life/diversity-equity-inclusion/diversity-equity-and-inclusion-on-campus-and-beyond/community-partnerships/news-bulletin/multicultural-network-meetings/>.
- “New Markets Tax Credit Program | Community Development Financial Institutions Fund.” n.d. Accessed December 1, 2025. <https://www.cdfifund.gov/programs-training/programs/new-markets-tax-credit>.
- “Shift Your Ride || FC Moves.” n.d. Accessed December 1, 2025. <https://www.fcgov.com/fcmoves/shift-your-ride>.
- Sidney Aulds Building Studio. n.d. “Sidney Aulds Building Studio.” Accessed December 1, 2025. <https://www.sidneyauldsbuildingstudio.com/blogs/colorado-construction-costs>.
- “SunCalc Sun Position- Und Sun Phases Calculator.” n.d. Accessed December 1, 2025. <https://www.suncalc.org>.
- Terracon Consultants. 2025. “Former Albertson’s Phase I ESA Standard Report.” May 2.
- “USGBC.” n.d.-a. Accessed December 1, 2025. <https://www.usgbc.org/credits/neighborhood-development-plan-neighborhood-development/v4-draft/sllc1?view=language>.
- “USGBC.” n.d.-b. Accessed December 1, 2025. <https://www.usgbc.org/credits/neighborhood-development-plan-neighborhood-development/v4-draft/npdp1>.
- “USGBC.” n.d.-c. Accessed December 1, 2025. <https://www.usgbc.org/credits/neighborhood-development-plan-neighborhood-development/v4-draft/npdc1>.
- “USGBC.” n.d.-d. Accessed December 1, 2025. <https://www.usgbc.org/credits/neighborhood-development-plan-neighborhood-development/v4-draft/gibc1?return=%2Fcredits%2Fneighborhood-development%2Fv4>.
- “USGBC.” n.d.-e. Accessed December 1, 2025. <https://www.usgbc.org/credits/neighborhood-development-plan-neighborhood-development/v4-draft/gibc4>.
- “USGBC.” n.d.-f. Accessed December 1, 2025. <https://www.usgbc.org/credits/neighborhood-development-plan-neighborhood-development/v4-draft/npdc5>.
- “USGBC.” n.d.-g. Accessed December 1, 2025. <https://www.usgbc.org/credits/neighborhood-development-plan-neighborhood-development/v4-draft/npdc2>.
- W+A. 2023. “5 Steps to Building Bike Facilities Tenants Want to Use.” Wells + Associates, May 16. <https://www.wellsandassociates.com/blog/5-steps-to-building-bike-facilities-tenants-want-to-use/>.
- “Water Shapes Neighborhoods - Public and Environmental History Center.” n.d. Accessed September 19, 2025. [https://pehc.colostate.edu/digital\\_projects/dp/poudre-river/urban-industrial/neighborhoods/](https://pehc.colostate.edu/digital_projects/dp/poudre-river/urban-industrial/neighborhoods/).
- “What Is the Low-Income Housing Tax Credit and How Does It Work? | Tax Policy Center.” n.d. Accessed December 1, 2025. <https://taxpolicycenter.org/briefing-book/what-low-income-housing-tax-credit-and-how-does-it-work>.
- “Wheel Well Secured High Security Bike Racks Undergrad ®.” n.d. Accessed December 1, 2025. <https://groundcontrolsystems.com/product/undergrad-wheel-well-secured-high-security-bike-racks/>.

**©CHOICE CITY PLANNING  
2025**