



PARKS, RECREATION, OPEN SPACES AND TRAILS ADVISORY BOARD MEETING

Meeting Agenda

April, 10 2024

6:00 PM

Location: Leeper Center Community Room

Join Zoom Webinar Meeting

Please click the link below to join the webinar:

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Or One tap mobile:

+17193594580,83317874726

+17207072699,83317874726 US (Denver)

Webinar ID: 833 1787 4726

Passcode: 586406

- A. Roll Call
- B. PUBLIC COMMENT ON NON-AGENDA ITEMS (time limit 3 minutes per person).
- C. CONSIDERATION OF MINUTES
 - a. March 20, 2024
- D. BOARD REVIEW AND DISCUSSION/ACTION ITEMS
 - a. WCP Memorial – Update and Discussion
 - b. PROST Priorities List
 - c. Fishing is Fun Grant Update
 - d. Gus Macker Tournament
 - e. Master Plan and Comprehensive Plan
 - f. Future Calendar
- E. ANNOUNCEMENTS (Parks, Recreation, Open Spaces and Trails)
 - a. Town Staff
 - i. Parks

- ii. Recreation
 - iii. Open Spaces
 - iv. Trails
- b. Board of Trustee Liaison
- c. PROST Board Members

ADJOURNMENT



PARKS, RECREATION, OPEN SPACES AND TRAILS ADVISORY BOARD MEETING

Meeting Minutes

March 20, 2024

6:00 PM

Location: Leeper Center Community Room

A. Roll Call

- a. Aaron McConnell, Jon Evans, Lorilyn Bockelman, Robert Sausaman, Teresa Wakefield
 - i. Absent: Jessi Roper, Jordan Jones

B. PUBLIC COMMENT ON NON-AGENDA ITEMS (time limit 3 minutes per person)

- a. None

C. CONSIDERATION OF MINUTES

- a. February 29th, 2024
- b. With Edits – changing language to “plans” and incorporate language to add Aaron McConnell to aid with the Viewpointe Multi-use court assessment.

D. BOARD REVIEW AND DISCUSSION/ACTION ITEMS

- a. Guest Speakers – Kyle, John and Disc Golf Club
 - i. Griffin Greens Update
 - East side of I-25 Disc Golf course is no longer viable
 - ii. Proposal
 - Multi-use course for 9 holes is proposed for the re-construction of the west side – to incorporate family, friend, short and easy disc golf as well as foot golf and park-golf to the usage options
 - Discmania would design the course, be present for installation, and keep the current footprint east of I-25, per specs on the proposal sheet
 - This proposal would not incorporate Boxelder Creek crossings, though the potential re-design could lead to cooperative efforts to attain ADA goals for more safe crossings at critical points for the betterment of the community and the flow/use of the proposed course
 - Course could be installed within a 4-5 day period

- Potential to reuse other baskets in unutilized/passive areas in parkland across the Town
- Timeline for design would be this year if deemed a project to push through
 - a. Board discussion:
 - i. Aaron – thoughts about need vs. cost as it aligns with the strategic plan
 - 1. Safety is accomplished by removing hazards around Wellville Park parking lot and the ponds
 - 2. This project would promote equitable use of the current disc golf course and increase users due to more options outside of only disc golf
 - 3. A part of the current disc golf course in Wellville Park could be safely re-purposed as a dog park to align with PROST goals of putting a dog park on the east side of I-25
 - ii. Lorilyn – question about ADA accessibility of the course
 - 1. Some of the course could be designed to flow as fully accessible
 - 2. Other courses have been designed to have 1/3 of the holes as fully accessible and target ages are 7+ for usage, but are able for all ages to learn and play
 - iii. Teresa – excited to see the option for easier play. What could we do to reduce cost as Town. Question was proposed about grants and in-kind
 - iv. Lorilyn – Maintenance questions and how it would work
 - 1. Land Maintenance is under the TOW jurisdiction but there are warranties and upkeep of the tee boxes and baskets would be assisted by the disc golf club
 - v. Aaron – Sponsorships and longevity
 - 1. 7 years longevity for the proposed signs
 - 2. Spec'd baskets held up well over the years as examples across the disc golf community in northern Colorado
 - vi. Jon – possibility of 3 pin locations for each hole

1. It is an option and something to possibly use the extra baskets from removal out of Wellville for

vii. Lorilyn – what are the options if it is supported?
Question to PROST members and how it will look as a project to consider

1. What are funding options, budget amendments, pushing the sponsorships, teaching and learning clinics potential
2. Design for the course is the next step, then PROST can deliberate on timing and funding

b. WCP Memorial – Updates

- i. Billy will be meeting with TOW engineer staff to look at the site for the WCP Memorial to help generate cost
 - PROST to help generate cost for amenities within design standards
 - a. Billy will look at benches within design standards
 - Teresa to investigate other municipalities and their memorial sites and compile a list of areas and contacts
 - Aaron has reached out to the CSU landscape design team to generate landscape design plans – will move forward with cost around \$350

c. PROST Wish List – Project Voting

- i. East Side Dog Park – Pilot Park
 - Robert – pricing for workout stations starts at around \$4,000 per piece for nice ones
- ii. Updates
 - Lorilyn will work on updating the list and overall list and make it more usable, presentable and short vs long-term project goals to extend the knowledge and tie-ins for importance on Master Plan to all the other projects
 - Park Maps will be discussed internally to TOW staff and potentially done in-house both physically and digitally
 - Multi-use course resurfacing needs one more estimate and will be presented when it is received
 - Teresa – idea of reaching out to the community for funding. A lot of the ideas on the “Wish List” have come from past community engagement through multiple avenues (Budget Boonanza, Park N Plays, community members at PROST meetings and more)

- PROST master plan is a huge push for the PROST board to help keep momentum for large projects like the Rec Center/feasibility
- East side dog park and multi-use court are “larger” priorities for this year
- Billy will reach out to the disc golf club to inquire about removing a basket to allow the dog park to be installed in Wellville

d. Arbor Day

- i. Presentation on flyers and plan for the event
- ii. Upgrades ongoing at Park Meadows for horticulture and ADA accessibility

e. Parks and Trails Master Plan

- i. Discussion involving the importance of how a Master Plan will drive the long-term and short-term goals of PROST. The idea is to back a Master Plan to be able to see out the mission/vision of PROST to align with the TOW Strategic Plan

f. Guest Speaker – Kristen Hammill

- i. Wellington Main Streets
 - Continued partnership with collaboration with volunteers for events
- ii. Event Partners – 10 Year Anniversary w/ Park N’ Play
 - Collaboration with Parks and Recreation Department, Main Street businesses, Wellington Public Library, Ska8Well, American Legion
 - Preview to Main Street Markets and a Park N Play

g. PROST Parade Floats

- i. Aim for the 4th of July for a PROST float. PROST members will try and secure a vehicle and trailer to make a float as PROST with the goal of highlighting work and Parks/Rec

h. Future Calendar

- i. Potentially getting Cody at the next meeting – looking for questions we can supply and ask him to round out the conversation with him in a productive way
- ii. Continue PROST walk-arounds and site visits
 - Meet for drive/bike around on the first Wednesday of the month to drive conversations and understanding of our parks. Allows for knowledge about park history and past projects can be shared
 - First one tentatively scheduled for April on the 3rd on the East side

E. ANNOUNCEMENTS (Parks, Recreation, Open Spaces and Trails)

a. Town Staff

i. Parks

- Easter egg hunt, restrooms turning on for the event
- Fertigation at Viewpointe will potentially be implemented in a trial basis
- ADA port-a-lets to be put out soon, after the fences are finished – timeline by the end of the month or soon after
- Skate Park safety upgrades to half-pipe fence height and half-pipe deck will be completed with a contractor within the end of the month
- WCP trees that are dead will be worked on and replaced, along with other new trees across the parks system

a. Any input will be appreciated for trees that could be installed

- Fields, specifically baseball fields are being rented at a huge increase from previous years. Rentals could lead to show the need for more baseball/softball fields

ii. Recreation

- Fields, specifically baseball fields are being rented at a huge increase from previous years. Rentals could lead to show the need for more baseball/softball fields
- Spring sports are starting for practice and games soon – Adult Softball, baseball practices, spring soccer/flag football

iii. Open Spaces

- Seeding continues in native areas to increase ground cover over time to reduce weeds in native areas and passive areas

iv. Trails

b. Board of Trustee Liaison

- i. Link to complete strategic plan surveying around 3 questions. Encouraged responses from PROST members and everyone the lives, plays and works in Wellington to fill it out to impact the community in their vision

c. PROST Board Members

- i. Robert - Smaller items are being taken care of, large picture is the priority moving forward with smaller projects able to be taken care of annually
- ii. Aaron – continue to investigate the pricing for the disc golf course
- Billy will ask if the disc golf club can provide an itemized breakdown of the pricing to be able to modify the amenities and increase ability to seek sponsorship for certain holes

ADJOURNMENT 8:09pm

PROST PRIORITIES

IN PROCESS	2024	2025	2-5 YEAR PLAN	LONG TERM
Signage at all parks	Wellville Dog Park on East Side	New skatepark in new location with more amenities	Centennial Park Update with community areas for tree lightings, concerts(band stand or amphitheater), farmers markets, bathrooms with running water and new playground equipment	Complete trail system with wayfinding signs and exercise stations
Additional dog stations	Wellville - Fishing Docks	Basketball court on east side	View Pointe Park Update with new playground equipment, basketball lighting, wifi irrigation and bathrooms	More soccer fields
ADA restrooms at all parks in Wellington	Parks and Trails Master Plan update	WCP Additional picnic tables and shade by softball fields at	Poured in place surfacing at all parks	More baseball fields
Additional trees at all parks	Viewpointe Park basketball court and add pickleball	WCP New blue shade tarps	WCP – Gathering spaces for community events	More softball fields
Additional ADA picnic tables at all parks	Map of parks in Wellington (both digital and paper)		Library Park Score boards	Zip line amenity
WCP BMX refresh	WCP Splash pad upgrades		Library Park Irrigation system	Climbing structure with ropes
Library Park Bike Rack	WCP Veterans Plaza		Disc Golf north of WCP	Recreation Center
Library Park Additional trash cans	Update disc golf on West side		Park Meadows Park Additional shade structures	
	Improve drainage in underpass			
	Wellville Relocate bike rack closer to picnic tables			

TOWN OF WELLINGTON

Colorado Parks and Wildlife | Fishing is Fun Program



PROJECT TEAM



Kelly Houghteling
Deputy Town Administrator



Billy Cooksey
Parks & Rec Manager

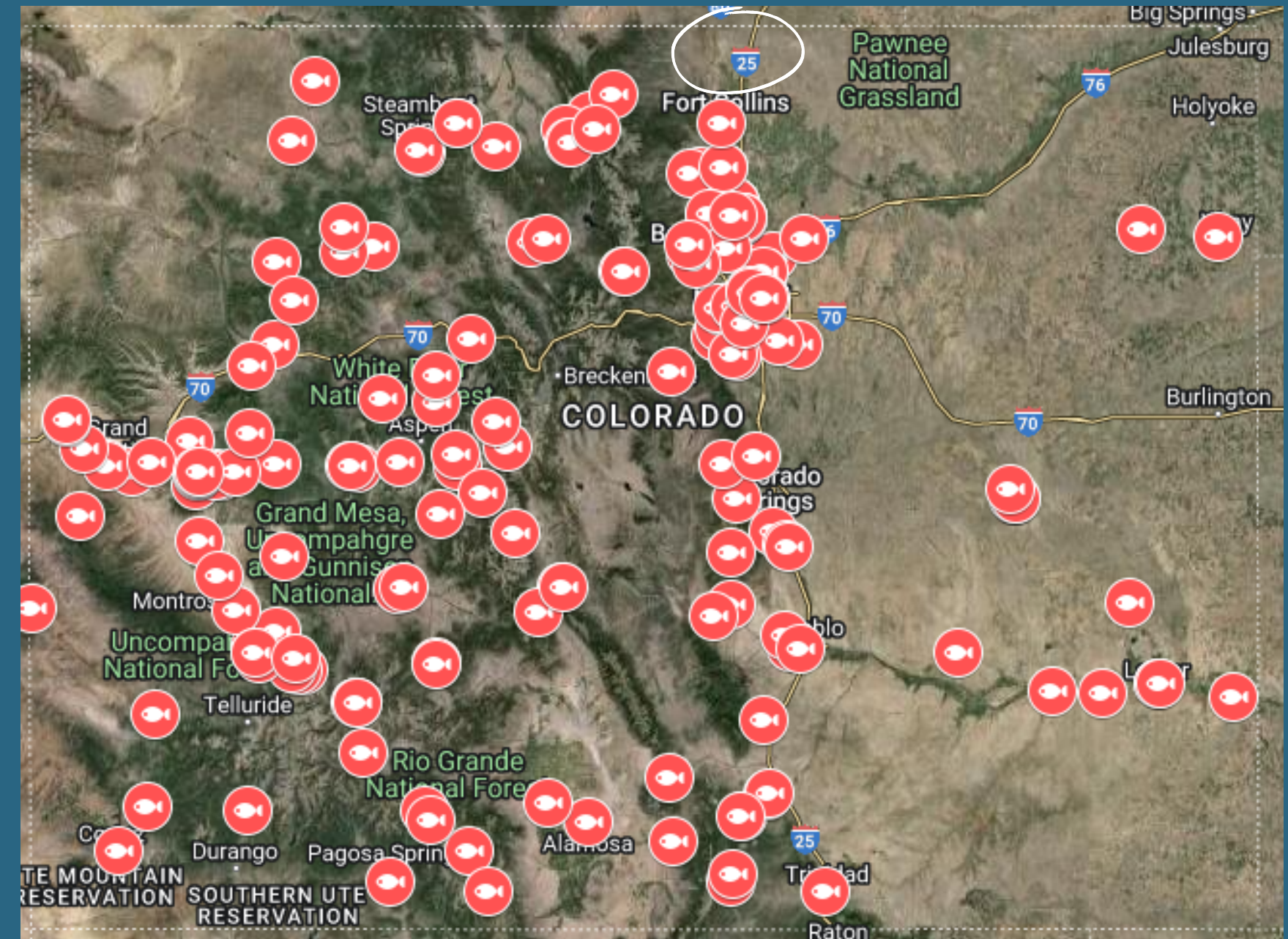
Just kidding, Billy's son.

“

Broaden the access and variety of recreation opportunities available to Coloradoans and visitors.”

- Colorado Parks & Wildlife
2015 Strategic Plan

Put us on the map!



101+ Places to Take a Kid
Fishing in Colorado

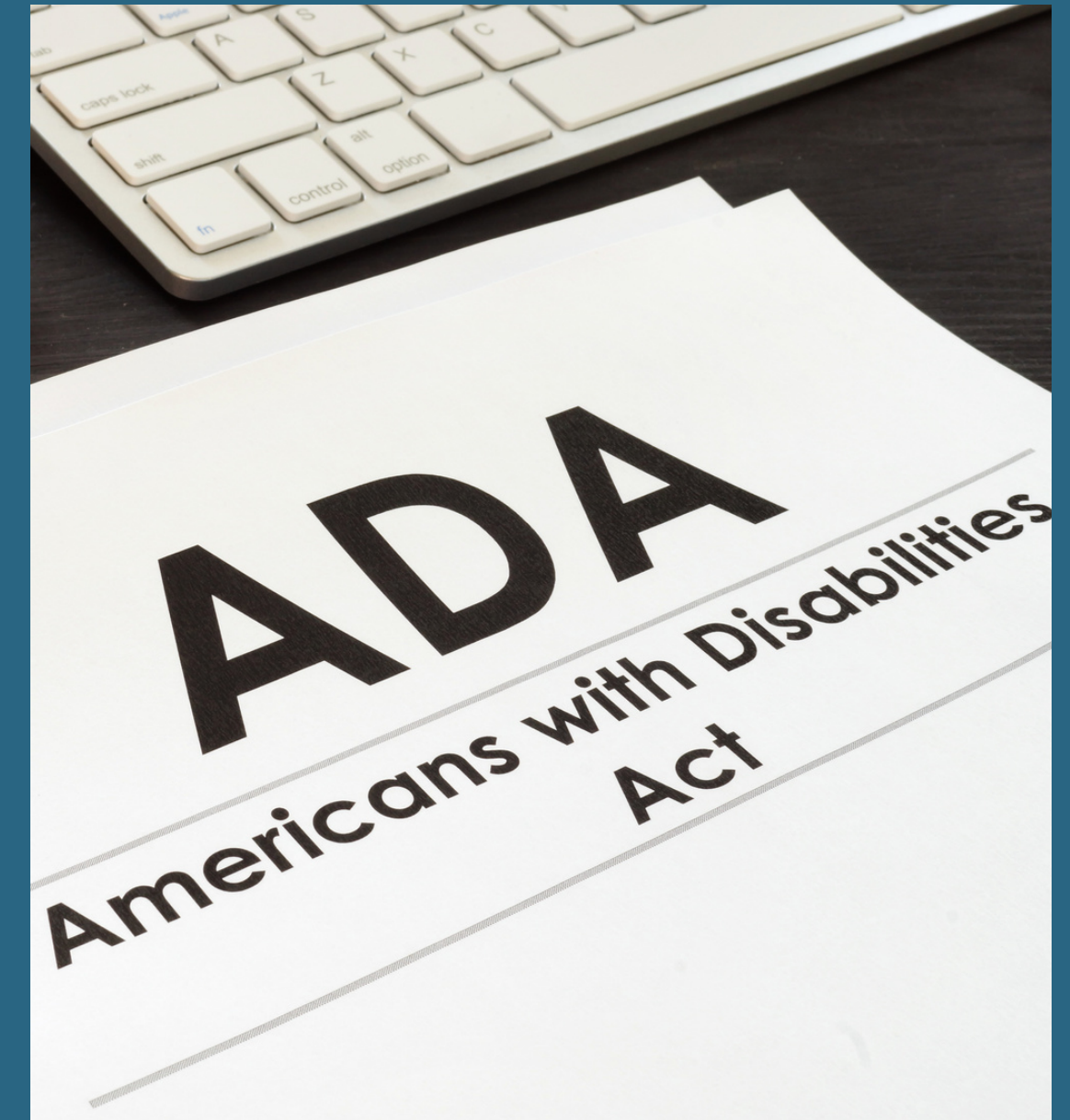
HISTORY



*PROST Advisory Board
"Wish List" for four
years*



*Annual Fishing Derby
has gained popularity
the past 3 years*



*Request from
residents to provide
ADA access*

PROJECT GOALS



Increased access for
kids & young people



100% accessible to the public with
close access to trails within Town.



Fishing docks will provide
ADA access to the ponds.

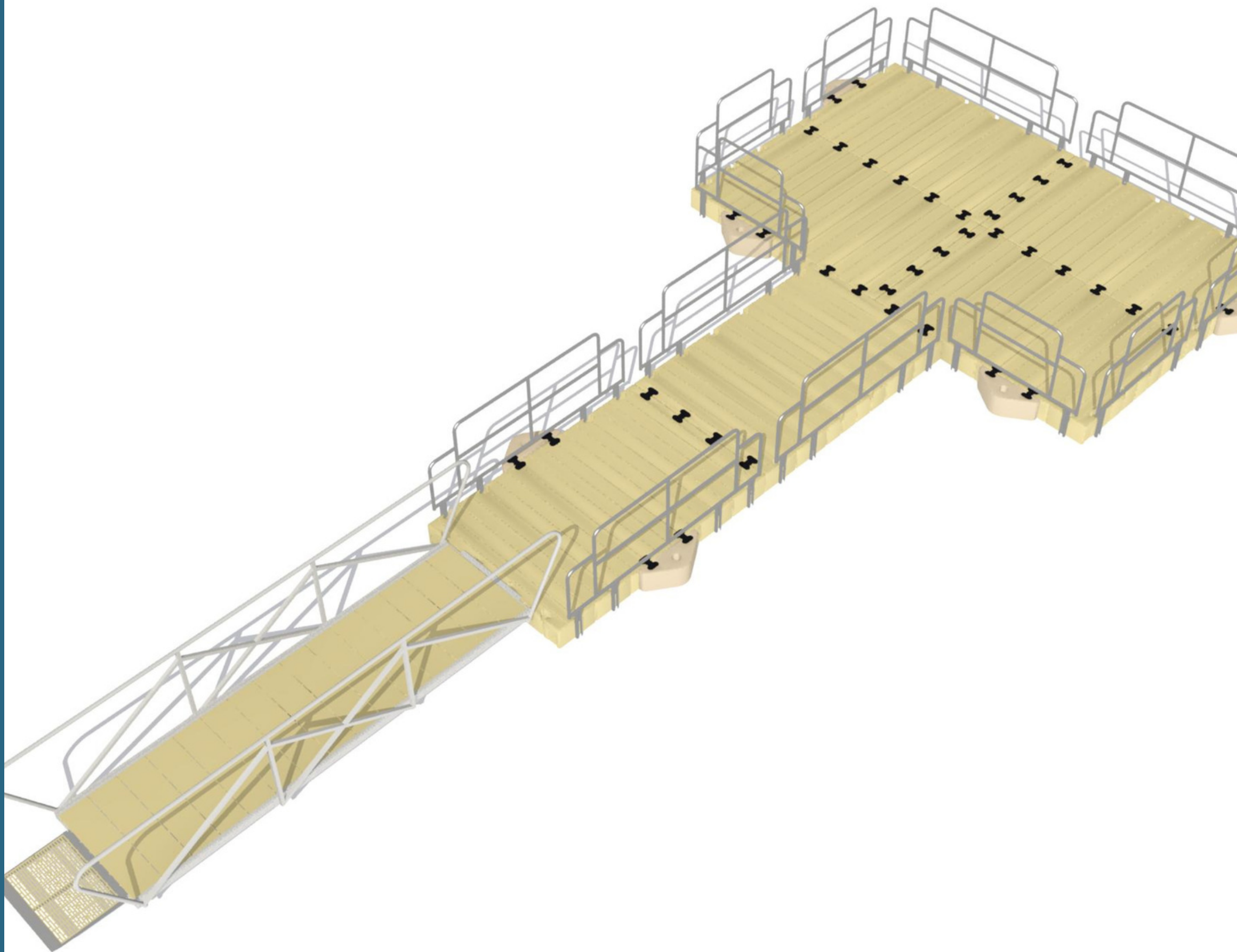
Project Location

I-25 to the West

GW Bush Ave



Proposed Improvement



BUDGET

F. PROPOSED BUDGET:					
Please itemize project costs.			(OR attach an itemized materials list/contractor quote: ☐)		
Item or Work Activity	Quantity	Unit Cost	Total Cost	Local Share (%)	Federal Share (%)
Estimated Dock Expense	2	\$ 43,000	\$ 86,000	6.45%	93.5%
Estimated Concrete Expense - Access Upgrades	2	\$4,840	\$ 9,680	100	0%
Labor hours to Pour and Finish Concrete, Construct Docks	448	\$ 29/hr	\$ 12,992	100	0%
Total:			\$ 108,672		

Funding Request: \$80,453

Local Match/In-Kind: \$28,219

= 35% Local Match

TIMELINE



Sophie, Age 3
@ Wellville Ponds

E. PROPOSED TIMELINE:	
When is the funding required?	Spring 2024
What is the timeline for spending the funding?	Spring 2024
When would funding-supported work occur?	Late Spring or Early Summer 2024
Describe the proposed work schedule.	April/May 2024: If grant funding is allocated, a pre-estimated EZ Dock structure would be purchased as soon as possible. May 2024: Initial site excavation, leveling and prep for concrete paths to be poured. Concrete poured and cured to supply ADA access from current trails to the dock entrance. This work will be performed by the Town of Wellington Public Works Department. May/June 2024: Work to install and construct the dock would be performed immediately when the structure is delivered. The installation/construction will be performed by the Town of Wellington Parks staff in coordination with support from EZ Dock staff to adhere to specified construction guidelines. June 2024: Ideal timeframe for completion of ADA access and dock installation completion.

WHY IS FUNDING NEEDED?



Rapid Population Growth

Our population has nearly doubled since 2010 Census.



Expansion of Water & Wastewater plants

\$80 + Million facility improvement and burden on rate payers



Request from the Community

Identified as a community priority to serve kids & families and the ADA community.

Project Supporters



“

A project that our PROST Advisory Board has prioritized is to create a welcoming and accessible fishing dock for our ponds, aligning with the mission of the board.”

Rebekka Dailey
Wellington Trustee



“

I am supportive of this project and think that adding ADA-accessible fishing docks for both ponds makes sense. Based on the small size of these ponds the docks could potentially provide some cover in the fisheries and might add some level of artificial habitat to the waters as well. Colorado Parks and Wildlife has stocked Rainbow Trout into these lakes for the past two years and it is an ideal place to host kids fishing days.”

Mark Sanderson
Aquatic Biologist



“

I am writing this letter to show my support of the ADA accessible fishing dock at Wellville Ponds.”

Melanie Murphy
President, Wellington/ Waverly
Kiwanis Club



“

The grant application for Fishing is Fun is going to open up in November/December this year - and this is a great candidate for the program.”

Travis Long, Grants Manager
Colorado Parks & Wildlife

We need your help!

Help us improve access
to angling opportunities.



Additional Project Details

Cash and In-Kind Funding Match

Town of Wellington Cash and In-Kind Funding Match

Delivery and Labor - cash (per dock):

Delivery of EZ-Dock to Wellville Park and aid and assistance with labor for construction and installation of the dock.

\$2,785

Total: \$2,785

Concrete Estimate - cash (per dock):

22 cy of Concrete to pour the walks to the dock and connect current paths for accessibility.

\$220/cy

Total: \$4,840

In Kind Labor for Concrete (per dock access area):

4 workers

1 week = 160 man hours

\$29.00/hr

Total: \$4,640

In Kind Labor for Dock Construction (per dock):

4 workers

2 days = 64 hours

\$29.00/hr

Total: \$1,856

Total Cost of In-Kind Labor and TOW Cash for Funding Match (per dock): \$14,336

**TOTAL FOR BOTH PONDS TO HAVE NEW GRANT FUNDED ADA-ACCESSIBLE
DOCKS:** \$28,242

Link to the Town of Wellington 2015 Parks Master Plan

<https://www.wellingtoncolorado.gov/607/Town-Masterplans>



Town of Wellington

Parks and Trails Master Plan

The Town of Wellington and the Parks Advisory Board are dedicated to creating a well-designed and maintained system of parks and trails that are an integral part of the community: they are relevant to the times, tailored to meet neighborhood, family and individual needs, are accessible by all, and support a happy, engaged and playful spirit. By encouraging outdoor recreation and providing vibrant play spaces, the Town shows its commitment to providing services that keep our community healthy and active.



Acknowledgements

Board of Trustees 2015

Jack Brinkhoff, Mayor

Larry Noel, Trustee

Matt Michel, Trustee

Travis Harless, Trustee

Raymond Billington, Trustee

Ashley Macdonald, Trustee

Tim Singewald, Trustee

Parks Advisory Board 2015

Jack Brinkhoff, Chair

Lorilyn Borchardt, Co-Chair

Ashley Macdonald

Tim Singewald

Kathy Wydallis

Sarah Rice

Angela Billington

Town Administrator

Larry Lorentzen

Assistant Town Administrator

Alisa Darrow



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Introduction

The key to the development of this document was the involvement of Wellington's active, passionate and well-informed citizenry. The Board of Trustees, Parks Advisory Board and staff would like to thank the individuals and groups that took time out of their schedules to provide input at meetings, open houses and casual conversations with all those involved throughout this process.

Vision

The Town of Wellington and the Parks Advisory Board are dedicated to creating a well-designed and well maintained system of parks and trails that are an integral part of the community: they are relevant to the times; tailored to meet neighborhood, family and individual needs, are accessible by all; and support a happy, engaged and playful spirit. By encouraging outdoor recreation and providing vibrant play spaces, the Town shows its commitment to providing services that keep our community healthy and active.



Purpose

The Town of Wellington Parks and Trails Master Plan is intended to be, and will serve as, a companion document to the Wellington Comprehensive Master Plan upon adoption. The document is considered a living or dynamic document that is continually edited and updated to stay aligned with the needs and desires of the community. This Master Plan will supplement the vision, goals and policies set forth in the Comprehensive Master Plan. The Wellington Comprehensive Plan discusses briefly the Park Fund and plans for Wellington Community Park. This document is meant to act as a guiding document in maintaining current parks and trails as well as planning and development of new parks and trails in the Wellington Community. The Wellington Parks and Trails Master Plan was adopted by the Board of Trustees in 2008, this document is an update to the original document. This plan focuses on defining needs for parks and trails and not recreational program development.

Development of the 2008 Parks and Trails Master Plan was based on the following interactions and document reviews:

- The Town of Wellington, Colorado Comprehensive Master Plan Update which provided projected growth scenarios, visions and goals of the Town
- Meetings of the Parks Advisory Board (once a month) and meetings of the Board of Trustees (twice per month)



The Town of Wellington has been enjoying a steady increase in population as more people find Wellington to be a great place to raise a family and call their home. While citizens of Wellington have long supported and encouraged outdoor play, the tremendous growth experienced by the Town has created a need for a more formal document to guide the vision of parks and trails in Wellington.

Utilizing information from the data analysis of the Geo-Referenced Amenities Standards Program (GRASP) tool to inventory existing parks, trails, and recreation facilities on quantity and quality the Town was able to do a complete review of the level of services and consider the recommendations given in the GRASP report.

The Town of Wellington has experienced rapid and steady growth over the past ten years and this does not appear to be slowing, therefore, a demographic profile of the town is offered in this Master Plan to give a broader picture of the Town and the citizens served here. With higher than average growth compared to neighboring towns and cities, there is an increased need to assess and plan for the future park and trail needs of the community.



1 Cleveland Avenue Then and Now

Town of Wellington

The Town of Wellington was an oil, coal and agricultural hub throughout the 1800's and became a stopping location for wagon trains, travelers and military movement between Cheyenne, WY and Fort Collins, CO. The town was founded in 1902, incorporated in 1905 and named after C.L. Wellington, an employee of the Colorado and Southern Railroad. Wellington was the childhood home of U.S. Supreme Court Justice Byron White who frequently returned to the Town for high school reunions later in his life. Wellington maintained a population around 500 throughout the 20th century and grew to about 1,000 by the early 2000's, today Wellington is home to a population of nearly 6,800 residents. Around the same time the population began to grow in Wellington, woolly mammoth remains were discovered by a construction crew while digging foundations for new homes. The remains were carefully excavated by a University of Colorado team while residents watched with excitement. Unfortunately, after being taken back to the University for further examination, the tusks were dropped and shattered on a floor. In recognition and



remembrance of this event, the subdivision where they were found named a street Mammoth Circle. Currently, the town is known for parades, its 4th of July celebration, bike riding, restaurants and a community spirit fostered in small town environments. The Wellington community comes together frequently to enjoy outdoor activities like the annual Easter egg hunt, 4th of July celebration, weekly auctions, concerts and foot races. Citizens support those serving in the military through recognition at events and has an active church community as well.

According to the United States Census Bureau the estimated population for Wellington in 2013 was 6,725 people. Between 2009 and 2013, the State of Colorado experienced a growth rate of 4.8 percent, while Wellington grew at a rate of 6.9 percent. With such a rise in residential building in Wellington, it became apparent that the need for well-planned and thoughtful development of the parks and trails system was vital to the community. With this explosion of residential growth, the demographics of the town began to change. 2013 statistics show that 31.9 percent of Wellington residents are under the age of eighteen, 10.6 percent are under the age of five. It is apparent that families with children have chosen Wellington as a great place to live and raise a family.

Surveys of Town residents and the most recent election have indicated that local parks and trails are a high priority for those residing in Wellington. The 2014 Statewide Comprehensive Outdoor Recreation Plan states that “60 percent of Colorado residents recreated outdoors at least one day a week on average.” In addition, the survey lists engagement of youth as a top priority. Another interesting statistic in the report was that “36.2 percent of Colorado’s population recreates less than four miles away from home on the average weekday.”



2 Wellington Sunrise

These statistics and demographics are important to consider when planning for the future of parks, trails and recreation facilities in the Town of Wellington.

Parks and Trails Past, Present and Future

The earliest report of a park in Wellington appears to be the Bandstand in the Park built in the very early 1900’s. Presently, the town now has 8 completed parks, a community park under construction and plans for additional parks connected by a trail system.

At this time, staff is working closely with the Colorado Department of Transportation to build an underpass for pedestrians allowing for a trail connection between those living on either side of Interstate 25. This is part of a larger trail planning process, of which portions



have been completed, the most recent being a ¼ mile stretch near The Knolls Subdivision. With neighborhood parks, pocket parks, a community park, an extensive trail plan and a disc golf course, the town has shown passion and enthusiasm for outdoor recreation.

In 2014 the Parks Advisory Board, made up of 7 volunteers appointed by the Board of Trustees, was established. Their mission is: To enhance the quality of life for the citizens of Wellington by maintaining, improving and establishing parks, trail systems and open spaces; promoting environmental conservation and land preservation; as well as meeting the needs of all abilities for present and future generations. As one of the fastest growing communities in Larimer County, the Parks Advisory Board works hard to increase outdoor recreational activities that keep pace with the growing population.

Additionally, the Town of Wellington purchased GIS software for mapping and planning purposes in order to update the Parks and Trails Master plan from 2008. This document serves the update to the original master plan and is a living document that will be continually edited and updated to reflect the needs and desires of the community.

The Town Board of Trustees and the Parks Advisory Board are dedicated to creating a playful future for residents of our community and has plans to expand the current parks and trails system. The Town has acquired and designated land for two additional parks and one open space area at this time. One location is in the Columbine Subdivision and the other near Ronald Reagan and Horsechestnut Street, currently named Boxelder Creek Trail Open Space, of which 17 acres are set aside for a future park. Other efforts include completion of a town-wide trail system that is connected to regional trails providing access to all parts of Wellington as well as surrounding communities, and moving toward a “walkable community.”

Other desires for these spaces include a skateboarding park, basketball courts, outdoor fitness equipment, rugby fields, community gardens and an inline hockey rink. The Board of Trustees and Parks Advisory Board understand there are financial considerations involved in creating a vision for the future of Wellington Parks and Trails. The inclusion of future plans for parks and trails is to ensure that the vision for a complete, lively, vibrant and playful atmosphere does not get lost. The Parks Advisory Board is dedicated to seeking out and exploring grant and funding opportunities to make this vision a reality.



3 Farmers Market at Centennial Park

Goals and Objectives

The Parks Advisory Board has set the following goals for community parks and trails:

1. Develop parks and programs that promote community values by:



- Partnering with local groups that are active in the community to enhance services and develop programming to maximizing public benefit (examples: schools, Boys and Girls Club, the Senior Center and other groups);
 - Engaging residents to participate in the planning process of parks and trails as well as gain insight into the desires of the community;
 - Utilizing the media and marketing strategies to engage and inform the public (flyers in the water bill, social media, the local newspaper etc.);
 - Educating the public and town leaders about the value, benefits, conditions and needs of the Town of Wellington parks, trails and open spaces;
 - Ensuring that all neighborhoods are within a reasonable walking distance to a developed park area; and
 - Designing park facilities to serve a wide range of ages and abilities in accordance with the Americans with Disabilities Act.
2. Maintain parks, trails and open spaces at a consistent level that is supported by the community as follows:
- Developing efficiencies in operations and maintenance to minimize staff and maintenance costs;
 - Emphasizing minimization of maintenance in the design of parks, trails and open spaces;
 - Establishing a maintenance standard for all parks, trails and open spaces; and
 - Evaluating and updating maintenance criteria and standards annually.
3. Create a local trail system that also connects to the regional trail by:
- Developing trail standards that ensure trails and trail corridors provide adequate width and height clearance for diverse user groups;
 - Developing trail alignments that promote aesthetic views, safe conditions and minimize negative impacts to any environmental areas;
 - Coordinating trail alignment to provide linkages to parks, schools, the downtown area, regional trail systems and other amenities; and
 - Ensuring the safety of all those utilizing trails, including construction of necessary pedestrian crossings related to Highway 1 and Interstate 25.

Funding Overview

Parks and trails are built and maintained with funding from a trail impact fee implemented in 2015, funds from the State Conservation Trust Fund, permits for new home construction and a percentage of the general fund raised by the town's sales and use tax.



As the need for more parks and recreation has been growing with the population, the Park Fund has struggled to keep pace with the demand. In 2014 a ballot question was raised and approved by the citizens of Wellington allowing the town to take



Figure 4 Parks and Trails Open House

out a loan to supplement the fund balance to complete Wellington Community Park. The loan is scheduled to be paid back over a term of ten years which commences upon completion of construction.

The Town recognizes that there is limited funding for parks and trails and is dedicated to seeking out more funding opportunities through grants and has organized a donation program to allow businesses and private citizens to contribute to the creation and maintenance of Wellington parks and trails.

[Overview of Staff and Parks Advisory Board](#)

The Town of Wellington administrative staff, elected officials, the Recreation Department, Public Works department, the Wellington Parks

Advisory Board and volunteers all put effort into planning, development and maintenance of the Town's parks and trails. The Parks Advisory Board is comprised of seven (7) members appointed by the Board of Trustees with the Mayor serving as the Chair.

[Process](#)

In 2014 the Town acquired the equipment necessary to gather GRASP data which was provided to Design Concepts to be analyzed with recommendations on life expectancy of equipment and the current state of the park system in Wellington. This information was provided to the Board of Trustees, Parks Advisory Board and staff for consideration in this update.

Additionally, on February 3, 2015, staff held an open house at the Leeper Center that was announced in utility bills, in the local newspaper and on the Town's website. There were 77 participants that attended and were given the chance to interact with board members and staff, ask questions, give ideas and input and participate in a voting exercise to help prioritize the replacement of playground equipment at existing parks. Additionally, this was an opportunity to update the public on the construction of Wellington Community Park. Maps, concept plans and members of the Board of Trustees and Parks Advisory Board were available for discussion. The comments and results from the open house are provided in Exhibit 1 attached to this document.



Figure 5 Parks and Trails Open House Chip Voting



It was with this information that the following Parks and Trails Master Plan Update was formulated.



Existing System and Needs Assessment

GRASP® Inventory Process and Methodology

In planning for the development and construction of parks and recreation services, it is useful to consider parks, trails, and other public spaces as a vital piece in creating a healthy infrastructure for Wellington as the town continues to grow. This park system allows people to exercise, socialize, and otherwise maintain a healthy physical, mental, and social well-being. The infrastructure is made up of components that support this goal. Components include things like playgrounds, picnic shelters, courts, fields, paths, indoor facilities, and other elements that allow the system to meet its intended purpose.

Providing an accurate inventory is essential to determining the current Level of Service (LOS) of a community. In order to take full advantage of the GRASP® methodology as described below, a complete inventory was collected by Town staff that lists not only quantitative data, but also provides qualitative information and analysis. The inventory is a three-step process: preliminary data collection, site visits, and data review and compilation.

Inventory of Existing Components

Town of Wellington staff completed a detailed inventory that located and catalogued all of the existing components utilizing GPS technology. This information was used to analyze the levels of service provided by the system. This update contains basic data on each park currently within the system, the full GRASP inventory and report are attached as Exhibit 2.

Field Visits

Next, field visits were conducted by the consulting team, Town staff, and Parks Advisory Board members to confirm the preliminary data and collect additional information. During the field visits and evaluations, missing components were added to the data set as needed, and each component was evaluated by how well it met expectations for its intended function. During the site visits, the following information was collected:

- Component type
- Component location
- Evaluation of component condition – record of comfort and convenience features
- Evaluation of comfort and convenience features
- Evaluation of park design and ambience
- Site photos
- General comments



6 Sample GPS device used for data collection



The inventory team used a three-tier rating system to evaluate each component:

B = Below Expectations (1)

M = Meets Expectations (2)

E = Exceeds Expectations (3)

The scores were based on such things as the condition of the component, its size or capacity relative to the need at that location, and its overall quality. Components were also evaluated based on their level of service to the neighborhood and the broader community.

The location of each component and the conditions around its location can affect how well it functions, so in addition to scoring the components, each park site or indoor facility was given a set of scores to rate its comfort, convenience, and ambient qualities. This includes such things as the availability of restrooms, drinking water, shade, scenery, and others.

Information collected during the site visit was then compiled and corrections and



7 Centennial Park

comparisons were made to the GIS data previously compiled. Once the two were rectified, the inventory was sent to Town staff and Board Members for corrections and comments. Staff and the Parks Advisory Board reviewed the inventory for accuracy and returned the report to Design Concepts for analysis and creation of the final report.

NRPA Standards

Level of Service (LOS) is typically defined in parks and recreation master plans as the capacity of system components and facilities to meet the needs of the public. The traditional means of measuring Levels of Service (LOS), often called the National Recreation and Parks Association (NRPA) Standards method, was typically based on

providing a set number of facilities or acres per 1,000 population (or “capacity”). This methodology was developed in the 1970’s and 80’s and it is now recognized as not accurate for the majority of public agencies because each community has different demographics and physical conditions that make national standards inappropriate or no longer applicable. Even NRPA officials are now calling this standards methodology “obsolete.” It has, however, been used extensively, and therefore we provide these historic comparisons for population based components as part of this plan. See the Capacities Analysis section of the report for this analysis.



Classification Schemes

Another traditional approach to planning that has not been relied upon in this inventory is the classification of parks into categories such as “Neighborhood Parks” and “Community Parks.” In Wellington, as in many municipalities, parks serve on both levels, and do not always fall neatly into one category or another. For this reason, the GRASP® process assigns both a neighborhood and a community value to each individual component within a park, without regard to the “classification” of that park.

GRASP Methodology

In order to find a way to standardize LOS that is accurate, implementable, and can be benchmarked, this plan includes an enhanced approach using the Geo-Referenced Amenities Standards Program (GRASP®). This methodology builds on traditional community standards based on capacity, not only tracking the quantity, but also quality and distribution of amenities and components or a group of components. Another important distinction of the GRASP® method is the flexibility that it allows in determining standards for LOS. Standards are determined based on each community’s unique circumstances which make them more accurate and more likely to be implemented.

GRASP® technology applies to individual components, such as basketball courts, as well as to overall facilities such as neighborhood and community parks. It replaces the traditional classification of parks with a classification of the individual components within parks and open space according to their functions to create a component based system. By thinking of the components within the parks, trails, and recreational facility system as an integrated whole that provides a service to residents, it is possible to measure and quantify the net Level of Service provided.

In the inventory stage of the plan, each of the various components found within the park and recreation system were evaluated for quality and condition, and assigned a score. The geographic location of each component was also recorded. The quantity of each component is recorded as well providing a look at capacity.

Comfort, convenience, and ambience characteristics that are part of the context and setting of a component were also evaluated and recorded in the inventory. These comfort and convenience features are items such as drinking fountains, seating, and shade. They are not characteristics of the component itself, but when they exist in proximity to a component they enhance the value of the component. In GRASP® terminology these are referred to as modifiers.



8 Wellington Community Park Phase 1 Construction



Using GRASP® methodology, a Base Score is calculated for each component using the following formula:

$$\text{Component Score} \times \text{Modifier Value} \times \text{Design and Ambience Score} = \text{Base Score}$$

By combining the base scores of each component it is possible to measure the service provided by the entire park system from a variety of perspectives and for any given location. This was done, and the results are presented in a series of maps (Perspectives in GRASP® terminology) and tables that make up the GRASP® analysis of the study area.

GRASP® Level of Service Perspectives show how well the community is served by any given set of components by using maps to graphically display the GRASP® values, and with quantified measurement spreadsheets. This quantification system provides a benchmark against which a community can determine how well it is doing providing services in relation to the community's goals, presently and over time.

The GRASP® enabled dataset is "living" digital data. Wellington has been encouraged to maintain and update this valuable resource, so that future analyses may be performed to measure progress in maintaining and enhancing levels of service for the community.

For each Perspective, each inventoried component has been assigned a service value, or GRASP® score, and a service area, (or buffer), based on a radius from the component. Components were scored two ways, first for their value to the surrounding neighborhood, and second for their value to the entire city (communitywide score). For example, a small tot-lot in a pocket park might have a high value to the immediate neighborhood and a low value to someone who lives across town. For the GRASP® mapping, only the neighborhood



9 Viewpointe Park Play Equipment

scores are used. The community scores are used to determine community levels of service for key components, which will be discussed in a later section.

The buffer is the distance from which getting to the component can be accomplished within a reasonable time frame. One mile buffers have been placed around each component and shaded according to the component's GRASP® score. This represents a distance from which convenient access to the component can be achieved by normal means such as driving or bicycling. In addition a one-third mile buffer has been plotted for each component. The one-third mile buffer shows the distance that a resident can reasonably walk in 10 minutes. Scores are doubled within the 1/2 mile buffer



to reflect the added accessibility of walking, since almost anyone can reach the location on their own by walking, even if they don't drive or ride a bicycle.

When service areas with their scores for multiple components are plotted on a map, a picture emerges that represents the cumulative service provided by that set of components upon the geographic area. Where service areas for multiple components overlap, a darker shade results from the overlap. Darker shades indicate locations that are "served" by a combination of more components and/or higher quality ones. The shades all have numeric values associated with them, which means that for any given location on a GRASP® map, there is a numeric GRASP® Level of Service score for that location and that particular set of components.

The maps can be used to determine levels of service throughout the community from a variety of perspectives. These perspectives can show a specific set of components, depict estimated travel time to services, highlight a particular geographic area, or display facilities that accommodate specific programming.

In the completed maps, it is not necessary for all parts of the community to score equally in the analyses. The desired level of service for any particular location will depend on the type of service being analyzed, and the characteristics of the particular location. Commercial and industrial areas might reasonably be expected to have lower levels of service for parks and recreation opportunities than residential areas.

The maps can be used to determine if current levels of service are appropriate in a given location. If so, then plans can be developed that provide similar levels of service to new neighborhoods. Conversely, if it is determined that different levels of service are desired, then new planning can differ from the existing community patterns to provide the desired level of service.

Reading the GRASP® Perspectives

Each Perspective shows the cumulative levels of service across the study area when the buffers for a particular set of components are plotted together. Where there are darker



10 Wellville Park

shades, the level of service is higher for that particular perspective. It is important to note that the shade overlaying any given point on the map represents the cumulative value offered by the surrounding park system to an individual situated in that specific location, rather than the service being provided by components at that location to the areas around it.

By reviewing the Perspectives, it is possible to see where higher and lower levels of service are being provided from a given set of components. Decisions can then be made regarding the appropriateness of the levels of service and whether or not to change the system in some way to alter



levels of service in various locations. The study area is bounded by Town limits and contains portions of the community that are not developed. Thus, these areas of no, or limited, service influence the GRASP® scores.

Community Tailored Standards and Guidelines

The NRPA has adjusted their position on recommended level of service standards and has suggested that communities develop their own specific standards and guidelines based on the specific needs of their citizens. Most recently, guidelines have shifted away from setting specific park land area standards and instead recommend flexibility in order to accommodate the unique circumstances and situations that arise in various communities. The adoption of broad goals is needed to ensure that the quantity of Wellington's park lands base is generally adequate to serve their population, while also setting specific goals and objectives for the types and sizes of parks and facilities needed. This change in perspectives has been considered in the update to this Master Plan and thus, there is a shift away from previous NRPA standards to the new standards associated with utilization of GRASP.

Small Community Parks and Recreation Planning Standards, a report developed by the Rural Planning Institute for the State of Colorado, can also serve as a useful resource. These standards address the demand for specific recreation facility types in response to the actual use patterns and desires of small communities in Colorado. This model advocates a more tailored approach to addressing a community's needs that goes beyond the provision of general recommendations of acreages for various park classifications. The overall park acreage demand standard for a small community like Wellington as developed by the Rural Planning Institute is 14 acres per 1000 population. This should be considered as a "guideline" only and should be applied with flexibility and in consideration of the Town's specific recreation needs.



11 Library Park

The planning standards presented in the report prepared by the Rural Planning Institute were developed for communities with less than 10,000 population and are intended to replace the NRPA standards. The parks and recreation standards for small communities were established using the following methodology.

1. What is the citizen demand for various parks and recreation resources? That is, how much or how often are small community residents using softball fields, trails, playgrounds, etc.?



2. What is the capacity for various recreation resources? That is, how many citizens can a softball field or playground accommodate? Or put another way, if there is demand for softball fields, how many will our community need to meet the demand?
3. Given demand and capacity for certain facilities, how much land will be needed to accommodate those facilities? This typically expressed in acreage per capita. Or more specifically, acreage per 1000 residents.

The determination of the citizen demand for recreation facilities is achieved through extensive local survey combined with national and industry trend data collection to determine the frequency of use and preferences for facilities.

Once the demand for the parks facilities have been determined then the capacity of the parks system is needed. Two steps are required to determine facility capacity. These steps are:

1. Estimate the number of players or participants that the parks facility can accommodate; and
2. Estimate the number of activity sessions or play opportunities the parks facility can accommodate per month. Since some activities are seasonal, this analysis was tailored to provide per month responses.

The third component of the formula is park land standards. Park facilities need to be placed on land. The land requirements include the area for the specific playing field, area around the field as a buffer space and parking. Event activities create large land demands due to the size and parking requirements. As a general rule, each one acre event activity will require approximately two acres of parking.

Park planning standards are the result of demand for and the capacity of the parks and recreation facilities. These standards should always be viewed as an estimated minimum and not as a maximum.

Existing Parks, Trails and Recreational Facilities Inventory

There are 48 acres of Boxelder Trail Open Space in Boxelder Commons, The Knolls and Wellville Park, Wellington Community Park will add an additional 30 acres to the current park system. The following existing facilities encompass the Town of Wellington's park and recreational system.

Library Park

Library Park, which is located south of Washington Avenue between 3rd and 5th Street consists of two softball fields and an open turf area and is adjacent to the Town of



Wellington's Wilson Leeper Community Center which contains the Town's Library, Recreation Center, and Community Room. Library Park is approximately 7.85 acres.

Amenities at Library Park include:

- Approximately eight (8) acres of land
- Open turf
- One (1) park shelter
- One (1) practice backstop
- Drinking fountain
- Seating
- Trail connection
- Dog pick-up station
- Two (2) ball fields
- One (1) picnic table



12 Viewpointe Park

Design and Ambience Score: 2 (Two)

Centennial Park

Centennial Park is located north of Cleveland Avenue between 3rd and 4th Street and consists of large turf areas, a covered picnic area, picnic tables, play equipment, a small stage, basketball courts, and a small fenced skateboard facility. Centennial Park is also home to the Boys and Girls Club of Wellington. Centennial Park is approximately 1.75 acres.

Amenities at Centennial Park include:

- Approximately two (2) acres of land
- Portable Restroom
- Open turf
- One (1) park shelter
- One (1) playground with ADA access, but minimal equipment
- One (1) playground with larger play structure
- One (1) basketball court
- One (1) skate park
- One (1) event space
- Drinking fountain
- Seating
- Dog pick-up station
- Parking
- Two (2) picnic tables

Design and Ambience Score: 2 (Two)



Viewpointe Park

Viewpointe Park is located at the end of Ronald Reagan Court and Kit Fox Drive and consists of basketball courts, a single playground, parking lot, picnic tables, a shade structure, and irrigated turf. Local recreation and some flag football games are played at this location.

Viewpointe Park is approximately 8.0 acres.

Amenities at Viewpointe Park include:

- Drinking fountain
- Seating
- Dog pick-up station
- Bicycle Parking
- Restroom
- One (1) park shelter
- One (1) playground
- One (1) basketball court
- Two (2) multi-purpose fields

Design and Ambience Score: 2 (Two)

Wellville Park

Wellville Park is located on the southwest corner of McClellan Road and Woodlake Lane, the park consists of irrigated turf open space. Wellville Park is approximately 5.3 acres. Wellville Park was referred to as Park Meadows Park in previous iterations of the Parks and Trails Master Plan.

Amenities at Wellville Park include:

- Approximately five (5) acres of undeveloped park land
- Open water

Design and Ambience Score: 0 (Zero) – because this park is undeveloped it will not be factored into the overall GRASP score given to the Wellington Parks and Trails system.

Winick Park

The Winick Park is located on the northeast corner of Coralbell Court and Wine Cup. It is a large turf area with trails and a parking lot. Winick Park is approximately 1.5 acres.

Winick Park is scheduled to have playground equipment and a shade structure installed in the spring of 2015.

Amenities at Winick Park include:

- Approximately two (2) acres of land
- Open Turf
- Dog pick-up station

Design and Ambience Score: 2 (Two)



Wellington Community Park (Currently being constructed)

Wellington Community Park is located on the north east corner of Washington Avenue and Buffalo Creek Parkway. The park is partially completed with a recreation area consisting of irrigation wells, pond and pump stations and a newly constructed batting cage. At the time this report was written, water and sewer lines were being installed as part of phase 1 of the Community Park. Wellington Community Park is approximately 30.0 acres. The completed park will include two dog parks, lighted tennis/pickle ball courts, two-lighted ball fields, playground, splash pad, trails, multi-purpose field, shade structures, and picnic areas (Attachment 1 – Concept Plan and Location Map). This will be Wellington’s first community park and is a top priority for the Board of Trustees and Parks Advisory Board. In addition to the building of the park, accessibility is being addressed with the building of a pedestrian crossing over Windsor Ditch. This will give access to the park from the south at Wellington Point.

Amenities at Wellington Community Park, upon completion, will include:

- Approximately thirty (30) acres of land
- One (1) shade structure
- One (1) dog park
- One (1) tennis court
- Two (2) playgrounds
- One (1) splash pad
- Three (3) park shelters
- Restrooms
- One (1) batting cage – already constructed and available for use by the public
- Trail – multi use
- Trail connections
- Open water
- Loop walk
- Two (2) ball fields
- Multi-purpose field
- Picnic tables
- Drinking fountain
- Dog pick-up station
- Bicycle parking

Design and Ambience Score: 3 (Three)

Boxelder Creek Trail Open Space

Boxelder Trail Open Space is also considered as an existing recreational amenity as it represents approximately 20 acres of irrigated turf, landscaping, natural vegetation, a parking lot and a trailhead.



Boxelder Trail Open Space has sufficient acreage to accommodate a community park with the inclusion of the Old Lagoon. This is the site designated for a future recreation center, swimming pool and multi-purpose fields.

Amenities at Boxelder Trail Open Space include:

- Approximately twenty (20) acres of unmaintained open space land

Design and Ambience Score: 2 (Two)

Disc Golf Course

The Disc Golf Course is an 18-hole Frisbee golf course that offers trails and scenic views around the 2 ponds and wildlife areas. There are nine holes located on the east side of Interstate 25 by the Meadows Subdivision and 9 holes located on the west side near Rice Elementary School. The disc golf course and land is approximately 18 acres of maintained, irrigated turf and unmaintained natural area.

Amenities include: 18-hole disc golf course, 2 ponds, wildlife viewing, bicycle parking, nature walk, sledding hills, and picnic tables. The park also has room for additional amenities such as a playground.

Amenities at the Disc Golf Course include:

- Approximately eighteen (18) acres of land
- Dog pick-up station
- Bicycle parking
- Restroom
- Shade structure
- Trail connections
- Parking
- Natural areas
- Trailhead
- Disc Golf

Design and Ambience Score: 2 (Two)

Trails

The Town of Wellington currently has one section of dedicated trail that runs in a northwest to southeast alignment along the section of Boxelder Creek between Ronald Reagan Avenue and George W. Bush Avenue. The trail is approximately one half mile in length and is constructed of crusher fines. In addition, there is approximately 4/10 of a mile of trail located within Wellville Park and 3/4 of a mile of trail located at The Knolls.

Other Recreational Facilities

Because of the limited Town park and recreation facilities, the Town of Wellington utilizes other fields and recreational facilities throughout Wellington and the surrounding area to



augment the Town's existing facilities. Football fields and gyms located at the Wellington Community Church, Eyestone Elementary and Wellington Middle School, provide additional recreational areas for Park and Recreation programs such as Flag Football, Volleyball, Dodgeball and Basketball.

There are a couple of State Wildlife areas surrounding Wellington that many locals and other regional residents utilize. Smith Lake State Wildlife Area includes Smith Lake and Wellington Reservoir #4 with 150 acres and is located near the intersection of CR 11 and CR 66. It offers three parking areas, wildlife viewing, picnicking and open fishing including ice fishing. Restrooms are available at Wellington #4.

Wellington State Wildlife Area with 2,265 acres is located east of Wellington and I-25 and offers ample parking, wildlife viewing, hiking, and some hunting. Please see the Colorado Parks and Wildlife website for rules and regulations.

Existing Parks Service Areas

As defined in the existing park inventory section, Wellington currently has seven park and recreation facilities in its system, Library Park, Centennial Park, Viewpoint Park, Park Wellville Park, Wellington Community Park, the Winick Park. Based on their size, most of these facilities are classified as neighborhood parks and have a service area of a ½ mile radius. Winick Park, because of its size and location is considered a pocket park with a service area of a ¼ mile radius. The Boxelder Creek Trail Open Space although it offers open space does not contain any of the recreation amenities associated with a pocket, neighborhood or community park and therefore will not be assigned a service area but will be included in the overall park and open space calculations. Wellington also makes use of facilities at Eyestone Elementary School and Wellington Middle School however; these facilities would be classified as Joint Use Facilities. Eyestone Elementary Schools would have a service area of one half mile radius while Wellington Middle School would have a one and one half mile radius. Figure 1 shows the existing Town of Wellington park and recreational elements and their level of service radius.



13 Boxelder Creek Trail Open Space

Comparison Standards with Existing Facilities

To forecast the needs and demands for parks and recreation facilities, the following table shows the population projections for the next 20 years (based on an annual growth rate of 5 percent beginning with the estimated 2013 population). These population projections and



the correlating demands for parks and recreation facilities should be reviewed every five years and updated with the community Comprehensive Master Plan.

Year	Town of Wellington Population Projection
2013	6,725
2018	8,448
2023	10,782
2028	13,761
2033	17,562

Table 1 - Population Projections

2008 Level of Service Comparisons

To begin the process of identifying Wellington's parks, trails, and recreation facility needs, the following section was included in the original Parks and Trails Master Plan to create a level of service standard for Wellington's parks and trails. The table below provides the level of service standards that were provided to the Town in 2008 and is listed to provide the public with a means for comparison in this 2015 iteration of the Parks and Trails Master Plan.

Level of Service Comparison

Facility Type	Recommended Level of Service Standard	Wellington Amenities Recommended / Provided	Comments (5,000 Population Basis)
Total Parkland Developed	8 acres per 1,000 population	40/40.1*	Meets/exceeds standard
Neighborhood Park	2.0 acres per 1,000 population	10/21.6	Meets/exceeds standard
Community Park	6.0 acres per 1,000 population	30/0**	Does not meet standard
Recreation Trails	1 paved mile per 2,000 population	5/0.5	Does not meet standard
Recreation Center Facility	1 center per 25,000 population	0/0	Not at Required Population
Soccer/Football Athletic Fields	1 field per 1,500 population	4/1	Does not meet standard
Baseball Fields (little league)	1 field per 5,000 population	1/2	Meets/exceeds standard
Basketball Courts (outdoor)	1 court per 5,000 population	1/3	Meets/exceeds standard
Batting Cages	1 operation per 50,000 population	0/1	Meets/exceeds standard
Playgrounds	1 playground per 2,000 population	3/3	Meets/exceeds standard
Softball Fields	1 field per 2,000 population	3/2	Does not meet standard
Golf Course	1 course per 25,000 population	0/0	Not at Required Population



Beach Areas	1 area per 50,000 population	N/A	N/A
Racquetball Courts (outdoor)	1 court per 10,000 population	0/0	Not at Required Population
Swimming Pools (outdoor)	1 pool per 20,000 population	0/0	Not at Required Population
Tennis Courts (outdoor)	1 court per 2,000 population	3/0	Does not meet standard
Volleyball Courts (outdoor)	1 court per 5,000 population	1/0	Does not meet standard

*Total parkland developed includes the approximately 17 acres associated with the Boxelder Creek Trail Open Space

**Wellington has reached a population where a community park is warranted. Wellington Community park, which is approximately 30 acres is partially developed and under construction

2008 Trail Needs Assessment

The current trail system in Wellington is limited at best; there are currently no paved trail sections within the community. An unpaved section of trail extends through an area adjacent to Boxelder Creek near the Rice Elementary School site in south Wellington. This trail section is currently part of a developed subdivision, but will be conveyed to the Town in the near future. The Town of Wellington has land dedications for two of three miles of Boxelder Trail route. The only other developed trail amenities are located on existing roadways throughout the community. The majority of the on road bikeways are in the process of being striped and signed appropriately.



14 Winick Park

The table below shows the projection from the 2008 Parks and Trails Master Plan projecting trail needs to meet standards through 2017. Additional trails are needed within the community and consideration should be given to extending the trail system to connect with the Larimer County trail system which is approaching Wellington from the south along Boxelder Creek. An additional 1.1 miles of trail are scheduled to be constructed in 2015.

Year	Est. Population	Required Trail-Based on Standards	Existing Trail	Shortage
2007	5,250	2.6 Miles	1.5	2.1
2012	6,825	3.4 Miles	1.2	2.2
2017	7,650	3.8 Miles	2.3	1.5



Recreation Trail Community Standard, 1 Mile per 2,000 population

Standards, Design Guidelines and Policies

Park Development Standards

Standardization of park components and amenities not only create a unique identity for the Town of Wellington park system but it can also lead to efficiencies and cost savings in park maintenance and operations costs. A standard for site furnishings such as picnic tables, benches, trash receptacles, drinking fountains and even sport and play equipment can lessen the amount of inventory of parts as well as tools required for ongoing parks maintenance and operation. In addition to site furnishings and amenities, irrigation components such as water meters, backflow prevention devices, drip emitters, spray heads, control valves, etc. and lighting poles and fixtures are two other areas where standardization can help eliminate large inventories of spare parts and tools. Product standardization also helps with training of staff on equipment operations, repair and replacement procedures.



15 Viewpointe Park

In selecting standardized components, the Town of Wellington should consider a variety of factors that could affect that decision. Factors such as product safety, initial cost and replacement cost, availability of product, ease of installation, vandalism concerns, product longevity, as well as the overall aesthetics of the components should be addressed prior to committing to a product or products. Typically, municipalities will look for manufacturers that provide a “family” of products such as picnic tables, benches and trash receptacles that are all manufactured in the same style and color which will establish the overall aesthetic or character desired by the community.

Other components that could benefit from standardization would be park signage, entry monuments, shade or picnic structures and sport equipment such as basketball hoops, backboards and ball field backstops.

Trail Development Standards

Trails within a community provide an important recreational amenity as well as providing important links to community parks, open space and the community in general, as well as provide alternative, off-street routes for non-motorized circulation i.e. pedestrian, bicycle, skateboard etc. As with most circulations systems, consistency in that system plays a large part in the overall success and safety of that system, and trails are no exception. The



proposed trail alignment within Wellington will be primarily along Boxelder Creek through commercial and residential properties and cross several surface streets within Wellington. The trail itself should therefore assume the majority of users would be walkers, joggers, bicyclists, and potentially skateboards and inline skates. Equestrian users are not anticipated on the main section of trail.

Typical trail standards should address the following areas:

Trail Width / Height

A recommended trail sections should be a minimum of 10 feet wide with a 1 to 2 foot clear shoulder on each side of the main trail and have a minimum vertical clearance from structures or plant material of 10 feet.



16 Trail at Wellington Community Park

Trail Surface

Ideally, the trail would be constructed of reinforced, 3,000 p.s.i. concrete with a minimum thickness of 4 inches, with 6 inches if any vehicular traffic such as maintenance trucks are anticipated. If concrete is cost prohibitive, then asphalt would be an acceptable alternative with a minimum thickness of 3 inches of asphalt over 6 inches of an aggregate base course. Trails constructed of crusher fines is not recommended as this type of construction is subject to erosion, material mitigation, and vegetation growth all of which lead to higher maintenance costs.

Design Speed

20 mph for paved trail sections, 15 mph for unpaved or soft trail sections.

Sight Distance

Comply with AASHTO design guidelines and pay particular attention to narrow trail sections, intersections, curved sections, sections that are prone to moisture and shaded areas.

Cross Slope

2 percent maximum cross slope in one direction and provide positive drainage off of trail alignment and away from the trail alignment.

Accessibility

ADA trail guidelines are as follows:

- 5 percent grade or less for any distance
- Up to 8.33 percent grade for 200 feet maximum. Resting intervals no more than 200 feet apart
- Up to 10 percent for 30 feet maximum with resting intervals at 30 feet



- Up to 12.5 percent for 30 feet maximum with resting intervals at 10 feet
- No more than 30 percent of the trail may exceed a running slope of 8.33 percent
- Passing space provided at least every 1,000 feet where trail width is less than 5 feet
- Signs shall be provided along the trail indicating the length of the accessible trail segment

Clearance

1 to 2 foot clear area on each side of the trail with 3 feet or more clearance is desirable between the trail and obstructions such as signs, poles, trees, walls, fencing, etc.

Railings / Fencing

- 54 – inch minimum height for bicycle trails / 42 – inch minimum height for pedestrian only trails
- Railings / fencing should extend 6 to 8 feet beyond the edge of the hazard area
- Railings / fencing should be flared outward and away from the trail to prevent trail users from colliding with the exposed edge of the railing / fencing

Maintenance and Operation Standards and Policies



17 Disc Golf Course - West Side Map

Parks and Recreation Maintenance Management Practices are an extremely important aspect in the development of a parks and trails program. The Town should establish maintenance standards, procedures, and policies to maintain developed parks, civic complexes, cemetery, trail corridors, and other turf areas utilized by the community. The following policy recommendations and management guidelines will help guide and assist the Town in achieving consistent maintenance practices:

- Develop turf and field maintenance standards for parks that will provide the level of quality and appearance that is acceptable to the Town
 - Establish carrying capacities for all athletic fields and limit use of the fields as appropriate
-
- Develop a field closure protocol to restrict use of fields when weather, vandalism, drought, or other circumstances dictate the need to restrict the use of the fields
 - Develop maintenance standards for trails and trail corridors that will provide for safe and enjoyable use of the system

Maintenance Operations

1. Inspections – Perform inspections on a daily basis for each park to identify any damage, vandalism, unsafe conditions, or hazards that require immediate attention
2. Turf Maintenance –



- a. Maintain grass height according to use of turf area and species of grass. Recommended mowing height is 2.5 – 3 inches
 - b. Mow turf areas once every five days or as required based on weather conditions
 - c. Turf areas should be aerated as required, not less than twice a year
 - d. Turf should be fertilized two to three times a year with a general purpose fertilizer or a NPK formula based on tested deficiencies
 - e. Weed and insect control should be applied to turf areas on an as needed basis when weeds or insect damage is visible. Applications may be made once a year as a preventative measure if desired
 - f. Over-seeding should be accomplished to repair damaged turf. This operation should be accomplished during the spring and / or fall season
 - g. Turf repair should be accomplished as needed by seeding or sodding
3. Irrigation Systems – Irrigation systems are vital to the survival of the turf in parks and on athletic fields
 - a. Application rates and the frequency of watering shall be determined by the rainfall, temperature, microclimates, the type of use on the turf and the type of turf grass
 - b. Watering should be scheduled for night application to allow maximum use of the facilities during daylight hours
4. Equipment Repairs – Damaged elements of the park site such as playground equipment, park signage, site furnishings, structures, irrigation heads or boxes, fencing or other elements shall be repaired immediately. Graffiti shall be removed in accordance with the Town code or within 24 hours, whichever is more stringent
5. Plant Material Maintenance – Plant materials will include trees, shrubs, and flower beds
 - a. Disease or insect problems in plant materials will be corrected at the earliest stage of observation
 - b. Pruning shall be performed annually on shrubs to maintain their natural shape and to remove dead material
 - c. Dead or diseased shrubs will be removed immediately upon discovery
 - d. Tree pruning shall be performed on a regular basis to promote the proper shape of the tree and to remove dead material
 - e. Hazardous trees shall be removed immediately
 - f. Floral beds shall be kept weed free
 - g. Floral plantings shall be watered, fertilized, de-budded and sprayed for weed control annually
6. Trash and Litter Control – Provide enough trash receptacles to accommodate the park facility. Park areas shall be cleaned and receptacles serviced once a day in season
7. Hard Surface Maintenance – Concrete, asphalt and brick paved surfaces shall be swept or washed so sand, dirt or leaves do not accumulate



8. Structures and Buildings – Shelters or restroom buildings shall be cleaned daily in season or more often as need dictates
9. Snow Removal – Snow removal from park facilities shall be in accordance with the Town code
10. Trail Maintenance – Maintenance on trails and trail corridors shall consist of the following
 - a. The concrete trails shall be swept periodically to remove dirt, gravel, sand, leaves, glass or other obstructions
 - b. Trail shoulders shall be maintained to prevent rutting or mounding that could cause tripping hazards
 - c. Concrete trail surfaces shall be inspected for differential settlement or cracking that could cause tripping hazards
 - d. Inspect trail signs and interpretive signage for damage or vandalism. Remove graffiti if found immediately
 - e. Inspect trail signs for low hanging vegetation and remove immediately if 10 feet minimum clearance is violated

Outsourcing for Parks Maintenance

For small parks and recreation maintenance departments, the use of private contractors for certain aspects of the maintenance program may benefit the program and reduce the overall maintenance budget. Maintenance operations that should be reviewed and considered for privatization include fertilization, aeration, weed and insect control, and tree and shrub pruning. The equipment used for most of these operations is specialized and generally are only used in the spring and fall seasons. The acquisition of this type of equipment by the Town for limited use may not be cost effective. The Town may find it more cost effective to subcontract these services to an outside vendor on a yearly or fixed term basis. The use of private contractors for these operations would also free up staff time and reduce the number of full/part time employees.



18 Viewpoint Park Basketball Courts

Overpass / Underpass Options

The Town has identified the need to connect the residents on the east side of I-25 to the services and amenities that are located on the west side of the highway. In 2008, a future interchange project at Cleveland and I-25 was identified as an opportunity for a pedestrian walkway system in conjunction with future construction of the interchange. This would



provide one connection point at the northern side of Wellington. This option could potentially cost the Town as much as \$2.5M and is the more expensive option for east/west access.

In the 2008 Parks and Trails Master Plan, the opportunity for another overpass/underpass location toward the southern side of Wellington, an existing box culvert under I-25, was identified. The box culvert is a three cell box with adequate height and width to accommodate pedestrian movement. The structure is owned by CDOT and requires their review and approval to utilize this structure. The Town has worked closely with CDOT to procure the appropriate easements and engineering work to move forward with an underpass for pedestrian access. Meetings with CDOT have shown there are additional engineering issues that must be dealt with prior to moving into construction, but this project has been identified as a priority and staff is presently working with CDOT to get this project shovel ready.

Pedestrian access through the underpass in south Wellington would provide easy access to users of the Town's disc golf course as well as create a safe crossing for pedestrians wishing to access both the east and west sides of Wellington.

Park Site Selection Criteria

Sites considered for future park development should refer to the recommendations for size and level of service depending on future growth trends. Ideally, the areas of the town that are deficient in park facilities are identified and as development is planned, sufficient land is set aside to accommodate the required level of recreational facility. It is anticipated that the majority of pocket and neighborhood park development will occur as part of future residential development as land is typically dedicated as part of the development for parks and open space. If land is dedicated by a developer, the land should be useable and not restricted by other requirements or applications. Land dedicated for parks should not also function as detention ponds or water quality areas. The land should be relatively flat and have sufficient size and shape to allow amenities such as ball fields and open play areas to be constructed. Ideally, park lands should also be located where non-potable irrigation from adjudicated wells is available. Lands that have steep slopes, flood plan restrictions, utility easements that restrict use, or other limitations that reduce the use of the land for recreational purposes should be avoided, or simply not accepted by the Town as suitable park land. Park lands should be prime development parcels that will benefit the community and not create unusually high development and long term maintenance costs.



Master Plan Implementation Recommendations

Park Recommendations

The Town of Wellington is currently meeting its total park area recommendations primarily through land dedications associated with subdivision development. However, the Town is underserved in soccer/football fields and softball fields, as well as in tennis and volleyball courts. Usable tracts of land will be necessary to meet the needs for soccer/football and softball fields in Wellington in the future. Therefore, increasing the Town's standards for acceptable park land is a much needed goal to accomplish this shortage.

Neighborhood Parks

Wellington's four neighborhood parks are: Library Park, Centennial Park, Viewpointe Park and Park Wellville Park. Wellington has one pocket park, the Winick Park site. The Town of Wellington has identified 2 possible park sites for future development. One site is located south of GW Bush Avenue and west of the West Frontage Road, the second site is located at Horsechestnut Street and Ronald Reagan.

Community Parks

There are currently no community parks in Wellington. However, there are two parcels that have been identified by the Town as potential community park sites, one of which is currently under construction.



19 Batting Cages at Wellington Community Park

The first site is located north of Washington Avenue, between West First Street and Buffalo Creek Parkway, and in fact this site has been dedicated and improvements such as the irrigation ponds, pump house and batting cages are in place. The Town and registered voters identified Wellington Community Park as a top priority for Town funding in 2014 and phase one construction is underway with substantial completion expected to occur by fall 2015. The community park will offer two dog parks, softball fields, tennis and pickle ball courts, playgrounds and more. The Parks Advisory Board and Board of Trustees have secured a loan to pay for a portion of park construction. Fund balance and grant funding are expected to cover the remaining balance to complete the community park.

The second site is located north of Ronald Reagan Avenue between the railroad tracks and Horsechestnut Street. Although based on its size, this site could be classified as a neighborhood park, this site has been identified as a potential site for a community recreational center, which would then classify it as a community park site. The Town only owns a portion of the site and would require additional land acquisition to increase the site. Based on the mapping data from the Town of Wellington, it appears to have made



provisions to obtain or has identified sites to provide adequate community park land coverage.

Joint Use Facilities

Wellington Middle School, Rice Elementary School and Eyestone Elementary are currently being used as joint-use facilities and should continue to be used to augment the Town of Wellington Park and Recreation facilities until sufficient town facilities exist. This type of agreement between the Town of Wellington and the school system is advantageous to both parties as it maximizes the operations and maintenance costs of each entity. Since Joint Use Facilities are by definition, facilities owned by another entity, which allows use by another, no other joint-use facilities can be planned by the Town of Wellington. However, until the Town can provide adequate town owned facilities other joint use opportunities should continue to be pursued as necessary.

Trail recommendations

As with the parks and recreation facilities, the Wellington trail system does not meet acceptable levels of service. There is currently only one-half mile of developed trail, which is approximately 2.1 miles under what is recommended by acceptable recreation standards. Fortunately, Boxelder Creek provides a natural route for a majority of the preferred trail alignment identified in Figure 14. The preferred trail alignment runs from the proposed Water Treatment Facility, located in the southeastern portion of the Town and runs in a northwestern alignment. Ideally, the trail would continue under I-25 and connect to the existing section of trail. From this point the trail would continue along Boxelder Creek all the way to Washington Ave. where it would split into two routes towards Smith Lake. Secondary sections of the trail will also follow surface streets or other identified routes to connect parks and amenities that are not directly adjacent to Boxelder Creek. Certain portions of the preferred trail alignment would require approval of an underpass beneath the Burlington Northern Railroad tracks and in other areas, additional right of way would need to be acquired. If these situations cannot be accommodated, alternative trail alignments would be provided along surface streets or within residential development open space to allow for a continuous trail. The existing trail section should be used as the starting point for additional trail sections and extended either in a northwestern or southeastern direction to build on the existing section and provide a longer, usable trail as sections are constructed.



Funding and Implementation Strategies

Development Requirements

Communities have a number of options for funding parks and recreation services including traditional funding mechanisms such as development impact fees, local sales and property taxes, general fund, general obligation and revenue bonds. The Town needs to establish a philosophy regarding subsidy of services supported from tax dollars versus cost recovery from user fees. Typically, park development, maintenance and operational costs are subsidized heavily through the general fund.

Traditionally, the Town of Wellington has funded parks and recreation facilities and programs through the Park Fund. This fund includes park impact fees, Conservation Trust fund, open space sales tax, and transfers from the general fund. Current park impact fees should be studied to make certain the requirements are in line with today's philosophies for park and recreation development. The Town also has a Park Land Dedication or Fees in Lieu of Park Land Dedication requirement in their Land Use Code.



20 Halloween at Centennial Park

This condition requires all developments to dedicate land for parks, schools and open space. Cash payments may be substituted in lieu of land donations; however this is only for the purpose of acquiring land and not for park development. If land is dedicated, the land should be useable and not restricted by other requirements or applications. Land dedicated for parks should not function as detention ponds or water quality areas. The land should be relatively flat and have sufficient size and shape to allow amenities such as ball fields and open play areas to be constructed. Lands that have steep slopes, flood plan restrictions, utility easements that restrict use, or other limitations that reduce the viable use of the land for recreational purposes should be avoided. Park lands should be prime development parcels that will benefit the community and not create unusually high development costs.

In 2014 the Parks Advisory Board was formed to bring structure and consistency to decision-making around park development, maintenance and operation of the current system and to provide the Board of Trustees with recommendations in these areas. The Town recognizes that it has experienced a unique pattern of growth, primarily residential, creating a need for additional play spaces for new residents. This residential growth has not been followed with an increase in retail providing a stronger sales tax base with which to fund parks. The Town is working to balance the desire to attract new development in residential, commercial, and industrial sectors while ensuring appropriate revenue to address the recreational needs of Wellington's citizens and the in-commuting workforce.



Other Potential Funding Sources

In addition to development impact fees, several other methods of funding should be considered. The following are examples that may be considered in addition to current funding sources:

- **Local Sales Tax Revenues** – Increase the percentage of sales tax on sales of goods or services. Sales tax is an ongoing tax that can be assessed for a specific period of time to fund a specific project or assessed for a specific period of time with a sunset date. As the sunset date approaches, staff determines whether there is a need to ask voters for an extension.
- **Revenue Bonds** – Revenue bonds are typically used to fund capital projects that benefit the community. These are bonds that are not guaranteed by the governmental entity, but are purchased by investors who incur the risk. The governmental entity may however be required to pay higher interest rates.
- **General Obligation Bonds** – These are bonds that are issued by the Town against the value of the taxable property. The Town property owners pay property taxes to cover the obligation bonds.
- **Colorado Lottery Money** – These revenues are derived from proceeds from the State lottery and Lotto. These funds are distributed to each community in Colorado based on population and secured in the Town's Conservation Trust Fund.
- **Non-Profit Foundation** – The Town can, and is in the process of, establishing a non-profit foundation as a 501(c)3, to accept donations of cash or land that can be "tax-deductible" for the person choosing to make the donation. The Foundation's primary function would be to provide a vehicle for interested citizens' to make donations in support of local parks and recreation services, programs and facilities.
- **Public / Private Partnerships** – For public / private partnerships to work there must be mutual benefits for all parties in the partnership. Benefits may include the reduction of duplicate services or facilities, the use of complimentary assets, and the maximization of operational funding. Partnerships could exist between the Town and the School District, the Town and State Agencies, and local businesses.
- **Sponsorships** – Sponsorships could include naming rights, program sponsorship, and corporate alliances.

Grant Opportunities

A number of Federal, State, and local grants are available to help fund park and recreation projects. The majority of these grants require a matching contribution from the local community. The following list of grant opportunities can be used for parks and recreation projects:

- **The Land and Water Conservation Fund (LWCF)** – This grant is administered by the Division of Parks and Outdoor Recreation of the Colorado Department of Natural Resources. The program is based on a 50% fund match.



- Conservation Trust Fund for Local Governments – The Colorado Department of Local Affairs distributes funds from net Lottery proceeds to eligible local governments which includes counties, cities, towns, and special districts that provide park and recreation services in their community planning.
- Great Outdoors Colorado (GOCO) – Great Outdoors Colorado funds several types of projects from the proceeds of the Colorado Lottery including: Legacy Initiative Grants, Local Government Grants, Open Space Grants, Wildlife Grants, and Trails Grants. These programs are based on fund match participation.
- Recreation Trails Program (TEA-21) – Administered by the Department of Transportation, this program provides funding for recreational trail projects and trail related projects.
- Fishing-Is-Fun Grant – This grant is administered by the Colorado Division of Wildlife for fishing and water related activities.

Implementation Strategies

The Town of Wellington will not be able to fund all parks and recreation facilities and improvements all at once. A phased approach will be required to implement the actions and recommendations of the Master Plan. The following strategies are intended to capture the highlights of the Parks and Trails Master Plan and summarize the important actions that need to be implemented.



21 Skate Park at Centennial Park

- Adopt the Parks and Trails Master Plan update and make it part of the 2015 Comprehensive Plan Update for the Town of Wellington
- Create a timeline related to the play equipment replacement program and integrate the timeline with future budget planning
- Create a timeline related to new playground development and construction and integrate the timeline with future budget planning
- Evaluate the current park impact fees and adjust the requirements to better balance the cost of the land acquisition and park development with the addition of new residential development
- Based on the Level of Service criteria proposed in this Master Plan Update, locate and preserve land parcels to provide future park facilities within a reasonable walking distance to all residents within the community
- Preserve and acquire the necessary land to construct a future Community Recreation Center



- Identify the land owners of the parcels of land needed for the trail system and initiate discussions for the donation or acquisition of the needed parcels
- Adopt uniform criteria and standards for the development of neighborhood parks
- Adopt uniform criteria and standards for the development of a trail system
- Review new development plans submitted for approval and incorporate conditions on the developers for the dedication of trail corridor and park land if needed
- The Town should evaluate their existing park impact fees to allow for adequate development of trails as well as park development
- Construction completion of the pedestrian underpass under I-25 at Boxelder Creek ensuring connection to the trail system allowing Wellington residents safe pedestrian access east and west in relation to the interstate highway
- Participate in the development and execution of an Intergovernmental / Private Company Agreement for use of the reservoirs northwest of town for regional recreational opportunities
- Establish a Non-Profit Foundation as a 501(c)3 to receive donations and dedications
- Develop budget funding levels to apply for matching grant money through various grant programs
- Identify opportunities to develop public / private partnerships for parks and recreation facilities and programs
- Continue to seek public input and community support for park and trail projects
- Continue to seek a range of funding opportunities by applying for various grants and seeking donations for matching contributions
- Work with County, State, and other local agencies to connect the Town's trail facilities into a regional trail system
- Build a partnership with the local School District to maximize use of existing community facilities
- Implement a strong parks maintenance plan that will preserve and maintain the park system to the level of excellence envisioned by the community



Summary

With the update of this document, the Town of Wellington has restated its dedication to creating a safe, vibrant and playful atmosphere for citizens who live, work and play in Wellington. Adoption of this document also shows the Board of Trustees priority to create a park system and recreation program that is thoughtful, community driven and considerate of future generations. The Town of Wellington Parks and Trails Master Plan provides the framework for the Town to evaluate their current programs for implementing and funding park and recreational facilities and amenities.

This document has evaluated the Town's current park and recreation resources and has compared that with acceptable levels of service recreational standards. The recommendations in this document came from a combination of resources including public outreach, the GRASP report, input from the Parks Advisory Board and the Board of Trustees and are intended to provide a guiding vision as to how the Town will invest future parks and recreation funds. This document is meant to be updated on a bi-annual basis at a minimum to ensure compliance, consideration of new information, and to give the community further opportunities for input related to Parks and Trails.

Park and recreational facilities provide people with places to relax, play and enjoy life and their importance to people's quality of life cannot be over emphasized. The Town of Wellington recognizes this value and is on course to provide its citizens with the park, trails and recreation system they deserve to enjoy for years to come.



February 3, 2015 - Open House Results

Chip prioritization results:

Park Meadows – 27 chips

Library Park – 30 chips

Viewpointe Park – 37 chips

Centennial Park – 80 chips

Trail System – 173 chips

Skate park Move:

There was a lot of support for moving the skate park from Cleveland and Fourth Street along with moving it from Centennial Park. Most people thought it should move to new Boys and Girls Club area at Thimmig property with 19 votes. 16 votes supported it moving to Boxelder Creek Trail Open Space near Ronald Reagan and Horsechestnut Street near Bella's Market.

Many people voiced support for the skate park and would like to see it made larger when moved. They would like to see more transitions included in next skate park and areas for all ages and levels.

Bicycle Survey:

Would you attend a free bicycle safety program if it were offered?

11 – yes 9 – no

Would you support a program that tries to ensure that every child in Wellington has access to a bicycle?

17 – yes 3 – no

Are you interested in organizing or joining a bicycle club that supports safety programs and sponsors community events?

8 – yes 11 – no

Strengths and Weaknesses:

Strengths

Lots of support for the open house. "Open House is excellent!" – Anonymous People enjoyed the chance for feedback and to see pictures of new equipment coming.

Excitement around Winick play equipment and desire to play on it soon.

A person commented "I love that Wellington is so park centered. I'm very excited about all the potential trails as well." Anonymous

Trail plan looks good.

Wellington Community Park plans look good, especially the bear tracks.

Many comments on using a panel designed at the Boys and Girls Club for the Wellington Community Park.

Viewpointe Park has nice fields for sports.

Weaknesses

More lighting near trails and parks

No portolets, want flush toilets and running water sinks



Need more outdoor space for events and public gatherings
Centennial Park needs updated playground equipment
Skate park that doesn't allow bikes or scooters
More seating at Viewpointe Park for watching sports. Grass gets too wet.
Bike racks are needed throughout town and at parks

Desired amenities

Connected trail system
More undeveloped natural areas.
Dog park
Tennis Courts
Fishing Pond
Centennial park needs a bandstand
Drinking Fountains
Blinking lights at pedestrian crosswalks
More shade
More picnic tables
Desire for a swimming pool and recreation center. Not sure whether prefer town run or private business.

Observations:

People really enjoyed the voting chips. Many children shared that they liked having the opportunity to share their opinion. And parents liked teaching kids about voting.
Many residents and prominent town people even those that had lived in Wellington 10+ years did not know where all the parks in town were, know names or how many.
People did not know of all the ways to find information about Wellington events and parks. Such as Facebook, Twitter, town website, etc. Most people said they got info from water bill or weekly paper.
Lots of interest in skate park from many age groups. People want to know how to help get things going.
The idea of beautifying the area at Cleveland and Fourth Street was favorable.
Community spirit was high at open house. The enthusiasm for Wellington and parks and trails was definitely noticed.



Wellington, Colorado

Parks Inventory and Level of Service Analysis

FEBRUARY 2015

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I. Facility Inventory

Inventory Methods and Process

2015 Inventory

A detailed inventory of recreation amenities was conducted and approved during January, 2015. For the purposes of this study, the inventory focused on components at sites that are maintained for public use by the Town of Wellington. It is also recognized that other providers such as schools, and that the facilities they provide are part of the overall level of service enjoyed by people in Wellington. The inventory located and catalogued all of the components and evaluated each one as to how well it was serving its intended function within the system.

The inventory was completed in a series of steps. The planning team first prepared a preliminary list of existing components using aerial photography and the Town's Geographic Information System (GIS). Components identified in the aerial photo were given GIS points and names.

Next, field visits were conducted by the consulting team and by Town staff to confirm the preliminary data and collect additional information. All components were assessed and scored at this time.

Information collected during the site visit was then compiled. Corrections and comparisons were made in GIS. Following the comparisons and compilation, the inventory was sent to the Town staff for additional corrections and using an "Inventory Review Packet". This review packet consisted of the most recent GIS data displayed by location over an aerial photograph. The accompanying data sheet for each park displayed scoring for all components and park modifiers. See example in **Figure A**.

In planning for the delivery of parks and recreation services, it is useful to think of parks, trails, indoor facilities, and other public spaces as parts of an infrastructure. This infrastructure allows people to exercise, socialize, and maintain a healthy physical, mental, and social wellbeing. The infrastructure is made up of **components** that support this goal. Components include such amenities as playgrounds, picnic shelters, courts, fields, indoor facilities, and other elements that allow the system to meet its intended purpose.

The immediate surroundings of a component affect how well it functions, so in addition to scoring components, each park site or indoor facility was given a set of scores to rate its comfort, convenience, and ambient qualities. This includes traits such as the availability of restrooms, drinking water, shade, scenery, etc. These **modifier** values are attributed to any component at a given location and serve to enhance component and location scores. For the purposes of scoring, each location is considered a component in and of itself. Thus reference to "components" also includes the site at which a component is located.

In the inventory of assets, the following information is collected:

- Component type and location
- Evaluation of component functionality
- Evaluation of associated comfort and convenience features at a location
- Evaluation of general design and ambience at a location
- Site photos
- General comments

All scoring is based on condition, size, site capacity, and overall quality. The inventory team used the following three tier rating system to evaluate these:

- 1 = Below Expectations
- 2 = Meets Expectations

Summary of Locations Inventoried

Inventory asset locations may be organized into the following categories:

Outdoor Recreation Locations

Wellington has a number of outdoor recreation locations that serve the community at-large in a variety of ways. While not formally classified in this study, the parks generally fall into four subcategories:

Parks

Park size in Wellington ranges from small parks like Centennial Park at 1.8 acres up to large parks such as the new Wellington Community Park, currently under construction, which has over 30 acres. Parks offer a variety of recreation opportunities from neighborhood playgrounds to a two field sports park. Small parks may only have one or two amenities while larger parks such as Wellington Community Park may have more than 20 components within a park.

Natural Areas and Undeveloped Parcels

Several detention areas exist throughout the community. Currently these parcels offer no recreational amenities but do serve as a break in the development fabric and as preservation of natural drainages and slopes.

Schools

Schools provide a level of service and access to recreational opportunities in Wellington as in most towns, but access may be limited to non-school hours. Therefore schools are included in the analysis at a discounted level of service. In addition to limited access, the quality of equipment and standards of maintenance may not be consistent with Town of Wellington standards.

Trails

The Wellington Trails system currently includes several kinds of trails: multi-use trails, park paths, and soft surface trails. The two major types of trails include developed trails within the larger parks in Wellington such as Knolls Linear Park and Wellville Park, which provide multiple recreational trails within the park boundaries.

For the purposes of Park and Recreation Master Planning, only off-street trails are included in level of service analysis. While bike lanes and bike routes are also important in alternative transportation planning efforts and their development has importance in an overall accessible system, they are rarely the sole responsibility of the Parks Department. Trails shown on the map are scored at an equivalent of two components to allow for both active and passive use consideration included in the level of service analysis.

HOA Parks

Two HOA parks were located in the Northwest part of town and included in the level of service analysis. These two parks currently have limited recreation amenities. The courtyard park at the Wellington Housing Authority is included in the data set with its amenities but was not included in the level of service analysis. Limited access, prevalent signage, and restricted use influenced this decision.

Indoor Facilities

The following indoor facilities were located for reference but were not included in the level of service analysis.

- Boys & Girls Club
- Fire Hall
- Senior Center/Library

Inventory Summary Tables
A complete Inventory Atlas is provided as a separate document.

OWNER	Total Of QUANTITY	Aqua Feat, Spray	Backstop, Practice	Ballfield	Basketball	Batting Cage	Disc Golf	Disk Golf	Dog Park	Event Space	Garden, Community	Loop Walk	MP Field, Large	Multiuse Court	Natural Area	Open Turf	Open Water	Passive Node	Playground, Local	Restroom	Shelter	Shelter, Group	Shelter, Shade	Skate Park	Tennis	Trail, Multi-use	Trailhead	Water Feature
Wellington	59	1	1	3	2	1	1	1	1	1		2	4		2	5	5	1	7	7	2	2	3	1	1	1	3	1
School	19.5				5.5						1		3	2		1			2						2			
HOA	4															2												
HOA/Private	5				1						1								2									
Total:	87.5	1	1	3	8.5	1	1	1	1	1	2	2	7	2	2	8	5	1	11	7	2	2	3	1	3	1	3	1

Table A: Inventory summary by ownership

Outdoor Recreation Location Inventory Summary

LOCATION	Total Components	Approximate Acres	Aqua Feat, Spray	Backstop, Practice	Ballfield	Basketball	Batting Cage	Disc Golf	Disk Golf	Dog Park	Event Space	Garden, Community	Loop Walk	MP Field, Large	Multiuse Court	Natural Area	Open Turf	Open Water	Passive Node	Playground, Local	Restroom	Shelter	Shelter, Group	Shelter, Shade	Skate Park	Tennis	Trail, Multi-use	Trailhead	Water Feature
Wellington Community Park	18	30.1	1		2		1			1			1	1				1		2	2	1		3		1	1		
Knolls Linear Park	8	17.5						1								2	2				1							2	
Library Park	5	8.0		1	1												1		1			1							
Centennial Park	8	1.8				1					1						1			2	1		1		1				
Park Meadows Park	3	2.5												1						1	1								
ViewPointe Park	6	7.8				1								2						1	1		1						
Wellville Park	6	10.4							1				1					2			1							1	
Winick Park	3	2.3															1			1									1
Eystone Elementary School	6	7.8				3								1	1					1									
Rice Elementary School	6	18.5				2						1		1	1					1									
Wellington Middle School	4.5	8.7				0.5								1			1									2			
HOA 1	1	0.7															1												
HOA 2	1	1.8															1												
Wellington Housing Authority	4	1.8				1						1								2									
Kerbel Farm Conervation Easement	0	0.4																											
Meadows Open Space	1	5.3																1											
Tract F, Columbine	1	12.6																1											
Wellington Point Tract K Open Space	0	2.9																											
Boxelder Creek Trail Open Space	0	19.7																											
Totals:	81.5	161	1	1	3	8.5	1	1	1	1	1	2	2	7	2	2	8	5	1	11	7	2	2	3	1	3	1	3	1

Table B: Inventory summary by park or location.

II. Level of Service Analysis

The purpose of Level of Service (LOS) analysis is to evaluate how facilities and parks in Wellington serve the community. The analysis may be used as a tool to benchmark current level of service and to direct future planning efforts.

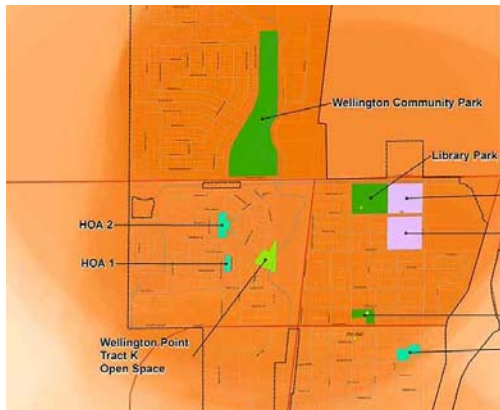


Figure B: Example of Town of Wellington GRASP® Level of Service (LOS)

Why Level of Service?

Level of Service for a community recreation system is important as it is indicative of the ability of people to pursue active lifestyles. LOS can have implications for health and wellness, the local economy, and quality of life and tends to reflect community values. It is often emblematic of the manner and extent to which people are connected to their communities.

Analysis Preparation

Maps and data quantifications produced using the GRASP® methodology are known as **perspectives**. Level of Service perspectives show how well the community is served by any given set of assets. Maps are utilized along with quantified measurement charts to provide a benchmark of what a community may use, and determine its success providing services both at present and over time. A perspective is a model of the service being provided across the study area.

Perspective maps and charts are produced based on scoring calculations determined by applying the GRASP® process to the Town of Wellington inventory. Each facility or asset has been assigned a GRASP® score. These GRASP® scores are distributed on a map based on catchment areas as described below.

A GRASP® score applied to a catchment area yields a **service area** for a particular asset which reflects that score. When service areas for multiple components are plotted on a map, a picture emerges that represents the cumulative level of service provided by that set of components in a geographic area.

On a map, darker orange shading results from the overlap of more service areas and indicate areas served by more and/or higher quality components. All shades have GRASP® scoring values associated with them such that for any given spot on a perspective map, there is a GRASP® Level of Service score that reflects cumulative scoring for nearby assets. **Figure B** above, provides an example to illustrate.

Catchment Areas

Catchment areas, also called buffers or radii, are used to calculate total GRASP® Level of Service scores. A radius of a specific distance is drawn around each component. The total score for that component is then applied to that buffer and overlapped with all other component catchment areas. This process yields the data used to create perspective maps and analytical charts.

People use a variety of transit modes to reach a recreation destination: on foot, on a bike, in a car, via public transportation, or utilizing any combination of these or other alternatives. The mode is often determined, at least in part, by the distance to be travelled. The GRASP® system accounts for this by applying more than one catchment area distance to examine access to assets.

The GRASP® methodology typically applies two different catchment area distances to calculate scoring totals, yielding two distinct perspectives used to examine a recreation system:

1. Overall Level of Service
2. Walkable Level of Service

Component based Level of Service (LOS) Analysis – This is the process used to inventory and analyze the assets, including quantity, location, and various qualities of each. The process utilizes MS Excel, MS Access, and common GIS software. The composite-values based LOS analysis process used by GreenPlay and Design Concepts is proprietary, and known as “**GRASP®**” (Geo-referenced Amenities Standards Process). It has been somewhat automated through creation of additional software code and template design for efficiency in data collection and analysis. *A detailed history and overview and description of GRASP® methodology is included in **Appendix A**.*

Overall LOS analysis applies a primary catchment distance of one mile. This is considered a suitable distance for a bike ride or a short drive in a car, or an even longer walk. A one-mile catchment is intended to capture recreational users travelling from home or elsewhere to a park or facility by way of bike, bus, or automobile.

Walkable LOS analysis uses a more focused catchment distance intended to capture users within a ten to fifteen minute walk travelling at a leisurely pace. This distance can range from as short as 1/4 mile to as high as 1/2 mile depending on the study area. **For the Town of Wellington, a 1/2 mile catchment buffer was used.** This distance represents a travel time of 15 minutes based on an average walking speed of three miles per hour. A 1/2 mile catchment is able to account for longer actual walking distances due to indirect routes, as are commonly found in a grid street pattern, and serves to ensure a travel time of 15 minutes or less for most people.

Pedestrian Barriers

Walkable access to recreation can often be limited by barriers. In Wellington, numerous disruptions in pedestrian access are created by Interstate Highways, State Highways, the rail line and several major streets or county roads. To account for this, the walkability catchments in the level of service analysis have been truncated or “cut-off” by identified pedestrian barriers where applicable.

Assumptions

1. Proximity equates to access. This means that the presence of a recreational facility within a specific distance indicates that facility is accessible from a location. “Accessibility” in this analysis does not refer specifically to ADA accessibility.
2. General access equates to proximity of 1 mile, a reasonable distance for a drive in a car or by bicycle.
3. Walkable access equates to proximity of 1/2 mile, a reasonable distance attainable in 15 minutes walking at a leisurely pace.
4. Trails were each scored to account for value as an active component and a passive component.
5. Barriers within the study area identified as restrictive to non-motorized travel include:

- o Interstate 25 with allowance for a new underpass
 - o County Roads 60, 62, 62E (Cleveland Ave), 64, 66
 - o Highway 1
 - o Railroad tracks
6. Zones created by identified barriers serve as discrete areas of Wellington within which any facilities are accessible without crossing a major street or other barrier. Eight zones were identified in this way and used in analysis.
 7. The minimum standard (also called “threshold”) for service equates to that provided by a “typical” neighborhood park, which may be described as a park/facility with four recreation components on a typical site plus access to a trail.

Population

Table C below shows the population. This figure was also used to calculate the population/acre as a measure of population density to be used in additional LOS calculations.

Subarea	Total Acres	2014 Population	2019 Population	2014 Population Per Acre
Town of Wellington	2,269	6,751	7,570	2.98
Growth Area	10,212	702	769	0.07
Study Area	12,481	7,453	8,339	0.60

Table C: Wellington Population Statistics

III. Findings

Key Level of Service Findings

- The Town of Wellington provides a wide variety of recreational opportunities.
- These opportunities are well distributed throughout the eight developed parks and three schools.
- Over 80 recreation components were identified and recorded in GIS.
- In addition, 3 indoor facilities were located.
- Obvious areas of concentrated level of service are in the northern and southern parts of town.
- Central Wellington has limited access to recreation opportunities.
- All of the 2,269 acres that comprise the Town boundary have at least some level of service or a GRASP® value greater than zero.
- GRASP® level of service scores within the Town boundary range from 24.2 to 419.7.
- Pedestrian barriers limit access to recreation opportunities by walking especially in the central part of town.

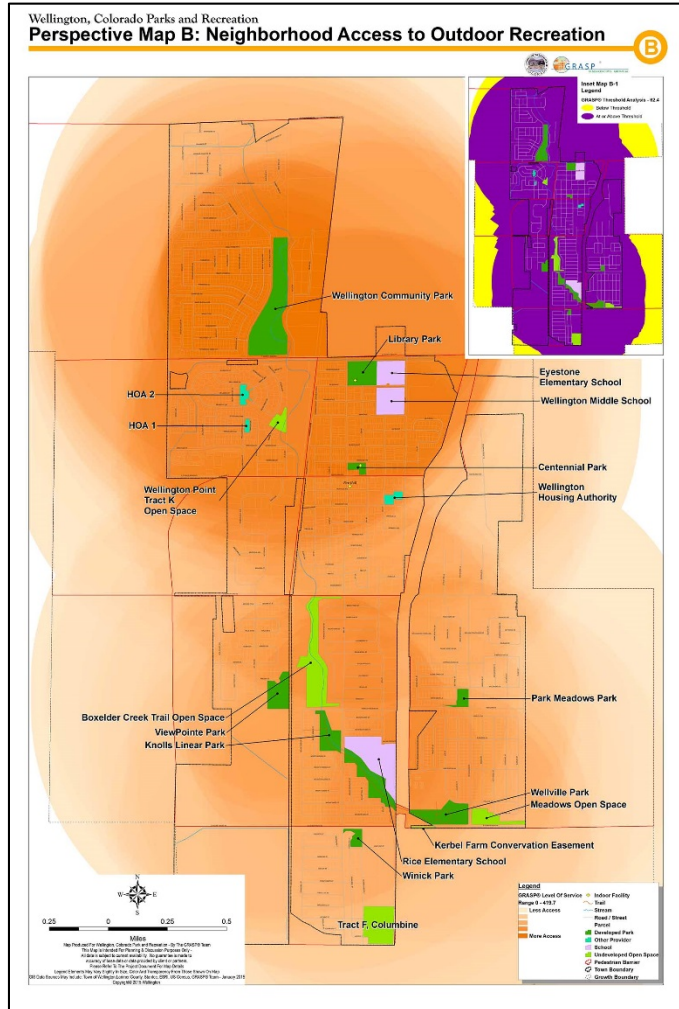
Overall Level of Service

Two different analyses or perspective maps were generated to evaluate the assets and programming available to residents. For purposes of this study, the Town of Wellington boundary and the Future Growth Boundary were used as the extents of the study area.

Map B: General Access to All Recreation Components

One perspective was created to examine Overall Level of Service for the Town of Wellington. Results of this analysis are displayed in **Map B** which models access to all recreation components by all transportation modes. One-half mile and one-mile catchment radii have been placed around each component and shaded relative to

the component's GRASP® score. As a result, scores are doubled within one-half mile of the asset to reflect the added value or premium for walkable proximity.



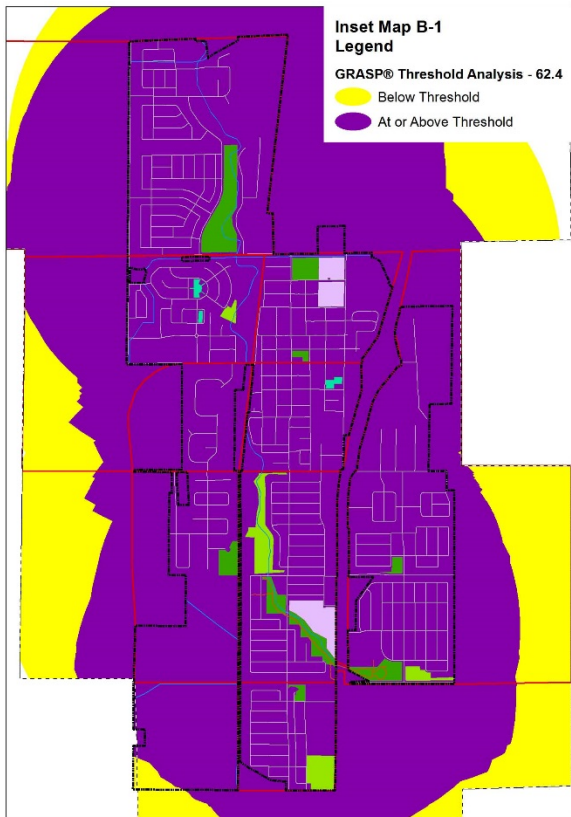
Composite Analysis	A	B	C
	Percent of Total with LOS	Average LOS per Acre Served	Avg. LOS Per Acre / Population per acre
Town of Wellington	100%	245	82
Growth Area	38%	102	1485
Study Area	50%	155	259

Table D: Statistics for Map B

Column A: Shows the percentage of study area that has at least some service (LOS >0).

Column B: Shows the average numerical value of LOS for the total area.

Column C: Shows the results of dividing the number from the previous column (Average LOS per Acre Served) by the population density of the area.



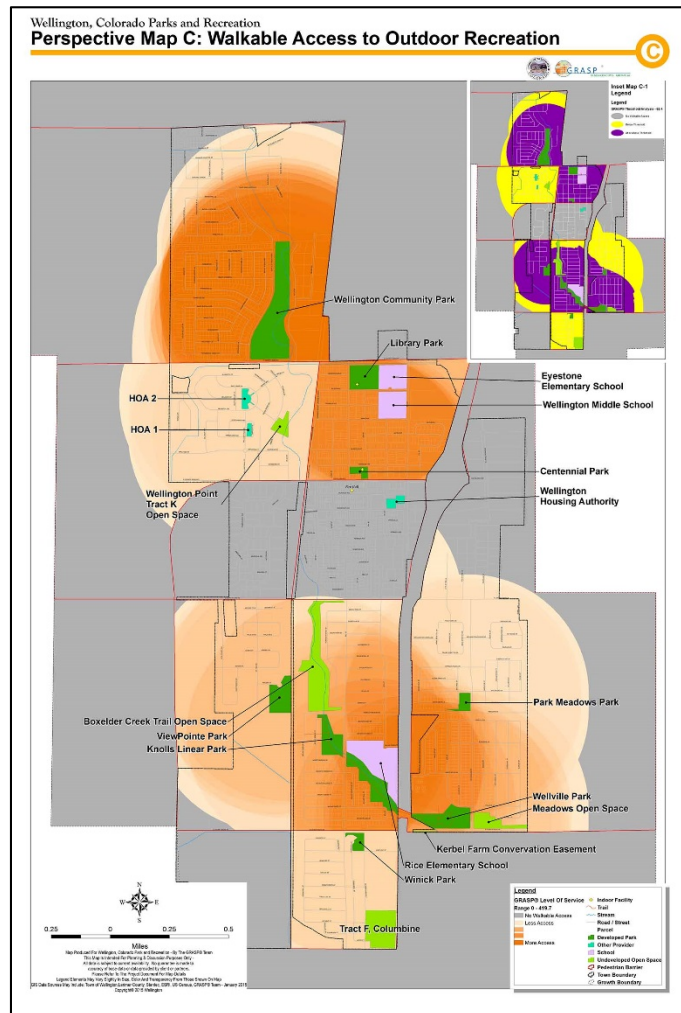
Map B-1: Threshold map displays General Access to All Components in the Town of Wellington based on a minimum standard.

On **Map B-1**, areas with at least some service are shown in yellow. Areas shown in purple have LOS that exceeds the threshold score of 62.4. This score represents access to the equivalent of a typical neighborhood park and access to a trail. A park with this score might include a playground, shade shelter, and an open turf area.

Walkable Level of Service

Map C: Walkable Access to All Recreation Components

Map C models access to all recreation components by walking. One-half mile catchment radii have been placed around each component and shaded relative to the component's GRASP® score. This represents a distance from which convenient access to the component can be achieved by an average person within a fifteen minute walk.



Map C: Walkable access to recreation.

Walkability is a measure of how user-friendly an area is to people travelling on foot. A walkable environment benefits public health, the local economy, and quality of life. Many factors influence walkability. These include presence or absence and quality of footpaths, sidewalks or other pedestrian rights-of-way, traffic and road conditions, land use patterns, building accessibility, and safety considerations among others. Walkability is an important aspect of **recreational connectivity** – the extent to which community recreational resources are physically linked to allow for easy and enjoyable travel between them. These concepts are discussed further in that section of the document.

Map C analysis is intended to show the LOS available across Wellington if walking is the only way used to reach assets. Similar to **Map B** this map indicates higher levels of service in the northern and southern parts of town. As this walkability analysis accounts for pedestrian barriers, levels of service are notably truncated.

The following table shows the statistical information derived from perspective **Map C** analysis.

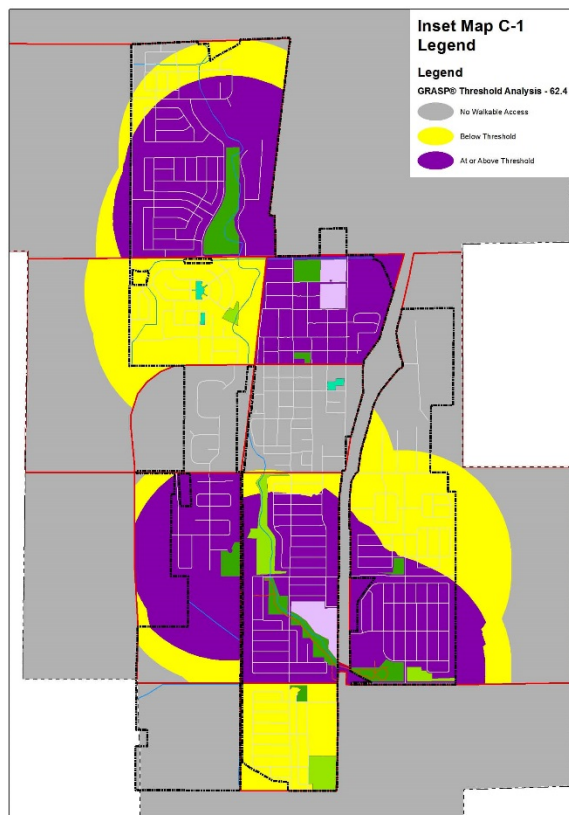
Walkability Analysis	A	B	C
	Percent of Total with LOS	Average LOS per Acre Served	Avg. LOS Per Acre / Population per acre
Town of Wellington	76%	129	43
Growth Area	4%	56	818
Study Area	17%	115	192

Table E: Statistics for Map C

Column A: Shows the percentage of study area that has at least some service (LOS >0).

Column B: Shows the average numerical value of LOS for the total area.

Column C: Shows the results of dividing the number from the previous column (Average LOS per Acre Served) by the population density of the area.



Map C-1: Threshold map displays walkable access to recreation based on a minimum standard.

On **Map C-1**, areas displayed in gray have no service within a walkable distance. Areas shown in yellow on the inset map **Map C-1** are areas of opportunity. These are areas where land and assets that provide service are currently available but that do not meet the minimum standard threshold value. It may be possible to improve the quantity and quality of those assets to raise the LOS without the need for acquiring new lands. Purple areas indicate walkable level of services meets or exceeds the minimum standard.

Chart A, shows that 49% of Wellington has walkable access to quality recreation opportunities. 27% of the area in Wellington falls below the set threshold, while 35% shows no current level of service. Low service and no service are not necessarily a negative. Further investigation may be required to determine the need for additional recreation in these areas.

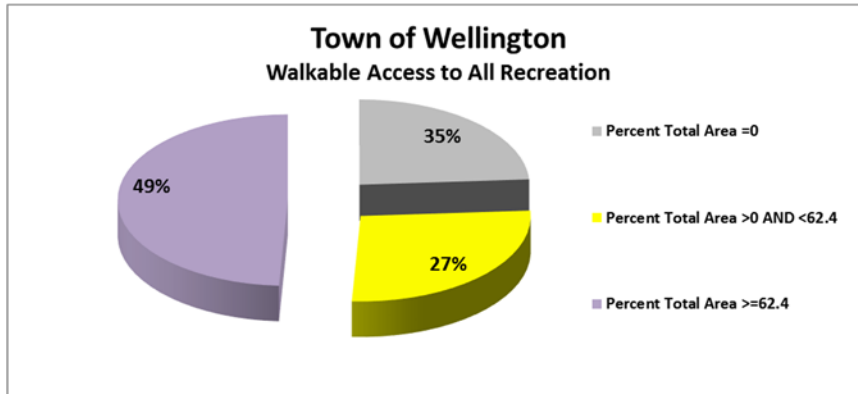


Chart A: Walkable access to assets based on acreage. This chart displays level of service based simply on acres.

Other Types of Analysis

Capacities Analysis

One of the traditional tools for evaluating service for parks and recreation is the capacity analysis. This analysis compares the quantity of assets to population. **Table F** shows the current capacities for selected components in Wellington. This table can be used in conjunction with other information, such as input from focus groups, staff, and the general public, to determine if the current capacities are adequate or not for specific components. The capacities table is based purely on the quantity of assets without regard to quality or functionality. Based on this type of analysis and the projected population growth, the Town would need to develop 10 acres of park land and it should include at a minimum, a basketball court, a multi-purpose field, open turf, open water and a playground. Higher LOS is achieved only by adding assets, regardless of the condition or quality of those assets. In theory, however, the LOS provided by assets should be based on their quality as well as their quantity.

Capacities LOS for Community Components																												
Wellington, CO		Draft: February, 2015																										
		2014 Developed GIS Acres #	Aqua Feat, Spray	Backstop, Practice	Ballfield	Basketball	Batting Cage	Disc Golf	Disk Golf	Dog Park	Event Space	Garden, Community	Loop Walk	MP Field, Large	Multiuse Court	Natural Area	Open Turf	Open Water	Passive Node	Playground, Local	Shelter	Shelter, Group	Shelter, Shade	Skate Park	Tennis	Trail, Multi-use	Trailhead	Water Feature
INVENTORY																												
Wellington		80.5	1	1	3	2	1	1	1	1	1		2	4		2	5	5	1	7	2	2	3	1	1	1	3	1
School		35				5.5						1		3	2		1			2					2			
HOA		2.5															2											
Wellington Housing Authority		1.8				1						1								2								
Total		119.8	1	1	3	8.5	1	1	1	1	1	2	2	7	2	2	8	5	1	11	2	2	3	1	3	1	3	1
CURRENT RATIO PER POPULATION																												
CURRENT POPULATION 2014	6,751																											
Current Ratio per 1000 Population		11.92	0.15	0.15	0.44	1.26	0.15	0.15	0.15	0.15	0.15	0.30	0.30	1.04	0.30	0.30	1.19	0.74	0.15	1.63	0.30	0.30	0.44	0.15	0.44	0.15	0.44	0.15
Population per component		84	6,751	6,751	2,250	794	6,751	6,751	6,751	6,751	6,751	3,376	3,376	964	3,376	3,376	844	1,350	6,751	614	3,376	3,376	2,250	6,751	2,250	6,751	2,250	6,751
PROJECTED POPULATION - 2019	7,570																											
Total # needed to maintain current ratio of all existing facilities at projected population		90	1	1	3	10	1	1	1	1	1	2	2	8	2	2	9	6	1	12	2	2	3	1	3	1	3	1
Number that should be added to achieve current ratio at projected population		10	0	0	0	1	0	0	0	0	0	0	0	1	0	0	1	1	0	1	0	0	0	0	0	0	0	0
# Only developed parks were included in the total. Undeveloped acres include approximately 41 additional acres.																												

Table F: Capacities LOS for Community Components

GRASP® Index

The following **Table G** shows the GRASP® Indices for the various components based on population. The GRASP® Index for a specific component is a ratio of quantity and quality of each type of component per capita based on the 2014 population.

In the case of Wellington, playgrounds currently score at 49.6 and have a GRASP® Index of 7.3. Based on population projections by the year 2019, Wellington would need to provide an additional 6.0 worth of GRASP scoring points through playgrounds to maintain the current level of service per capita. It should be noted that an increase in GRASP® score can occur through upgrades to current components, addition of new components, or a combination of upgrades and additions.

This is especially useful in communities where the sustainability of the parks and recreation system over time is important. In the past, the focus was on maintaining adequate capacity as population growth occurred. Today, many communities are reaching build-out while others have seen population growth slow. The focus in such communities has shifted to maintaining current levels of service as components age or become obsolete, or as needs change. The GRASP® Index can be used to track LOS under such conditions over time.

The authors of this report have developed a tool that incorporates both quantity and quality for any given set of assets into a single indicator called the GRASP® Index. This index is a per capita ratio of the functional score per population in thousands.

The GRASP® Index can move up or down over time as either quantity or quality changes. For example, if all of the playgrounds in a community are allowed to deteriorate over time, but none are added or taken away, the LOS provided by the playgrounds is decreasing. Similarly, if all of the playgrounds are replaced with new and better ones, but no additional playgrounds are added, the LOS increases even though the per-capita quantity of playgrounds did not change.

Projected Community Components GRASP® Index 2019				
	Current Population 2014*	6,751	Projected Population 2019*	7,570
	Total GRASP® Community Score per component type	GRASP® score per 1000 population (GRASP® Index)	Total GRASP® score needed at projected population	Additional GRASP® score needed
Aqua Feat, Spray	10.8	1.6	12.1	1.3
Ballfield	4.8	0.7	5.4	0.6
Basketball	21.6	3.2	24.2	2.6
Batting Cage	10.8	1.6	12.1	1.3
Disc Golf	9.6	1.4	10.8	1.2
Dog Park	10.8	1.6	12.1	1.3
Loop Walk	15.6	2.3	17.5	1.9
MP Field, Large	37.9	5.6	42.5	4.6
Playground, Local	49.6	7.3	55.6	6.0
Shelter, all sizes	57.6	8.5	64.6	7.0
Tennis	17.4	2.6	19.5	2.1

* Population data source: ESRI Business Analyst Online

Table G: GRASP® Community Component Index

GRASP® Comparative Data

The overall GRASP® Index for the City of Wellington is 56. Because every community is unique, there are no standard or “correct” numbers for these. However, it is useful to note that the GRASP® Index for the Town of Wellington falls within the mid to higher range. The table below provides comparative data from other communities. For reference statistics have been included for other communities in Colorado. It is notable that the GRASP® Index score for Wellington exceeds that many other communities listed.

STATE	CITY	YEAR	POPULATION	STUDY AREA SIZE (Acres)	# OF SITES (Parks, Facilities, etc.)	TOTAL # OF COMPONENTS	AVG. # COMPONENTS per SITE	TOTAL GRASP® VALUE (Entire System)	GRASP® INDEX	AVG. SCORE/SITE	% of TOTAL AREA w/LOS >0	AVG. LOS PER ACRE SERVED	NUMBER OF COMPONENTS PER POPULATION	AVERAGE LOS/POP DEN PER ACRE	pop den (per acre)
CO	Evergreen PRD	2011	22,736	48,154	28	170	6.1	902	39.7	32.2	100%	540	7	1143	0.5
CO	Fort Collins	2006	130,681	33,388	45	619	13.8	2675	20.5	59.4	83%	217	5	55	3.9
CO	Green Valley Ranch	2013	14,897	1,156	17	67	3.9	374	25.1	22.0	100%	436	4	34	12.9
CO	Lafayette	2012	24,453	5979	74	201	2.7	1300	53.2	17.6	83%	175	8	43	4.1
CO	Lakewood	2007	144,369	27,494	105	738	7.0	6476	44.9	61.7	100	NA	5	NA	5.3
CO	Lone Tree	2007	10,134	1,382	49	219	4.5	561	55.3	11.4	76%	226	22	31	7.3
CO	Louisville	2011	19,656	5,089	145	453	3.1	3229	164.3	22.3	100%	903	23	234	3.9
CO	Nederland	2012	3,074	46,142	38	142	3.7	620	201.7	16.3	NA	NA	46	NA	0.1
CO	Sterling	2013	14,777	3,913	39	131	3.4	891	60.3	22.8	96%	279	9	74	3.8
CO	Windsor	2007	16,178	14,691	21	166	7.9	NA	NA	NA	83%	142	10	129	1.1
CO	Brighton	2007	32,556	12,413	31	375	12.1	NA	NA	NA	82%	156	12	59	2.6
CO	Commerce City	2006	36,049	26,270	90	357	4.0	1047	29.0	11.6	73%	113	10	82	1.4
CO	Wellington	2015	7,453	2,269	19	82	4.3	421	56	22.1	100%	82	11	27.7	3.0

Table H: GRASP® Comparative Data

More on Utilizing the GRASP® Perspectives

Different Perspectives can be used to determine levels of service throughout the community from a variety of views. These Perspectives can show a specific set of components, depict estimated travel time to services, highlight a particular geographic area, or display facilities that accommodate specific programming. It is not necessarily beneficial for all parts of the community to score equally in the analyses. The desired level of service for any particular location will depend on the type of service being analyzed and the characteristics of the particular location. Commercial, institutional, and industrial areas might reasonably be expected to have lower levels of service for parks and recreation opportunities than residential areas. Levels of service for retail services in high density residential areas should probably be different than those for lower density areas.

Used in conjunction with other needs assessment tools (such as needs surveys and a public process), Perspectives can be used to determine if current levels of service are appropriate in a given location. If so, plans can then be developed that provide similar levels of service to new neighborhoods. Conversely, if it is determined that different levels of service are desired, new planning can differ from the existing community patterns to provide the desired LOS.

Each Perspective shows the cumulative levels of service across the study area when the catchment areas for a particular set of components are plotted together. As previously stated, darker shades represent areas in which the level of service is higher for that particular Perspective. It is important to note that the shade overlaying any given point on the Perspective represents the cumulative value offered by the surrounding park and recreation system to an individual situated in that specific location, rather than the service being provided by components at that location to the areas around it.

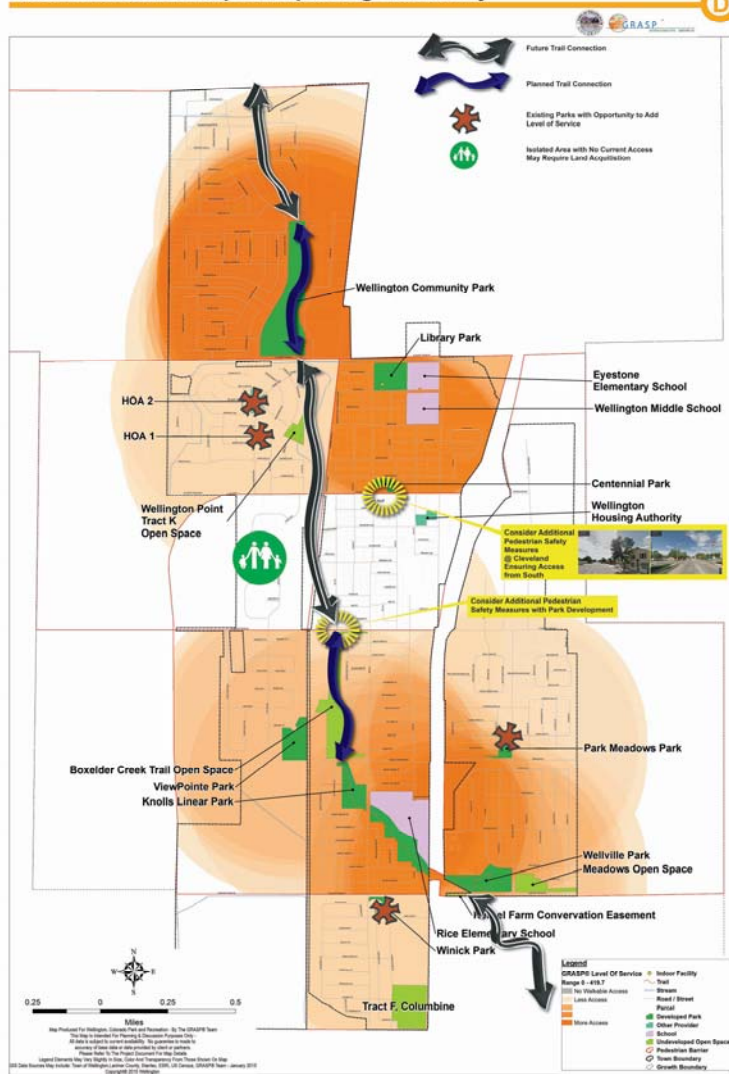
Key Recommendations

- Explore ways of increasing recreational connectivity
- Enhance pedestrian crossings to increase walkability
- Add “booster” components at existing parks in underserved areas
- Explore options to add trails and connect to larger regional trail systems
- Develop undeveloped park lands as needed
- Consider land acquisition or new partnerships in areas with no current level of service
- Partner with schools and homeowner’s associations to increase level of service in areas of need

IV. Recommendations

Wellington, Colorado Parks and Recreation

Recommendation Map D: Improving Walkability



Map D: Examples of improvements that would help increase level of service in Wellington

Findings of the GRASP® LOS analyses provide some guidance in consideration of how to improve parks and recreation in the Town of Wellington. This section describes ways to enhance level of service through improvement of existing sites, future development of new facilities, and potential partnerships.

Note: Any reference to level of service scoring throughout this recommendation discussion relies on walkable level of service analysis. Overall level of service scoring from a driving standpoint was high and thus offered minimal need for improvement. Despite that walkable coverage provided is generally good, an examination of walkable level of service does reveal areas on which to focus improvement efforts.

ADA Transition Plan and Compliance

According to the ADA.gov website, “Access to civic life by people with disabilities is a fundamental goal of the Americans with Disabilities Act (ADA). To ensure that this goal is met, Title II of the ADA requires State and local governments to make their programs and services accessible to persons with disabilities.” “One important way to ensure that Title II’s requirements are being met in cities of all sizes is through self-evaluation, which is required by the ADA regulations. Self-evaluation enables local governments to pinpoint the facilities, programs and services that must be modified or relocated to ensure that local governments are complying with the ADA.” Transition plans are also required to implement needed changes identified during the self-evaluation process. Ongoing self-evaluation and development of a comprehensive transition plan must be a high priority of the Parks and Recreation Department.

Level of Service Improvements

Areas of Wellington that either fall below the minimum standard threshold or provide no service at all, called **low-service areas** and **no-service areas**, often provide opportunities for improvement. This might involve fixing up a tired picnic shelter or updating playground structures or safety surfacing. Such efforts to improve level of service are more attainable than alternatives that require land acquisition and large-scale capital investment. Several such opportunities exist to improve walkable level of service in Wellington.

Low-Score Components

The easiest and most obvious way to raise level of service is to improve **low-score components**, those that were scored down because they do not meet expectations. This entails repair, refurbishment, or replacement of existing components at a site that are in need of some attention. A full detail account of each park and its components and modifiers scoring in included in a separate document: TOWN OF WELLINGTON FINAL INVENTORY ATLAS. Low scoring components and modifiers can be found in this document. Maintaining and improving existing facilities is often ranked highest in public input in regards to goals in the next 5 to 10 years. Developing a method or process for continued assessment of existing facilities is key to monitoring existing resources. The assessment process used for this plan involves scoring of all included assets. This scoring takes into account condition and functionality. Those components with low-scores may be addressed one by one and will serve to improve level of service.

Addressing Low-Scoring Components

The inventory process for the master plan included rating components throughout the system on their functionality. Components whose functionality is below expectations were identified and scored with a “one.” A list of these can easily be extracted from the inventory dataset. By raising the score of a component you are also raising the Level of Service in your community. But deciding how to do this may seem daunting. A strategy for addressing the repair/refurbishment/replacement or re-purposing of low-

functioning components should begin with the following steps. This should be done for each individual component in the inventory that is not functioning up to expectations.

- A. Determine why the component is functioning below expectations. Was it poorly conceived in the first place? Is it something that was not needed to begin with? Is it the wrong size, type, or configuration? Is it poorly placed, or located in a way that conflicts with other uses or detracts from its use? Have the needs changed in a way that the component is now outdated, obsolete, or no longer needed? Has it been damaged? Or, has the maintenance of the component simply been deferred or neglected to the point where it no longer functions as intended?

Another possibility is that the component was scored low because it is not available to the public in a way that meets expectations. For example, a facility might be rated low because it is leased to a private group and access by the general public is limited. This may be a perfectly acceptable situation and appropriately scored. The service is at a lower value due to limited access.

Another example would be when a component is old, outdated, or otherwise dysfunctional, but has historic or sentimental value. This might be an old structure in a park such as a stone barbecue grill, or other artifact that cannot be restored to its original purpose, but which has historic value.

- B. Depending on the answers from the first step, a strategy can be selected for addressing the low-functioning component:

- If the need for that type of component in its current location still exists, then the component should be repaired or replaced to match its original condition as much as possible. Examples of this would be playgrounds with old, damaged, or outdated equipment, or courts with poor surfacing or missing nets.
- If the need for that type of component has changed to the point where the original one is no longer suitable, then it should be replaced with a new one that fits the current needs. For example, if a picnic shelter is too small for the amount of use currently demanded, it may be replaced with a new, larger one.
- If a component is poorly located, or was poorly designed to start with, consideration should be given to relocating, redesigning, or otherwise modifying it. An example would be an amphitheater next to a street that was once small and quiet but is now loud and busy. The noise from the street makes it undesirable to use the amphitheater for its intended purpose. If there is still a need for this type of facility at this park, then consideration should be given to relocating it or redesigning it to provide screening from traffic and other noise.
- If a component is no longer needed because of changing demands, then it should be removed unless it can be maintained in good condition without excessive expense, or unless it has historic or sentimental value. Some inline hockey rinks may fall into this category. If a rink has been allowed to deteriorate because the community has no desire for inline hockey, then maybe it should be repurposed into some other use such as a basketball or tennis court, multi-use play-pad, or perhaps a skate park. It could even become a something unusual, like a trike-track course. Or it could become the surface for a large group picnic shelter. Another possibility might be to install outdoor fitness stations and make it an “outdoor gym.”

The choice of what to put in the rink’s place should be made with input from the community. This could be done with a simple intercept survey, door-hung questionnaire, or

by contacting a neighborhood organization. The point is that it makes no sense to replace something that the neighborhood no longer needs with something else it doesn't need.

If no appropriate alternative use for the rink or the space it occupies is identified, it should be removed to avoid a blighted appearance, and the space should be integrated into the rest of the park with landscaping.

- C. It is possible that through ongoing public input, and as needs and trends evolve; new needs will be identified for existing parks. If there is no room in an existing park for new needs, the decision may be made to remove or re-purpose an existing component, even if it is quite functional. An example of this could be found in many communities over the past couple of decades. As the popularity of tennis declined and demand for courts dropped off, perfectly good courts were sometimes converted into skate parks or inline rinks. In most cases this was an interim use, intended to satisfy a short-term need until a decision could be made to either construct a permanent facility or let the passing fad fade. The need for inline rinks now seems to have diminished, while temporary skate parks on tennis courts have been moved to permanent locations of their own and become more elaborate facilities as skateboarding and other wheel sports have grown in popularity and permanence.

Another example of this can be found in the re-purposing by one community of a ball diamond into a dog park. The ball diamond is well-suited for use as a dog park because it is already fenced, and the combination of skinned infield where the dogs enter and natural grass in the outfield where traffic is spread out is ideal.

It is likely that in time this facility will either become a permanent facility designed specifically to meet the needs of people recreating with their dogs, or such a facility will be constructed elsewhere to suit that purpose. Or, it could turn out that dog parks fade in popularity like inline hockey rinks, or are replaced with some other facility that dog owners prefer even more than the current dog park model. Meanwhile, the use of the ball diamond for this purpose is a good interim solution.

Trends to keep an eye on while deciding what to do with low-functioning facilities, or determining how to make existing parks serve the needs of residents as highly as possible, include things like:

- Dog parks continue to grow in popularity. This may have something to do with an aging demographic in America, with more “empty-nesters” transferring the attention they once gave to their children, who are now grown, to their pets. It is also an important form of socializing for people who may have once socialized with other parents in their child's soccer league, and now that the kids are grown they are enjoying the company of other dog owners at the dog park. And for singles, a dog park is a good place to meet people.
- Skateboarding and other wheel sports continue to grow in popularity. Making neighborhood parks skateable and distributing skating features throughout the community provides greater access to this activity for younger people who cannot drive to a larger centralized skate park.
- A desire for locally-grown food and concerns about health, sustainability, and other issues is leading to the development of community food gardens in parks and other public spaces.
- Sprayparks are growing rapidly in popularity, even in cooler climates. A wide and growing selection of products for these is raising the bar on expectations and offering new possibilities for creative facilities.

- New types of playgrounds are emerging, including discovery play, nature play, adventure play, and even inter-generational play. Some of these rely upon movable parts, supervised play areas, and other variations that are different from the standard fixed “post and platform” playgrounds found in the typical park across America.
- As a lower impact alternative to tennis, the sport of pickleball has gained in popularity, particularly among older Americans. Striping can be added to existing tennis courts, or outdated facilities such as inline hockey rinks may be retrofitted.
- Events in parks, from a neighborhood “movie in the park” to large festivals in regional parks, are growing in popularity as a way to build a sense of community and generate revenues. Providing spaces for these could become a trend.
- Integrating nature into parks by creating natural areas is a trend for a number of reasons. These include a desire to make parks more sustainable and introduce people of all ages to the natural environment. An educational aspect is an important part of these areas.

Low-Score Modifiers

In scoring inventory locations additional consideration was also given to basic site amenities, called **modifiers**. These are things that support users during their visit such as design and ambience, drinking fountains, seating, BBQ grills, security lighting, bike racks, restrooms, shade, access, and parking among others. These help inform overall GRASP® scoring. Modifiers that do not meet expectations are scored down. Modifiers at a site that are in need of some attention such as repair, refurbishment, or replacement.

Booster Components

Another way to enhance existing assets is through the addition of **booster components** intended to “boost” the level of service at specific existing park sites or recreation facilities through the addition of new components. These are most effective in low-service areas in which park sites already exist that have space for additional components. Based on the threshold analysis map several such locations exist in Wellington.

High Demand Components

A survey of community respondents could help identify **high demand components**. These components should be considered in any efforts to add new components to the system.

Often these high demand components fall into the following categories:

1. Trails and Connectivity
2. Improve Quality of Life
3. Town Beautification
4. Family, Youth and Teen Activities
5. Safety and Security
6. Special Events

Many of these needs may be addressed within the existing system by upgrading facilities, retrofitting less used assets, and by establishing or strengthening partnerships:

- ✓ Paved and unpaved trails are often one of the most important type of facilities or amenities. Further trail development is one of the keys to fulfilling this public need. Connectivity between trails and pathways is also indicated as an important consideration. Although Wellington currently has a very

limited trail and bike route network, there are ways to enhance those assets that do exist and best practices for future development. Further discussion and solutions, may be found in the following section on “Recreational Connectivity”.

- ✓ Public perception of safety and security issues is often as much about marketing and promotion as it is about police presence and patrols. In addition, strategic patrol efforts and inclusion of principles of Crime prevention through environmental design (CPTED) can help improve safety in parks.
- ✓ Future consideration of a new skate park and other amenities at Boxelder Creek Trail Open Space could allow for space at Centennial Park to be repurposed into community gathering or special event space along Cleveland Ave.

Recreational Connectivity

People across the country are more inclined these days to integrate recreational opportunities within their daily lives. The definition of recreation has evolved in recent years to include aspects of the built environment that were not as important in the past. Trails, bicycle lanes, and other multi-modal travel options are increasingly essential as more and more people prefer a leisurely walk or bike ride to a trip in the car. People tend to expect that parks, recreation centers, and other community resources be easy destinations to access for a variety of users employing different modes of travel to include walking and bicycling. This concept of may be referred to as ***recreational connectivity***.

Recreational connectivity may be defined as the extent to which community recreational resources are transitionally linked to allow for easy and enjoyable travel between them. In addition to recreational trails, this may also include city sidewalks, bicycle paths, bicycle routes, and public transit infrastructure. Of course the scope of creating and maintaining such a network is a substantial undertaking that involves many players. Along with a community expectation for this type of user-friendly network infrastructure comes the expectation that stakeholders work together in the interest of the public good. At the municipal level this might include public works, law enforcement, private land-owners, public transit operators and user groups as well as the local parks and recreation department.

This concept of recreational connectivity is important within the scope of parks and recreation planning but also has deeper implications for public health, the local economy, and public safety among other considerations. As more and more people look for non-automotive alternatives to get to and from local destinations, a complete network of various transportation options is in greater demand than ever to include walking trails, bicycle paths, bicycle routes, and public transit. Other elements of this infrastructure might include street/railroad crossings, sidewalk landscaping, lighting, drainage, and even bike-share and car-share availability.

The Trail System

Recreational connectivity in most American cities usually starts with trails. A ***trail*** may be defined as any off-street or on-street connection dedicated to pedestrian or bicycle users. ***Recreational trails***, as distinguished from transportation trails, typically pass through park lands or natural areas and can be soft or hard surface. Recreational trails are the only elements of an alternative transit network that traditionally fall to parks and recreation professionals. They are intended mostly for leisure and enjoyment of resources. ***Transportation trails***, the sidewalks or paved trails found in street right-of-ways in most municipalities, are intended more for utility in getting from one place to another. Yet these two types of city infrastructure must work together to create a well-connected community. The

resulting **trail system** includes all trails that serve pedestrian and bicycle users in a community for purposes of both recreation and transportation.

As a trail system matures, the need emerges to address barriers such as roadways, rivers, and railroad crossings that separate distinct trail networks in order to create a truly connected trail system. A **trail network** is a part of a trail system within which major barrier crossings have been addressed and all trails are connected. Trail networks within a trail system are typically separated from each other by such barriers or by missing trail connections. Crosswalks, pedestrian underpasses, and bridges can be used to help users navigate barriers. New trails may be added to merge trail networks and improve overall connectivity. Most cities have several trail networks that connect users to common destinations such as schools, shops, restaurants, and civic and religious institutions in addition to parks and recreation facilities. The more integrated these networks, the more connected a city or town.

Building a trail system involves many considerations beyond the control of park and recreation managers. Vacant lands, utility easements, street right-of-ways, and existing social trails may be worth investigating for trail feasibility and to determine how trail development in these areas might impact overall connectivity. However, other departments and agencies will need to be consulted and partnered to address issues such as land acquisition, street crossings, and utility maintenance. To complicate matters, the distinction between a recreational trail and a transportation trail can be hazy. Further, on-street connections via usable, comfortable bicycle lanes and routes are also critical to establishing good recreational connectivity. Though these connections can be invaluable to a city's infrastructure, as they supplement a trail system they introduce another set of stakeholders and complications. The types of collaboration necessary to build a trail system are not without their challenges, yet can yield lasting partnerships that benefit the community. The sooner the discussion is started, the better.

Potential partners can include school districts, public works departments, county offices, state entities, federal agencies, and/or private land owners among others. It is important to convince stakeholders that their cooperation is critical to the public good. It can be helpful to remind them of the economic boost that often results from investment in recreational infrastructure like a trail system. Of course, not all players stand to gain from trail development. It is essential that land managers and planners be aware of all possible implications inherent in their efforts.

A **Trails and Alternative Modes of Transportation Master Plan** is one method of addressing this. This planning effort should include all relevant departments in order to create a comprehensive and implementable plan. This plan should also address frequency and distribution of waysides, trailheads, access points, and interpretation.

Wellington has potential for an outstanding trail system. Here are a few general strategies to use in planning efforts as this system is established:

- Work with a variety of departments, offices, and agencies to obtain assistance and access in creating trail links
- Look for ways to relieve cost burdens for property maintenance presently borne by other utilities by adapting these properties to create recreation opportunities
- Create connections that blend recreation opportunities with restaurants and retail opportunities for greater economic impact (for example, a downtown connection to a trail along Boxelder Creek)
- Create connections that allow safe, comfortable routes between homes, schools, and civic and religious institutions for user convenience

- Look at existing utility areas such as power line easements, drainages, and detention ponds for options to improve connectivity
- Use wide, under-utilized or non-used street corridors for best pedestrian and bike routes within developed parts of the city

Where to Start?

Even the most well-planned, extensive trail system has to start somewhere. Unless a city is already highly urbanized, good opportunities usually exist with which to begin building a trail system. Existing parks and open space area are the first place to plan new trails, with this idea of recreational connectivity in mind. Such interior trail assets, once established, provide a good point of departure to look outside park boundaries.

It is helpful to recognize that trails may be developed at a variety of scales. Many trails serve park users only while others are of citywide or regional extent. Also, people with a destination in mind tend to take the most direct route while recreationists tend to enjoy loop or circuit trails more than linear trails. An exemplary trail system will provide multiple opportunities for users to utilize trail segments to access different parts of the city directly or enjoy recreational circuits of various size. By employing park trails, city trails, and regional trails users should ideally be able to pick and choose from several options to reach a destination or spend time recreating.

Park Trails

In Wellington, the process of building a trail system is underway. Although town and regional trails have yet to be fully developed, the recreation system already provides a good level of service. Many users regularly enjoy existing trails and loop walks within parks. A few enhancements could make these popular pathways even better.

The addition of mileage markers along loop walks and internal park trails would be useful, especially for those walking for exercise. Users could track their distances which might also encourage them to try out other trail opportunities of similar length. As users tend to be intent on getting a workout rather than a leisurely stroll, it might also be worthwhile to consider adding cardio fitness stations at points along the loop or trail as well. New loop walks could also be developed at other parks to better serve a variety of residents.

Town Trails

With internal park trails established, the next step is to focus on connecting these park assets to each other and to various places within Town.

This will involve capitalizing on existing opportunities to create strategic off-street and on-street pedestrian and bicycle links between popular recreation locations. Strategies to retrofit developed areas to meet the need for safe routes through town may be based on recommendations in this plan as well as other “complete streets” resources. Priority should be given to developing connections between existing parks, schools and other community resources.

Regional Trails

Regional trails can also be developed in coordination with other types of trails and routes. Development of the Boxelder Creek Trail through Wellington could be key to the development of a regional trail system that begins to connect to adjacent towns and cities.

Trail Typology

In addition the park, town, regional trail hierarchy already discussed it may be useful to employ a trails typology. A new “trail” may actually consist of several infrastructural improvements. A trail typology of three different types is recommended for use in Wellington. These are:

1. Bike Lane and Detached Sidewalk
2. Urban Trail
3. Multi-Use Trail



Figure C: Three trail types to be considered in developing a trail system in a community such as Wellington. This typology may be applied to a network of connections to determine the most appropriate type for each trail segment. Pedestrian and bicycle users are accommodated in different ways in each trail type. Selection for each is largely driven by the surrounding built environment.

Each trail type refers to a strategy for connecting one place to another. The primary consideration is how to accommodate pedestrian and bicycle users travelling along the same route. In more developed areas, this might involve routing cyclists along an on-street route with a pedestrian path (essentially a sidewalk) in the right-of-way. An alternative to this is the urban trail, a right-of-way path wide enough to accommodate both pedestrians and cyclists. Finally, the traditional multi-use trail provides users with an off-street connection, typically through open space areas or parks. This last is often considered the ideal trail type, yet the land dedication needed to support a multi-use trail makes it impractical or impossible to develop this type of trail in many parts of an established community such as Wellington.

Connecting People to Trails

As the Wellington trail system continues to develop additional resources will be desirable to support users. It may be worthwhile to consider signage and wayfinding strategies, trailheads and access points, public trail maps, and smartphone applications as strategies to connect people to trails and affect a positive user experience.

Signage and Wayfinding

Signage and wayfinding strategies should be employed to enhance the Wellington trail system by promoting ease of use and improved access to recreational resources. An important aspect of effective

signage and wayfinding markers is branding. An easily identifiable hierarchy of signage for different types of users assists residents and visitors as they navigate between recreation destinations. Further, a strong brand can imply investment and commitment to alternative transit and which can positively impact town identity and open up economic opportunities.

Trailheads & Access Points

It is also important to provide users access to trails. There are two ways to approach this. First, formal trailheads may be developed to include parking, bike racks, signage, restrooms, drinking water, seating, a trail map, information kiosk, and other amenities. A trailhead is most appropriate to provide access to trails that serve a higher volume of users at destinations likely to be accessed by automobile, such as Boxelder Creek Trail.

The second approach involves simply providing a trail access point, usually without the extensive amenities found at a trailhead. Trail access points such as this are more appropriate in residential or commercial areas where users are more likely to walk or ride a bicycle to reach the trail.

Map & App Resources

By making trail maps available users may enjoy Wellington trails with greater confidence and with a better understanding of distances, access points, amenities, and the system as a whole. Even with a developing trail system such a trail map can provide valuable information to users. For example, the City of Farmington, New Mexico created a community bike map (see **Figure D**) which includes various trail types as well as bike paths and bike routes. In addition to showing streets with bicycle paths and safe on-street bike routes, the Farmington map also includes information about trail ownership, helpful as it displays some trails within easements or even on private land with use agreements. As the trail system evolves, this map should be updated to produce newer versions for distribution to users.

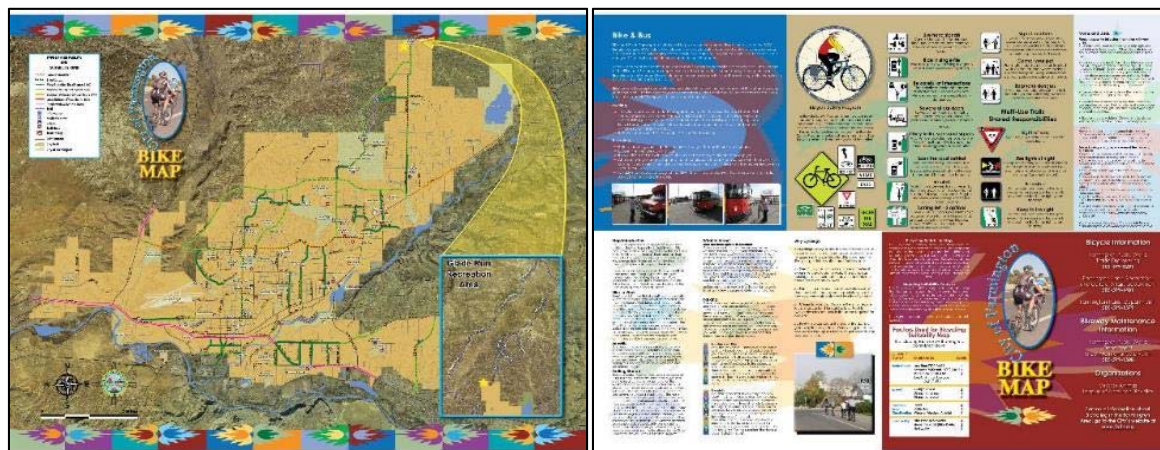


Figure D: The City of Farmington, New Mexico provides a trail and bicycle map to users with a host of information about trails, bike paths, and bike routes.

Another way to provide a trail map to users is through web based smartphone technologies. Maps made available on this type of platform are more dynamic for users, always on hand, and can be easily updated. Upfront investment needed for this type of resource may be cost prohibitive at the present time. However, it is likely as technologies advance these costs will become more manageable in the future. It may be worth considering development of web based maps in long term planning decisions.

Appendix A – GRASP® History and Methodology

GRASP® Glossary

Buffer: see catchment area

Catchment area: a circular map overlay that radiates outward in all directions from an asset and represents a reasonable travel distance from the edge of the circle to the asset. Used to indicate access to an asset in a level of service assessment

Component: an amenity such as a playground, picnic shelter, basketball court, or athletic field that allows people to exercise, socialize, and maintain a healthy physical, mental, and social wellbeing

Geo-Referenced Amenities Standards Process® (GRASP®): a proprietary composite-values methodology that takes quality and functionality of assets and amenities into account in a level of service assessment

Level of service (LOS): the extent to which a recreation system provides a community access to recreational assets and amenities

Low-score component: a component given a GRASP® score of “1” or “0” as it fails to meet expectations

Low-service area: an area of a Town that has some GRASP® level of service but falls below the minimum standard threshold for overall level of service

Modifier: a basic site amenity that supports users during a visit to a park or recreation site, to include elements such as restrooms, shade, parking, drinking fountains, seating, BBQ grills, security lighting, and bicycle racks among others

No-service area: an area of a Town with no GRASP® level of service

Perspective: a map or data quantification, such as a table or chart, produced using the GRASP® methodology that helps illustrate how well a community is served by a given set of recreational assets

Radius: see catchment area

Recreational connectivity: the extent to which community recreational resources are transitionally linked to allow for easy and enjoyable travel between them.

Recreational trail: a soft or hard surface trail intended mostly for leisure and enjoyment of resources. Typically passes through park lands or natural areas and usually falls to parks and recreation professionals for planning and management.

Service area: all or part of a catchment area ascribed a particular GRASP® score that reflects level of service provided by a particular recreational asset, a set of assets, or an entire recreation system

Threshold: a minimum level of service standard typically determined based on community expectations

Trail: any off-street or on-street connection dedicated to pedestrian, bicycle, or other non-motorized users

Trail network: a part of a greater trail system within which major barrier crossings have been addressed and all trails are functionally connected by such things as crosswalks, pedestrian underpasses, and/or bridges. Typically separated from other trail networks by missing trail connections or by such barriers as roadways, rivers, or railroad tracks.

Trail system: all trails in a community that serve pedestrian, bicycle, and alternative transportation users for purposes of both recreation and transportation

Transportation trail: a hard surface trail, such as a Town sidewalk, intended mostly for utility in traveling from one place to another in a community or region. Typically runs outside of park lands and is managed by Public Works or other Town utility department.

Composite-Values Level of Service Analysis Methodology

Analysis of the existing parks, open space, trails, and recreation systems are often conducted in order to try and determine how the systems are serving the public. A Level of Service (LOS) has been typically defined in parks and recreation master plans as the capacity of the various components and facilities that make up the system to meet the needs of the public. This is often expressed in terms of the size or quantity of a given facility per unit of population.

Brief History of Level of Service Analysis

In order to help standardize parks and recreation planning, universities, agencies and parks and recreation professionals have long been looking for ways to benchmark and provide “national standards” for how much acreage, how many ballfields, pools, playgrounds, etc., a community *should* have. In 1906 the fledgling “Playground Association of America” called for playground space equal to 30 square feet per child. In the 1970’s and early 1980s, the first detailed published works on these topics began emerging (Gold, 1973, Lancaster, 1983). In time “rule of thumb” ratios emerged with 10 acres of parklands per thousand population becoming the most widely accepted norm. Other normative guides also have been cited as “traditional standards,” but have been less widely accepted. In 1983, Roger Lancaster compiled a book called, “Recreation, Park and Open Space Standards and Guidelines,” that was published by the National Park and Recreation Association (NRPA). In this publication, Mr. Lancaster centered on a recommendation “that a park system, at minimum, be composed of a core system of parklands, with a total of 6.25 to 10.5 acres of developed open space per 1,000 population (Lancaster, 1983, p. 56). The guidelines went further to make recommendations regarding an appropriate mix of park types, sizes, service areas, and acreages, and standards regarding the number of available recreational facilities per thousand population. While the book was published by NRPA and the table of standards became widely known as “the NRPA standards,” these standards were never formally adopted for use by NRPA.

Since that time, various publications have updated and expanded upon possible “standards,” several of which have been published by NRPA. Many of these publications did benchmarking and other normative research to try and determine what an “average LOS” should be. It is important to note that NRPA and the prestigious American Academy for Park and Recreation Administration, as organizations, have focused in recent years on accreditation standards for agencies, which are less directed towards outputs, outcomes and performance, and more on planning, organizational structure, and management processes. In essence, the popularly referred to “NRPA standards” for LOS, as such, do not exist. The following table gives some of the more commonly used capacity “standards” today.

Commonly Referenced LOS Capacity “Standards”

Activity/ Facility	Recommended Space Requirements	Service Radius and Location Notes	Number of Units per Population
Baseball Official	3.0 to 3.85 acre minimum	¼ to ½ mile Unlighted part of neighborhood complex; lighted fields part of community complex	1 per 5,000; lighted 1 per 30,000
Little League	1.2 acre minimum		
Basketball Youth	2,400 – 3,036 vs.	¼ to ½ mile Usually in school, recreation center or church facility; safe walking or bike access; outdoor courts in neighborhood and community parks, plus active recreation areas in other park settings	1 per 5,000
High school	5,040 – 7,280 s.f.		
Football	Minimum 1.5 acres	15 – 30 minute travel time Usually part of sports complex in community park or adjacent to school	1 per 20,000
Soccer	1.7 to 2.1 acres	1 to 2 miles Youth soccer on smaller fields adjacent to larger soccer fields or neighborhood parks	1 per 10,000
Softball	1.5 to 2.0 acres	¼ to ½ mile May also be used for youth baseball	1 per 5,000 (if also used for youth baseball)
Swimming Pools	Varies on size of pool & amenities; usually ½ to 2-acre site	15 – 30 minutes travel time Pools for general community use should be planned for teaching, competitive & recreational purposes with enough depth (3.4m) to accommodate 1m to 3m diving boards; located in community park or school site	1 per 20,000 (pools should accommodate 3% to 5% of total population at a time)
Tennis	Minimum of 7,200 s.f. single court area (2 acres per complex	¼ to ½ mile Best in groups of 2 to 4 courts; located in neighborhood community park or near school site	1 court per 2,000
Volleyball	Minimum 4,000 s.f.	½ to 1 mile Usually in school, recreation center or church facility; safe walking or bike access; outdoor courts in neighborhood and community parks, plus active recreation areas in other park settings	1 court per 5,000
Total land Acreage		Various types of parks - mini, neighborhood, community, regional, conservation, etc.	10 acres per 1,000

Sources:

David N. Ammons, *Municipal Benchmarks - Assessing Local Performance and Establishing Community Standards*, 2nd Ed., 2002

Roger A. Lancaster (Ed.), *Recreation, Park and Open Space Standards and Guidelines* (Alexandria, VA: National Recreation and Park Association, 1983), pp. 56-57.

James D. Mertes and James R. Hall, *Park, Recreation, Open Space and Greenways Guidelines*, (Alexandria, VA: National Recreation and Park Association, 1996), pp. 94-103.

In conducting planning work, it is key to realize that the above standards can be valuable when referenced as “norms” for capacity, but not necessarily as the target standards for which a community

should strive. Each community is different and there are many varying factors which are not addressed by the standards above. For example:

- Does “developed acreage” include golf courses? What about indoor and passive facilities?
- What are the standards for skateparks? Ice Arenas? Public Art? Etc.?
- What if it’s an urban land-locked community? What if it’s a small town surrounded by open Federal lands?
- What about quality and condition? What if there’s a bunch of ballfields, but they haven’t been maintained in the last ten years?
- And many other questions....

GRASP® (Geo-Referenced Amenities Standards Program)

In order to address these and other relevant questions, a new methodology for determining Level of Service was developed. It is called a **composite-values methodology** and has been applied in communities across the nation in recent years to provide a better way of measuring and portraying the service provided by parks and recreation systems. Primary research and development on this methodology was funded jointly by GreenPlay, LLC, a management consulting firm for parks, open space and related agencies, Design Concepts, a landscape architecture and planning firm, and Geowest, a spatial information management firm. The trademarked name for the composite-values methodology process that these three firms use is called **GRASP® (Geo-Referenced Amenities Standards Program)**. For this methodology, capacity is only part of the LOS equation. Other factors are brought into consideration, including *quality, condition, location, comfort, convenience, and ambience*.

To do this, parks, trails, recreation, and open space are looked at as part of an overall infrastructure for a community made up of various components, such as playgrounds, multi-purpose fields, passive areas, etc. The ways in which the characteristics listed above affect the amount of service provided by the components of the system are explained in the following text.

Quality – The service provided by anything, whether it is a playground, soccer field, or swimming pool is determined in part by its quality. A playground with a variety of features, such as climbers, slides, and swings provides a higher degree of service than one with nothing but an old teeter-totter and some “monkey-bars.”

Condition – The condition of a component within the park system also affects the amount of service it provides. A playground in disrepair with unsafe equipment does not offer the same service as one in good condition. Similarly, a soccer field with a smooth surface of well-maintained grass certainly offers a higher degree of service than one that is full of weeds, ruts, and other hazards.

Location – To be served by something, you need to be able to get to it. The typical park playground is of more service to people who live within easy reach of it than it is to someone living all the way across town. Therefore, service is dependent upon proximity and access.

Comfort – The service provided by a component, such as a playground, is increased by having amenities such as shade, seating, and a restroom nearby. Comfort enhances the experience of using a component.

Convenience – Convenience encourages people to use a component, which increased the amount of service that it offers. Easy access and the availability of trash receptacles, bike rack, or nearby parking are examples of conveniences that enhance the service provided by a component.

Ambience – Simple observation will prove that people are drawn to places that “feel” good. This includes a sense of safety and security, as well as pleasant surroundings, attractive views, and a sense of place. A well-designed park is preferable to a poorly-designed one, and this enhances the degree of service provided by the components within it.

In this methodology, the geographic location of the component is also recorded. Capacity is still part of the LOS analysis (described below) and the quantity of each component is recorded as well.

The methodology uses comfort, convenience, and ambience as characteristics that are part of the context and setting of a component. They are not characteristics of the component itself, but when they exist in proximity to a component they enhance the value of the component.

By combining and analyzing the composite values of each component, it is possible to measure the service provided by a parks and recreation system from a variety of perspectives and for any given location. Typically this begins with a decision on “**relevant components**” for the analysis, collection of an accurate inventory of those components, analysis and then the results are presented in a series of maps and tables that make up the **GRASP®** analysis of the study area.

Making Justifiable Decisions

All of the data generated from the GRASP® evaluation is compiled into an electronic database that is then available and owned by the agency for use in a variety of ways. The database can help keep track of facilities and programs, and can be used to schedule services, maintenance, and the replacement of components. In addition to determining LOS, it can be used to project long-term capital and life-cycle costing needs. All portions of the information are in standard available software and can be produced in a variety of ways for future planning or sharing with the public.

It is important to note that the GRASP® methodology provides not only accurate LOS and facility inventory information, but also works with and integrates with other tools to help agencies make decisions. It is relatively easy to maintain, updatable, and creates easily understood graphic depictions of issues. Combined with a needs assessment, public and staff involvement, program and financial assessment, GRASP® allows an agency to defensibly make recommendations on priorities for ongoing resource allocations along with capital and operational funding.

Appendix B – Maps

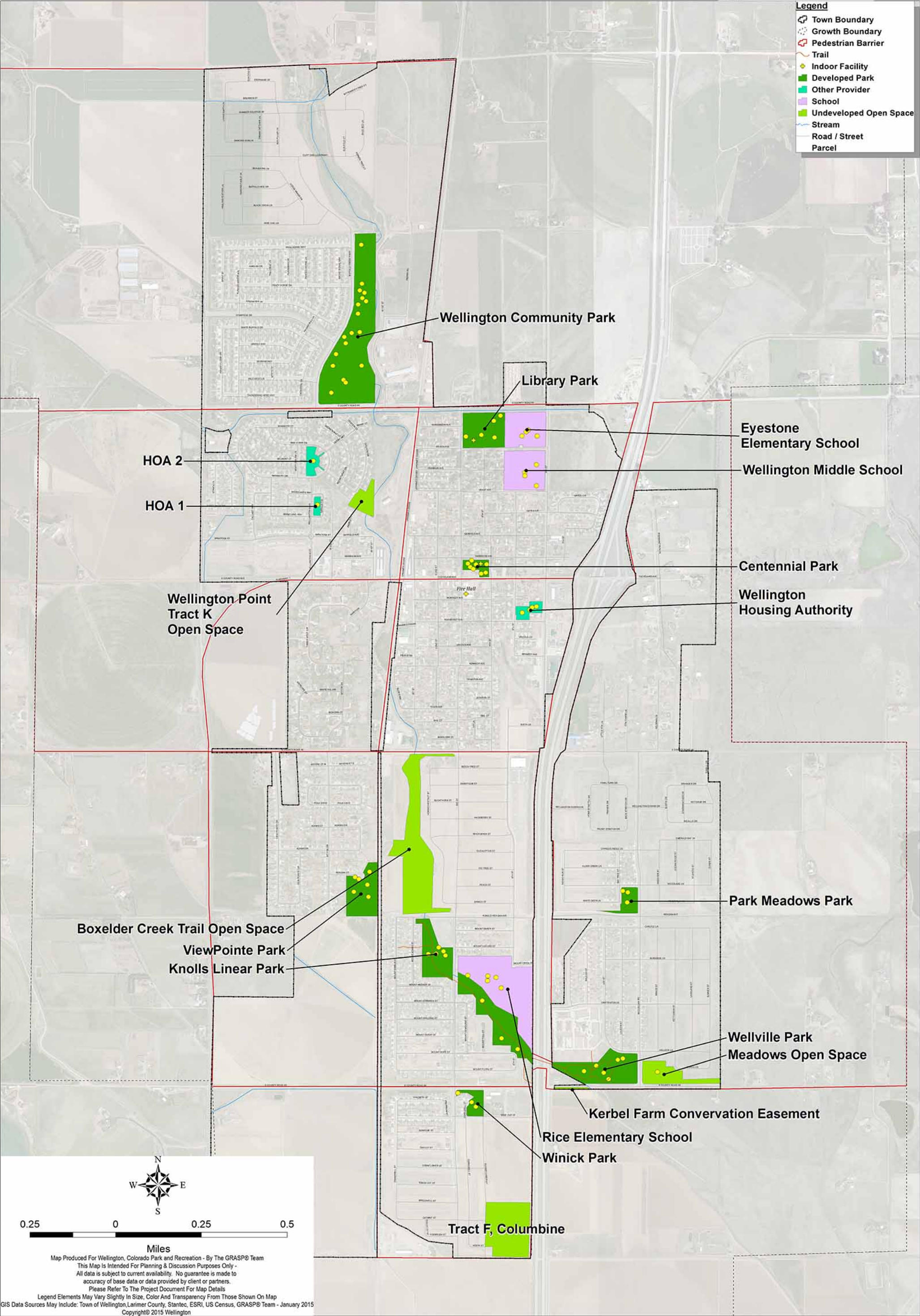
Appendix B is provided separately as a stand alone document and includes the following maps:

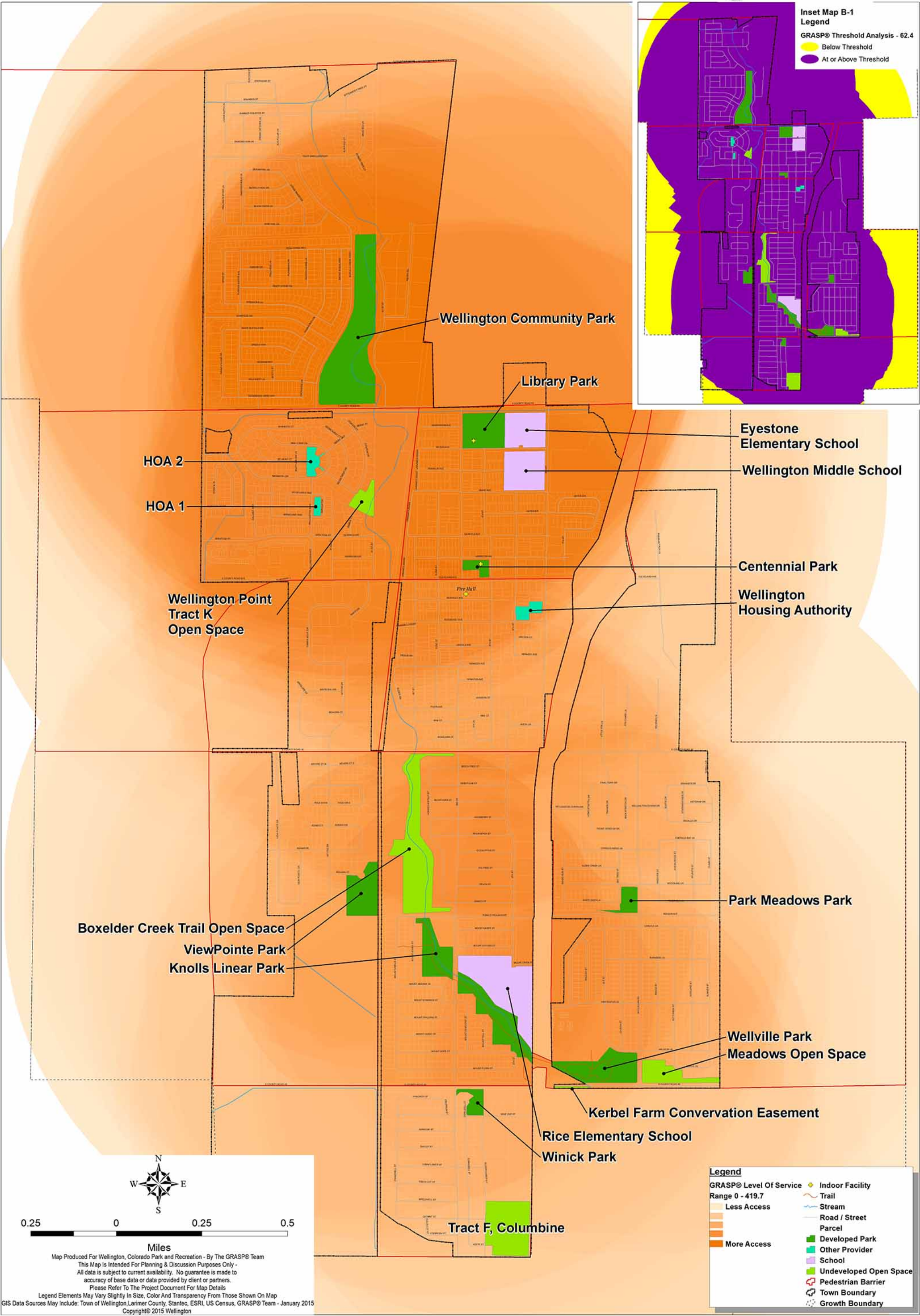
Map A: Town Of Wellington System Map

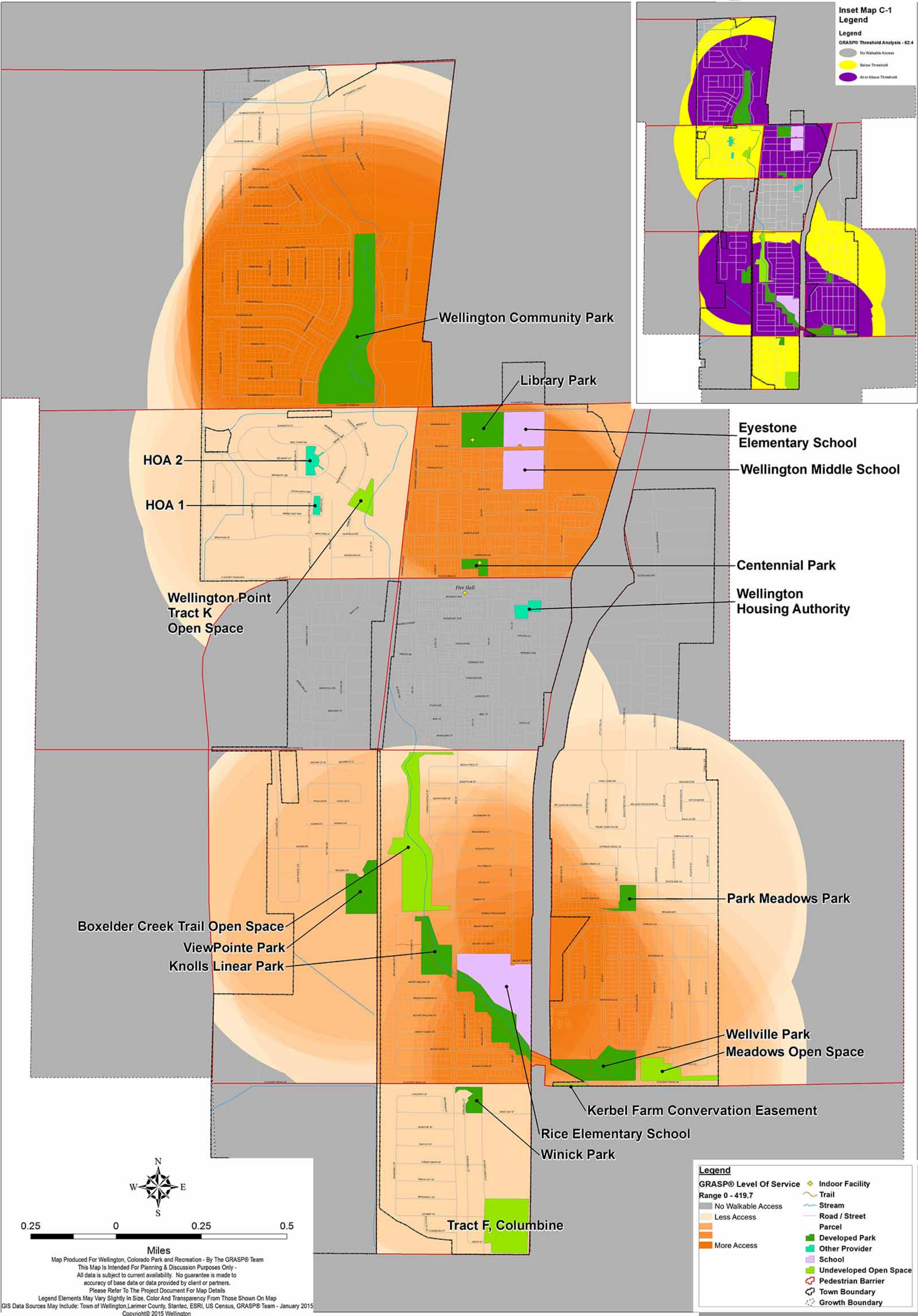
Map B: Neighborhood Access to Outdoor Recreation

Map C: Walkable Access to Outdoor Recreation

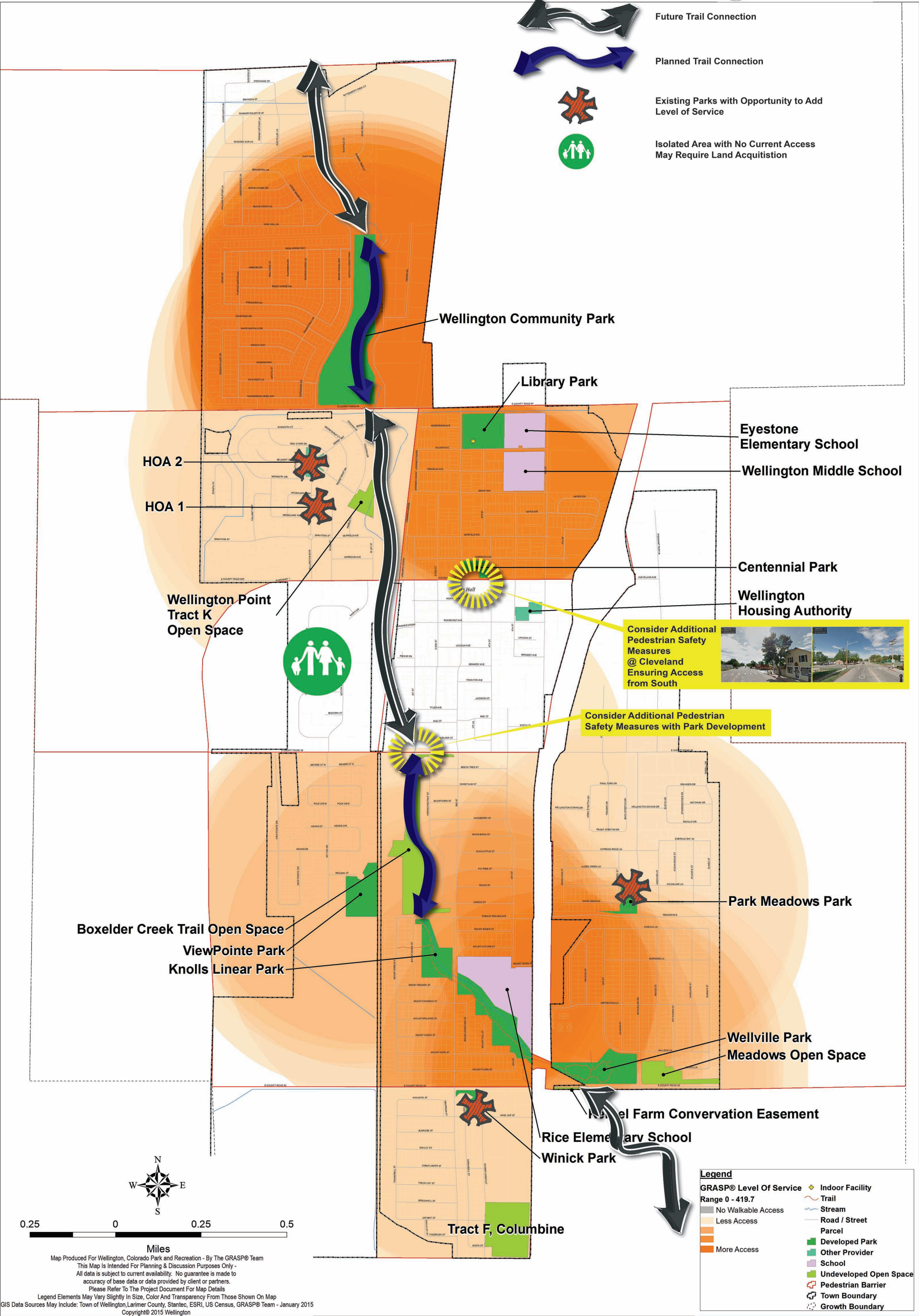
Map D: Improving Walkability







Wellington, Colorado Parks and Recreation
Recommendation Map D: Improving Walkability



GRASP® Level of Service Analysis Town of Wellington, CO



GRASP® Level of Service Analysis
Final Inventory Atlas
February 2015

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Inventory Process and Scoring Information

The inventory was completed in a series of steps. The planning team first prepared a preliminary list of existing components using aerial photography and the acquired Geographic Information System (GIS). Components identified in the aerial photo were given GIS points and names.

Next, field visits were conducted by the consulting team to confirm the preliminary data and collect additional information.

During the field visits and evaluations, missing components were added to the data set, and each component was evaluated as to how well it met expectations for its intended function. During the site visits the following information was collected:

- Component type
- Component location
- Evaluation of component condition - record of comfort and convenience features
- Evaluation of comfort and convenience features
- Evaluation of park design and ambience
- Site photos
- General comments

The inventory team used the following three-tier rating system to evaluate each component:

- 1 = Below Expectations*
- 2 = Meets Expectations*
- 3 = Exceeds Expectations*

The scores were based on such things as the condition of the component, its size, or capacity relative to the need at that location, and its overall quality.

Components were evaluated from two perspectives: first, the value of the component in serving the immediate neighborhood, and second, its value to the entire community.

The setting for a component and the conditions around it affect how well it functions, so in addition to scoring the components each park site or indoor facility was given a set of scores to rate its comfort, convenience, and ambient qualities. This includes such things as the availability of restrooms, drinking water, shade, scenery, etc.

Information collected during the site visit was then compiled and corrections and comparisons made to GIS.

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GRASP® Level of Service Analysis Town of Wellington, CO

Indoor Inventory*

Note: Indoor locations included for reference only



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Inventory Date:

Boys and Girls Club

Updated:

Total Indoor
GRASP® Score

Modifiers with Scores

Site Access	0	Entry Desk	0	Design and Ambiance
Aesthetics	0	Office Space	0	0
Entry	0	Overall Storage	0	
Entry Aesthetics	0	Restrooms	0	
Building Condition	0	Locker Rooms	0	

General Comments

Components with Score

Inventory Date:

Fire Hall

Updated:

Total Indoor
GRASP® Score

Modifiers with Scores

Site Access	0	Entry Desk	0	Design and Ambiance
Aesthetics	0	Office Space	0	0
Entry	0	Overall Storage	0	
Entry Aesthetics	0	Restrooms	0	
Building Condition	0	Locker Rooms	0	

General Comments

Components with Score

Inventory Date:

Library & Senior Center

Updated:

Total Indoor
GRASP® Score

Modifiers with Scores

Site Access	0	Entry Desk	0	Design and Ambiance
Aesthetics	0	Office Space	0	0
Entry	0	Overall Storage	0	
Entry Aesthetics	0	Restrooms	0	
Building Condition	0	Locker Rooms	0	

General Comments

Components with Score

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GRASP® Level of Service Analysis Town of Wellington, CO

Outdoor Inventory

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Outdoor Component List

Design Concepts

Component	COMPONENT AND DEFINITION
Amusement Ride	Amusement Ride - Train, go carts, etc.
Aqua Feat, Pool	Aquatic feature, Pool (Outdoor Pool) – Consists of a single lap pool. has restricted access and lifeguards.
Aqua Feat, Spray	Aquatic feature, Spray (Destination Sprayground) – Consists of many and varied spray features. Does not have standing water, but is large and varied enough to attract users from outside the immediate neighborhood.
Aqua Feat, Complex	Aquatic feature, Complex (Aquatic Park) – A facility that has at least one lap pool and one separate spray ground or feature.
Archery Range	Archery Range – A designated area for practice and/or competitive archery activities. Meets safety requirements and has appropriate targets and shelters.
Backstop, Practice	Backstop, Practice – Describes any size of grassy area with a practice backstop, used for practice or pee-wee games.
Ballfield	Ballfield – Describes softball and baseball fields of all kinds. Not specific to size or age-appropriateness.
Ballfield, Complex	Ballfield, Complex - 4 or more ballfields of similar size in used for tournaments.
Basketball	Basketball – Describes a stand-alone full sized outdoor court with two goals. Half courts scored as (.5). Not counted if included in Multiuse Court.
Batting Cage	Batting Cage – A stand-alone facility that has pitching machines and restricted entry.
Blueway	Blueway – River, Stream or canal, that is used for aquatic recreation.
BMX Course	BMX Course – A designated area for non-motorized Bicycle Motocross. Can be constructed of concrete or compacted earth.
Bocce Ball	Bocce Ball - Outdoor courts designed for bocce ball. Counted per court.
Concessions	Concessions - A separate structure used for the selling of concessions at ballfields, pools, etc.
Concessions with Restroom	Concessions with Restroom - A separate structure used for the selling of concessions at ballfields, pools, etc. with restroom facility included.
Disk Golf	Disk Golf – Describes a designated area that is used for disk golf. Includes permanent basket goals and tees. Scored per 18 holes.
Dog Park	Dog Park – Also known as “a park for people with dogs” or “canine off-leash area”. An area designed specifically as an off-leash area for dogs and their guardians.
Driving Range	Driving Range - An area designated for golf practice or lessons.
Educational Experience	Educational Experience - Signs, structures or historic features that provide an educational, cultural or historic experience.
Equestrian Facilities	Equestrian Facilities - designed area for equestrian use.
Event Space	Event Space - A designated area or facility for outdoor performances, classrooms or special events, including amphitheaters, band shell, stages, etc.
Fitness Course	Fitness course – Consists of an outdoor path that contains stations that provide instructions and basic equipment for strength training.
Garden, Community	Garden, Community (vegetable) – Describes any garden area that provides community members a place to have personal vegetable/flower gardens.
Garden, Display	Garden, Display – Describes any garden area that is designed and maintained to provide a focal point in a park. Examples include: rose garden, fern garden, native plant garden, wildlife garden, arboretum, etc.
Golf	Golf – Counted per 18 holes. (18 hole course = 1 and 9 hole course = .5)
Handball	Handball – Outdoor courts designed for handball.
Hockey, Inline	Hockey, In-line - Regulation size outdoor rink built specifically for league in-line hockey games and practice.
Hockey, Ice	Hockey, Ice – Regulation size outdoor rink built specifically for league ice hockey games and practice.
Horseshoes	Horseshoes – A designated area for the game of horseshoes. Including permanent pits of regulation length. Counted per court.
Horseshoes, Complex	Horseshoes, Complex - Several regulation courts in single location used for tournaments.
Loop Walk	Loop Walk – Any sidewalk or path that is configured to make a complete loop around a park or feature and that is sizeable enough to use as a exercise route (min. ¼ mile - 1320 ft. - in length)
Miniature Golf	Miniature Golf - Outdoor miniature golf course.
MP Field, Small	Multi-purpose field, Small – Describes a specific field large enough to host at least one youth field sport game. Minimum field size is 45' x 90' (15 x 30 yards). Possible sports may include, but are not limited to: soccer, football, lacrosse, rugby, and field 1 hockey. Field may have goals and lining specific to a certain sport that may change with permitted use. Neighborhood or community component
MP Field, Medium	Multi-purpose field, Medium - Describes a specific field large enough to host at least one youth/adult field sport game. Minimum field size is 90' x 180' (30 x 60 yards). Possible sports may include, but are not limited to: soccer, football, lacrosse, rugby, and field 1 hockey. Field may have goals and lining specific to a certain sport that may change with permitted use. Used with MP Field Complex component only.
MP Field, Large	Multi-purpose field, Large – Describes a specific field large enough to host at least one adult field sport game. Minimum field size is 180' x 300' (60 x 100 yards). Possible sports may include, but are not limited to: soccer, football, lacrosse, rugby, and field hockey. Field may have goals and lining specific to a certain sport that may change with permitted use. Neighborhood or community component
MP Field, Multiple	Multi-purpose field, Multiple – Describes an area large enough to host a minimum of one adult game and one youth game simultaneously. This category describes a large open grassy area that can be arranged in any manner of configurations for any number of field sports. Minimum field size is 224' x 468' (75 x 156 yards). Possible sports may include, but are not limited to: soccer, football, lacrosse, rugby, and field hockey. Field may have goals and lining specific to a certain sport that may change with permitted use. Neighborhood or community component
MP Field, Complex	MP Field, Complex - Several fields in single location used for tournaments

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Outdoor Component List

Design Concepts

Component	COMPONENT AND DEFINITION
Multiuse Court	Multiuse Court - A paved area that is painted with games such as hopscotch, 4 square, basketball, etc. Often found in school yards. Note the quantity of basketball hoops in comment section.
Natural Area	Natural area – Describes an area in a park that contains plants and landforms that are remnants of or replicate undisturbed native areas of the local ecology. Can include grasslands, woodlands and wetlands.
Nordic/Ski Area	Designated area specifically for skiing, cross-country, or other winter sports.
Open Turf	Open Turf – A grassy area that is not suitable for programmed field sports due to size, slope, location or physical obstructions. Primary uses include walking, picnicking, Frisbee, and other informal play and uses that require an open grassy area.
Open Water	Open Water – A body of water such as a pond, stream, river, wetland with open water, lake, or reservoir.
Other-Active	Active component that does not fall under any other component definition. If passive, consider passive node.
Passive Node	Passive Node - A place that is designed to create a pause or special focus within a park, includes seating areas, passive areas, plazas, overlooks, etc.
Picnic Grounds	Picnic Grounds - A designated area with several, separate picnic tables.
Playground, Destination	Playground - Destination – Playground that serves as a destination for families from the entire community, has restrooms and parking on-site. May include special features like a climbing wall, spray feature, or adventure play.
Playground, Local	Playground - local–Playground that is intended to serve the needs of the surrounding neighborhood. Generally doesn't have restrooms or on-site parking.
Public Art	Public Art – Any art installation on public property.
Racquetball	Racquetball – Outdoor courts designed for racquetball.
Restroom	Restroom - A separate structure that may or may not have plumbing. Does not receive a neighborhood or community score. This is scored in the Comfort and Convenience section.
Ropes Course	Ropes Course - An area designed for rope climbing, swinging, etc.
Shelter, Group	Shelter – Large/Group– A shade shelter with picnic tables, large enough to accommodate a group picnic or other event for at least 25 persons with seating for a minimum of 12.
Shelter, Shade	Shelter – Shade– A shade shelter with seating but without picnic tables. Seating up to 4 people.
Shelter	Shelter – Small/Individual– A shade shelter with picnic tables, large enough to accommodate a family picnic or other event for approximately 4-12 persons with seating for a minimum of 4 .
Shooting Range	Shooting Range– A designated area for practice and competitive firearms shooting activities. Meets safety requirements and has appropriate targets and shelters.
Shuffleboard	Shuffleboard - Outdoor courts designed for shuffleboard.
Skate Feature	Skate Feature – A stand-alone feature in a park. May be associated with a playground but is not considered a part of it.
Skate Park	Skate park – An area set aside specifically for skateboarding, in-line skating, or free-style biking. May be specific to one user group or allow for several user types. Can accommodate multiple users of varying abilities. Usually has a variety of concrete features and has a community draw.
Sledding Hill	Sledding Hill - An area designated for sledding use that is free from obstacles or street encroachment.
Structure	Structure - A separate structure used for maintenance, storage, etc. Does not receive a Neighborhood or Community score.
Tennis	Tennis courts –One regulation court that is fenced and has nets.
Tennis Complex	Tennis Complex –Regulation courts that are fenced and have nets. Placed in a group of 8 or more courts.
Track, Competition	Track, competition – A multi-lane, regulation sized track appropriate for competitive track and field events and available for public use. Community component.
Trails, Primitive	Trails - primitive– Trails, unpaved, that is located within a park or natural area. That provides recreational opportunities or connections to users. Measured per each if quantity available.
Trails, Multi-use	Trails-multi-use– Trails, paved or unpaved, that are separated from the road and provide recreational opportunities or connections to walkers, bikers, roller bladers and equestrian users. Located within a dedicated ROW. May run though a park or parks but is not wholly contained within a single park. Can be a component of a park if it goes beyond the park boundaries, or can be its own park type. Measured in miles.
Trailhead	Marker, post, sign or map indicating location, intersection, beginning or end of trail.
Volleyball	Volleyball court - One full-sized court. Surface may be grass, sand, or asphalt. May have permanent or portable posts and nets.
Water Feature	Water feature – A passive water-based amenity that provides a visual focal point. Includes fountains, and waterfalls
Water Access, Developed	Water Access - Developed - Includes docks, piers, boat ramps, fishing facilities, etc. Receives quantity for each pier, dock, etc.
Water Access, General	Water Access - General - Measures a pedestrian's general ability to have contact or an experience with the water. Usually receives quantity of one for each park.



Legend

- Recreation Component
- + Indoor Facility
- Park
- Stream
- Road
- Trail
- Town Boundary

Boxelder Creek Trail Open Space



Initial Inventory Date:

Boxelder Creek Trail Open Space

4.4Total Neighborhood
GRASP® Score**4.4**Total Community
GRASP® Score

Approximate Park Acreage: 20

Modifiers with Scores

Drinking Fountains	0	Shade	0	Design and Ambiance 2
Seating	0	Trail Connection	0	
BBQ Grills	0	Park Access	0	
Dog Pick-Up Station	0	Parking	0	
Security Lighting	0	Seasonal Plantings	0	
Bike Parking	0	Ornamental Planting	0	
Restrooms	0	Picnic Tables	0	

General Comments

Currently undeveloped but could be nice linear park and north south connection.

Components with Score

MAPID	Component	Quantity	Lights	Neighborhood Score	Community Score	Comments
L15	PARCEL	1		2	2	



Legend

- Recreation Component
- + Indoor Facility
- Park
- Stream
- Road
- Trail
- Town Boundary

Centennial Park



Town of Wellington, CO**GRASP® Atlas****Initial Inventory Date:****Centennial Park****28.8**Total Neighborhood
GRASP® Score**28.8**Total Community
GRASP® Score

Approximate Park Acreage: 1.8

Modifiers with Scores

Drinking Fountains	2	Shade	2	Design and Ambiance 2
Seating	2	Trail Connection	0	
BBQ Grills	0	Park Access	2	
Dog Pick-Up Station	2	Parking	1	
Security Lighting	2	Seasonal Plantings	0	
Bike Parking	0	Ornamental Planting	0	
Restrooms	1	Picnic Tables	2	

General Comments

Nice older park with mature trees. Could use some updates.

Components with Score

MAPID	Component	Quantity	Lights	Neighborhood Score	Community Score	Comments
L12	PARCEL	1		2	2	
C109	Restroom	1		0	0	Portolet.
C142	Open Turf	1		2	2	
C141	Shelter, Group	1		2	2	Larger shelter.
C135	Playground, Local	1		1	1	Does have ADA ramp but minimal play equipment for large area.
C134	Playground, Local	1		2	2	Larger play structure.
C133	Basketball	1		1	1	Asphalt court.
C132	Skate Park	1		1	1	
C124	Event Space	1		1	1	



Legend

- Recreation Component
- + Indoor Facility
- Park
- Stream
- Road
- Trail
- Town Boundary

Eyestone Elementary School



Initial Inventory Date:

Eyestone Elementary School

11Total Neighborhood
GRASP® Score**15.4**Total Community
GRASP® Score

Approximate Park Acreage: 7.8

Modifiers with Scores

Drinking Fountains	0	Shade	0	Design and Ambiance 2
Seating	2	Trail Connection	0	
BBQ Grills	0	Park Access	2	
Dog Pick-Up Station	0	Parking	2	
Security Lighting	2	Seasonal Plantings	0	
Bike Parking	2	Ornamental Planting	0	
Restrooms	0	Picnic Tables	0	

General Comments**Components with Score**

MAPID	Component	Quantity	Lights	Neighborhood Score	Community Score	Comments
L19	PARCEL	1		2	2	
C162	Basketball	3		2	2	
C161	Playground, Local	1		2	2	Extensive playground.
C160	MP Field, Large	1		2	2	
C126	Multiuse Court	1		2	2	



Legend

- Recreation Component
- Indoor Facility
- Park
- Stream
- Road
- Trail
- Town Boundary

HOA 1



Initial Inventory Date:

HOA 1

8.8Total Neighborhood
GRASP® Score**8.8**Total Community
GRASP® Score

Approximate Park Acreage:

0.7

Modifiers with Scores

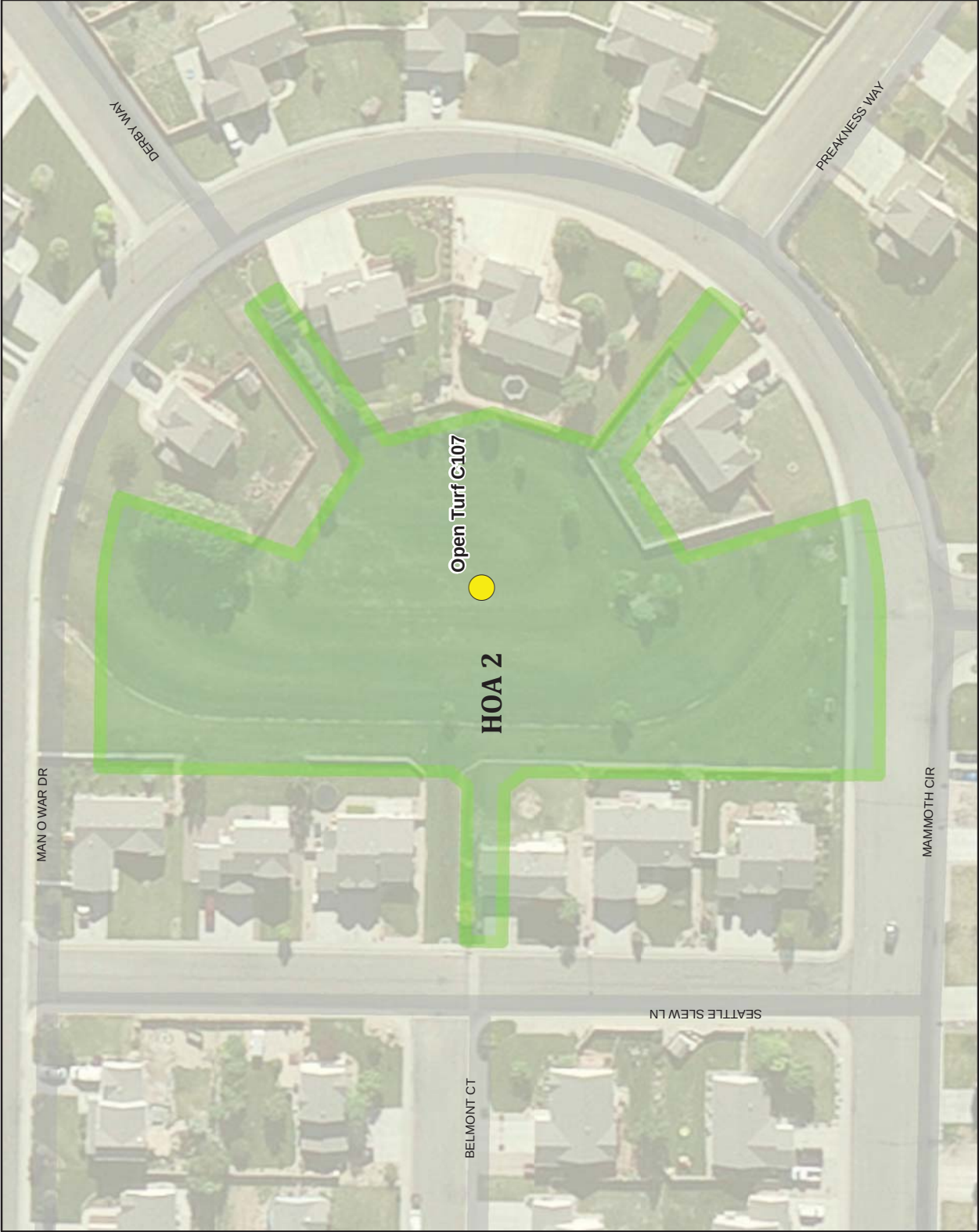
Drinking Fountains	0	Shade	2	Design and Ambiance 2
Seating	0	Trail Connection	0	
BBQ Grills	0	Park Access	2	
Dog Pick-Up Station	2	Parking	0	
Security Lighting	0	Seasonal Plantings	0	
Bike Parking	0	Ornamental Planting	0	
Restrooms	0	Picnic Tables	2	

General Comments

Open turf area.

Components with Score

MAPID	Component	Quantity	Lights	Neighborhood Score	Community Score	Comments
L21	PARCEL	1		2	2	
C108	Open Turf	1		2	2	



HOA 2



Initial Inventory Date:

HOA 2

8.8Total Neighborhood
GRASP® Score**8.8**Total Community
GRASP® Score

Approximate Park Acreage:

1.8

Modifiers with Scores

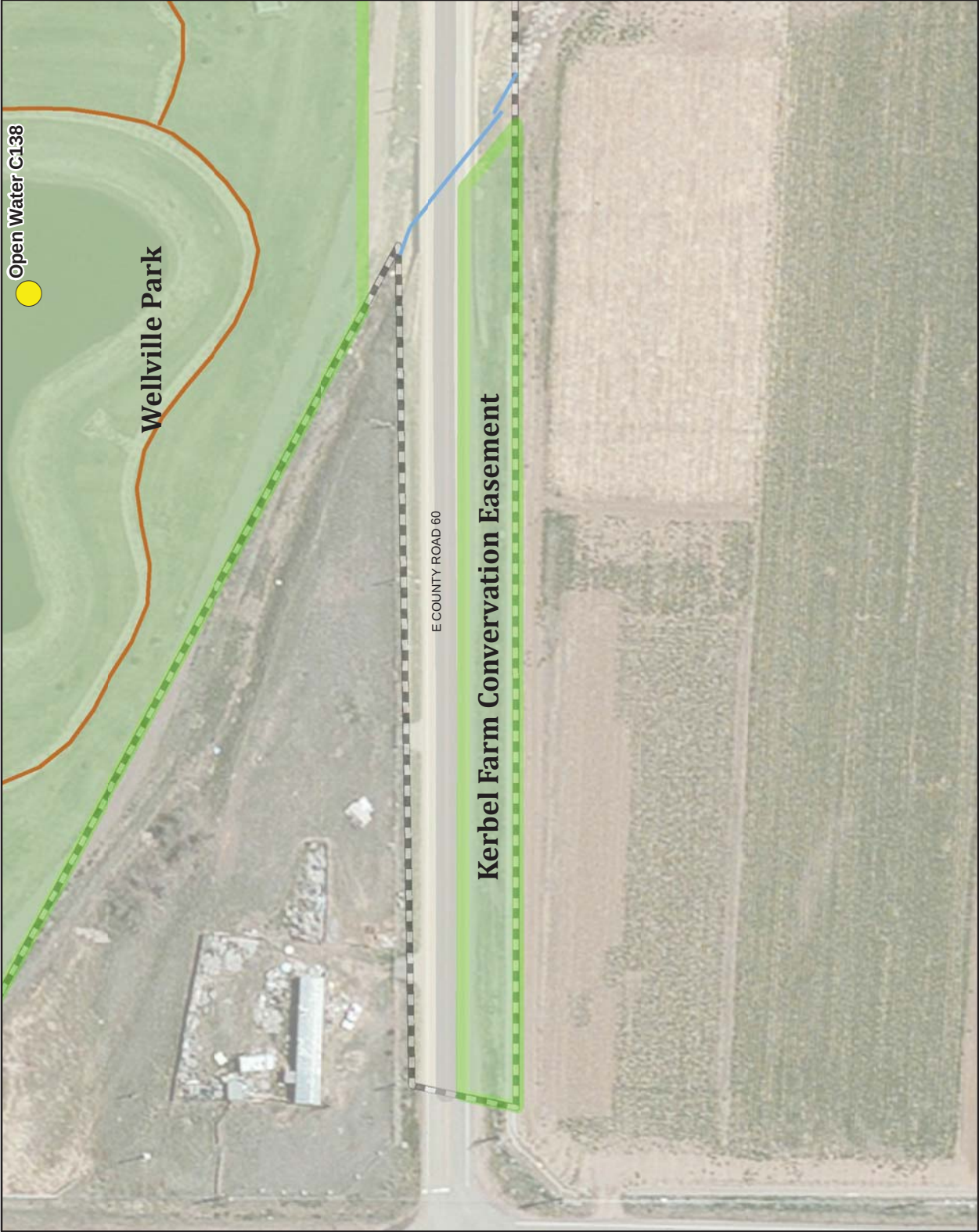
Drinking Fountains	0	Shade	2	Design and Ambiance 2
Seating	0	Trail Connection	0	
BBQ Grills	0	Park Access	2	
Dog Pick-Up Station	2	Parking	0	
Security Lighting	0	Seasonal Plantings	0	
Bike Parking	0	Ornamental Planting	0	
Restrooms	0	Picnic Tables	2	

General Comments

Open turf area.

Components with Score

MAPID	Component	Quantity	Lights	Neighborhood Score	Community Score	Comments
L22	PARCEL	1		2	2	
C107	Open Turf	1		2	2	



Legend

- Recreation Component
- Indoor Facility
- Park
- Stream
- Road
- Trail
- Town Boundary

Kerbel Farm Conservation Easement



Initial Inventory Date:

Kerbel Farm Conservation Easement

0

Total Neighborhood
GRASP® Score

0

Total Community
GRASP® Score

Approximate Park Acreage: 0.4

Modifiers with Scores

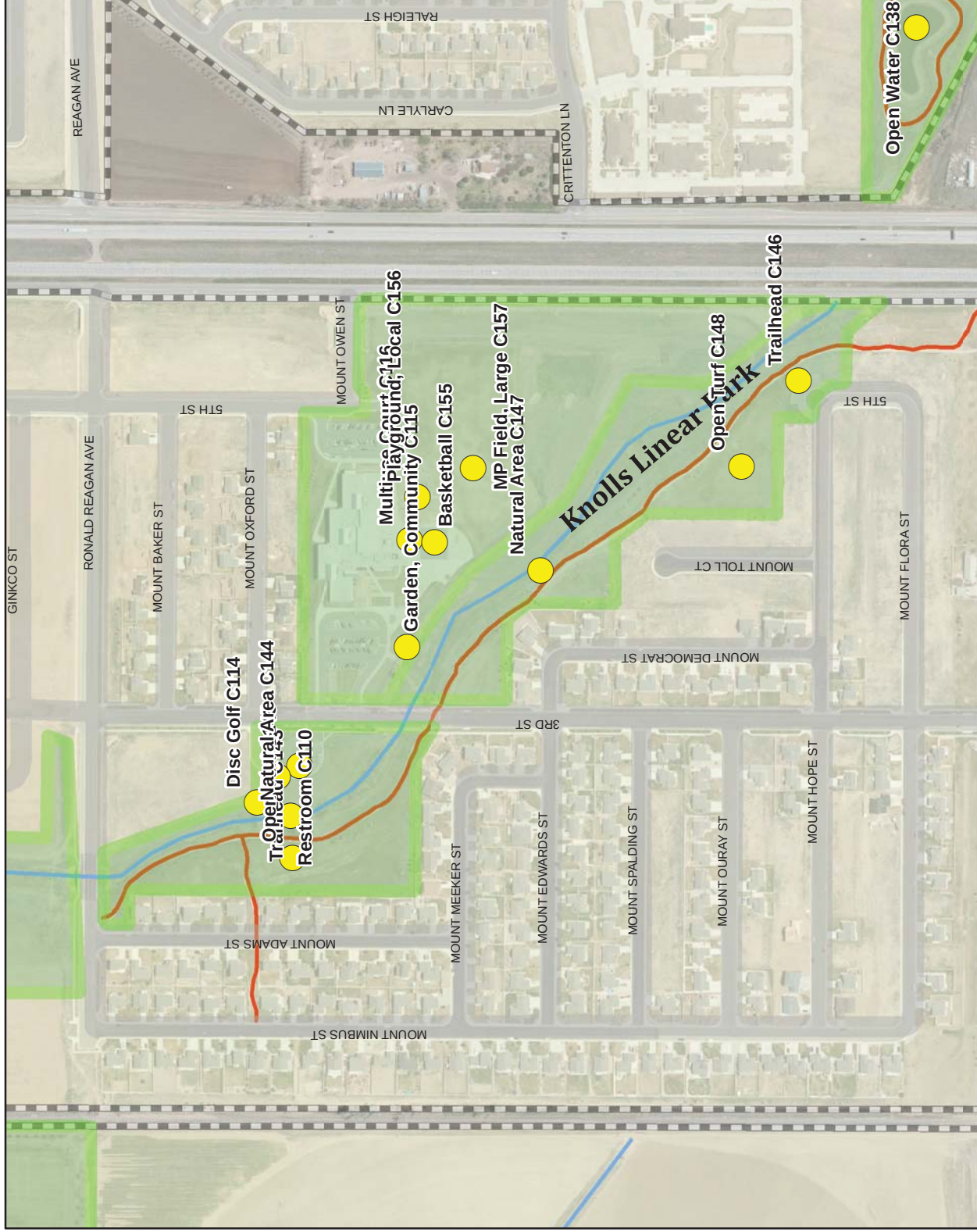
Drinking Fountains	0	Shade	0	Design and Ambiance 0
Seating	0	Trail Connection	0	
BBQ Grills	0	Park Access	0	
Dog Pick-Up Station	0	Parking	0	
Security Lighting	0	Seasonal Plantings	0	
Bike Parking	0	Ornamental Planting	0	
Restrooms	0	Picnic Tables	0	

General Comments

Will not factor into level of service. Can remove if necessary.

Components with Score

MAPID	Component	Quantity	Lights	Neighborhood Score	Community Score	Comments
L16	PARCEL	1		2	2	



Legend

- Recreation Component
- + Indoor Facility
- Park
- Stream
- Road
- Trail
- Town Boundary

Knolls Linear Park



Town of Wellington, CO**GRASP® Atlas****Initial Inventory Date:****Knolls Linear Park****33.6**Total Neighborhood
GRASP® Score**33.6**Total Community
GRASP® Score

Approximate Park Acreage:

18

Modifiers with Scores

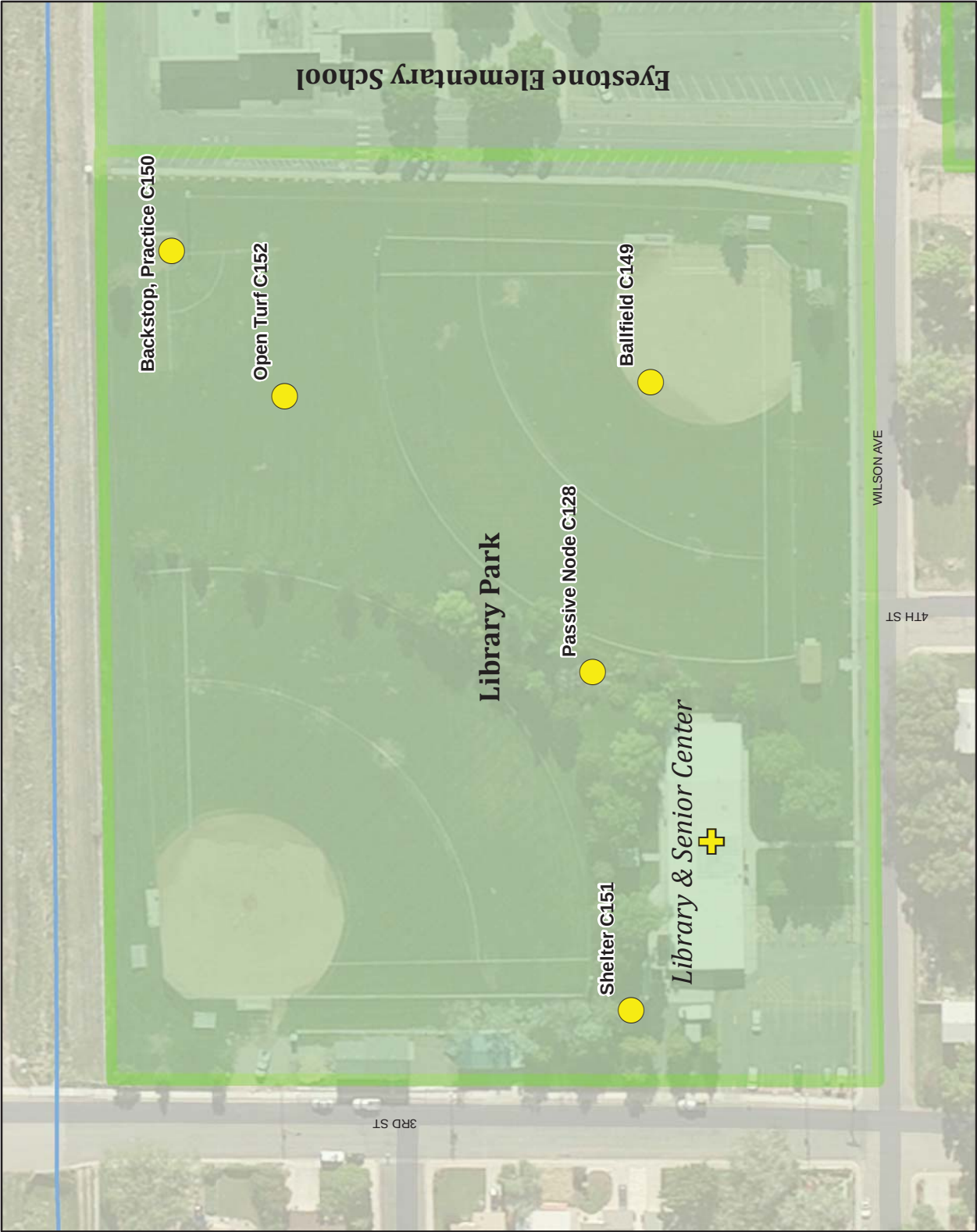
Drinking Fountains	0	Shade	2	Design and Ambiance 2
Seating	0	Trail Connection	2	
BBQ Grills	0	Park Access	2	
Dog Pick-Up Station	2	Parking	2	
Security Lighting	0	Seasonal Plantings	0	
Bike Parking	2	Ornamental Planting	0	
Restrooms	1	Picnic Tables	0	

General Comments

Parcels combined on either side of 3rd St.

Components with Score

MAPID	Component	Quantity	Lights	Neighborhood Score	Community Score	Comments
L03	PARCEL	1		2	2	
C110	Restroom	1		0	0	Portolet.
C148	Open Turf	1		2	2	Decent sized turf area in detention but not suitable for mp field.
C147	Natural Area	1		2	2	
C146	Trailhead	1		1	1	Access to trail but no amenities other than parking
C145	Open Turf	1		2	2	
C144	Natural Area	1		2	2	Small stream.
C143	Trailhead	1		1	1	Serves as trailhead but no signage or direction to get to trail easily
C114	Disc Golf	1		2	2	Course map sign needs to be updated to reflect actual course layout. Not currently accurate. Course continues across 3rd St.



Legend

- Recreation Component
- Indoor Facility
- Park
- Stream
- Road
- Trail
- Town Boundary

Library Park



Initial Inventory Date:

Library Park

28.8Total Neighborhood
GRASP® Score**28.8**Total Community
GRASP® Score

Approximate Park Acreage: 8

Modifiers with Scores

Drinking Fountains	2	Shade	1	Design and Ambiance 2
Seating	2	Trail Connection	0	
BBQ Grills	0	Park Access	2	
Dog Pick-Up Station	2	Parking	2	
Security Lighting	2	Seasonal Plantings	0	
Bike Parking	0	Ornamental Planting	2	
Restrooms	0	Picnic Tables	1	

General Comments**Components with Score**

MAPID	Component	Quantity	Lights	Neighborhood Score	Community Score	Comments
L11	PARCEL	1		2	2	
C152	Open Turf	1		2	2	
C151	Shelter	1		2	2	Small gazebo adjacent to senior center.
C150	Backstop, Practice	1		2	2	
C149	Ballfield	1		2	2	Nice looking fields but limited shade. Consider covered dugouts.
C128	Passive Node	1		2	2	Seating area with plantings.



Legend

- Recreation Component
- Indoor Facility
- Park
- Stream
- Road
- Trail
- Town Boundary

Meadows Open Space



Town of Wellington, CO

GRASP® Atlas

Initial Inventory Date:

Meadows Open Space

0

Total Neighborhood
GRASP® Score

0

Total Community
GRASP® Score

Approximate Park Acreage:

5.3

Modifiers with Scores

Drinking Fountains	0	Shade	0	Design and Ambiance 0
Seating	0	Trail Connection	0	
BBQ Grills	0	Park Access	0	
Dog Pick-Up Station	0	Parking	0	
Security Lighting	0	Seasonal Plantings	0	
Bike Parking	0	Ornamental Planting	0	
Restrooms	0	Picnic Tables	0	

General Comments

Currently undeveloped. Will not factor into level of service. Can remove if necessary.

Components with Score

MAPID	Component	Quantity	Lights	Neighborhood Score	Community Score	Comments
L06	PARCEL	1		2	2	
C183	Open Water	1		2	2	



Park Meadows Park



Town of Wellington, CO**GRASP® Atlas****Initial Inventory Date:****Park Meadows Park****14.4**Total Neighborhood
GRASP® Score**14.4**Total Community
GRASP® Score

Approximate Park Acreage: 2.5

Modifiers with Scores

Drinking Fountains	0	Shade	0	Design and Ambiance 2
Seating	2	Trail Connection	0	
BBQ Grills	0	Park Access	2	
Dog Pick-Up Station	2	Parking	2	
Security Lighting	0	Seasonal Plantings	0	
Bike Parking	0	Ornamental Planting	2	
Restrooms	1	Picnic Tables	2	

General Comments

Nice neighborhood park. Parking is not ADA.

Components with Score

MAPID	Component	Quantity	Lights	Neighborhood Score	Community Score	Comments
L08	PARCEL	1		2	2	
C111	Restroom	1		0	0	Portolet.
C154	Playground, Local	1		2	2	Small shelter would be nice here.
C153	MP Field, Large	1		2	2	Large turf area. Programmed as field?



Legend

- Recreation Component
- + Indoor Facility
- Park
- Stream
- Road
- Trail
- Town Boundary

Rice Elementary School



Initial Inventory Date:

Rice Elementary School

13.2Total Neighborhood
GRASP® Score**15.6**Total Community
GRASP® Score

Approximate Park Acreage:

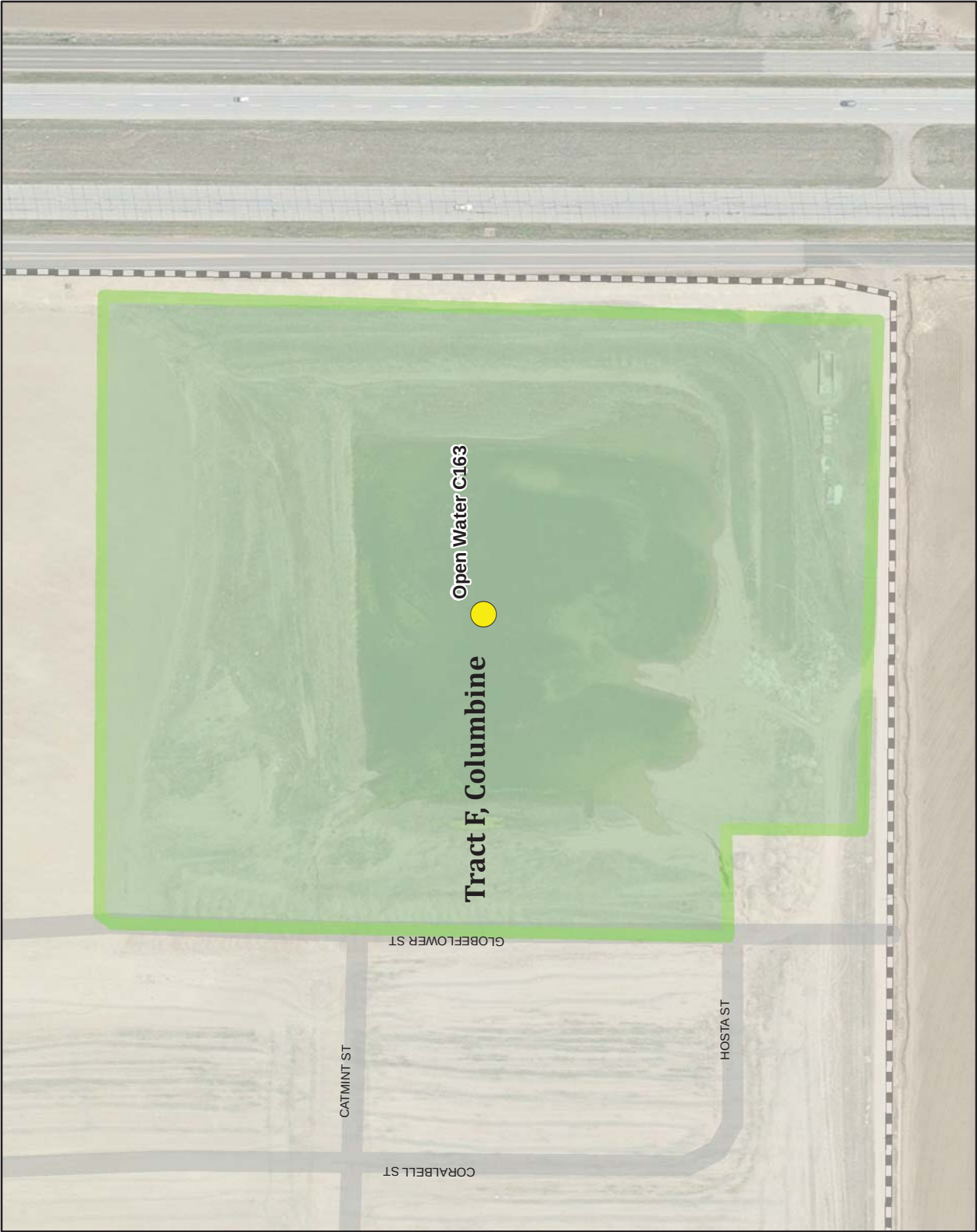
18

Modifiers with Scores

Drinking Fountains	0	Shade	0	Design and Ambiance 2
Seating	2	Trail Connection	2	
BBQ Grills	0	Park Access	2	
Dog Pick-Up Station	0	Parking	2	
Security Lighting	2	Seasonal Plantings	0	
Bike Parking	2	Ornamental Planting	2	
Restrooms	0	Picnic Tables	2	

General Comments**Components with Score**

MAPID	Component	Quantity	Lights	Neighborhood Score	Community Score	Comments
L17	PARCEL	1		2	2	
C157	MP Field, Large	1		2	2	
C156	Playground, Local	1		2	2	Large extensive playground.
C155	Basketball	2		2	2	
C116	Multiuse Court	1		2	2	
C115	Garden, Community	1		1	1	Likely limited to school use only.



Legend

- Recreation Component
- Indoor Facility
- Park
- Stream
- Road
- Trail
- Town Boundary

Tract F, Columbine



Initial Inventory Date:

Tract F, Columbine

4.4Total Neighborhood
GRASP® Score**4.4**Total Community
GRASP® Score

Approximate Park Acreage:

13

Modifiers with Scores

Drinking Fountains	0	Shade	0	Design and Ambiance 1
Seating	0	Trail Connection	0	
BBQ Grills	0	Park Access	0	
Dog Pick-Up Station	0	Parking	0	
Security Lighting	0	Seasonal Plantings	0	
Bike Parking	0	Ornamental Planting	0	
Restrooms	0	Picnic Tables	0	

General Comments

Not sure this should be included unless there are plans to add components. Can remove if necessary.

Components with Score

MAPID	Component	Quantity	Lights	Neighborhood Score	Community Score	Comments
L02	PARCEL	1		2	2	
C163	Open Water	1		2	2	



Legend

- Recreation Component
- + Indoor Facility
- Park
- Stream
- Road
- Trail
- Town Boundary

ViewPointe Park



Initial Inventory Date:

ViewPointe Park

36

Total Neighborhood
GRASP® Score

36

Total Community
GRASP® Score

Approximate Park Acreage: 7.8

Modifiers with Scores

Drinking Fountains	2	Shade	2	Design and Ambiance 2
Seating	2	Trail Connection	0	
BBQ Grills	0	Park Access	2	
Dog Pick-Up Station	2	Parking	2	
Security Lighting	0	Seasonal Plantings	0	
Bike Parking	2	Ornamental Planting	0	
Restrooms	1	Picnic Tables	2	

General Comments

Nice fields and courts.

Components with Score

MAPID	Component	Quantity	Lights	Neighborhood Score	Community Score	Comments
L14	PARCEL	1		2	2	
C112	Restroom	1		0	0	Portolet.
C103	Shelter, Group	1		2	2	
C102	Playground, Local	1		2	2	
C101	Basketball	1		3	3	Nice courts.
C100	MP Field, Large	1		3	3	
C113	MP Field, Large	1		3	3	



Legend

- Recreation Component: Yellow circle
- Indoor Facility: Yellow plus sign
- Park: Green shaded area
- Stream: Blue line
- Road: Grey shaded area
- Trail: Red line
- Town Boundary: Dashed black line

Wellington Community Park



Initial Inventory Date:

Wellington Community Park

158Total Neighborhood
GRASP® Score**158**Total Community
GRASP® Score

Approximate Park Acreage: 30

Modifiers with Scores

Drinking Fountains	2	Shade	2	Design and Ambiance 3
Seating	2	Trail Connection	2	
BBQ Grills	0	Park Access	2	
Dog Pick-Up Station	2	Parking	2	
Security Lighting	0	Seasonal Plantings	0	
Bike Parking	2	Ornamental Planting	0	
Restrooms	3	Picnic Tables	2	

General Comments

Includes planned and funded components.

Components with Score

MAPID	Component	Quantity	Lights	Neighborhood Score	Community Score	Comments
C173	Shelter, Shade	1		3	3	
C165	Dog Park	1		3	3	
C166	Tennis	1		3	3	
C167	Playground, Local	1		3	3	
C168	Aqua Feat, Spray	1		3	3	
C169	Shelter	1		3	3	
C170	Restroom	1		0	0	Plumbed.
C104	Batting Cage	1		3	3	
C164	Trail, Multi-use	1		3	3	
C172	Open Water	1		3	3	
L10	PARCEL	1		2	2	
C174	Shelter, Shade	1		3	3	
C175	Shelter, Shade	1		3	3	
C176	Loop Walk	1		3	3	
C178	Ballfield	1	Y	0	0	Not yet funded.
C179	Ballfield	1		0	0	Not yet funded.
C180	Playground, Local	1		3	3	
C181	Restroom	1		0	0	Plumbed.
C171	MP Field, Large	1		3	3	



Legend

- Recreation Component: Yellow dot
- Indoor Facility: Yellow plus sign
- Park: Green rectangle
- Stream: Blue line
- Road: Grey rectangle
- Trail: Red line
- Town Boundary: Dashed line

Wellington Housing Authority



Initial Inventory Date:

Wellington Housing Authority

0

Total Neighborhood
GRASP® Score

0

Total Community
GRASP® Score

Approximate Park Acreage: 1.8

Modifiers with Scores

Drinking Fountains	0	Shade	2	Design and Ambiance 1
Seating	0	Trail Connection	0	
BBQ Grills	0	Park Access	0	
Dog Pick-Up Station	0	Parking	0	
Security Lighting	0	Seasonal Plantings	0	
Bike Parking	0	Ornamental Planting	0	
Restrooms	0	Picnic Tables	0	

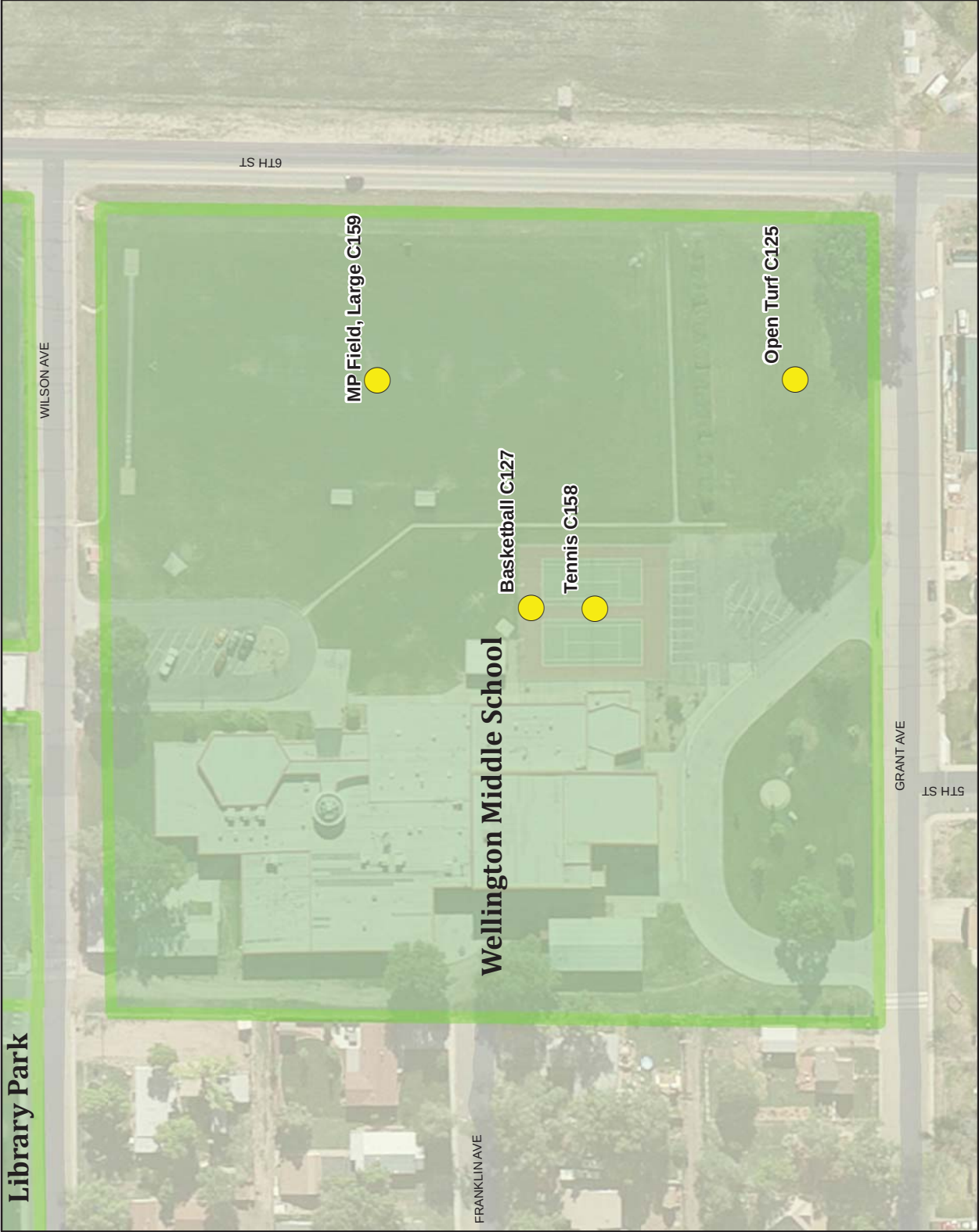
General Comments

Numerous private property signs make this unwelcoming to non-residents. Will not factor into level of service. Located for reference only.

Components with Score

MAPID	Component	Quantity	Lights	Neighborhood Score	Community Score	Comments
L20	PARCEL	1		2	2	
C106	Basketball	0.5		2	2	
C123	Playground, Local	1		2	2	
C122	Basketball	0.5		2	2	
C121	Garden, Community	1		2	2	
C120	Playground, Local	1		2	2	

Library Park



Legend

- Recreation Component
- Indoor Facility
- Park
- Stream
- Road
- Trail
- Town Boundary

Wellington Middle School



Town of Wellington, CO**GRASP® Atlas****Initial Inventory Date:****Wellington Middle School****12.1**Total Neighborhood
GRASP® Score**14.9**Total Community
GRASP® Score

Approximate Park Acreage:

8.7

Modifiers with Scores

Drinking Fountains	0	Shade	0	Design and Ambiance
Seating	0	Trail Connection	0	
BBQ Grills	0	Park Access	2	2
Dog Pick-Up Station	0	Parking	2	
Security Lighting	2	Seasonal Plantings	0	
Bike Parking	2	Ornamental Planting	0	
Restrooms	0	Picnic Tables	0	

General Comments**Components with Score**

MAPID	Component	Quantity	Lights	Neighborhood Score	Community Score	Comments
L18	PARCEL	1		2	2	
C159	MP Field, Large	1		3	3	
C158	Tennis	2		3	3	
C127	Basketball	0.5		1	1	2x half courts shared with tennis.
C125	Open Turf	1		2	2	



Legend

- Recreation Component
- Indoor Facility
- Park
- Stream
- Road
- Trail
- Town Boundary



Wellington Point Tract K Open Space

Initial Inventory Date:

Wellington Point Tract K Open Space

2.2Total Neighborhood
GRASP® Score**2.2**Total Community
GRASP® Score

Approximate Park Acreage:

2.9

Modifiers with Scores

Drinking Fountains	0	Shade	0	Design and Ambiance 1
Seating	0	Trail Connection	0	
BBQ Grills	0	Park Access	2	
Dog Pick-Up Station	0	Parking	0	
Security Lighting	0	Seasonal Plantings	0	
Bike Parking	0	Ornamental Planting	0	
Restrooms	0	Picnic Tables	0	

General Comments

Undeveloped detention area with no existing amenities.

Components with Score

MAPID	Component	Quantity	Lights	Neighborhood Score	Community Score	Comments
L13	PARCEL	1		2	2	



Legend

- Recreation Component
- Indoor Facility
- Park
- Stream
- Road
- Trail
- Town Boundary

Wellville Park



Town of Wellington, CO

GRASP® Atlas

Initial Inventory Date:

Wellville Park

26.4

Total Neighborhood
GRASP® Score

26.4

Total Community
GRASP® Score

Approximate Park Acreage: 10

Modifiers with Scores

Drinking Fountains	0	Shade	2	Design and Ambiance
Seating	1	Trail Connection	2	
BBQ Grills	0	Park Access	2	2
Dog Pick-Up Station	2	Parking	2	
Security Lighting	0	Seasonal Plantings	0	
Bike Parking	0	Ornamental Planting	0	
Restrooms	1	Picnic Tables	2	

General Comments

Pretty nice, new park but feels exposed. Shade shelters would be nice.

Components with Score

MAPID	Component	Quantity	Lights	Neighborhood Score	Community Score	Comments
L05	PARCEL	1		2	2	
C105	Restroom	1		0	0	Portolet.
C140	Trailhead	1		1	1	
C139	Disk Golf	1		2	2	Bluegrass makes these 9 holes preferable to the Knolls half of the course.
C138	Open Water	1		2	2	
C137	Open Water	1		2	2	
C136	Loop Walk	1		2	2	Could use mileage markers and some general maintenance. Perhaps hard surface in future?



Legend

- Recreation Component
- Indoor Facility
- Park
- Stream
- Road
- Trail
- Town Boundary

Winick Park



Initial Inventory Date:

Winick Park

19.8Total Neighborhood
GRASP® Score**19.8**Total Community
GRASP® Score

Approximate Park Acreage: 2.3

Modifiers with Scores

Drinking Fountains	0	Shade	0	Design and Ambiance 2
Seating	0	Trail Connection	0	
BBQ Grills	0	Park Access	2	
Dog Pick-Up Station	2	Parking	2	
Security Lighting	0	Seasonal Plantings	0	
Bike Parking	0	Ornamental Planting	0	
Restrooms	0	Picnic Tables	0	

General Comments**Components with Score**

MAPID	Component	Quantity	Lights	Neighborhood Score	Community Score	Comments
L01	PARCEL	1		2	2	
C131	Playground, Local	1		3	3	New playground planned and funded.
C119	Open Turf	1		2	2	Nice open turf area. Could be programmed as small mp field.
C118	Water Feature	1		2	2	Appears to be part of subdivision entry.

Link to the Town of Wellington Comprehensive plan:

<https://www.wellingtoncolorado.gov/607/Town-Masterplans>

COMPREHENSIVE PLAN 2021

ADOPTED AUGUST 2, 2021



PLAN WELL
VISION FOR TOMORROW
SOLUTIONS FOR TODAY

TOWN OF WELLINGTON

RESOLUTION NO. PC-01-2021

A RESOLUTION OF THE PLANNING COMMISSION OF THE TOWN OF WELLINGTON, COLORADO ADOPTING THE WELLINGTON COMPREHENSIVE PLAN 2021, CONTAINING THE DESCRIPTIVE AND OTHER MATERIAL INTENDED BY THE PLANNING COMMISSION TO FORM THE WHOLE OR PART OF THE COMPREHENSIVE PLAN, INCLUDING MAPS DEPICTING THE LAND USE PLAN, GROWTH MANAGEMENT AREA, INFRASTRUCTURE, STREETS, PARKS, TRAILS, PUBLIC SERVICES, AND DESCRIPTION OF HISTORICAL AND PROJECTED POPULATION GROWTH, RESIDENTIAL LAND USE, AND LAND USE DISTRIBUTION.

WHEREAS, the Town of Wellington developed the Wellington Comprehensive Plan 2021 through a series of public meetings, work sessions and various forms of in-person and online public engagement, and

WHEREAS, the Town of Wellington prepared and published a public draft of the Wellington Comprehensive Plan 2021 on March 9, 2021, and after receiving public comments, prepared and published a revised public draft on June 18, 2021; and

WHEREAS, the Planning Commission of the Town of Wellington held a duly advertised public hearing for consideration of the Comprehensive Plan on July 12, 2021 and after hearing at least one hour of public testimony, the public hearing was continued to August 2, 2021; and

WHEREAS, testimony was given during the public hearing by members of the public residing both within and without the corporate boundaries of the Town of Wellington; and

WHEREAS, it is the desire and intent of the Planning Commission of the Town of Wellington to hereby exercise its authority to adopt the Wellington Comprehensive Plan 2021 as the official Master Plan of the Town of Wellington as provided by Colorado Revised Statutes.

NOW, THEREFORE, be it resolved by the Planning Commission of the Town of Wellington, Colorado, as follows:

1. The Wellington Comprehensive Plan 2021 is hereby adopted by the Town of Wellington Planning Commission as the Master Plan for the Town of Wellington as provided by Colorado Revised Statutes.
2. The Chairman of the Planning Commission shall affix his/her signature to the adopted Wellington Comprehensive Plan 2021, and to the Town of Wellington Land Use Map, attesting to the approval of said documents by the Town of Wellington Planning Commission.
3. Effective Date. This resolution shall become effective immediately upon adoption.

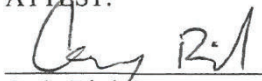
4. Repealer. All resolutions, or part thereof, in conflict with this resolution are hereby repealed.
5. Certification. The Secretary of the Planning Commission shall certify to the passage of this resolution and make not less than one copy of the adopted resolution available for inspection by the public during regular business hours.

Upon motion duly made, seconded and carried by the affirmative votes of not less than two-thirds of the entire membership of the Commission, the foregoing Resolution was adopted this 2nd day of August, 2021.

TOWN OF WELLINGTON, COLORADO
PLANNING COMMISSION

By: 
Bert McCaffrey, Chairman

ATTEST:


Cody Bird, Secretary

TOWN OF WELLINGTON

RESOLUTION NO. 26-2021

A RESOLUTION RATIFYING THE PLANNING COMMISSION'S ADOPTION OF THE WELLINGTON COMPREHENSIVE PLAN 2021 AS THE TOWN OF WELLINGTON OFFICIAL MASTER PLAN.

WHEREAS, the Town of Wellington Planning Commission is empowered pursuant to C.R.S. § 31-23-206, *et seq.*, to make, adopt, amend, and/or supplement a master or comprehensive plan for the physical development of the municipality, including any areas outside its boundaries; and

WHEREAS, C.R.S. § 31-23-206(1) requires, "When a commission decides to adopt a master plan, the commission shall conduct public hearings, after notice of such public hearings has been published in a newspaper of general circulation in the municipality in a manner sufficient to notify the public of the time, place, and nature of the public hearing, prior to final adoption of a master plan in order to encourage public participation in and awareness of the development of such plan and shall accept and consider oral and written public comments throughout the process of developing the plan;" and

WHEREAS, C.R.S. § 31-23-206(1) requires, "Before the adoption of the plan or any such part, amendment, extension, or addition, the commission shall hold at least one public hearing thereon, notice of the time and place of which shall be given by one publication in a newspaper of general circulation in the municipality and in the official newspaper of the county affected;" and

WHEREAS, the Planning Commission developed the Wellington Comprehensive Plan 2021 through a series of public meetings, work sessions, publications, and various forms of in-person and online public engagement, beginning in early 2020; and

WHEREAS, a draft of the Wellington Comprehensive Plan 2021 was prepared and made available to the public for review on March 9, 2021, and after receiving public comments on the draft plan, revisions were made and a revised draft plan was again made available to the public for review on June 18, 2021; and

WHEREAS, the Planning Commission of the Town of Wellington held a duly advertised public hearing for consideration of the Comprehensive Plan on July 12, 2021 and after hearing at least one hour of public testimony, the public hearing was continued to August 2, 2021; and

WHEREAS, following the conclusion of the public hearing on August 2, 2021, the Planning Commission adopted the Wellington Comprehensive Plan 2021 as the official Master Plan of the Town of Wellington as provided by Colorado Revised Statutes and pursuant to Resolution No. PC-01-2021; and

WHEREAS, the Comprehensive Plan, as adopted by the Planning Commission, is the official Master Plan of the Town of Wellington and serves as an advisory document to guide land development decisions and the physical development of the Town; and

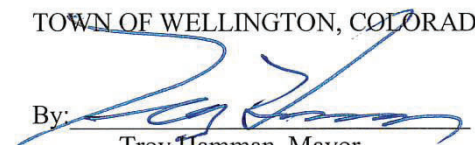
WHEREAS, the Board of Trustees of the Town of Wellington desires to ratify the Planning Commission's adoption of the Comprehensive Plan 2021.

NOW, THEREFORE, be it resolved by the Board of Trustees of the Town of Wellington, Colorado, as follows:

The Board of Trustees hereby ratifies the decision of the Planning Commission adopting the Wellington Comprehensive Plan 2021 as the official Master Plan for the Town of Wellington.

Upon motion duly made, seconded and carried, the foregoing Resolution was adopted this 14th day of September, 2021.

TOWN OF WELLINGTON, COLORADO

By: 
Troy Hamman, Mayor

ATTEST:


Krystal Eucker, Town Clerk



SPECIAL THANKS TO...

Mayor and Board of Trustees

Mayor

Troy Hamman

Board of Trustees

Ashley Macdonald

John Jerome

Jon Gaiter

Rebekka Kinney

Tim Whitehouse

Wyatt Knutson

Planning Commission

Barry Friedrichs

Bert McCaffrey

Eric Sartor

Linda Knaack

Rebekka Kinney

Tim Whitehouse

Troy Hamman

Community Members

THANK YOU TO THE COMMUNITY MEMBERS THAT PARTICIPATED IN THIS PLANNING PROCESS. YOUR INPUT AND DIRECTION WAS INVALUABLE TO THE CREATION OF THIS PLAN.

Town Staff

Cody Bird, Planning Director

Elizabeth Young Winne, Planner

Mahalia Henschel, Communications

Steering Committee

Dan Sattler

Gary Green

Jon Gaiter

Linda Knaack

Rebekka Kinney

Tracey Jensen

Consultants

Logan Simpson

Felsburg Holt & Ullevig

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Regional Efforts & Coordination

Foundation for the 2021 Wellington Plan

WHERE WE COME FROM AND WHERE WE'RE HEADED

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A: Glossary of Terms

B: Phase 1 Engagement Summary*

C: Phase 2 Engagement Summary*

D: Phase 3 Engagement Summary*

*Engagement Summaries are available on the Town of Wellington website.

Cover Page Photo Credit: Logan Simpson, 2019.



Photo Credit: Logan Simpson, 2019.

PLAN AT-A-GLANCE

PLAN AT-A-GLANCE

Overview

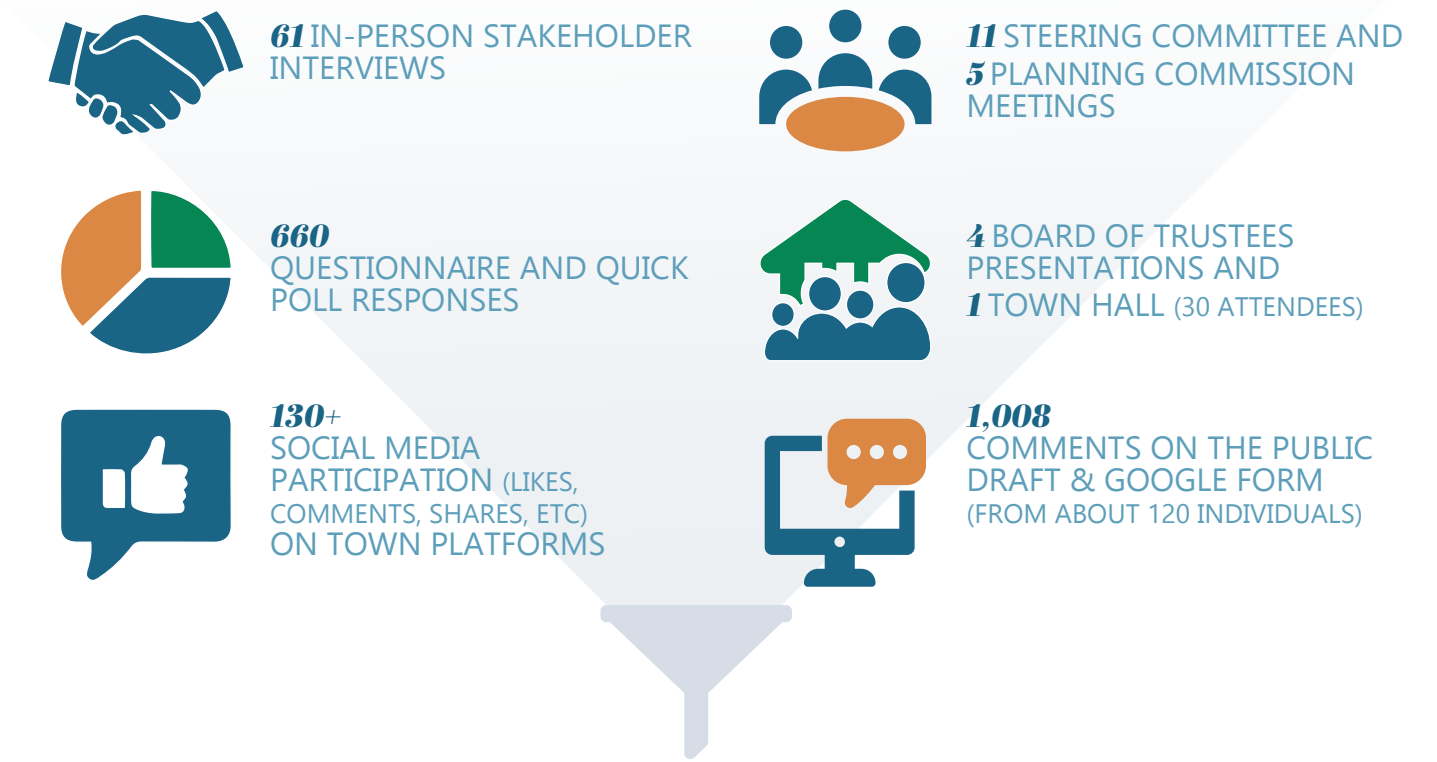
This Comprehensive Plan (the Plan) update anticipates and accommodates future growth within the Town’s Growth Management Area (GMA) that encompasses 14,527.3 acres. The GMA represents the area beyond Town limits that could reasonably be annexed—at the request of property owners and as long as infrastructure can be efficiently provided by the Town. The Plan update also accommodates previously identified needs to diversify housing types, improve infrastructure, strengthen employment opportunities, and increase the tax base for the long-term quality of life of the Wellington community.

The Plan was developed over three phases, from January 2020 to April 2021. All phases included public events to involve the community in the process. Due to the COVID pandemic, in-person engagement was limited, however, the community came together in an impressive show of engagement online. Well over 1,500 community comments were received through questionnaire and quick poll responses and comments on the public draft; as well as through meetings with stakeholders, the Steering Committee, the Planning Commission, and the Board of Trustees. Community input served to substantiate existing policies and inform new ones, and, ultimately, helped direct strategic actions. More importantly, it gave the Wellington community an opportunity to shape policies and programs.

The community-driven nature of comprehensive planning results in broad perspectives shared by community members. Since comprehensive plans are limited in scope and must follow statutory guidelines, not all perspectives always make it into the final planning document. However, this Plan acknowledges that all voices were heard and considered in the development of this document. For example, following the one-month public review period of the Plan Draft, various elements in the document were updated to address the concerns voiced by the community. Some of the changes included: enhancing details about community engagement and demographics; stressing the need to balance regulations with a supportive business environment; and updating the Future Land Use Map and categories. An important addition was to make clear the Town's intention for **'purposeful growth,'** thoughtful and well-planned increases in density and intensity that honor and protect our town character and values. Purposeful growth ensures that our Town's footprint is contained, preserves valuable surrounding farmland and open space, promotes efficiencies in infrastructure provision and maintenance, offers adequate facilities, and advances a thriving economy that makes the town self-sufficient.

The following illustrations represent a summary of the engagement process and results, as well as snapshots of the future land use and implementation plans. For detailed information on each of these pieces, please refer to their respective chapters.

A Community-Driven Process



DISTILLED THEMES



COMMUNITY CHARACTER



PROSPEROUS LOCAL ECONOMY



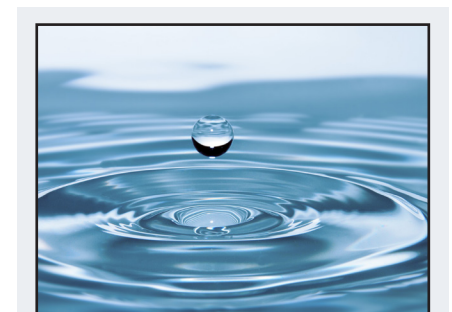
VIBRANT DOWNTOWN



COMMUNITY SPACES & EVENTS



TREASURED OUTDOOR RECREATION & OPEN SPACES



RELIABLE & RESILIENT PUBLIC SERVICES

The Plan's Foundation

The distilled themes were used to develop the preliminary Community Vision and Themes which were then finalized over various iterations with the community. These Community Vision and Themes are the Plan's foundation. From the Goals and Strategies to the Future Land Use Map, all sections were developed with these foundational elements in mind. As Wellington continues to grow, it is important that Town leaders, residents, businesses owners, and local and regional partners refer to the Community Vision and Themes to ensure that their conversations and actions contribute to advancing quality of life for the Wellington community.

COMMUNITY VISION

Our friendly and supportive community welcomes you with a smile. Together, we take pride in celebrating and protecting our town character and values while welcoming productive ideas that enhance our quality of life. Our dreams take root and blossom in Wellington.

COMMUNITY THEMES

COMMUNITY COHESION

We take pride in our community by providing safe and attractive neighborhoods oriented around parks, trails, amenities, and public spaces, and by offering options for our community to shop, gather, and celebrate.

THRIVING ECONOMY

Our thriving business environment supports existing and new enterprises that offer needed services and local employment opportunities, contributing to our community's self-sufficiency and quality of life.

VIBRANT & HISTORIC DOWNTOWN

We promote Downtown's vibrancy and history by preserving its distinctive charm, supporting its local flair, and enhancing its atmosphere and amenities for residents and visitors to create memorable experiences in the heart of our Town.

RELIABLE & RESILIENT PUBLIC SERVICES

We ensure our public services are reliable and resilient by purposefully guiding growth while improving and maintaining infrastructure and services in a proactive and fiscally responsible manner.

Implementation

Over the next pages, color-coded tables, categorized by the four community Themes, illustrate the strategic actions and implementation elements to purposefully guide Wellington's growth. Since implementation can take time, Town leaders and staff must reassess and prioritize strategic items annually. Implementation measures may be adjusted over time based on availability of new or improved information, changing circumstances, resource availability, and anticipated effectiveness, so long as they remain consistent with the intent of the Comprehensive Plan.

COMMUNITY COHESION (CC) GOALS & STRATEGIES	TYPE	PRIORITY	TIMELINE	ANTICIPATED COST
CP GOAL 1. MAINTAIN AND ENHANCE THE COMMUNITY'S CHARACTER AND CULTURE.				
CP 1.1. Develop and upgrade gateways (per Future Land Use Map) and establish appropriate and recognizable signage to bring attention to the Town.	Capital Project	Low	Long term	\$\$\$
CP 1.2. Update the Land Use Code to allow for flexible spaces and convertible streets that support a wide range of uses including local festivals and events.	Regulatory Reform	Medium	Short term	\$
CP 1.3. Create design guidelines that celebrate and preserve distinct features throughout Town, making each area/neighborhood unique.	Regulatory Reform	Medium	Short term	\$
CP 1.4. Continue to ensure that land use decisions made by the Town are in accordance with fundamental private property rights.	Regulatory Reform	High	Ongoing	\$
CP 1.5. Evaluate service capacity and facility needs for the library and senior center.	Plan or Study	Low	Long term	\$
CP 1.6. Collaborate with event organizers and local businesses to support them in following ADA guidelines to ensure spaces and events are accessible.	Program or Resource	High	Ongoing	\$
CP 1.7. Collaborate with event organizers to develop a community corps of volunteers that support Town events. Alongside this effort, develop a code of conduct for keeping Wellington well—encouraging community members to take pride in taking care of public amenities.	Program or Resource	Medium	Ongoing	\$
CP GOAL 2. ENSURE THAT EXISTING AND FUTURE RESIDENTIAL DEVELOPMENTS CONTRIBUTE TO ENHANCING QUALITY OF LIFE.				
CP. 2.1. Update the Land Use Code to allow a greater mix of housing types and styles that cater to a variety of families, including older adults, first time home-buyers, lower income earners, and people with disabilities, among others.	Regulatory Reform	High	Short term	\$
CP. 2.2. Support Housing Catalyst in their mission to provide affordable housing.	Program or Resource	High	Ongoing	\$
CP. 2.3. Identify incentives to encourage new housing developments and retrofits to include energy-efficient and water-wise materials and practices while ensuring homes are both affordable and cost comparable.	Regulatory Reform	High	Short term	\$
CP. 2.4. Update off-site improvement requirements to include separation buffers for bicyclist and pedestrian safety and comfort as well as adequate connections between destinations and directional signage.	Regulatory Reform	High	Short term	\$
CP. 2.5. Ensure adequate park, trail, and open spaces are added to land use mix as the population grows.	Regulatory Reform	High	Ongoing	\$

CP. 2.6. Identify partners and resources to build a campaign to promote air quality in and around Wellington to ensure air quality is maintained as Wellington and the North Front Range continues to grow.	Program or Resource	Low	Long term	\$
CP GOAL 3. ENHANCE, MAINTAIN, AND INCREASE RECREATIONAL SPACES AND NATURAL AMENITIES SO THEY CAN BE ENJOYED BY ALL AGES AND ABILITIES.				
CP. 3.1. Update the 2015 Parks and Trails Master Plan to develop a visionary network of accessible and connected trails and parks.	Plan or Study	Medium	Short term	\$
CP. 3.2. Develop criteria to create and update the level of service standards for parks and open spaces to ensure public spaces are safe, illuminated, accessible, and clean.	Regulatory Reform	Medium	Short term	\$
CP. 3.3. Identify locations for larger, regional parks.	Plan or Study	Low	Long term	\$
CP. 3.4. Collaborate with CSU's Agricultural Sciences Department and Wellington's Parks Advisory Board (PAB) to incorporate thematic opportunities for environmental and historical education in the design of recreational areas and trails (e.g., markers that identify species, farms, and the historical significance of land).	Program or Resource	Low	Long term	\$
CP. 3.5. Promote the involvement of community members (of different backgrounds, ages, and abilities) in designing outdoor public spaces that can be enjoyed by all.	Program or Resource	High	Ongoing	\$
CP. 3.6. Assess the need and timing for a recreational facility that can offer more opportunities for recreation.	Plan or Study	Low	Long term	\$
CP. 3.7. Collaborate with Colorado Parks & Wildlife to increase year-round access to nearby natural areas—including NPIC reservoir #4 as a possible recreational area—and ensuring ways to waive user fees or keep to a minimum.	Program or Resource	High	Short term	\$
CP. 3.8. Work with the community, Parks and Recreation Department, and the Parks Advisory Board to identify a location for and build a new wheel park for the use of skateboards, roller blades, bicycles, wheelchairs, etc.	Plan or Study	Medium	Mid term	\$
CP GOAL 4. ENSURE RESIDENTS AND VISITORS ARE AND FEEL SAFE.				
CP. 4.1. Provide responsive, local law enforcement at the level and in the areas necessary to ensure public safety.	Program or Resource	High	Ongoing	\$
CP. 4.2. Identify a funding source for anticipated future law enforcement needs necessitated by growth.	Program or Resource	Medium	Ongoing	\$
CP. 4.3. Identify and implement Crime Prevention through Environmental Design (CPTED) strategies in key Town areas.	Program or Resource	Medium	Ongoing	\$
CP. 4.4. Collaborate with the community to ensure the provision of community spaces to host after school programs and recreational opportunities for the area youth.	Program or Resource	High	Ongoing	\$
CP GOAL 5. ENCOURAGE DEVELOPMENT PROJECTS AND THE COMMUNITY TO EMBRACE AND SUPPORT AGRICULTURAL HERITAGE AND HEALTHY FOOD NETWORKS				
CP. 5.1. Update the Land Use Code to encourage inclusion of agricultural elements and themes (e.g., orchards, community gardens, repurposing agricultural structures, etc.) into the design of development.	Regulatory Reform	Medium	Short term	\$
CP. 5.2. Collaborate with new and existing neighborhoods, the school district, and other community partners to implement agricultural elements and themes in neighborhoods and facilities.	Program or Resource	Medium	Ongoing	\$

CP. 5.3. Establish relationships and collaborate with local agricultural producers, community partners and the business community in order to create new opportunities to connect local residents with local agricultural products (e.g., small scale farming operations, Community Supported Agriculture, and small vegetable stands) and to develop an Agricultural Day to raise awareness of and build pride for local agriculture.	Program or Resource	Medium	Ongoing	\$
VIBRANT & HISTORIC DOWNTOWN (DT) GOALS & STRATEGIES				
DT GOAL 1. IMPROVE THE APPEARANCE AND VITALITY OF DOWNTOWN TO ACHIEVE AND SUPPORT AN ECONOMIC, SOCIAL, AND CULTURAL CENTER FOR THE TOWN.				
DT. 1.1. Undertake and implement a Downtown Master Plan that considers Centennial Park.	Plan or Study	High	Short term	\$\$
DT. 1.2. Develop Downtown Design Guidelines to reflect community values and needs (e.g., enhanced streetscape, connectivity, gathering places, and accessibility, among others); to promote the preservation, renovation, and adaptive reuse of historic structures; and to provide clear regulatory guidance for decision-making.	Regulatory Reform	High	Short term	\$
DT. 1.3. Support applications for appropriate grants/funding from the National Trust for Historic Preservation.	Program or Resource	High	Ongoing	\$
DT. 1.4. Assess feasibility to implement programs and incentives to address preservation and rehabilitation of historic buildings and landmarks at time of development review.	Plan or Study	Medium	Mid term	\$
DT. 1.5. Plan for improvement and development of parks and greenspace to increase social gathering places.	Plan or Study	Medium	Ongoing	\$
DT. 1.6. Explore the redevelopment of Centennial Park as a type of central meeting place for community wide events and activities, and ensuring the involvement from a variety of Town stakeholders including the Main Street Program, Wellington Chamber of Commerce, Farmer's Market, Downtown Residents, Downtown Businesses and Daycares, Boys & Girls Club, and others.	Plan or Study	High	Short term	\$
DT. 1.7. Explore leveraging the Town-owned properties (e.g., along the west side of the train tracks) to enhance trail connections and contribute to the expansion of public spaces (adaptable plaza or space for pop-up events, food trucks, etc.).	Plan or Study	High	Short term	\$
DT. 1.8. Enhance alleys (with art, seating, plantings, pathways, lights, paving, etc.) to contribute to improving community/social gathering spaces in Downtown. Identify opportunities for the community to be a part of beautification efforts.	Program or Resource	Medium	Mid term	\$\$
DT. 1.9. Continue the support of a variety of public art within Downtown.	Program or Resource	Medium	Ongoing	\$
DT. 1.10. Expand Downtown to include Harrison Ave. and McKinley Ave. as well as connecting side streets for buildings within this area to be allowed to convert to a low impact commercial use (e.g., lawyer's office or chiropractic clinic), at the owner's request without altering the look of the building.	Regulatory Reform	High	Short term	\$

DT. 1.11. Develop a plan to further designate pedestrian and bicycle connections within and to Downtown.	Plan or Study	High	Short term	\$
DT. 1.12. Ensure Downtown streetscapes support ADA requirements, offering safe and accessible options for all people.	Capital Project	High	Ongoing	\$
DT GOAL 2. ALIGN DOWNTOWN AND ECONOMIC DEVELOPMENT EFFORTS TO ENSURE A THRIVING BUSINESS ENVIRONMENT THAT SUPPORTS EXISTING AND NEW BUSINESSES				
DT. 2.1. Identify funding resources and work with banks to provide low interest loans to assist property owners in updating buildings to meet current code standards.	Program or Resource	High	Ongoing	\$
DT. 2.2. Identify vacant and underutilized properties and work with the owners to accomplish the Downtown vision and goals. Alongside this effort, assess incentives for infill and compact development in Downtown and surrounding neighborhoods.	Plan or Study	High	Short term	\$
DT. 2.3. Ensure updates to the Land Use Code honor and complement the existing historic character while allowing mixed use building types in and adjacent to the Downtown Core.	Regulatory Reform	High	Short term	\$
DT. 2.4. Collaborate with economic development efforts to identify and actively pursue boutique lodging businesses for Downtown.	Program or Resource	High	Short term	\$
DT. 2.5. Ensure utilities like high-speed internet, water/ wastewater expansion, adequate electricity capacity, and other essential needs are available for businesses to establish and maintain operations in Downtown.	Capital Project	High	Short term	\$\$\$
DT. 2.6. Amend parking standards for Downtown to improve vitality and economic support of businesses.	Regulatory Reform	Medium	Short term	\$
DT. 2.7. Increase access to and signage for public restrooms to encourage through traffic to stop Downtown.	Program or Resource	High	Short term	\$
DT GOAL 3. MITIGATE FLOODPLAIN IMPACTS TO DOWNTOWN PROPERTIES AND AMENITIES				
DT. 3.1. Ensure Downtown stormwater infrastructure improvements as well as development and redevelopment projects are consistent with the upcoming Stormwater Master Plan.	Capital Project	High	Ongoing	\$
DT. 3.2. Evaluate reconfiguring street and parking standards along SH 1 (Cleveland Ave.) to incorporate plantings and drainage improvements.	Plan or Study	Medium	Short term	\$
THRIVING ECONOMY (TE) GOALS & STRATEGIES	TYPE	PRIORITY	TIMELINE	ANTICIPATED COST
TE GOAL 1. DIVERSIFY THE TOWN'S ECONOMIC BASE				
TE. 1.1. Ensure land uses and supporting infrastructure and utilities are available to provide opportunities for needed services (grocery store, pharmacy, assisted living, and similar identified service providers) and home businesses to establish their businesses in Wellington.	Regulatory Reform	High	Ongoing	\$
TE. 1.2. Leverage activity centers (illustrated in the Future Land Use Map) to promote land uses that would capture traffic to and from nearby destinations to draw visitors to our local businesses.	Program or Resource	High	Ongoing	\$

"TE. 1.3. Collaborate with Economic Development efforts to ensure land uses are available for: •Hosting regional sports competitions to build pride among local youth and attract sports tourism. •Businesses that can build on regional recreation such as year-round indoor entertainment, sporting goods store, and bicycle shops. •Businesses such as hotels and restaurants to locate along the I-25 Corridor and Owl Canyon Road. •A food commissary that supports food trucks and food startups.	Program or Resource	High	Ongoing	\$
	Program or Resource	High	Short term	\$
	Plan or Study	Medium	Short term	\$
	Program or Resource	Medium	Ongoing	\$
TE GOAL 2. BALANCE COMMERCIAL, INDUSTRIAL, AND RESIDENTIAL LAND USES TO ENSURE A VARIETY OF CONVENIENT AMENITIES AND APPROPRIATE INFRASTRUCTURE.				
TE. 2.1. Regularly assess the need to update development impact fees that align with community needs and regional best practices to enhance amenities and appropriately cover infrastructure costs.	Regulatory Reform	Low	Ongoing	\$
TE. 2.2. Ensure land use standards accommodate a variety of businesses so small local businesses, big box, and chain stores have available options.	Regulatory Reform	Medium	Short term	\$
TE. 2.3. Promote architecture and design aesthetics that are honor the Town's rural, historic, and agricultural heritage.	Program or Resource	Low	Mid term	\$
TE. 2.4. Work with CDOT to assess the opportunity of having a Rest Area/Travel Plaza designated for use during closure of I-25 to relieve the congestion of semi-trucks on community streets/parking areas during inclement weather.	Plan or Study	Medium	Short term	\$
TE. 2.5. Ensure new industrial developments are consistent with the Infrastructure and Water Efficiency Plans.	Regulatory Reform	Medium	Short term	\$
TE GOAL 3. PROMOTE AGRITOURISM AS A KEY SECTOR FOR WELLINGTON'S ECONOMY.				
TE. 3.1. Provide agritourism as an allowed use in appropriate zone districts.	Regulatory Reform	Low	Mid term	\$
TE. 3.2. Highlight and align economic development programs and tools to include opportunities for local agricultural, tourism, and recreation industries. This effort should also include working with local groups to develop, establish, and maintain a repository of available resources for interested parties to engage in agritourism activities.	Program or Resource	Low	Mid term	\$
TE. 3.3. Encourage urban farming.	Program or Resource	Low	Short term	\$
TE. 3.4. Promote the creation of a farmer's market or work with County to expand farmer's market to Wellington.	Program or Resource	Low	Short term	\$
TE. 3.5. Collaborate with existing regional efforts that support and encourage agritourism.	Program or Resource	Low	Short term	\$

TE GOAL 4. DEVELOP A SUPPORTIVE BUSINESS ENVIRONMENT THAT AIDS IN CREATING A THRIVING LOCAL ECONOMY.

TE. 4.1. Balance residential with commercial land uses to promote local job opportunities and needed services for residents.	Regulatory Reform	High	Short term	\$
TE. 4.2. Identify and address municipal and administrative barriers to business development.	Plan or Study	Medium	Mid term	\$
TE. 4.3. Communicate with existing businesses to understand needs and plans for expansion and retention within the community.	Program or Resource	High	Short term	\$
TE. 4.4. Ensure appropriate land uses are available for the establishment of local organizations like non-profits, places of worship, and cultural facilities like museums, among others.	Plan or Study	Low	Mid term	\$
TE. 4.5. Assess feasibility of financing and funding options such as tax increment financing, site acquisition and preparation, revolving loan funds, and tenant improvement assistance to incentivize businesses and job creation.	Plan or Study	Medium	Mid term	\$
TE. 4.6. Increase coordination for tourist-oriented development signage (blue signs on CDOT roads) that promote local businesses and reduce the need for very large signage.	Program or Resource	Medium	Mid term	\$

RELIABLE & RESILIENT PUBLIC SERVICES FACILITIES & PROGRAMS (F&P) GOALS & STRATEGIES	TYPE	PRIORITY	TIMELINE	ANTICIPATED COST
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F&P GOAL 1. ENSURE A MAINTAINED LEVEL OF SERVICE AND EFFICIENT EXTENSION OF SERVICES WITHIN THE GMA.

F&P. 1.1. In partnership with Public Works, collaborate on an infrastructure master plan and planning documents to proactively guide and evaluate Town growth and limitations.	Plan or Study	Medium	Mid term	\$
F&P. 1.2. Ensure the expansion and upgrades of utilities, infrastructure, and amenities are consistent with Town Plans (e.g., Water Efficiency, Stormwater Management, Emergency Preparedness, Infrastructure Plan, and this Comprehensive Plan) and that key projects are included in the five-year Capital Improvements Plan.	Capital Project	Medium	Ongoing	\$\$\$
F&P. 1.3. Develop a monitoring and reporting system across all Town departments to ensure efficient upgrades and extensions of utilities and services (water, sewer, stormwater, streets, sidewalks, parks) and private service providers (cable, Internet, phone, recycling) that meet a fair rate structure.	Program or Resource	Medium	Mid term	\$
F&P. 1.4. Develop an ADA and community informed project list for the review, maintenance, and update of streets and public spaces and assess the need for priority projects to be included in the Town's Capital Improvements Plan.	Program or Resource	Medium	Mid term	\$
F&P. 1.5. Coordinate with entities to assess options for improving and diversifying private broadband and/or other high-performance networks to encourage professional and technical companies to locate in Wellington and to offer improved services to residents and schools.	Plan or Study	Medium	Mid term	\$
F&P. 1.6. Identify criteria to ensure an appropriate level of service reaches all residents within Town limits and promote the efficient and logical extension of infrastructure services within the Town's GMA boundary (focusing first on the SH-1 corridor and CR 58)	Plan or Study	Medium	Mid term	\$

F&P. 1.7. Monitor development and growth in relationship to water supply and wastewater facility capacity.	Plan or Study	high	Short term	\$\$
F&P. 1.8. Ensure the Town's Landscape and Irrigation Standards assess options and locations for green stormwater infrastructure that address water runoff and supply and contribute to a more attractive and resilient urban environment. Alongside this effort, ensure guidelines are provided for residents who want to contribute to this effort (e.g., via rain gardens, permeable pavements, planter boxes, etc.).	Plan or Study	Medium	Short term	\$
F&P. 1.9. Identify and define natural hazards and sensitive areas and recommended setbacks or mitigation to more appropriately incorporate these areas into planning efforts (e.g., hazard mitigation, environmental conservation, recreation and access) and to reference them in development reviews.	Plan or Study	Medium	Mid term	\$
F&P. 1.10. Assess opportunities and partners to develop a Wellington-specific emergency preparedness plan or guidelines to address most-likely scenarios for identified threats.	Plan or Study	High	Short term	\$
F&P. 1.11. Formalize Intergovernmental Agreements with Larimer County, nearby municipalities, and utility providers to enhance and streamline joint land use planning, utilities delivery, revenue sharing, and growth boundaries among other considerations.	Regulatory Reform	Medium	Mid term	\$
F&P. 1.12. Identify appropriate leadership to partner and build influence at the County and State levels to ensure Wellington's needs are considered and respected.	Program or Resource	Medium	Mid term	\$
F&P. 1.13. Implement the Wastewater Collection System Master Plan, including consideration of service area boundaries in the southern portion of the GMA and coordination with Boxelder Sanitation District to evaluate efficient extension of infrastructure between wastewater utility service providers.	Plan or Study	Medium	Mid term	\$
F&P GOAL 2. ENSURE NEW DEVELOPMENTS CONTRIBUTE TO ESSENTIAL COMMUNITY SERVICES AND INFRASTRUCTURE.				
F&P. 2.1. Develop and promote comprehensive and predictable guidelines for developers to easily follow processes, access resources, and comply with Town requests and priorities as they complete development reviews.	Program or Resource	High	Short term	\$
F&P. 2.2. Require new utilities and existing overhead utilities to be underground for major development projects.	Regulatory Reform	Medium	Mid term	\$
F&P. 2.3. Require new development to demonstrate how they will connect to and improve the existing networks for active transportation, vehicular traffic, open space and parks, and essential infrastructure for water, wastewater, and stormwater.	Regulatory Reform	Medium	Mid term	\$
F&P. 2.4. Assess community desire to update land use and building codes that would require (or incentivize) development to meet updated quality, durability, accessibility, and infrastructure standards.	Program or Resource	Medium	Mid term	\$
F&P. 2.5. Host regular meetings with school, fire, and parks and recreation departments to collaborate on upgrades to existing facilities and on securing locations for new facilities.	Program or Resource	Low	Mid term	\$

F&P. 2.6. Review and update impact fees for all developments on a regular basis (identify time frame) so these developer paid fees contribute to parks and active transportation network enhancements, among other community benefits.	Plan or Study	Medium	Mid term	\$
F&P. 2.7. Assess opportunities (e.g., conservation easements, Transfer of Development Rights, etc.) so landowners don't feel pressured to have to sell their land to a developer and can continue to have a working farm or open land.	Plan or Study	Low	Mid term	\$
F&P GOAL 3. ENHANCE TOWN HALL FACILITIES AND SERVICES.				
F&P. 3.1. Continue assessing the feasibility of a new Town Hall that unifies all Town services and creates a civic hub.	Plan or Study	Low	Ongoing	\$
F&P. 3.2. Collaborate with local and regional schools to create internship opportunities for individuals of all ages to learn about and contribute to Town affairs.	Program or Resource	Low	Mid term	\$
F&P. 3.3. Advertise and promote opportunities for Boards and Commissions' positions with the community at large.	Program or Resource	Low	Short term	\$
F&P. 3.4. Share planning-related information and resources in the Town's monthly newsletter and via social media platforms.	Program or Resource	Low	Short term	\$
F&P. 3.5. Maintain and enhance transparent and timely communication of Town projects and updates to the community.	Program or Resource	Low	Ongoing	\$
F&P. 3.6. Pursue more regional, state, and federal grant opportunities and seek grant writing assistance to capitalize on funding opportunities.	Program or Resource	Medium	Ongoing	\$
RELIABLE & RESILIENT PUBLIC SERVICES TRANSPORTATION (T) GOALS & STRATEGIES	TYPE	PRIORITY	TIMELINE	ANTICIPATED COST
T GOAL 1. CREATE AN EFFICIENT AND SAFE TRANSPORTATION SYSTEM FOR ALL MODES OF TRANSPORTATION WITHIN AND BEYOND TOWN BOUNDARIES.				
T. 1.1. Finalize a Transportation Master Plan that appropriately classifies streets and develops standards for development that addresses all modes of transportation.	Plan or Study	Medium	Short term	\$
T. 1.2. Work with the community to develop an ADA Transition Plan which outlines how the Town will remove barriers in its transportation system that limit accessibility for people with disabilities and limited mobility.	Plan or Study	High	Ongoing	\$
T. 1.3. Pursue Quiet Zone designations for the Town's railroad crossings, which would allow trains to pass through without sounding their sirens. Minimum requirements from the Federal Railroad Administration for a Quiet Zone include active grade-crossing devices (i.e., signals and gates) and appropriate warning signage.	Regulatory Reform	Low	Long term	\$
T. 1.4. Add crossing gates to railroad crossings at G.W. Bush Ave. and Washington Ave.	Capital Project	Medium	Short term	\$\$
T. 1.5. Assess feasibility of grade separation at rail crossings to mitigate congestion.	Plan or Study	Medium	Short term	\$
T. 1.6. Work with Larimer County to establish urban street standards for transition areas between Town and County jurisdictions.	Regulatory Reform	Medium	Mid term	\$
T. 1.7. Identify and address paving needs for roads east of I-25.	Plan or Study	Medium	Mid term	\$

T. 1.8. Adopt a Complete Streets Policy that identifies design standards that support the safety of all transportation modes on roadways.	Regulatory Reform	Medium	Mid term	\$
T. 1.9. Prioritize the construction of high priority trails and sidewalks and work to find solutions that reduce trail gaps and improve connectivity regardless of built and natural barriers, like the highway and floodplains.	Capital Project	High	Long Term	\$\$\$
T. 1.10. Require new developments and develop guidelines for road retrofits to provide in-road shoulders at key locations that support Emergency Services.	Regulatory Reform	Medium	Short term	\$
T. 1.11. Assess needs, locations, and incentives for privately run electric vehicle charging stations. Alongside this effort, leverage the I-25 designation as an Alternative Fuels Corridor to plan for the provision of EV infrastructure.	Plan or Study	Low	Mid term	\$
T. 1.12. Increase and improve trail connectivity and establish routes for travelling to everyday destinations.	Capital Project	High	Mid Term	\$\$\$
T. 1.13. Identify strategies and funding mechanisms for development of a second I-25 interchange for improved access to the Town and include design considerations for motorized and non-motorized crossings.	Plan or Study	Medium	Mid term	\$
T. 1.14. Identify strategies for improved traffic flow and safety along SH 1/CR 9 from CR 64 to CR 58.	Plan or Study	Medium	Mid term	\$
T. 1.15. Pursue federal, state, and regional grant funding opportunities as well as public-private partnerships to implement priority transportation improvements.	Plan or Study	High	Short term	\$
T. 1.16. Work with CDOT to investigate taking on additional control of SH 1 to allow the Town more autonomy.	Plan or Study	Medium	Mid term	\$
T GOAL 2. IMPROVE SAFETY AND CONNECTIVITY OF TRAILS AND SIDEWALKS TO PROVIDE ACTIVE TRANSPORTATION TO EVERYDAY DESTINATIONS, LIKE SCHOOLS, PARKS, DOWNTOWN, AND PLACES FOR WORK, WORSHIP, AND SHOPPING.				
T. 2.1. Consider developing corridor plans that identify and design bicycle and pedestrian enhancements to create greater and more direct connectivity to everyday destinations.	Plan or Study	Medium	Short term	\$
T. 2.2. Identify partnerships and resources for developing a Safe Routes to School program.	Program or Resource	Medium	Short term	\$
T. 2.3. As part of a Downtown Master Plan, further evaluate cross-section improvement options for Cleveland Ave. through Downtown.	Plan or Study	Medium	Mid term	\$
T. 2.4. Improve and extend the Downtown streetscape and pedestrian amenities along Cleveland, Harrison, and McKinley Avenues, ensuring provision of ample sidewalks, seating, and landscapes, safe crosswalks, lighting, bicycle parking and amenities, and off-street vehicle parking, among other important features.	Capital Project	Medium	Mid term	\$\$\$
T. 2.5. Identify and prioritize trail connectivity from surrounding neighborhoods to Downtown by considering off-street and on-street options for bicycle and pedestrian improvements (consider 3rd Street as a potential option).	Plan or Study	Medium	Short term	\$
T. 2.6. Identify and evaluate enhancing ADA compliance needs for ramps, crossings, and sidewalks across Town.	Plan or Study	High	Short term	\$

T. 2.7. Identify criteria to prioritize implementing ADA compliance and enhancements for key areas like Downtown, near schools, parks and recreation, health care, and grocers.	Plan or Study	High	Short term	\$
T. 2.8. Assess feasibility of implementing a sidewalk/streets fund that would prioritize and implement transportation infrastructure improvements, especially for active transportation (e.g., sidewalks, ramps, on-street bicycle lanes, etc.).	Plan or Study	High	Short term	\$
T. 2.9. Identify criteria for on-street bicycle infrastructure based on roadway classification and, based on these criteria, implement an on-street bicycle network that provides greater access to everyday destinations.	Plan or Study	High	Short term	\$
T GOAL 3. IMPROVE REGIONAL ACTIVE TRANSPORTATION CONNECTIONS.				
T. 3.1. Improve and connect active transportation networks, including trails and on-street bikeways to nearby recreational areas and to regional destinations.	Capital Project	Medium	Short term	\$\$\$
T. 3.2. Identify more regional active transportation connections and partner effectively to implement plans.	Program or Resource	Medium	Mid term	\$
T. 3.3. Continue to support privately funded transportation services for seniors and low-income residents and help identify increased transit options and locations for pick up and drop off.	Program or Resource	Medium	Ongoing	\$
T. 3.4. Collaborate with regional agencies and adjacent communities to assess the feasibility of Wellington joining the North Front Range Metropolitan Planning Organization and/or existing regional transportation services (e.g., Transfort).	Program or Resource	Medium	Mid term	\$
T. 3.5. Develop amenities for regional transit systems, including transfer centers, parking areas, and first/last mile options like shared micro-mobility (i.e., bikes, scooters).	Capital Project	Medium	Mid term	\$\$\$

Future Land Use

The Future Land Use illustrates desired growth patterns by identifying the characteristics and location of land use within the Town. The Future Land Use Map (right) should be used to guide zoning changes at the request of the landowners as development and redevelopment occurs. These evolving land uses will likely not occur within the life span of this planning document. However, having a map for knowing where and how to direct growth ensures the Wellington grows efficiently with balanced infrastructure capacity, and purposefully to honor the Town's character and values.

For a detailed description of each of the land use categories depicted on the map, please refer to the Future Land Use Chapter.

PURPOSEFUL GROWTH

...thoughtful and well-planned increases in density and intensity that honor and protect our town character and values. Purposeful growth ensures that our Town's footprint is contained, preserves valuable surrounding farmland and open space, promotes efficiencies in infrastructure provision and maintenance, offers adequate facilities, and advances a thriving economy that makes the town self-sufficient.

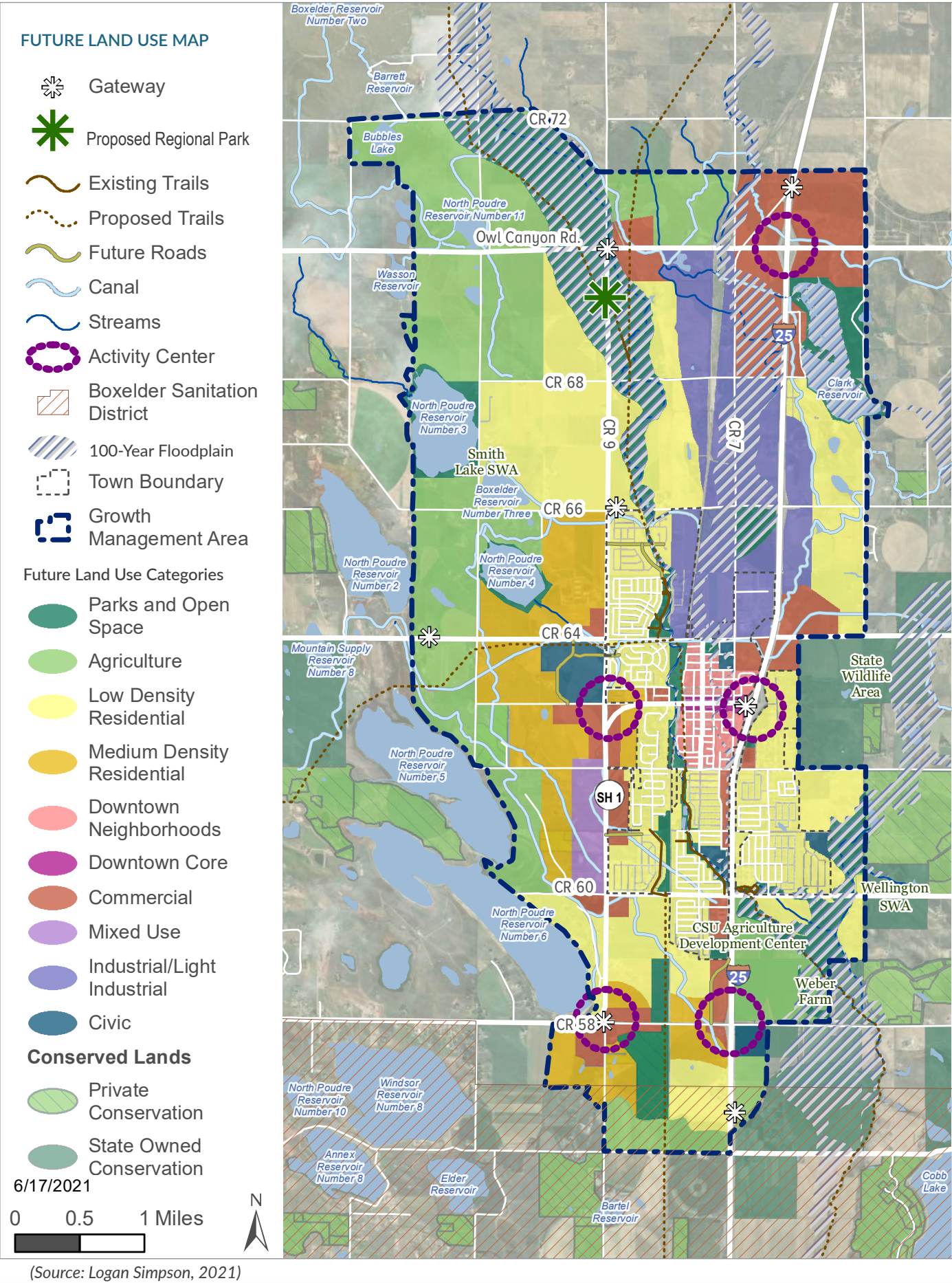




Photo Credit: Shannon Helvie with Eagle-I Media.

INTRODUCTION

INTRODUCTION

Why the Plan Update?

Since the development of the 2014 Plan, the Town of Wellington has grown from 6,800 to 10,000 residents today (Colorado Department of Local Affairs (DOLA), 2019). This significant growth—a 476% increase—translates into increased demand for services. With new developments currently under construction and additional plans for future annexations, development pressures make it necessary to review the impacts of Town growth on public infrastructure, economic development, land uses, and community character.

This Comprehensive Plan (the Plan) update anticipates and accommodates future growth within the Town’s Growth Management Area (GMA) that encompasses 14,527 acres. The GMA represents the area beyond Town limits that can reasonably be expected to annex (at the request of property owners) as growth continues. (For more information on the GMA, please refer to the Future Land Use Chapter). The Plan update also accommodates previously identified needs to diversify housing types, improve infrastructure,

strengthen employment opportunities, and increase the tax base for the long-term health and wellbeing of the Wellington community.

Additionally, the development, adoption, and update of comprehensive plans is mandated through Colorado Revised Statutes (C.R.S. 31-23-206). Plans are to be used as long-range guiding documents that provide the framework for policy to implement regulatory tools like zoning, subdivision regulations, annexations, and updates to Town codes and standards. Colorado state statute also stipulates that plans must remain relevant, adapting to changing conditions and unanticipated events.

While Colorado’s law identifies comprehensive plans as advisory only, zoning and land use regulations shall be developed in accordance with this Comprehensive Plan. Proposed land use changes are reviewed for compliance with the Future Land Use map and goals in this Plan.

Who is this Plan for?

This Plan is designed to guide decision-making for Town leaders and to help community members understand future development and redevelopment considerations for Wellington from now into the next 20 years. The Plan is designed for:

- Residents or potential buyers interested in the location of new streets, parks, trails, or community facilities and services; or how neighboring lands might develop.
- Business, property owners, or prospective developers interested in land use recommendations or development policies for their property.
- Adjacent jurisdictions interested in growth management and collaboration with the Town.
- Planning Commission, Board of Trustees, and Town staff to make decisions regarding:
 - Development applications
 - Provision and extension of community services and infrastructure
 - Regional coordination efforts with other jurisdictions and agencies

ENGAGEMENT SUMMARIES

For a detailed summary of the engagement methods and results, please see the Appendix for the Engagement Summaries for Phases 1-3.

Well over 1,500 community comments were received through questionnaire and quick poll responses, comments on the public draft, and meetings with stakeholders, the Steering Committee, the Planning Commission, and the Board of Trustees. Community input served to substantiate existing policies and inform new ones, and, ultimately, helped prioritize and direct strategic actions. More importantly, it gave Town residents an opportunity to have policies and programs shaped by them and for them.

The 61 stakeholders interviewed generally represented a variety of residents, business owners, land owners, school principals, and community groups (i.e., faith-based groups, Women of Wellington, Parks Advisory Board, etc.).

Outreach efforts were made possible thanks to contributions from key Town staff who offered their support with day-to-day coordination, particularly as they navigated a heightened digital reality with the onset of the COVID-19 pandemic.

Town staff supported the distribution of communication materials on the project’s website and on the Town’s social media platforms. They also assisted in facilitating meetings, interviews, and presentations, and in distributing other tangible materials like posters, coasters, and information cards throughout the community.

Another group that played an instrumental role in supporting the development of the Plan, was the Steering Committee (SC) who ensured that every step of the process was consistent with the character of the community. The SC were active

How was the Plan Developed?

The Plan was developed in three phases, from January 2020 to July 2021. As illustrated in the Project Timeline below, all phases included public events to involve the community in the process. Due to the COVID pandemic, in-person engagement was limited, however, the community came together in an impressive show of engagement online.



participants throughout the planning process; providing invaluable feedback, weighing-in on decisions, collaborating with other groups, and reviewing the final Plan.

STEERING COMMITTEE MEMBERS	
NAME	ASSOCIATION
Tracey D. Jensen	Business Owner; Main Street Program Board member
Rebekka Kinney	Planning Commission Member; Town Trustee
Linda Knaack	Planning Commission Member; Business Owner
Jon Gaiter	Town Trustee
Gary Green	Wellington Fire Protection District Chief; Wellington Main Street Program Board Member; and Larimer County Planning Commission Member
Dan Sattler	Business Owner; Former Town Trustee

The Planning Commission and the Board of Trustees also had multiple opportunities to contribute to the planning process at different stages throughout the development of the Plan.

Hearing All Voices

The community-driven nature of comprehensive planning results in broad perspectives shared by community members. Since Comprehensive Plans are limited in scope and must follow statutory guidelines, not all perspectives always make it into the final planning document. However, this Plan acknowledges that efforts were made to consider all perspectives shared during the planning effort.

Up until the last engagement phase (the Public Review period) the Community Vision and Themes as well as other sections were updated to address public concerns. Some of the changes included: enhancing details about community engagement and demographics; stressing the need to balance regulations with a supportive business environment; and updating the Future Land Use Map and categories. An important addition was to make clear the Town's intention for 'purposeful growth,' that is based on thoughtful and well-planned increases in density and intensity that honor and protect our town character and values. Purposeful growth ensures that our Town's footprint is contained, preserves

valuable surrounding farmland and open space, promotes efficiencies in infrastructure provision and maintenance, offers adequate facilities, and advances a thriving economy that makes the town self-sufficient.

PLANNING IN UNCERTAIN TIMES

The Town of Wellington had set out to update its Comprehensive Plan to respond to significant population growth and increased service demands from the past decade. However, 2020 brought unseen changes and demands as the world responded to the COVID-19 pandemic. While this Plan update made every effort to incorporate the community needs and desires and to consider industry trends, much uncertainty remains on the long term impacts of the pandemic. For this reason, it is more important than ever to ensure that this Plan is audited annually and considered for an update every five years. Modifications may occur in interim years whenever major policy changes occur that would impact the accuracy and direction of the elements in this Plan.

Local Planning Efforts

This Plan is the continuation of planning efforts the Town of Wellington has been taking since the development of its first Comprehensive Plan and Land Use Code, and their respective updates. Some planning accomplishments to date that should be celebrated include:

- Establishment of the Boxelder Stormwater Authority
- Attracted initial commercial services: dental, medical, and veterinary clinic; food and beverage
- Built the Boxelder Business Park
- Supported the establishment of the Downtown Main Street Program
- Established a Planning Department
- Developed and supported multiple studies:
 - Market Analysis and Opportunity Assessment, 2019
 - Retail Leakage and Surplus Analysis, 2019
 - Municipal Water Efficiency Plan, 2018
 - Parks and Trails Master Plan, 2015
 - Centennial Park Concept Design, 2015

- Economic Strategic Plan, 2015

Regional Efforts & Coordination

This Plan is also connected to other regional planning efforts. Coordination between plans and/or bylaws is important and could include the development and refinement of other plans. The plans of Larimer County, the Upper Front Range Transportation Planning Region and the North Front Range Metropolitan Planning Organization, and adjacent communities like Fort Collins, Waverly, and Buckeye, among others, should be considered to achieve the desired future for the larger North Front Range region. Coordination with regional entities may focus on regional transportation, land use compatibility, open space and wildlife protection, hazard mitigation, resource conservation, provision of water and sewer, and education and economic development, to mention a few.

Foundation for the 2021 Wellington Plan

Initial outreach efforts sought to capture the community's shared values (Page 3), from which a series of ideas were distilled to develop the below preliminary Community Vision and Themes. Finalizing these foundational components took a series of iterations with contributions from the Steering Committee, Town leadership, and the overall community.

Community Vision: Our friendly and supportive community welcomes you with a smile. Together, we take pride in celebrating and protecting our town character and values while welcoming productive ideas that enhance our quality of life. Our dreams take root and blossom in Wellington.

Community Themes:

 **Community Cohesion:** We take pride in our community by providing safe and attractive neighborhoods oriented around parks, trails, amenities, and public spaces, and by offering options for our community to shop, gather, and celebrate.

 **Vibrant & Historic Downtown:** We promote Downtown's vibrancy and history by preserving its distinctive charm, supporting its local flair, and enhancing its atmosphere and amenities for residents and visitors to create memorable experiences in the heart of our Town.

 **Thriving Economy:** Our thriving business environment supports existing and new enterprises that offer needed services and local employment opportunities, contributing to our community's self-sufficiency and quality of life.

 **Reliable and Resilient Public Services:** We ensure our public services are reliable and resilient by purposefully guiding growth while improving and maintaining infrastructure and services in a proactive and fiscally responsible manner.

Below is an illustration of how these community-driven components served as the foundation for the Plan, informing the different chapters, including the development of the goals, strategies, as well as the future land use and implementation plans.





Photo Credit: Brian Graves, Graven Images, 2019.



COMMUNITY COHESION

COMMUNITY COHESION

(HOUSING, PARKS & RECREATION, AND COMMUNITY EVENTS)

WHERE WE COME FROM

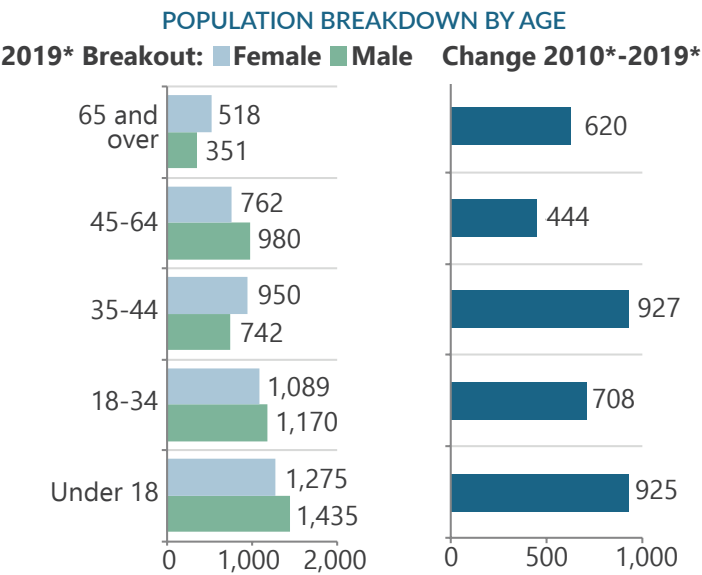
Existing Conditions

Population Demographics

Total population in the Town of Wellington is estimated at about 10,000 (Colorado Department of Local Affairs (DOLA), 2019). This is 4,000 more residents, 67% more, since 2010. During this time, as shown on the population breakdown below, the majority of population growth occurred in the under-18 and 35-44 (American Community Survey (ACS) 5-Year Estimate, 2019). This concentration, alongside a median age 32.6 years, confirms Wellington's reputation as a family friendly community.

Wellington is an increasingly diverse community with 85% of Wellington residents identifying as White, about 11% as Hispanic, 1% as Black or African American, and about 3% as other ethnicities including American Indian, Asian, Native Hawaiian, or others (ACS 5-Year Estimate, 2019).

Education demographics for Wellington show that 97% of residents have a high school degree and that of those over 25 years old 35% have a bachelor's degree or higher (ACS 5-Year Estimate, 2019).



(Source: ACS 5-year estimates used. 2019 represents average characteristics from 2015-2019; 2010 represents 2006-2010.

Housing Stock

Of the 3,244 homes in the Town, over 61% have been built since the year 2000, making Wellington's housing stock fairly new (ACS 5-Year Estimate, 2019). Most of these homes (93%) are single-family homes, and median number of rooms for all homes is 6.1, offering enough bedrooms for the 2.9 people per household.

Home Ownership

When compared with peer communities, while Wellington's \$91,566 median household income (the income cut-off where half of the households earn more, and half earn less) is the second lowest on the list, its home prices are the most favorable. This has made it possible for 93% of Wellington homes to be owner-occupied. Despite this advantage, a significant percentage of Wellington households are considered cost-burdened.

MEDIAN HOUSEHOLD INCOME (MHHI) AND MEDIAN HOME VALUES (MHV) COMPARISON

PEER COMMUNITY	MHHI	MHV	VACANT UNITS
Wellington	\$91,566	\$358,000	1%
Berthoud	\$78,393	\$451,000	1%
Mead	\$103,393	\$458,000	6%
Timnath	\$138,576	\$525,000	3%
Windsor	\$99,732	\$445,000	3%

(Sources: MMHI & Vacan Unites from ACS 5-Year Estimate, 2019; MHV from Zillow, 2019)

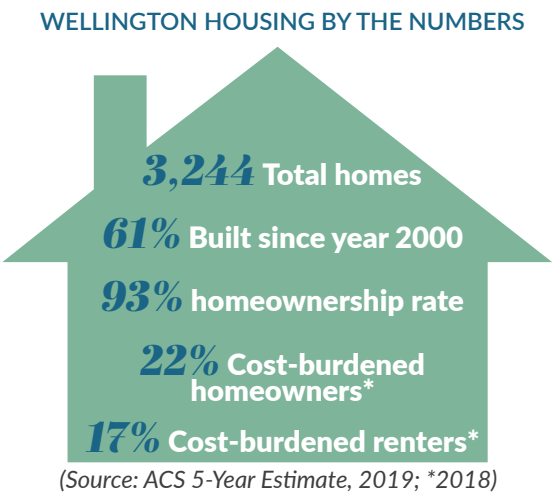
Cost-burdened Households

Cost-burdened households are those who pay more than 30% of their gross income on basic required housing expenses. (US Housing and Urban Development Department). In Wellington, 22% of owners and 17% of renters are

cost-burdened (ACS 5-year estimate, 2019). Some of these households benefit from the Wellington Housing Authority that subsidizes 28 family units and 14 senior units. However, other households that may experience difficulty finding housing to fit their lifestyle but do not qualify for housing subsidies are Wellington's valued workforce.

Workforce Housing

Workforce housing provides for professions such as police officers, firefighters, teachers, health care workers, retail clerks, and the like. Normally, most individuals in these professions are middle income workers who contribute greatly to communities. As Wellington continues to grow, efforts should be made to ensure the local workforce is able to find homes that fit their lifestyle and needs.



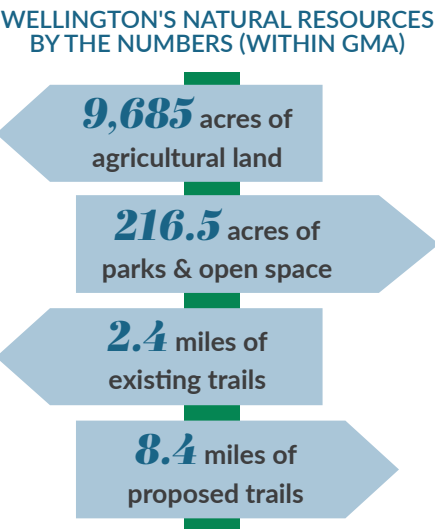
Natural Resources

Wellington is surrounded by relatively flat land comprised primarily of active agricultural land, much of which is under conservation easements. These easements preserve both productive agricultural land and wildlife habitats. With approximately 1,275 acres of agricultural land within Town limits and 9,685 acres in the GMA (USDA Cropscape, 2018), many species depend on the food and shelter found in these areas. Other benefits of these conservation easements is that they act as community separators—an area of undeveloped land between two municipalities created to permanently conserve the integrity of the two jurisdictions.

Wellington Parks & Open Spaces

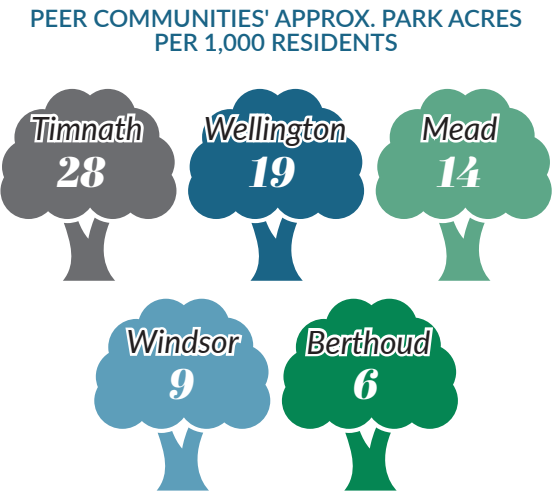
Wellington's eight parks and three open spaces within its GMA add up to 216.5 acres. The community is thankful to the Parks Advisory Board (PAB) for

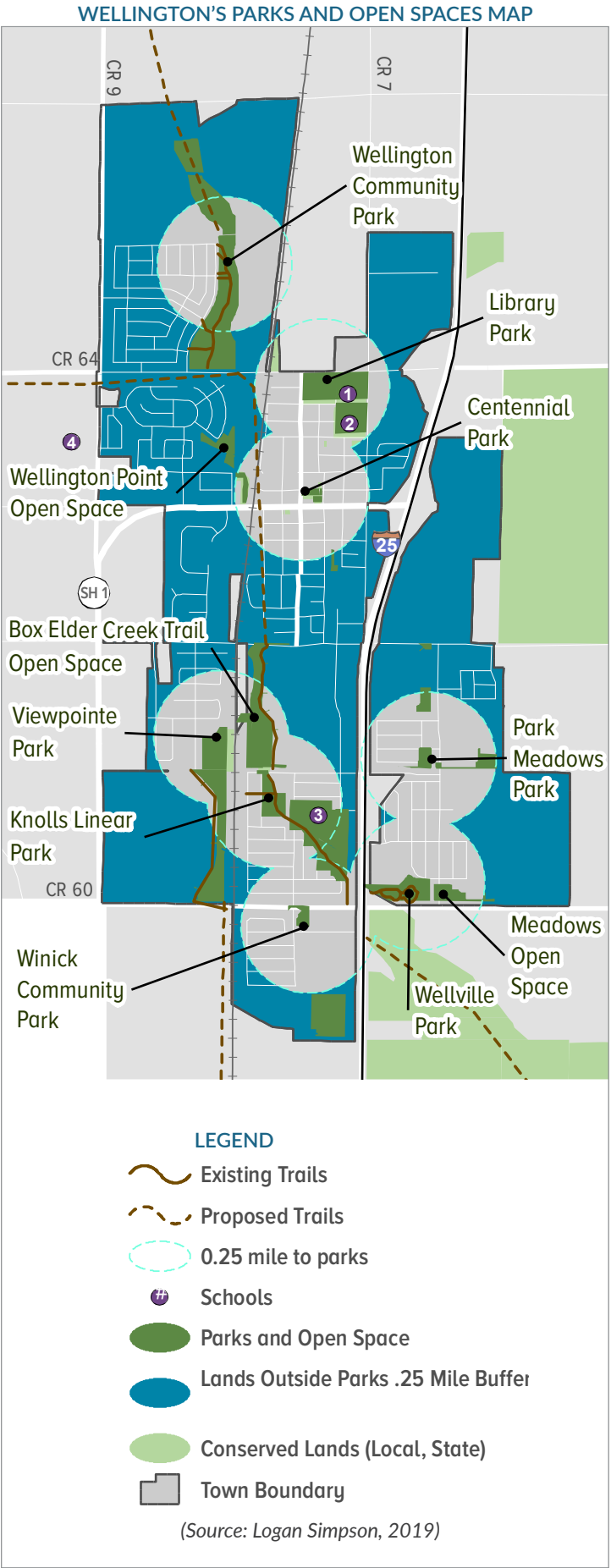
their advocacy in maintaining and improving Wellington's parks and open spaces. As shown on the Wellington's Parks and Open Spaces Map (next page) not all residents are within a 0.25 mile radius of a park or open space. Moreover, when visiting parks, some residents are not able to easily access these valued spaces due to poor sidewalk connectivity or road barriers (e.g., highway traffic, train tacks, insufficient underpasses, etc.) and lack of ADA infrastructure. In addition to local parks, Wellington is flanked by large swaths of conserved agricultural land to the east.



Joint Use Facilities

To augment Wellington's existing Park and Recreation programs such as flag football, volleyball, dodgeball and basketball, the Town and the school system have an agreement to share some facilities and maximize the operations and maintenance costs. Less formal but greatly beneficial partnerships also exist with the Wellington Community Church to share use of their recreational facilities.





Other Nearby Recreation Areas

Wellington residents and visitors also benefit from other recreational areas not far from Town. Just 10 minutes northwest of Town, Smith Lake State Wildlife Area offers wildlife viewing, hiking, and some hunting.

Other popular day-use open spaces located approximately 20 miles north of Wellington are Soapstone Prairie Natural Area and the adjoining Red Mountain Open Space. These areas are well known in the Wellington community and throughout the region for their expansive multi-use trail network, beautiful scenery, and as a place to see wild bison.

Trails

Today, Wellington has 1.9 miles of mostly paved trail within Town boundaries and 2.4 miles of existing and 8.4 miles of proposed trails within the GMA. Enhancing trail connectivity across Town and particularly east to west connections were a common response in the community input received throughout the planning process.

More information about trails can be found in the Transportation Section of the Reliable & Resilient Public Services Theme, page 55.

Community Events

Wellington events are a big source of pride for the community, and are enjoyed by locals and visitors alike. The Town's Community Activities Commission and many local organizations like the Chamber of Commerce, the Main Street Program, churches,

and the community at large, all help organize many well attended events. As shown on the table above, these events largely take place during the summer and fall.

Accomplishments Since the Last Plan

Housing developments have remained strong in Wellington over the past several years, with over 1,500 homes built from 2014 to 2020.

In terms of Parks and Recreation, the Parks Advisory Board (PAB) was established in 2014 to advise the Board of Trustees on Parks facilities and programming. The PAB got to work right away to support the Town with an update to the Wellington Parks and Trails Master Plan (originally adopted in 2008). Updated in 2015, the master plan guides the Town's efforts in planning and development of existing and future parks and trails. Other tangible and proud accomplishment in 2015 were the construction of the Wellington Community Park, a 30-acre park with many recreation amenities; and the establishment of a Parks Fund, to support park development and maintenance.

With regards to community events, thanks to the support and dedication of local organizations, local events keep getting better and bigger year after year. Even in a year as unusual as 2020—due to the pandemic context—local organizations found creative ways to organize community activities and

even start a new community event: the Main Street Halloween trick-or-treat event.

Key Challenges & Opportunities

While single-family homes continue to be popular in Wellington, they do not fit all community members, like older adults or empty nesters looking to downsize, newlyweds or workforce looking for a starter home, or individuals looking for a small unit. As homes continue to be built (or retrofitted), efforts should be made to adjust regulations to allow/encourage a diversity of housing types and sizes, and prevent the restriction of certain types of housing units and development.

Community input received during the planning process revealed that improvements to community facilities and parks, trails, and open space are a strong aspiration for the community. Efforts should be made to align housing developments with improvements to these treasured community assets and to ensure a safe and connected system of trails and sidewalks that is accessible to all irrespective of age or ability.

Another opportunity for the Town is to identify land uses suitable for hosting winter events to ensure a consistent provision of events across all seasons; and to ensure all events and community facilities follow ADA guidelines for accessibility.

WELLINGTON COMMUNITY EVENTS

EVENT	MONTH
Easter Egg Hunt	March/April
0.5K Fun Run	April
Wellington Brewfest	June
Farmers Market	June-October
4th of July Festivities	July
Well-O-Rama Music Fest	August
Fishing Derby	September
Denim and Diamonds Gala	October
October Fest	October
Main Street Trick-or-Treat	October
Holiday Parade	December
Christmas Tree Lighting	December

COMMUNITY VOICES

"... build some apartment buildings for people who cannot afford to buy a house."

Work with HOAs to ensure they "respond to residents' needs and support neighborhood livability."

"It would be nice to have sidewalks everywhere."

"Would love more hiking trails to be installed, i.e., walks to/along lakes/rivers/creeks, educational nature trail... and connecting the trail from Jefferson St. up to Buffalo Creek."

"...Preserve open spaces... Eventually linking with

Fort Collins trail system in the distant future."

"Provide a means to walk from the East to the West side of Town... The current underpass is great and utilized, but a second option would offer a more complete loop and walkability for schools and businesses."

Have "more community programs on the east side."

"It would be nice to have a community pool and a senior center. ...a rec center with activities for all ages."



COMMUNITY COHESION

We take pride in our community by providing safe and attractive neighborhoods oriented around parks, trails, amenities, and public spaces, and by offering options for our community to shop, gather, and celebrate.



Brian Graves GravelImages 2019

WHERE WE'RE HEADED

Community Cohesion (CC) Goals & Strategies

CC GOAL 1 | MAINTAIN AND ENHANCE THE COMMUNITY'S CHARACTER AND CULTURE.

- CC 1.1. Develop and upgrade gateways (per Future Land Use Map) and establish appropriate and recognizable signage to bring attention to the Town.
- CC 1.2. Update the Land Use Code to allow for flexible spaces and convertible streets that support a wide range of uses including local festivals and events.
- CC 1.3. Create design guidelines that celebrate and preserve distinct features throughout Town, making each area/neighborhood unique.
- CC 1.4. Continue to ensure that land use decisions made by the Town are in accordance with fundamental private property rights.
- CC 1.5. Evaluate service capacity and facility needs for the library and senior center.
- CC 1.6. Collaborate with event organizers and local businesses to support them in following ADA guidelines to ensure spaces and events are accessible.
- CC 1.7. Collaborate with event organizers to develop a community corps of volunteers that support Town events. Alongside this effort, develop a code of conduct for keeping Wellington well—encouraging community members to take pride in taking care of public amenities.

CC GOAL 2 | ENSURE THAT EXISTING AND FUTURE RESIDENTIAL DEVELOPMENTS CONTRIBUTE TO ENHANCING QUALITY OF LIFE.

- CC 2.1. Update the Land Use Code to allow a greater mix of housing types and styles that cater to a variety of families, including older adults, first time home-buyers, lower income earners, and people with disabilities, among others.
- CC 2.2. Support Housing Catalyst in their mission to provide affordable housing.
- CC 2.3. Identify incentives to encourage new housing developments and retrofits to include energy-efficient and water-wise materials and practices while ensuring homes are both affordable and cost comparable.
- CC 2.4. Update off-site improvement requirements to include separation buffers for bicyclist and pedestrian safety and comfort as well as adequate connections between destinations and directional signage.
- CC 2.5. Ensure adequate park, trail, and open spaces are added to land use mix as the population grows.
- CC 2.6. Identify partners and resources to build a campaign to promote air quality in and around Wellington to ensure air quality is maintained as Wellington and the North Front Range continues to grow.

CC GOAL 3 | ENHANCE, MAINTAIN, AND INCREASE RECREATIONAL SPACES AND NATURAL AMENITIES SO THEY CAN BE ENJOYED BY ALL AGES AND ABILITIES.

- CC 3.1. Update the 2015 Parks and Trails Master Plan to develop a visionary network of accessible and connected trails and parks.
- CC 3.2. Develop criteria to create and update the level of service standards for parks and open spaces to ensure public spaces are safe, illuminated, accessible, and clean.
- CC 3.3. Identify locations for larger, regional parks.
- CC 3.4. Collaborate with CSU's Agricultural Sciences Department and Wellington's Parks Advisory Board (PAB) to incorporate thematic opportunities for environmental and historical education in the design of recreational areas and trails (e.g., markers that identify species, farms, and the historical significance of land).
- CC 3.5. Promote the involvement of community members of different backgrounds, ages, and abilities in designing outdoor public spaces that can be enjoyed by all.
- CC 3.6. Assess the need and timing for a recreational facility that can offer more opportunities for recreation.
- CC 3.7. Collaborate with Colorado Parks & Wildlife to increase year-round access to nearby natural areas—including NPIC reservoir #4 as a possible recreational area—and ensuring ways to waive user fees or keep to a minimum.
- CC 3.8. Work with the community, Parks and Recreation Department, and the Parks Advisory Board to identify a location for and build a new wheel park for the use of skateboards, roller blades, bicycles, wheelchairs, etc.

CC GOAL 4 | ENSURE RESIDENTS AND VISITORS ARE AND FEEL SAFE.

- CC 4.1. Provide responsive, local law enforcement at the level and in the areas necessary to ensure public safety.
- CC 4.2. Identify a funding source for anticipated future law enforcement needs necessitated by growth.
- CC 4.3. Identify and implement Crime Prevention through Environmental Design (CPTED) strategies in key Town areas.
- CC 4.4. Collaborate with the community to ensure the provision of community spaces to host after school programs and recreational opportunities for the area youth.

CC GOAL 5 | ENCOURAGE DEVELOPMENT PROJECTS AND THE COMMUNITY TO EMBRACE AND SUPPORT AGRICULTURAL HERITAGE AND HEALTHY FOOD NETWORKS.

- CC 5.1. Update the Land Use Code to encourage inclusion of agricultural elements and themes (e.g., orchards, community gardens, repurposing agricultural structures, etc.) into the design of development.
- CC 5.2. Collaborate with new and existing neighborhoods, the school district, and other community partners to implement agricultural elements and themes in neighborhoods and facilities.
- CC 5.3. Establish relationships and collaborate with local agricultural producers, community partners and the business community in order to create new opportunities to connect local residents with local agricultural products (e.g., small scale farming operations, Community Supported Agriculture, and small vegetable stands) and to develop an Agricultural Day to raise awareness of and build pride for local agriculture.



Photo Credit: Brian Graves, Graven Images, 2018.



VIBRANT & HISTORIC DOWNTOWN

VIBRANT & HISTORIC DOWNTOWN

WHERE WE COME FROM

Existing Conditions

As seen on the Downtown's Current Zoning Map below, the Downtown is characterized by single story commercial development consisting primarily of restaurants, retail, and service establishments. There is also a cluster of civic/public uses, such as Town Hall and the Planning and Building Department, located at the eastern edge of Downtown; as well as some single-family homes on both the east and west ends of Downtown. One last but important land use for Downtown is Centennial Park.

In recent years, vacancy and rental rates Downtown have increased and many buildings have begun to fall into disrepair, prompting Wellington to conduct a Downtown assessment and spurring the development of the Main Streets Program non-profit in 2014. The assessment report, which included stakeholder interviews, called for the area's revitalization, including developing design guidelines, attracting additional restaurant and retail businesses, and improving the pedestrian experience.

Community feedback during the Comprehensive Plan Update also revealed a desire for continued improvements to the Downtown. During the Plan's visioning phase, when the community was asked what they saw as opportunities to make Wellington a more reliable and inviting town to live, work, and play, their top choice (58% of 102 responses) was

to "have safe, pleasant, and accessible streets and spaces in Downtown." The community voiced many more desires for Downtown (see community voices at bottom right of next page).

Given the Downtown's characteristic as a key activity center for the Town, many residents and visitors alike are drawn to the heart of town on a daily basis. Hence, safe and convenient connections for active transportation (any self-propelled, human-powered mode of transportation, such as walking or using bicycle, scooter, skateboard, or roller blades) are essential to provide good connections within Downtown and transitions to surrounding areas.

Other transportation-specific existing conditions and opportunities for Downtown can be found in the Transportation Section of the Reliable & Resilient Public Services Theme, page 55.

Accomplishments Since the Last Plan

In 2014, at the same time that the previous Plan was being adopted, the Wellington Main Streets Program was created to steer Downtown improvements. In 2017, the Program achieved Designated Status through the Department of Local Affairs (DOLA) and in 2020 it became a Graduate Program. As stated in their mission, the Main Streets Program champions community collaboration to enhance and promote downtown Wellington.

Thanks to the Main Streets Program's leadership and the contributions of other community groups, the Downtown has benefited from various streetscape improvements like planters, murals, festivals, bicycle parking, benches, and most recently, and most recently, enhanced pedestrian crossings to improve access and safety across SH-1 in the Downtown.

In addition to beautifying Wellington's Downtown, the Main Streets Program builds pride and togetherness for the Wellington community. This characteristic became more evident with the onset of the COVID pandemic, when the Program found ways to bring in color and hope to the community by planting hundreds of flowers along 6th St. and Cleveland Ave., and by organizing a window decorating contest. The Town of Wellington, businesses owners, and the overall community also stepped in to help and keep spirits high as they swiftly responded and adapted to the safety guidelines outlined by the Center for Disease Control.

Another accomplishment worth highlighting is the 2015 creation of a concept design for Centennial Park. The document's recommendations (below) are still relevant today as echoed in the community input received during the development of the 2021 Comprehensive Plan:

- Design is adaptable over time.
- Increased signage and open space will enhance the visibility of the park.
- Nature-based play will be interactive and educational for children.
- The park will connect to Downtown businesses.

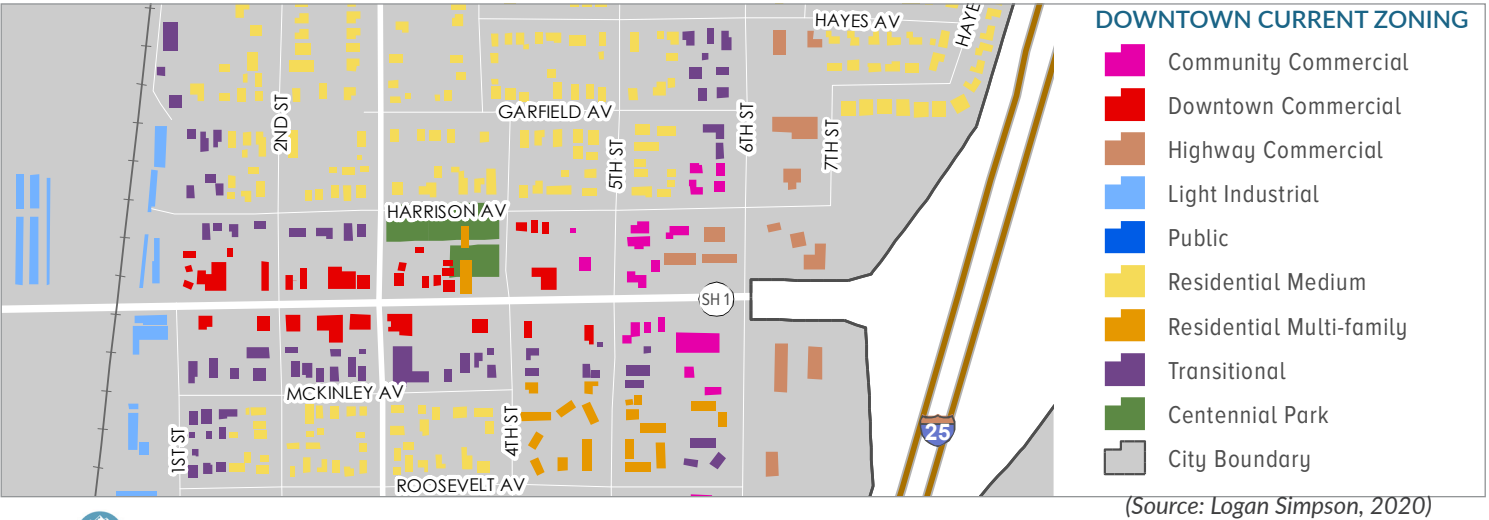
Key Challenges & Opportunities

While the community recognizes and appreciates Downtown improvements to date, they see the Downtown as a key opportunity area for the Town. Downtown challenges and opportunities kept coming up throughout the Plan's different outreach events, including in conversations with stakeholders and the Steering Committee.

Based on community input, a Map of Downtown Opportunities (see next page) was developed to illustrate some of the locational opportunities for Downtown. In addition to these, other key challenges and opportunities are: to balance staying small and unique, while building a vibrant Downtown with a thriving economy; ensuring that new developments and retrofits complement the historic character of Downtown; and enhancing Centennial Park to be the focal point of Town.

THE FUTURE OF CENTENNIAL PARK AS ENVISIONED BY THE PARKS ADVISORY BOARD

Centennial Park should provide a pavilion or stage for events and performances; include power, utilities, and accessible restrooms for events; consider a tree replacement program; integrate active recreation at appropriate location(s) within the park; relocate skate park and basketball court; consider expanding park if/when private parcels become available for acquisition; and integrate functional playgrounds and art throughout the park.



COMMUNITY VOICES

"...We need consistent sidewalks off the streets immediately around Downtown. I would like to see more trash cans and dog poop bag dispensers here too."

"My son is in a power wheelchair, accessible sidewalks and especially accessible businesses would be a HUGE help. All businesses should be wheelchair accessible."

"Update or tear down old, ugly buildings. They are not indicative of a prospering, well kept, welcoming town. Enforce codes (weed control, parking in the red, low hanging trees, etc.)."

"Flashing lights by the new crosswalk signs."

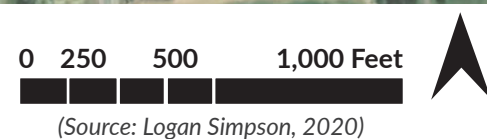
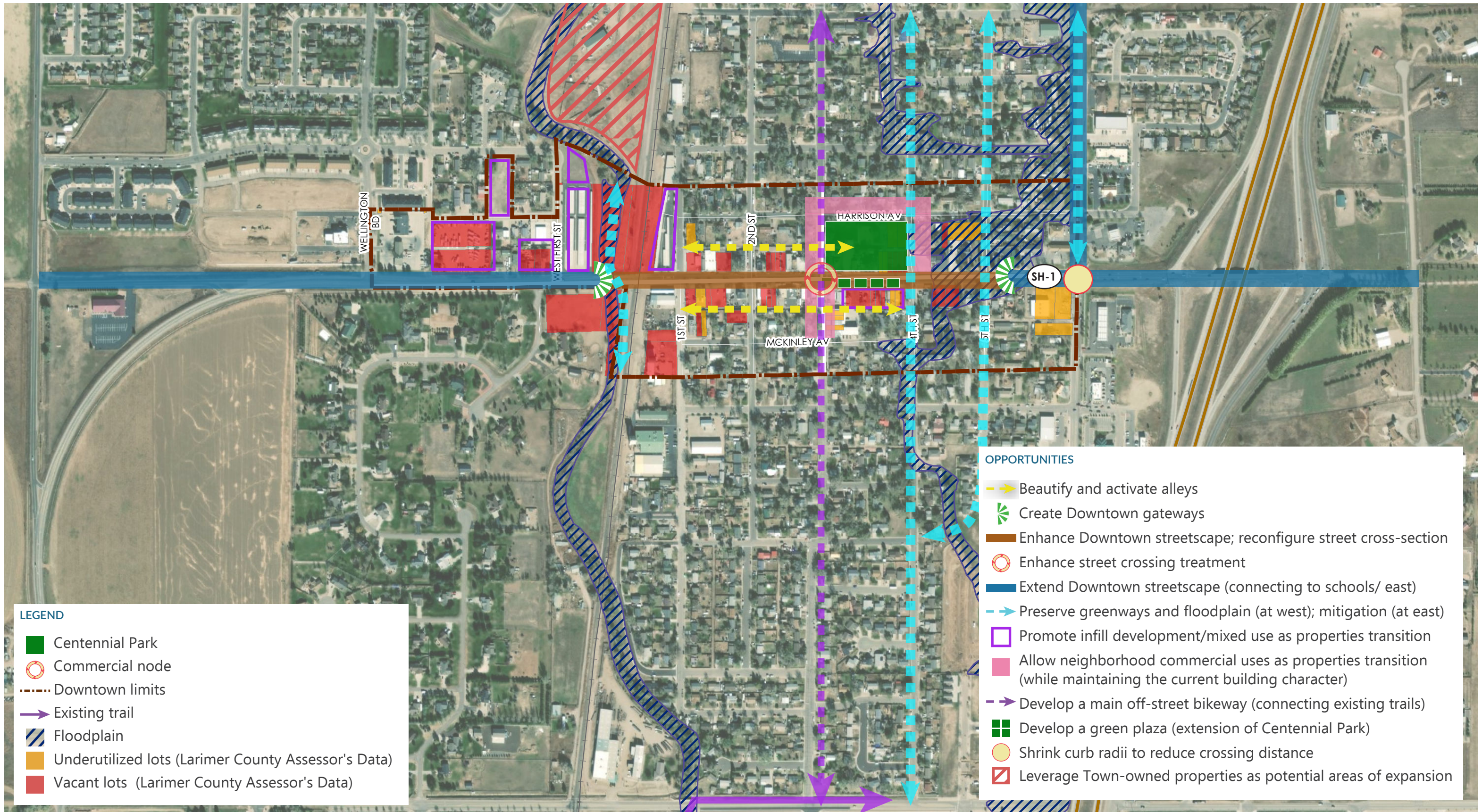
"Our Downtown should expand out and south on SH-1."

"Assess impacts of power being one-phase in Downtown"

"... Accommodate for rain runoff during heavy rain events to help businesses Downtown from flooding."

Allow and promote for "a little bit later closing time for the businesses. More of a chance to pull more people in for more cash flow for the businesses..."

"Maintain Centennial Park as an open space."





VIBRANT & HISTORIC DOWNTOWN

We promote Downtown's vibrancy and history by preserving its distinctive charm, supporting its local flair, and enhancing its atmosphere and amenities for residents and visitors to create memorable experiences in the heart of our Town.



WHERE WE'RE HEADED

Vibrant & Historic Downtown (DT) Goals & Strategies

DT GOAL 1 | IMPROVE THE APPEARANCE AND VITALITY OF DOWNTOWN TO ACHIEVE AND SUPPORT AN ECONOMIC, SOCIAL, AND CULTURAL CENTER FOR THE TOWN.

- DT 1.1.** Undertake and implement a Downtown Master Plan that considers Centennial Park.
- DT 1.2.** Develop Downtown Design Guidelines to reflect community values and needs (e.g., enhanced streetscape, connectivity, gathering places, and accessibility, among others); to promote the preservation, renovation, and adaptive reuse of historic structures; and to provide clear regulatory guidance for decision-making.
- DT 1.3.** Support applications for appropriate grants/funding from the National Trust for Historic Preservation.
- DT 1.4.** Assess feasibility to implement programs and incentives to address preservation and rehabilitation of historic buildings and landmarks at time of development review.
- DT 1.5.** Plan for improvement and development of parks and greenspace to increase social gathering places.
- DT 1.6.** Explore the redevelopment of Centennial Park as a central meeting place for community wide events and activities and ensuring the involvement from a variety of Town stakeholders including the Main Street Program, Wellington Chamber of Commerce, Farmer's Market, Downtown Residents, Downtown Businesses and Daycares, Boys & Girls Club, and others.
- DT 1.7.** Explore leveraging Town-owned properties (e.g., along the west side of the train tracks) to enhance trail connections and contribute to the expansion of public spaces (adaptable plaza or space for pop-up events, food trucks, etc.).
- DT 1.8.** Enhance alleys (with art, seating, plantings, pathways, lights, paving, etc.) to contribute to improving community/social gathering spaces in Downtown. Identify opportunities for the community to be a part of beautification efforts.
- DT 1.9.** Continue the support of a variety of public art within Downtown.
- DT 1.10.** Expand Downtown to include Harrison Ave. and McKinley Ave. as well as connecting side streets for buildings within this area to be allowed to convert to a low impact commercial use (e.g., lawyer's office or chiropractic clinic), at the owner's request without altering the look of the building.
- DT 1.11.** Develop a plan to further designate pedestrian and bicycle connections within and to Downtown.
- DT 1.12.** Ensure Downtown streetscapes support ADA requirements, offering safe and accessible options for all people.

(More transportation-specific goals and strategies for the Downtown are in the Transportation Section (page 55) of the Reliable & Resilient Public Services Theme)

DT GOAL 2 | ALIGN DOWNTOWN AND ECONOMIC DEVELOPMENT EFFORTS TO ENSURE A THRIVING BUSINESS ENVIRONMENT THAT SUPPORTS EXISTING AND NEW BUSINESSES.

- DT 2.1.** Identify funding resources and work with banks to provide low interest loans to assist property owners in updating buildings to meet current code standards.
- DT 2.2.** Identify vacant and underutilized properties and work with the owners to accomplish the Downtown vision and goals. Alongside this effort, assess incentives for infill and compact development in Downtown and surrounding neighborhoods.
- DT 2.3.** Ensure updates to the Land Use Code honor and complement the existing historic character while allowing mixed use building types in and adjacent to the Downtown Core.
- DT 2.4.** Collaborate with economic development efforts to identify and actively pursue boutique lodging businesses for Downtown.
- DT 2.5.** Ensure utilities like high speed internet, water/wastewater expansion, adequate electricity capacity, and other essential needs are available for businesses to establish and maintain operations in Downtown.
- DT 2.6.** Amend parking standards for Downtown to improve vitality and economic support of businesses.
- DT 2.7.** Increase access to and signage for public restrooms to encourage through traffic to stop Downtown.

DT GOAL 3 | MITIGATE FLOODPLAIN IMPACTS TO DOWNTOWN PROPERTIES AND AMENITIES.

- DT 3.1.** Ensure Downtown stormwater infrastructure improvements as well as development and redevelopment projects are consistent with the upcoming Stormwater Master Plan.
- DT 3.2.** Evaluate reconfiguring street and parking standards along SH-1 (Cleveland Ave.) to incorporate plantings and drainage improvements.



Photo Credit: Logan Simpson, 2019



THRIVING ECONOMY

THRIVING ECONOMY

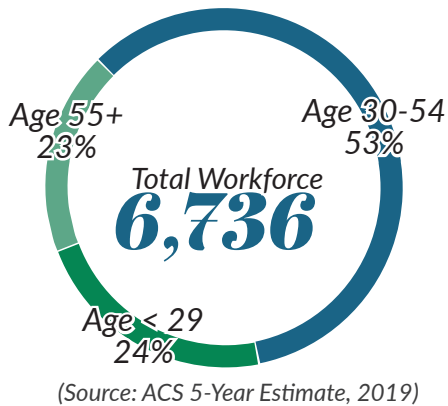
WHERE WE COME FROM

Existing Conditions

Employment Demographics

Wellington has a total workforce of 6,736 people, of which 53% are between the ages of 30 and 54, 24% are under the age of 29, and 23% are 55 or older (ACS 5-Year Estimate, 2019).

WORKFORCE BREAKDOWN BY AGE



Income Indicators

When compared to peer communities (see table below), despite having similar education attainment and a higher average number of people per household, Wellington's median household income of \$91,566 and median per capita income of \$33,349 fall lower on the list.

Major Employment Industries

The education, health care, and social assistance industries employ the largest percentage (22%) of the Wellington workforce. This number is expected to rise with the building of the new middle and high school anticipated to be completed by the fall of 2022.

Means of Travel to Work

Driving alone in a personal vehicle is by far the most common means for Wellington residents to travel to work—80% of all commuters drive alone to their jobs, 12% carpool in personal vehicles, 4% work from home, and another 4% use alternative modes for commuting (ACS 5-Year estimate, 2019). This, however, is not strictly indicative of travel preferences but possibly on the limited infrastructure (e.g., safe and connected trails and sidewalks) and nonexistent public transportation options that would make it possible for people to choose other modes of transportation to get to local and regional destinations.

Inflow and Outflow of Primary Job Holders

A primary job is the highest paying job for an individual worker, this includes one job per worker and may be in the public or private sector.

Wellington has 4,595 individuals holding a primary job. Of these, 770 live outside of Wellington and commute into Town for work, 3,608 live in Town and commute elsewhere for work, and only 217 live and work in Town (see infographic below). Those commuting elsewhere for work have an average commute time of 26 minutes each way.

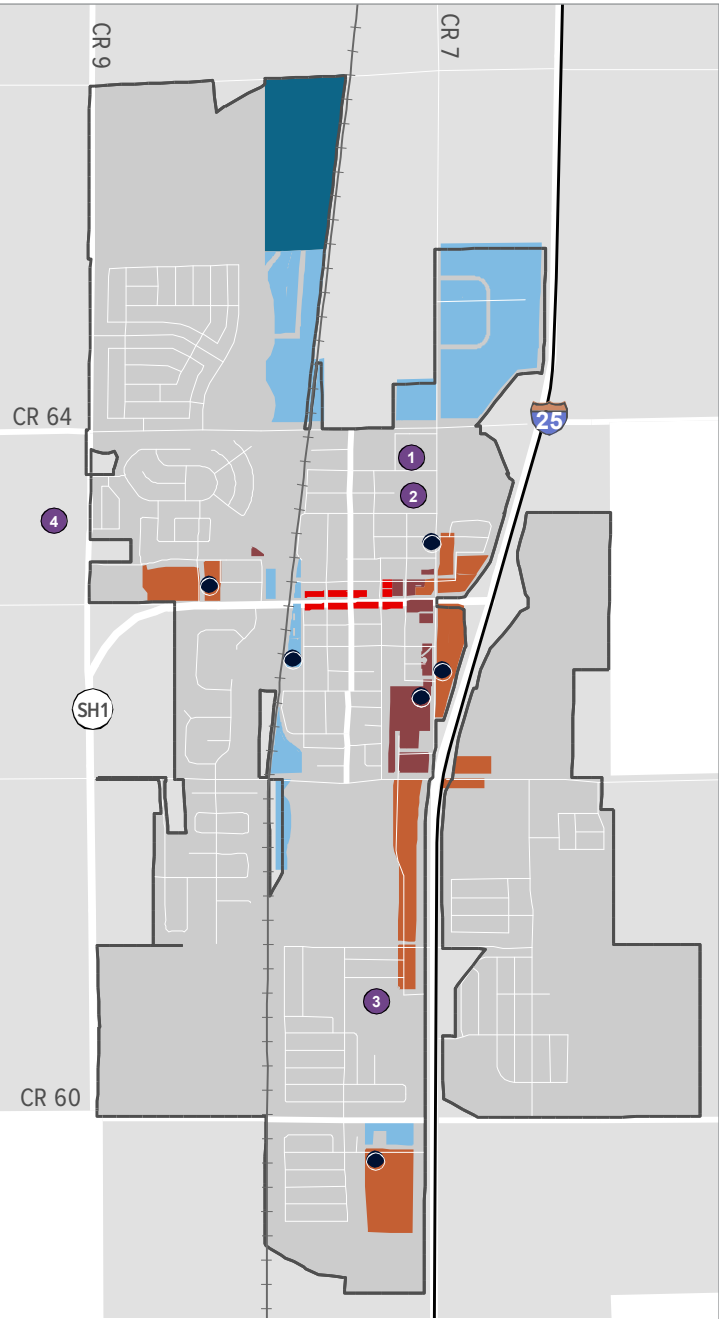
Local Businesses

Wellington has 681 local businesses that provide jobs to 987 people (US Census Survey of Business Owners, 2012).

Commercial Land Uses

As shown in the Commercial Land Uses Map (right), there are three categories of commercial use in Wellington: Downtown, Highway, and Community. These uses are clustered into three primary areas: the Downtown area, the west side of I-25, and a small area south of CR 60. Wellington also has industrial and light industrial areas mostly located along the railroad. As illustrated in the map, the only commercial development east of I-25 is the small patch of Highway Commercial near the underpass. This means that the residents of east Wellington do not have goods and services at a convenient distance; motorized travel is inconvenient with just one interchange to cross the highway and non-motorized travel is limited with just one underpass.

WELLINGTON'S COMMERCIAL LAND USES MAP

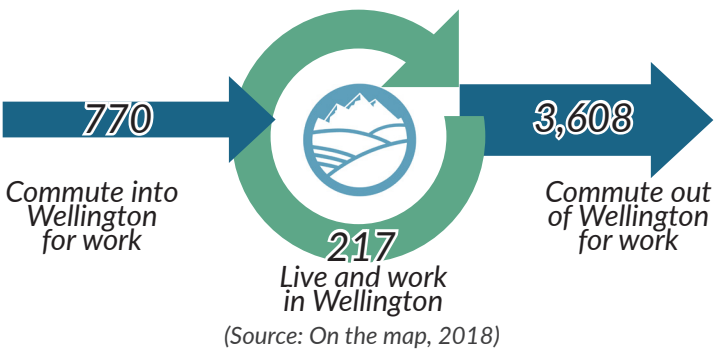


LEGEND

- Medical Offices
- Schools
- Community Commercial
- Downtown Commercial
- Highway Commercial
- Industrial
- Light Industrial
- Town Boundary

(Source: Logan Simpson, 2019)

WELLINGTON INFLOW AND OUTFLOW COUNT (PRIMARY JOBS)



PEER COMMUNITIES INCOME INDICATORS

PEER COMMUNITY	MEDIAN HOUSEHOLD INCOME	PER CAPITA INCOME	BACHELORS DEGREE OR HIGHER	AVERAGE PEOPLE/HOUSEHOLD
Wellington	\$91,566	\$33,349	35%	2.9
Berthoud	\$78,393	\$36,530	32%	2.5
Mead	\$103,393	\$40,050	35%	2.9
Timnath	\$138,576	\$45,857	36%	3.1
Windsor	\$99,732	\$43,965	32%	2.8

(Source: ACS 5-Year Estimate, 2019)

Accomplishments Since the Last Plan

The establishment of an Economic Development Department in 2019 has largely contributed to the Town's commitment to diversify, grow, and strengthen Wellington's economy. With a mission to expand the primary employment base and grow retail and service opportunities for residents and businesses, the department had a productive first year developing resources to promote Wellington

as an ideal place to invest in. The department worked alongside the Wellington Area Chamber of Commerce and the Main Street Program to support existing and aspiring businesses owners with networking opportunities and information sharing, overall contributing to "connecting business with opportunity."

QUESTIONNAIRE INSIGHTS: WHAT ARE THE TOP THREE RETAIL OPTIONS MOST NEEDED IN TOWN?

Item	Overall Rank	Rank Distribution	Score	No. of Rankings
Dine in places	1		148	57
General merchandise stores	2		97	47
Food and beverage stores	3		69	33
Sporting goods, hobby, book, and music stores	4		55	30
Bldg. materials, garden equip. & supply stores	5		46	25
Clothing & clothing accessories stores	6		30	20
Other (please explain in comments box)	7		21	13
Furniture & home furnishing stores	8		7	4
Electronics & appliances stores	9		6	4
Motor vehicle & parts dealers	10		1	1



Key Challenges & Opportunities

Currently, over 90% of the employed residents in Wellington commute for work. When commuters are traveling to other cities for work, they are likely spending money on groceries and goods before returning home to Wellington. A Retail Leakage Analysis completed for the Town in 2019 indicated that Wellington has a potential of over \$2 million in annual retail sales (Buxton Report, 2019). In order to maintain a vibrant economy that increases services and jobs for residents and tax revenue for the Town, Wellington must continue to identify additional business opportunities. Some ideas suggested in the analysis include businesses that will enhance recreation, entertainment, lodging, and basic needs (e.g., grocery store), among others. Also, insights (left) from a questionnaire done as part of this Plan Update revealed the community's preference for the top three retail options. Further community input also suggested opportunities for additional health care and other social assistance industries like childcare, for instance.

In terms of job creation, as the Town works to increase and diversify jobs, efforts should be made to promote the creation of skilled jobs as well as opportunity for small and home business innovation. Just as important, attention should be given to ensure opportunities (e.g., entry level jobs, among others) are in place for the youth to remain in Town once they graduate from high school.

As shown on the Commercial Land Uses Map (page 46), Wellington's land uses for economic activity are mainly on the west side of the I-25 corridor, leaving east Wellington residents without convenient access to goods or services.

Lastly, the land occupied by residential areas (1,146 acres) reveals some imbalances when compared to commercial areas (278 acres). The following table provides a more detailed comparison of residential to commercial ratios based on parcels tagged with a land use. As Wellington continues to grow, it would be useful to guide development towards a desired ratio—a mix of development that supports around 1 job per household or more is typically desired.

PEER COMMUNITIES RATIO OF RESIDENTIAL TO COMMERCIAL ACRES (INCORPORATED AREAS, 2020)

PEER COMMUNITY	RESIDENTIAL ACRES	COMMERCIAL ACRES	RATIO OF RES. TO COMM. ACRES
Wellington	1,146	278	4.0:1
Berthoud	1,441	330	4.4:1
Mead	1,246	116	10:1
Timnath	1,232	475	2.6:1
Windsor	6,354	2,181	3.1:1

(Source: ESRI, 2020)

COMMUNITY VOICES

- "More businesses on the east side. We feel left out of many opportunities."
- "...more retail options so that residents don't have to go to Fort Collins for purchases."
- "A couple [commercial] buildings large enough to have more seating for sit down family-style restaurants..."
- "How about a food truck parking area inviting different ethnic styles and flavors?"
- "Stop butting residential up against I-25, which would make good business locations and visibility."

- Install underground utilities to catalyze commercial development.
- "My son is in a power wheelchair, accessible sidewalks and especially accessible businesses would be a HUGE help. All businesses should be wheelchair accessible."
- "...no place for semi-truck to park (and give us their business)"
- Have commercial areas that are "visually appealing with significant landscaping... Shaded seating areas. Art/sculptures sprinkled throughout would be nice."



THRIVING ECONOMY

Our thriving business environment supports existing and new enterprises that offer needed services and local employment opportunities, contributing to our community's self-sufficiency and quality of life.



WHERE WE'RE HEADED

Thriving Economy (TE) Goals & Strategies

TE GOAL 1 | DIVERSIFY THE TOWN'S ECONOMIC BASE

- TE 1.1.** Ensure land uses and supporting infrastructure and utilities are available to provide opportunities for needed services (grocery store, pharmacy, assisted living, and similar identified service providers) and home businesses to establish their businesses in Wellington.
- TE 1.2.** Leverage activity centers (illustrated in the Future Land Use Map) to promote land uses that would capture traffic to and from nearby destinations to draw visitors to our local businesses.
- TE 1.3.** Collaborate with Economic Development efforts to ensure land uses are available for:
 - Hosting regional sports competitions to build pride among local youth and attract sports tourism.
 - Businesses that can build on regional recreation such as year-round indoor entertainment, sporting goods store, and bicycle shops.
 - Businesses such as hotels and restaurants to locate along the I-25 Corridor and Owl Canyon Road.
 - A food commissary that supports food trucks and food startups.
- TE 1.4.** Leverage the BNSF railroad spur north of Town to attract key businesses to the area.
- TE 1.5.** Evaluate a lodging tax to support local tourism and recreation programs and facilities.
- TE 1.6.** Encourage appropriately integrated lodging options throughout Town, including bed and breakfasts, motels, and hotels.

TE GOAL 2 | BALANCE COMMERCIAL, INDUSTRIAL, AND RESIDENTIAL LAND USES TO ENSURE A VARIETY OF CONVENIENT AMENITIES AND APPROPRIATE INFRASTRUCTURE.

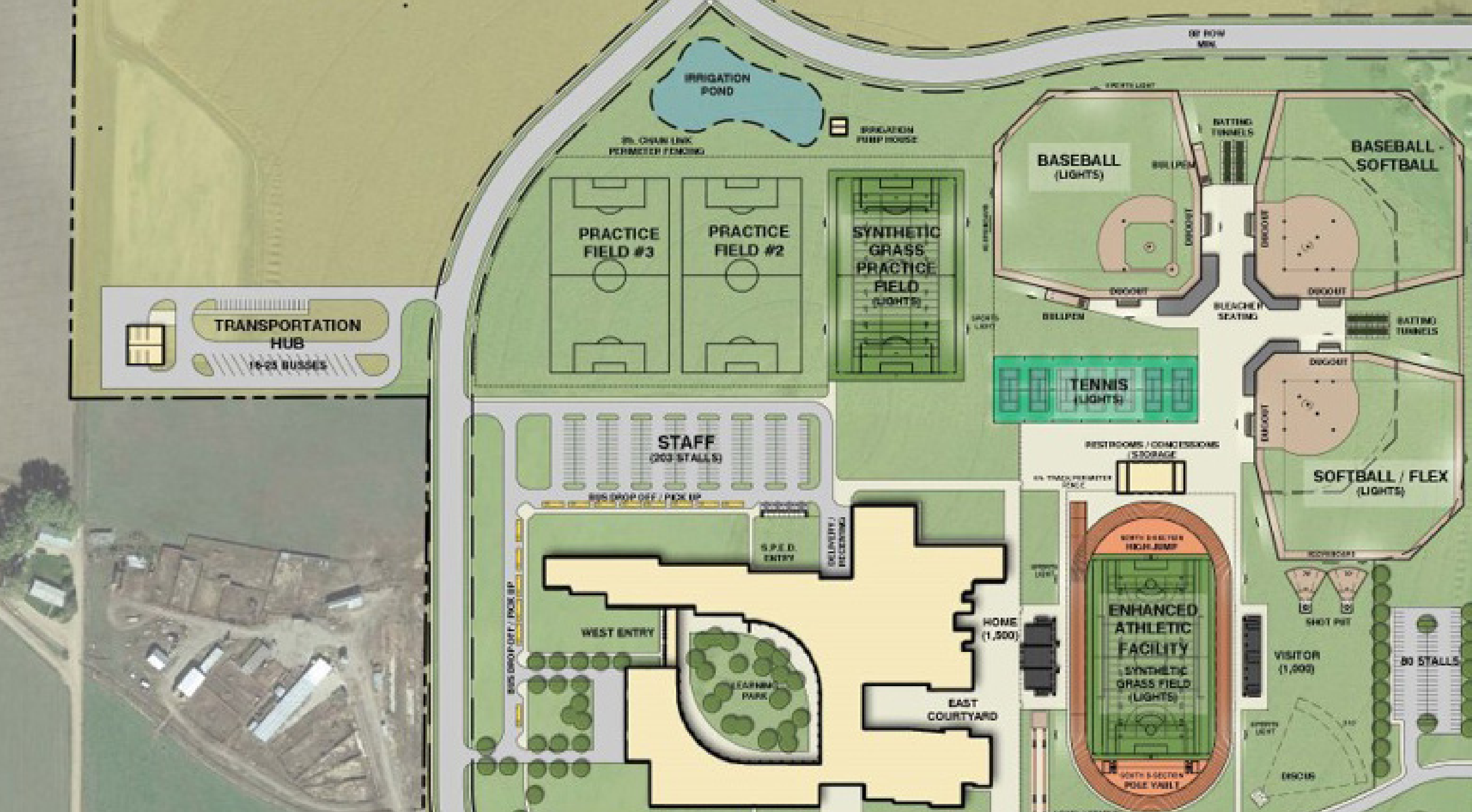
- TE 2.1.** Regularly assess the need to update development impact fees that align with community needs and regional best practices to enhance amenities and appropriately cover infrastructure costs.
- TE 2.2.** Ensure land use standards accommodate a variety of businesses so small local businesses, big box, and chain stores have available options.
- TE 2.3.** Promote architecture and design aesthetics that honor the Town's rural, historic, and agricultural heritage.
- TE 2.4.** Work with CDOT to assess the opportunity of having a Rest Area/Travel Plaza designated for use during closure of I-25 to relieve the congestion of semi-trucks on community streets/parking areas during inclement weather.
- TE 2.5.** Ensure new industrial developments are consistent with the Infrastructure and Water Efficiency Plans.

TE GOAL 3 | PROMOTE AGRITOURISM AS A KEY SECTOR FOR WELLINGTON'S ECONOMY.

- TE 3.1.** Provide agritourism as an allowed use in appropriate zone districts.
- TE 3.2.** Highlight and align economic development programs and tools to include opportunities for local agricultural, tourism, and recreation industries. This effort should also include working with local groups to develop, establish, and maintain a repository of available resources for interested parties to engage in agritourism activities.
- TE 3.3.** Encourage urban farming.
- TE 3.4.** Promote the creation of a farmer's market or work with County to expand farmer's market to Wellington.
- TE 3.5.** Collaborate with existing regional efforts that support and encourage agritourism.

TE GOAL 4 | DEVELOP A SUPPORTIVE BUSINESS ENVIRONMENT THAT AIDS IN CREATING A THRIVING LOCAL ECONOMY.

- TE 4.1.** Balance residential with commercial land uses to promote local job opportunities and needed services for residents.
- TE 4.2.** Identify and address municipal and administrative barriers to business development.
- TE 4.3.** Communicate with existing businesses to understand needs and plans for expansion and retention within the community.
- TE 4.4.** Ensure appropriate land uses are available for the establishment of local organizations like non-profits, places of worship, and cultural facilities like museums, among others.
- TE 4.5.** Assess feasibility of financing and funding options such as tax increment financing, site acquisition and preparation, revolving loan funds, and tenant improvement assistance to incentivize businesses and job creation.
- TE 4.6.** Increase coordination for tourist-oriented development signage (blue signs on CDOT roads) that promote local businesses and reduce the need for very large signage.



Wellington Middle-High School Site Plan (Final design may vary from this Site Plan)
Photo Credit: Poudre School District, 2020

RELIABLE & RESILIENT PUBLIC SERVICES (FACILITIES & PROGRAMS)

WHERE WE COME FROM

This chapter is divided into two sections: facilities and programs, and transportation.

Existing Conditions

Schools

Wellington is part of the Poudre School District (PSD) which services much of Larimer County. Currently, Wellington has two elementary schools, Eyestone and Rice, and the Wellington Middle School. High school students are bussed from Wellington to Fort Collins. However, the Wellington Middle-High School (Site Plan on pages 36-37), a 252,652 square foot facility that will serve 1,500 students, is scheduled to open in the fall of 2022. PSD intends to repurpose the current Wellington Middle School (likely into an intermediate school) once the new school is completed.

Fire Protection District

Established in 1905, the Wellington Fire Protection District (WFPD) covers 288 square miles. In addition to fire protection, the WFPD provides hazardous materials response, Wildland Fire and Urban Interface services, and emergency medical response services.

Law Enforcement

Larimer County Sheriff Office provides the Town of Wellington with law enforcement services. Local patrol services include a sergeant, a corporal, a desk deputy and 7 patrol deputies. When needed, additional deputies respond from other districts in the County. Additional law enforcement services are provided to the Town from all other divisions of the Sheriff's Office.

Wilson Leeper Community Center

Wellington's only community center is home to the Town's public library, a senior resource center, and board room for the Board of Trustees. The center maximizes its space by having flexible rooms that can accommodate a variety of community events.

Natural Hazards Mitigation

Wellington's boundary abuts lands with the 100-year floodplains of Boxelder Creek and Indian Creek on the southeastern edge and Coal Creek on the northeastern edge. Development and main transportation routes in these areas may be at risk of flooding during major flooding events. For this reason, Town ordinances, in compliance with the Federal Emergency Management Agency

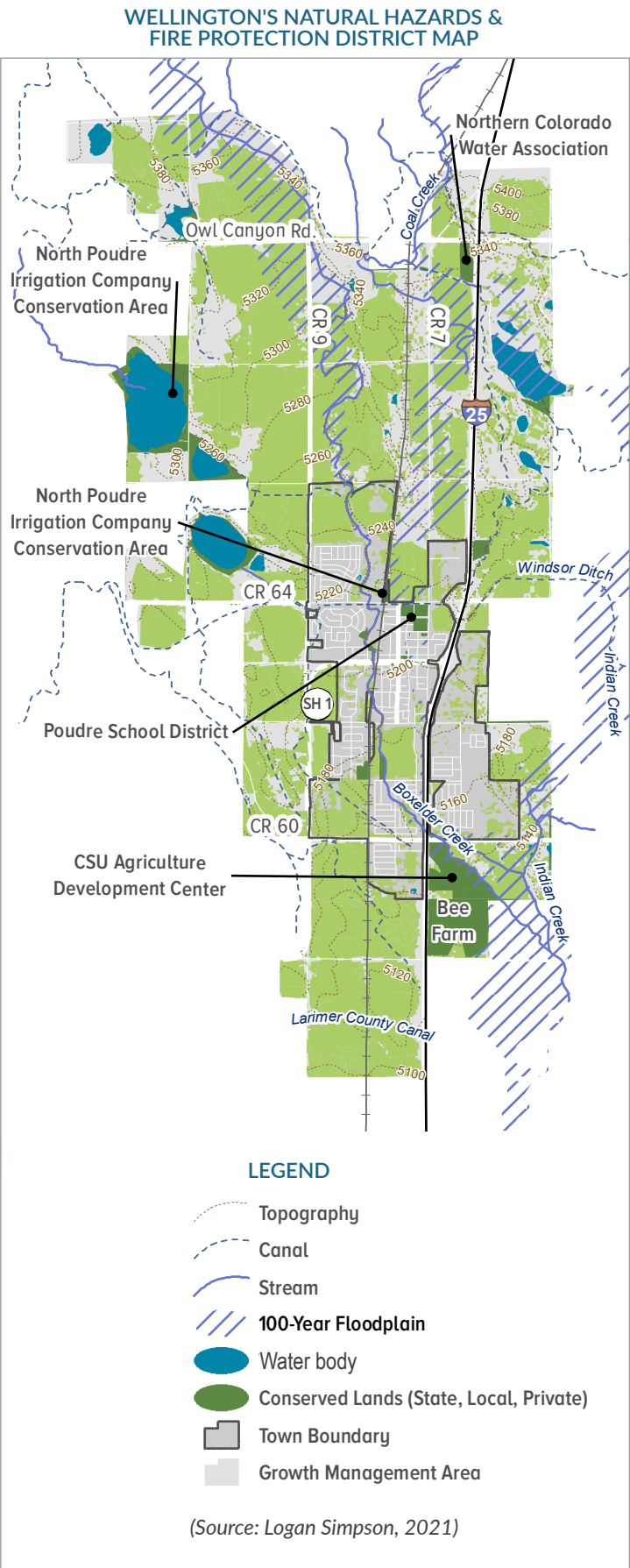
(FEMA) standards, require any development in the floodplain to provide documented elevations that place structures above the 1% (100-year) base flood elevation.

Droughts are another common hazard in Wellington and the State of Colorado and greatly impact water-intensive sectors such as agriculture, municipal water supplies, recreation, tourism, and wildfire protection. With new water supplies solely relying on precipitation (i.e., rain and snow) and with a semiarid climate, droughts affect all counties in Colorado (National Drought Mitigation Center, 2018). Historical data from the National Drought Mitigation Center indicates that Larimer County has been one of the counties most impacted by droughts, reporting 82 drought impacts since 1935.

To mitigate floods, droughts, and other natural hazards, the Town of Wellington participates in preparedness planning with Larimer County and uses its Hazard Mitigation Plan. The County also operates an Emergency Operations Center, from which coordinated efforts and responses are executed to support all municipalities.

Water Supply

According the 2018 Municipal Water Efficiency Plan, Wellington supplies 2,375 acre-feet per year (AFY) of water via two main sources: The North Poudre Irrigation Company for up to 2,000 acre-feet of raw water per year, and three municipal wells augmented under the Cache la Poudre Water User Association Plan. The Town also uses a series of wells for non-potable irrigation of outdoor spaces.



WATER SUPPLY VS. DEMAND

The Municipal Water Efficiency Plan estimates that based on the 1,091 AFY of water demanded for all uses in 2017, the current water supply is sufficient to allow the Town to grow to approximately 15,000 residents, provided new developments provide water for their outdoor uses. However, given that population projections estimate reaching 20,000 people in less than 10 years (see Future Land Use Chapter, page 74), the Town is working to improve water infrastructure and promote more efficient water use.

Water & Wastewater Infrastructure

The Town has a combination of four water treatment plant processes, two treated water storage tanks, and a water distribution system. The water treatment plants processes have a current combined capacity of approximately 2.91 million gallons per day (MGD). The main conventional plant has a rated capacity of 2.0 MGD and the microfiltration plant also located at the main conventional plant is rated for 0.36 MGD. The Nanofiltration plant is rated for 0.4 MGD and the reverse osmosis (RO) plant is producing 0.15 MGD. At the time of developing this Comprehensive Plan, the Town is in the process of designing and constructing an expansion of the main conventional plant to increase its capacity to 4.22 MGD. With other remaining treatment processes, the Town's total water treatment capacity is expected to nearly double.

The Town also has a wastewater treatment plant with a current treatment capacity of 0.9 MGD. At the time of developing this Comprehensive Plan, the Town is in the process of designing and constructing an expansion of wastewater treatment plant to a total treatment capacity of 1.8 MGD.

Both the water and wastewater treatment plant expansions are expected to be completed and operational in 2024. When both plants are fully operational, the facilities are expected to be capable of meeting the water and wastewater treatment needs for a population of approximately 24,000 residents. As the Town's growth begins to near the expected treatment capacity, consideration should

be given to additional expansions of the water and wastewater treatment plants. Phased expansions should be evaluated for timing of design and construction, as well as careful consideration of funding options.

WASTEWATER COLLECTION SYSTEM MASTER PLAN

The Town is currently in the process of creating a Wastewater Collection System Master Plan. This effort includes updating the Town's wastewater service area boundaries to include the area the Town reasonably expects to serve within a 20-year planning horizon. The Town has identified its expected 20-year growth management area (GMA) and 20-year service area boundary to include areas south of CR 58. Portions of the Town's identified GMA and service area boundary are currently also identified in the Boxelder Sanitation District service area. The Town will need to request a change to the Town's service area boundary to include these areas and coordinate with Boxelder Sanitation District to update a 2001 intergovernmental agreement (IGA) identifying a cooperative service area. Continued coordination with Boxelder Sanitation District will be necessary as infrastructure extensions are designed for the cooperative service area and development needs change in the future.

Stormwater

Stormwater is managed by the Boxelder Basin Regional Stormwater Authority (BBSA) created in August 2008 by Larimer County, the City of Fort Collins, and the Town of Wellington via an intergovernmental agreement. The BBSA is responsible for the implementation of regional improvements of the adopted BBSA Master Plan.

As identified by the community, Wellington's stormwater management focus areas should be the Downtown and the I-25 underpass, as both are popular amenities and frequently flood with rain and melting snow.

Insights (below, left) from 59 questionnaire participants revealed a preference for stormwater parks—a type of green infrastructure—to be incorporated into the overall landscape design as a desired approach to manage stormwater throughout the Town. Note: Respondents selected all that applied. Percentage indicates the number of times that each option was selected.

Waste Management Diversion

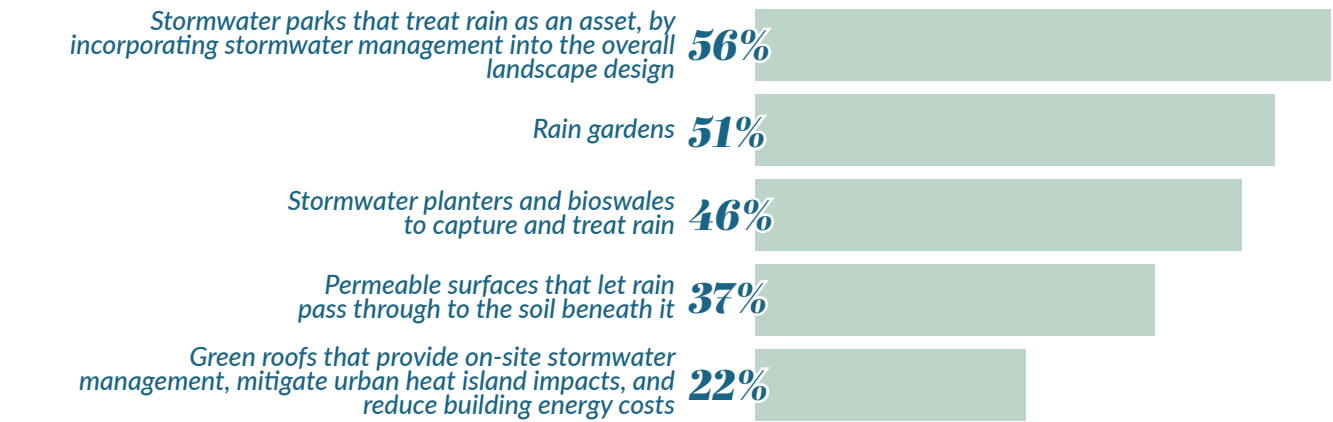
Currently, Wellington benefits from a transfer station that is owned and operated by Larimer County. The station accepts household trash only. No large items, appliances, or hazardous wastes are accepted. The County has plans for a new landfill north of Wellington (near the Rawhide Energy Station) that would predominantly accept trash from the Central Transfer Station.

Internet & Broadband

According to Broadbandnow.com, Wellington's broadband coverage of 79% and average download speed of 53 megabytes per second (mbps), are comparable with peer communities (below). Despite Internet growth, a surprising 21% of residents are limited to one Internet service choice.

In Wellington, like in all of Colorado, Internet attainability is linked to affordability. According to the same source, Colorado is struggling to keep up with the rest of the U.S., only 3% of the state's residents have access to a standalone Internet plan under \$60 per month.

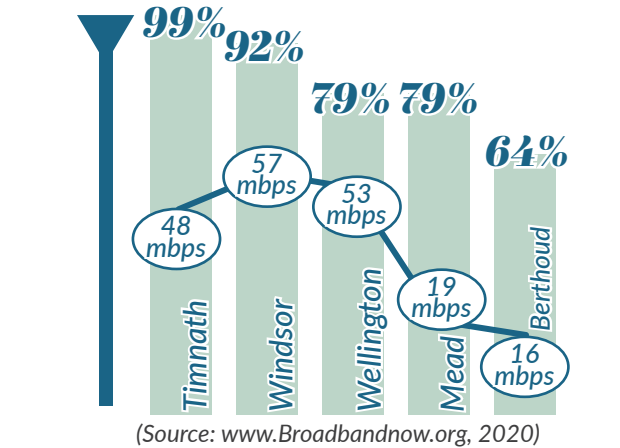
QUESTIONNAIRE INSIGHTS: STORMWATER MANAGEMENT APPROACHES THAT WE'D LIKE TO SEE THE TOWN PROMOTE



GREEN INFRASTRUCTURE, STORMWATER, AND WATER QUALITY AND SUPPLY

Green infrastructure is a cost-effective, resilient technique used to manage stormwater. This technique leverages rain and the absorption features of many places like parks, open space, trails, and even rights of ways and personal yards to capture, clean, and store rain as it falls. Green infrastructure helps reduce floods, cut water purification costs, and restore water supplies, all in all, saving residents and the Town money and providing them with purposeful public amenities.

PEER COMMUNITIES PERCENTAGE OF BROADBAND COVERAGE (%) & AVERAGE DOWNLOAD SPEED (MBPS)



Accomplishments Since the Last Plan

With the support of a FEMA pre-disaster mitigation grant, the Town and Larimer County collaborated to complete the Coal Creek flood mitigation project which was on the Top 10 list of flood-prone watersheds in Colorado (www.FEMA.gov). Thanks to this project, approximately 200 homes, dozens of businesses, and two schools within the Coal Creek floodplain have increased protection measures in place.

To ensure appropriate water provision, the Town completed a Water Efficiency Plan (2018). The plan sets the road map for needed services and programs to meet an annual treated water demand of 1,683 acre-feet by 2027—a 54% increase from water demand in 2017. This State-approved Plan also qualifies Wellington for funding support to develop water supply and delivery projects.

A separate Wastewater System Master Plan is currently underway, and its progress will need to be incorporated into the Water Efficiency Plan and the Comprehensive Plan. Additionally, the Town is in the process of updating its landscape and irrigation standards to assess how to best implement advanced metering infrastructure, improve raw water rates, and change fee structures.

Key Challenges & Opportunities

With continuously increasing development pressures, the Town has an opportunity to enhance conservation of open space and farmlands for environmental and social benefits (i.e., to protect wildlife species and to increase passive recreation opportunities) and to maintain the agricultural character of the Town. Additionally, open space and farmlands, like other permeable spaces across Town, can be leveraged as green infrastructure to help mitigate floods and droughts—both of which impact water quality and supply.

While the Town is already working to address water supply challenges, efforts should be maintained to ensure consistent water provision and quality at reasonable rates for the community. Part of the water provision effort includes identifying opportunities, policies and incentives for the community to improve water use practices.

Other opportunities revealed through community feedback are: improving internet access and reliability; developing a Wellington-specific emergency preparedness plan or guidelines to address most-likely emergency management scenarios; and enhancing communications to keep the community informed about Town projects and services, and give them more opportunities to participate in civic affairs.

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COMMUNITY VOICES

Comments distilled from conversations with stakeholders and responses to questionnaires:

- Improve communication of Town services.
- Construct a new Town Hall.
- Develop an emergency preparedness plan.
- Maximize rainfall use, i.e., by using grey water and rain barrels for non-potable gardening.
- Reduce outdoor irrigation demand and update landscape and irrigation standards.

- Address water rights and water supply issues.
- Assess and mitigate concerns about drinking water (smell, taste, and color).
- Upsize and repair water mains throughout Town.
- Improve internet access and reliability.
- Identify strategies to extend public works' services in the southern and northwest sections of the GMA.



RELIABLE & RESILIENT PUBLIC SERVICES

We ensure our public services are reliable and resilient by purposefully guiding growth while improving and maintaining infrastructure and services in a proactive and fiscally responsible manner.

WHERE WE'RE HEADED

Reliable & Resilient Public Services Facilities and Programs (FP) Goals & Strategies

FP GOAL 1 | ENSURE A MAINTAINED LEVEL OF SERVICE AND EFFICIENT EXTENSION OF SERVICES WITHIN THE GMA.

- FP 1.1.** In partnership with Public Works, collaborate on an infrastructure master plan and planning documents to proactively guide and evaluate Town growth and limitations.
- FP 1.2.** Ensure the expansion and upgrades of utilities, infrastructure, and amenities are consistent with Town Plans (e.g., Water Efficiency, Stormwater Management, Emergency Preparedness, Infrastructure Plan, and this Comprehensive Plan) and that key projects are included in the five-year Capital Improvements Plan.
- FP 1.3.** Develop a monitoring and reporting system across all Town departments to ensure efficient upgrades and extensions of utilities and services (water, sewer, stormwater, streets, sidewalks, parks) and private service providers (cable, Internet, phone, recycling) that meet a fair rate structure.
- FP 1.4.** Develop an ADA and community informed project klist for the review, maintenance, and update of streets and public spaces and assess the need for priority projects to be included in the Town's Capital Improvements Plan.
- FP 1.5.** Coordinate with entities to assess options for improving and diversifying private broadband and/or other high performance networks to encourage professional and technical companies to locate in Wellington and to offer improved services to residents and schools.
- FP 1.6.** Identify criteria to ensure an appropriate level of service reaches all residents within Town limits and promote the efficient and logical extension of infrastructure services within the Town's GMA boundary (focusing first on the SH-1 corridor and CR 58).
- FP 1.7.** Monitor development and growth in relationship to water supply and wastewater facility capacity.
- FP 1.8.** Ensure the Town's Landscape and Irrigation Standards assess options and locations for green stormwater infrastructure that address water runoff and supply and contribute to a more attractive and resilient urban environment. Alongside this effort, ensure guidelines are provided for residents who want to contribute to this effort (e.g., via rain gardens, permeable pavements, planter boxes, etc.).
- FP 1.9.** Identify and define natural hazards and sensitive areas and recommended setbacks or mitigation to more appropriately incorporate these areas into planning efforts (e.g., hazard mitigation, environmental conservation, recreation and access) and to reference them in development reviews.
- FP 1.10.** Assess opportunities and partners to develop a Wellington-specific emergency preparedness plan or guidelines to address most-likely scenarios for identified threats.
- FP 1.11.** Formalize Intergovernmental Agreements with Larimer County, nearby municipalities, and utility providers to enhance and streamline joint land use planning, utilities delivery, revenue sharing, and growth boundaries among other considerations.

FP 1.12. Identify appropriate leadership to partner and build influence at the County and State levels to ensure Wellington's needs are considered and respected.

FP 1.13. Implement the Wastewater Collection System Master Plan, including consideration of service area boundaries in the southern portion of the GMA and coordination with Boxelder Sanitation District to evaluate efficient extension of infrastructure between wastewater utility service providers.

FP GOAL 2 | ENSURE NEW DEVELOPMENTS CONTRIBUTE TO ESSENTIAL COMMUNITY SERVICES AND INFRASTRUCTURE.

- FP 2.1.** Develop and promote comprehensive and predictable guidelines for developers to easily follow processes, access resources, and comply with Town requests and priorities as they complete development reviews.
- FP 2.2.** Require new utilities and existing overhead utilities to be underground for major development projects.
- FP 2.3.** Require new development to demonstrate how they will connect to and improve the existing networks for active transportation, vehicular traffic, open space and parks, and essential infrastructure for water, wastewater, and stormwater.
- FP 2.4.** Assess community desire to update land use and building codes that would require (or incentivize) development to meet updated quality, durability, accessibility, and infrastructure standards.
- FP 2.5.** Host regular meetings with school, fire, and parks and recreation department to collaborate on upgrades to existing facilities and on securing locations for new facilities.
- FP 2.6.** Review and update impact fees for all developments on a regular basis (identify time frame) so these developer paid fees contribute to parks and active transportation network enhancements, among other community benefits.
- FP 2.7.** Assess opportunities (e.g., conservation easements, Transfer of Development Rights, etc.) so landowners don't feel pressured to have to sell their land to a developer and can continue to have a working farm or open land.

FP GOAL 3 | ENHANCE TOWN HALL FACILITIES AND SERVICES.

- FP 3.1.** Continue assessing the feasibility of a new Town Hall that unifies all Town services and creates a civic hub.
- FP 3.2.** Collaborate with local and regional schools to create internship opportunities for individuals of all ages to learn about and contribute to Town affairs.
- FP 3.3.** Advertise and promote opportunities for Boards and Commissions' positions with the community at large.
- FP 3.4.** Share planning-related information and resources in the Town's monthly newsletter and via social media platforms.
- FP 3.5.** Maintain and enhance transparent and timely communication of Town projects and updates to the community.
- FP 3.6.** Pursue more regional, state, and federal grant opportunities and seek grant writing assistance to capitalize on funding opportunities for community-wide projects.

RELIABLE & RESILIENT PUBLIC SERVICES (TRANSPORTATION)

WHERE WE COME FROM

Existing Conditions

General Transportation Indicators

Annual average transportation costs in Wellington are just under \$14,700 (Center for Neighborhood Technology). The average Wellington household owns about two automobiles and travels over 24,000 miles per year. (For additional travel patterns, please see the Thriving Economy Chapter).

Roads Inventory

As illustrated on the Roads Inventory Map, Wellington is situated along I-25 with one interchange at SH-1 providing access to the Town. The majority of both the Town’s development and street network is on the west side of I-25. However, there is a large residential development on the east side between Jefferson Ave. and G.W. Bush Ave.; a trail underpass at Wellville Park provides bicycle and pedestrian access beneath I-25, but the SH-1 interchange (the only street crossing) is not comfortable for active travel and over a mile away from the furthest south development on the east side.

SH-1 is a CDOT-owned highway that provides an alternative to I-25 for accessing Fort Collins and US 287 from Wellington, and CR 64 provides regional

east-west connectivity to Nunn and Douglas Reservoir. West of Downtown, SH-1 has a curved transition from an east-west alignment to a north-south alignment that includes two challenging skewed intersections with CR 62E and CR 9.

Wellington’s arterials (high-volume roadways that deliver motorized traffic between urban centers and connect local streets to highways) largely run east-west and north-south along county section lines.

A network of collector roads (low-to-moderate-capacity roads that move traffic from local streets to arterial roads) and local roads provides access to the Town’s residential and commercial developments.

Most of Wellington’s streets are unstriped two-lane facilities with curb and gutter; SH-1 between 1st and 4th Streets has an additional center turn lane. The unstriped streets are generally 32 feet wide. This presents an opportunity for enhanced bicycle and pedestrian accommodation because two travel lanes only require 20-24 feet of space, leaving up to 12 feet of excess space along these streets that could be considered for a bicycle lane and is currently only being used by parked cars.

CDOT maintains two automatic traffic count stations within Wellington, at the intersections of SH-1 and 2nd and 6th Streets. As seen on the chart below, in 2018, average daily traffic volumes at the 2nd Street intersection were 6,200 vehicles, and 10,000 vehicles at the 6th Street intersection (Online Transportation Information Systems, CDOT). These totals represent increases of 24% and 10% since 2014, consistent with the Town’s overall growth. I-25 carried approximately 25,000 vehicles

per day through Wellington in 2018, an increase of approximately 14% since 2014.

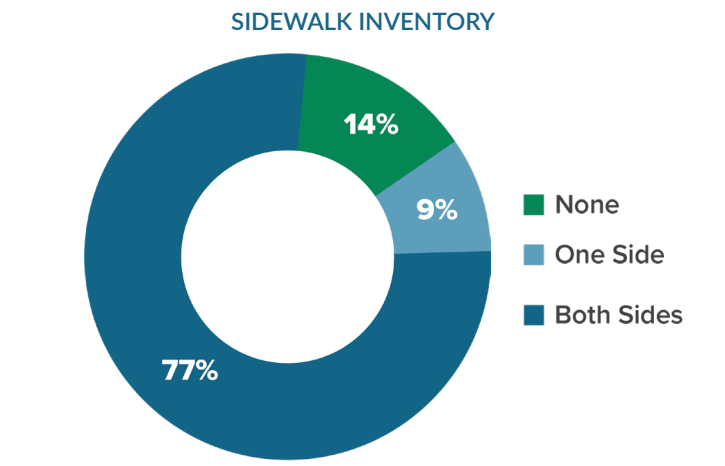
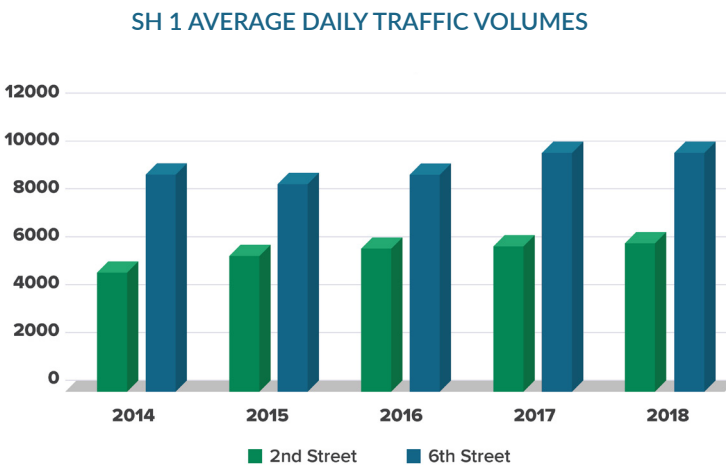
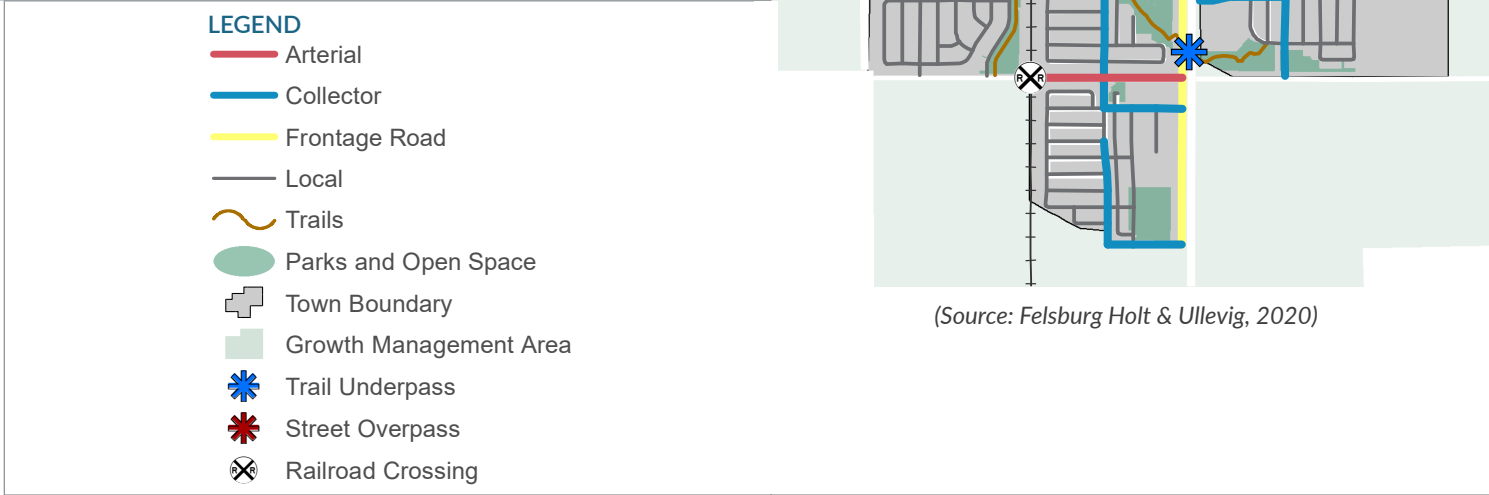
Railway

A BNSF Railway track runs north-south through the western portion of Wellington and there are four at-grade street crossings within the Town’s borders: Washington Ave., SH-1, Jefferson Ave., and G.W. Bush Ave. At-grade crossings refer to crossings that are at the same level or grade as the railroad track (i.e., not an underpass or overpass). The crossings at SH-1, Washington Ave., and Jefferson Ave. have gates and signals, but those at G.W. Bush Ave. only have a yield sign. Installation of crossing gates would be a substantial safety improvement.

On a typical day, three trains pass through Town during daytime hours (6AM to 6PM) and three more during nighttime hours (6PM to 6AM) at an average speed of 49 miles per hour. Community feedback revealed a desired for the Town to strive for a Quiet Zone designation for these crossings.

Sidewalks

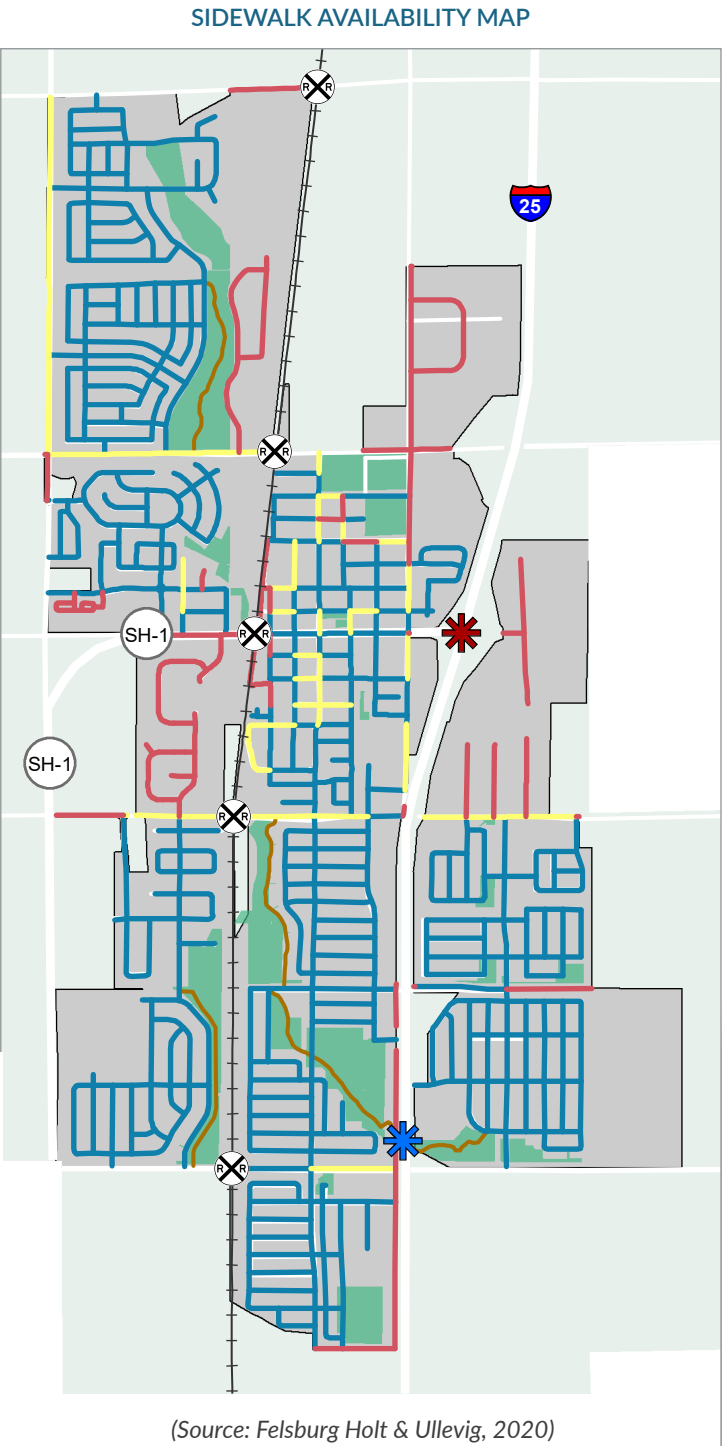
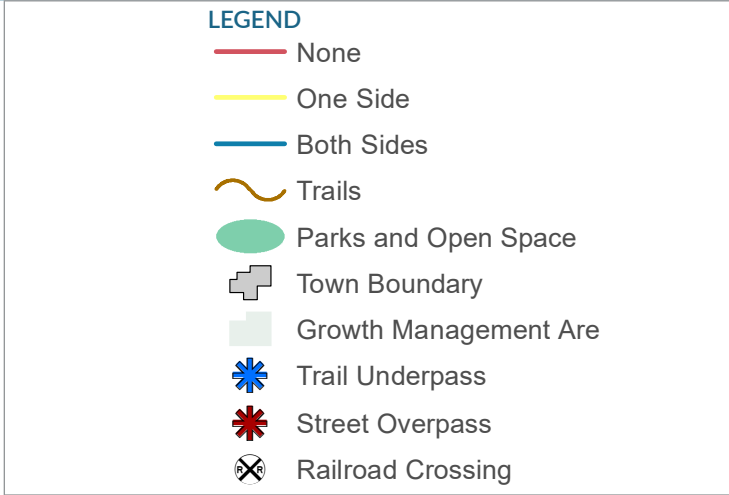
As illustrated on the Sidewalk Inventory pie chart below, most streets in Wellington have sidewalks along both sides of the street, and most of these sidewalks are attached to the curb. Some blocks in the older residential neighborhoods between SH-1 and Washington Ave. lack sidewalk on either one or both sides and, those that do exist are generally deficient in size, quality, and ramp accessibility. Additionally, Jefferson Ave.—a main east-west arterial through the Town—has long stretches of missing sidewalks, particularly along the north side.



Wellington’s existing trail network within Town boundaries consists of approximately 1.9 miles of mostly concrete trails split into two main segments, one through Wellington Community Park on the north side of Town and one through Boxelder Creek open space, Knolls Linear Park, and Wellville Park on the south side. The south trail segment includes the only underpass of I-25; and this one is prone to flooding. Within the GMA, there are 2.4 miles of existing and 8.4 miles of proposed trails. The Town of Wellington Parks and Trails Master Plan, completed in 2015, recommended one continuous trail along Boxelder Creek that would connect these existing segments and provide a low-stress active corridor throughout the entire Town. Multiple regional trail alignments—one east of I-25 and one west of I-25—connecting south to Fort Collins have been identified in past planning efforts.

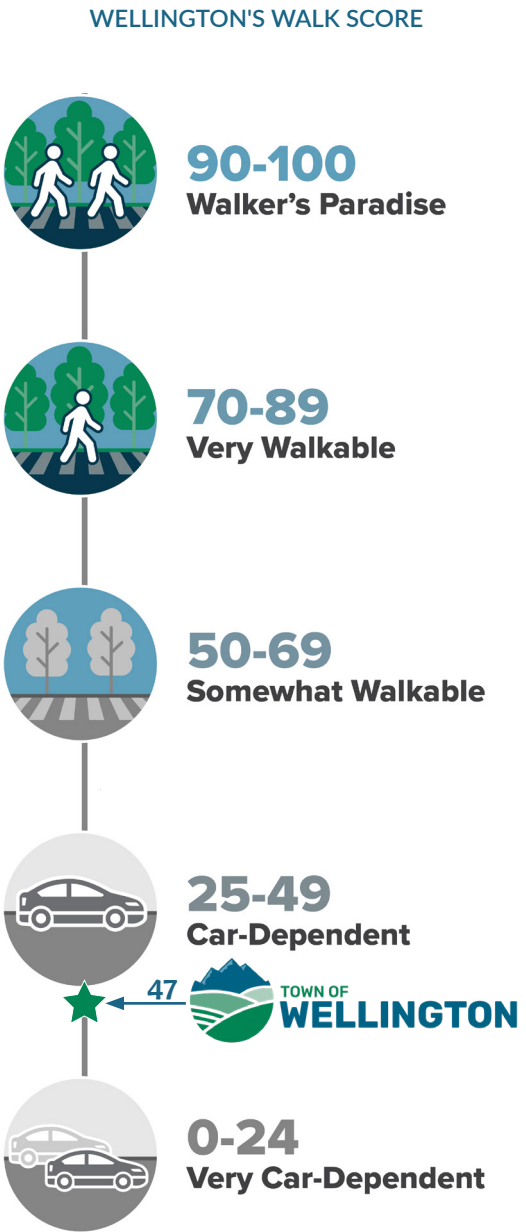
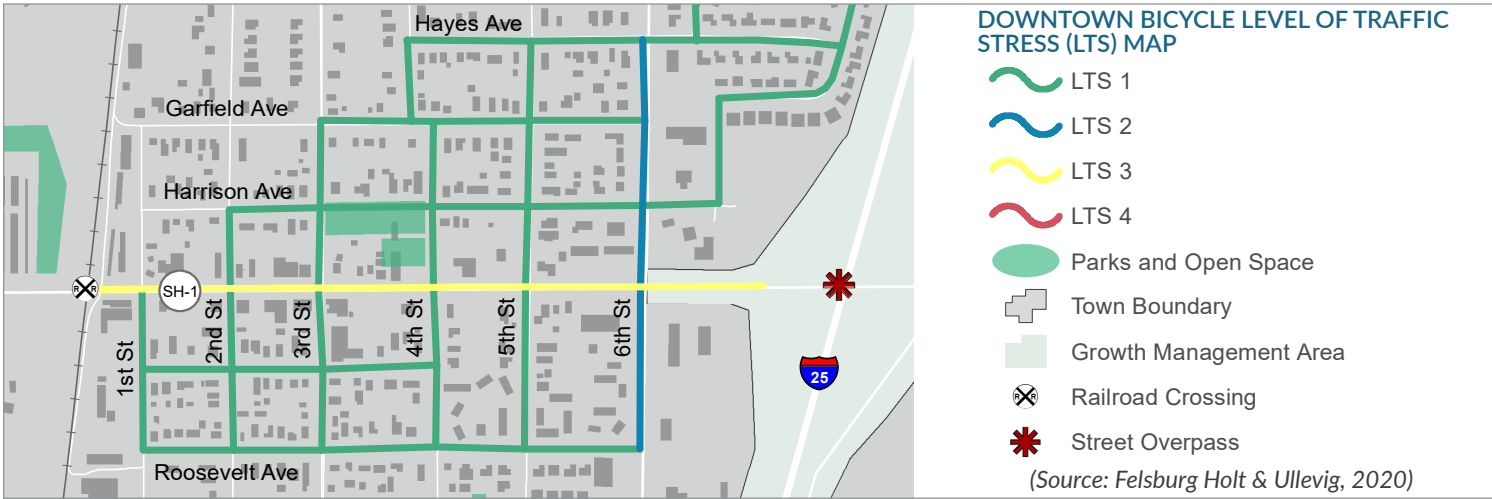
Active Transportation Options

While most households (99%) in Wellington have access to an automobile, this is not strictly indicative of travel preferences. Limited infrastructure for walking and biking (e.g., safe and connected trails and sidewalks) and a lack of public transportation options make it difficult for people in Wellington to use active modes of transportation for traveling to local and regional destinations. For groups of people who may not be able to drive a vehicle or have consistent access to a vehicle, like older adults, people with disabilities, children, and households with limited income, safe and accessible transportation options like active transportation and public transit are particularly important.



The Walk Score tool (Walkscore.com) assesses walking conditions based on distance to amenities such as schools, parks, and grocery stores. As seen on the right, Wellington has a Walk Score of 47 out of 100, indicating that cars are necessary for most errands. Although most streets in Wellington have sidewalk on both sides, most of those sidewalks are narrow and attached to the street, and many intersections throughout the Town lack ADA-compliant sidewalk ramps.

The Level of Traffic Stress (LTS) tool assesses the level of comfort associated with biking along a specific street segment on a scale of 1 (suitable for all) to 4 (suitable for only experienced and dedicated bicyclists). Streets with LTS scores of 1 or 2 are considered low-stress facilities. The tool considers characteristics like vehicle speeds, vehicle traffic volumes, and lane widths. Maintenance issues such as frequent build-up of debris are not factors in this system-wide analysis, but are important to understand on a street-by-street basis. Streets with high speeds and/or high traffic volumes are generally less comfortable because biking close to a lot of fast-moving motor vehicles is a stressful experience for many people; drivers tend to go faster the wider a lane is (they feel less constrained), so a street with wide lanes will also be stressful for many bicyclists. An LTS analysis conducted for Wellington's Downtown core (see map below) showed the area to be generally comfortable for biking with the exception of SH-1, where the higher traffic speeds and additional lanes heighten the stress level.



In terms of public transit, there is no direct access to fixed-route public transit services (those that operate on a predetermined route according to a predetermined schedule) in Wellington.

NEITHER TRANSFERT NOR CDOT'S BUSTANG EXTEND NORTH OF FORT COLLINS, MEANING THE NEAREST BUS STOP FOR WELLINGTON RESIDENTS IS NEARLY 10 MILES AWAY.

Numerous providers do offer on-demand transportation to older adults and/or people with disabilities, including Foothills Gateway, Heart & Soul Paratransit, Disabled American Veterans, A Little Help, Via Mobility Services, and the Wellington Senior Resource Center.

Downtown

Downtown Wellington revolves around Cleveland Ave. This is the portion of SH-1 that runs from Wellington Boulevard (western part of Downtown) to Pheasant Run Lane (east of the I-25 interchange).

As a primary activity center, Downtown Wellington has unique transportation needs. Walkability and bikeability are particularly important to supporting the numerous shops and restaurants along Cleveland Ave. and 6th St. With limited space for parking on and around Cleveland Ave., it is critical that people are able to safely and comfortably access the area on foot or bike.

All streets in Downtown have sidewalks along at least one side and there are only a few blocks where a sidewalk is not present along both sides. Despite

a mix of materials and some heaving sidewalk sections Cleveland Ave. has sidewalks in decent condition between N 1st St. and S 6th St.; however, ramps and pedestrian crossings are insufficient throughout the corridor and sidewalks are lacking on the west side of the railroad tracks and near I-25. The core commercial blocks between 1st and 3rd Streets have twelve-foot-wide sidewalks enhanced with trees and street furniture such as lighting, benches, and bike racks along both sides. However, the furniture and landscaping reduces the space available for walking to about five feet wide; in a downtown environment with a lot of commercial buildings directly adjacent to the sidewalk, there are likely to be conflicts between different sidewalk uses when it is that narrow. The sidewalks throughout the rest of Downtown are also narrow—generally four feet wide—and attached to the curb, a less comfortable environment for pedestrians. All these impediments are even more serious for residents and visitors of varying ages and abilities.

PEDESTRIAN THROUGH ZONES

Pedestrian through zones must be separated from street furniture/curb zone (among other zones) and must ensure that pedestrians have a safe and adequate place to walk. The recommended width for pedestrian through zones is 8-12 feet wide for a Downtown or Commercial setting, and 5-7 feet wide for a residential setting (National Association of City Transportation Officials).

Crosswalks on SH-1 are generally well-marked, though there are none at the 1st and 2nd Street intersections, and the 6th Street intersection is the only one with traffic control. SH-1 also has a relatively wide cross-section—over 60 feet for some blocks—that presents a challenge to cross.

While Downtown does not have any dedicated facilities for bicyclists, SH-1 is the only section that presents a stressful environment due to a wider cross-section, higher speeds, and higher traffic volumes.

Downtown Parking

On-street parking in Downtown is largely unrestricted with the exception of intersections and in front of accesses, and there are numerous off-street lots available as well. There are no time limits or costs for any of the on-street parking, so vehicles can be parked along Cleveland Ave. for free and indefinitely; this potentially limits the amount of people who can drive to Downtown and visit the businesses on a given day.

Accomplishments Since the Last Plan

- Cleveland Ave. through Downtown reconfigured from a four-lane to a three-lane section
- Signalization of I-25/SH-1 ramps
- Trail underpass below I-25 constructed north of G.W. Bush Ave.
- Concrete trail constructed between Jefferson Ave. and Ronald Reagan Ave.

Key Challenges & Opportunities

Transportation is relied on every day to access everything from work to healthcare to recreation. How well communities support their residents' mobility needs has a direct, sizeable impact on overall quality of life. Those that are thriving are supported by efficient alternative transportation networks that provide a wealth of choices for safe, comfortable, and convenient travel both locally and regionally. An integrated system that equally supports walking, biking, driving, and transit trips is more attractive and useful than one where certain modes are prioritized over others.

Better biking and walking infrastructure has a positive correlation with both improved public health and economic vitality; reliable public transit reduces the reliance on personal vehicles for meeting everyone's mobility needs, helping to alleviate the traffic concerns that come with a growing community.

While a community's transportation system is its backbone, providing the connections and opportunities people need to thrive, the necessity of transportation in everyday life also introduces challenges—everyone has unique, and sometimes conflicting, mobility needs and preferences, so there are often trade-offs that must be considered and weighed when making infrastructure investments and policy decisions. Resources for transportation facilities and services, both in terms of finances and land, are naturally limited; understanding community priorities for mobility is critical to

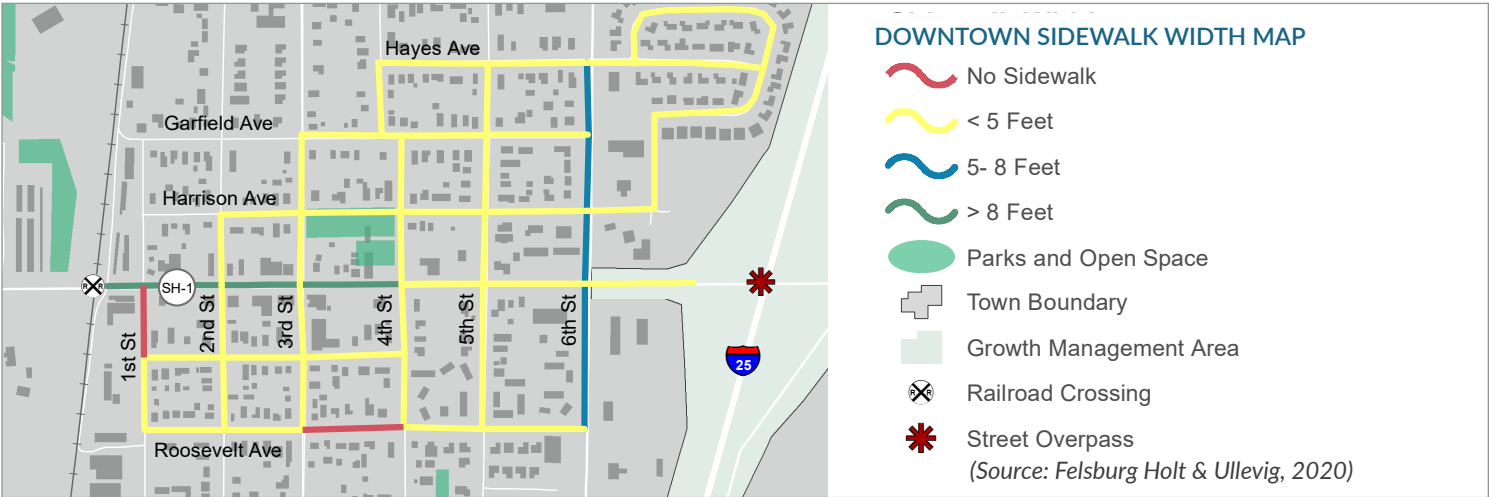


Photo Credit: Shannon Helvie with Eagle-I Media.

ensuring leaders use those resources effectively and efficiently.

Wellington has the opportunity to thoughtfully build out its network of roads, trails, and other infrastructure as growth necessitates more robust transportation facilities. Balancing the economic importance of attracting regional visitors from Fort Collins and the I-25 corridor with a desire to maintain the Town’s character by investing in a transportation system that serves all users will be vital to the continued growth and vibrancy of the community.

Applying to the Federal Railroad Administration (FRA) for Quiet Zone designation is another opportunity for the Town. Minimum requirements include active grade-crossing devices (i.e., signals and gates) and appropriate warning signage. The FRA has a list of Supplemental Safety Measures, including gates with raised medians and four-quadrant gates, considered acceptable substitutes for locomotive horns that may be implemented to achieve Quiet Zone compliance. Alternative Safety Measures may be proposed as well but are subject to FRA consideration and approval.

EMERGING TRANSPORTATION TRENDS

The transportation industry is ever evolving with new technologies, services, and strategies that enhance safety and mobility. The past several years have seen substantial advancements in the research and implementation of automated vehicle technology and smart/connected infrastructure. On-demand mobility services such as Uber and Lyft continue to grow in popularity as well. Vision Zero, a global initiative to eliminate all fatalities and serious injuries resulting from traffic incidents through education, enforcement, and engineering measures, has also gained significant traction throughout Colorado and the nation. These and other trends are already wielding a large influence on transportation.

Uncertainty as to how exactly emerging trends in transportation, particularly those related to technology, will develop is ample—much is dictated by unpredictable market dynamics and funding for research and implementation. Still, it is in the best interest of communities like Wellington to keep abreast of these advancements to best position themselves to adapt and benefit. The rapid pace of innovation necessitates a willingness to respond and change quickly.

WHERE WE'RE HEADED

Streets Master Plan

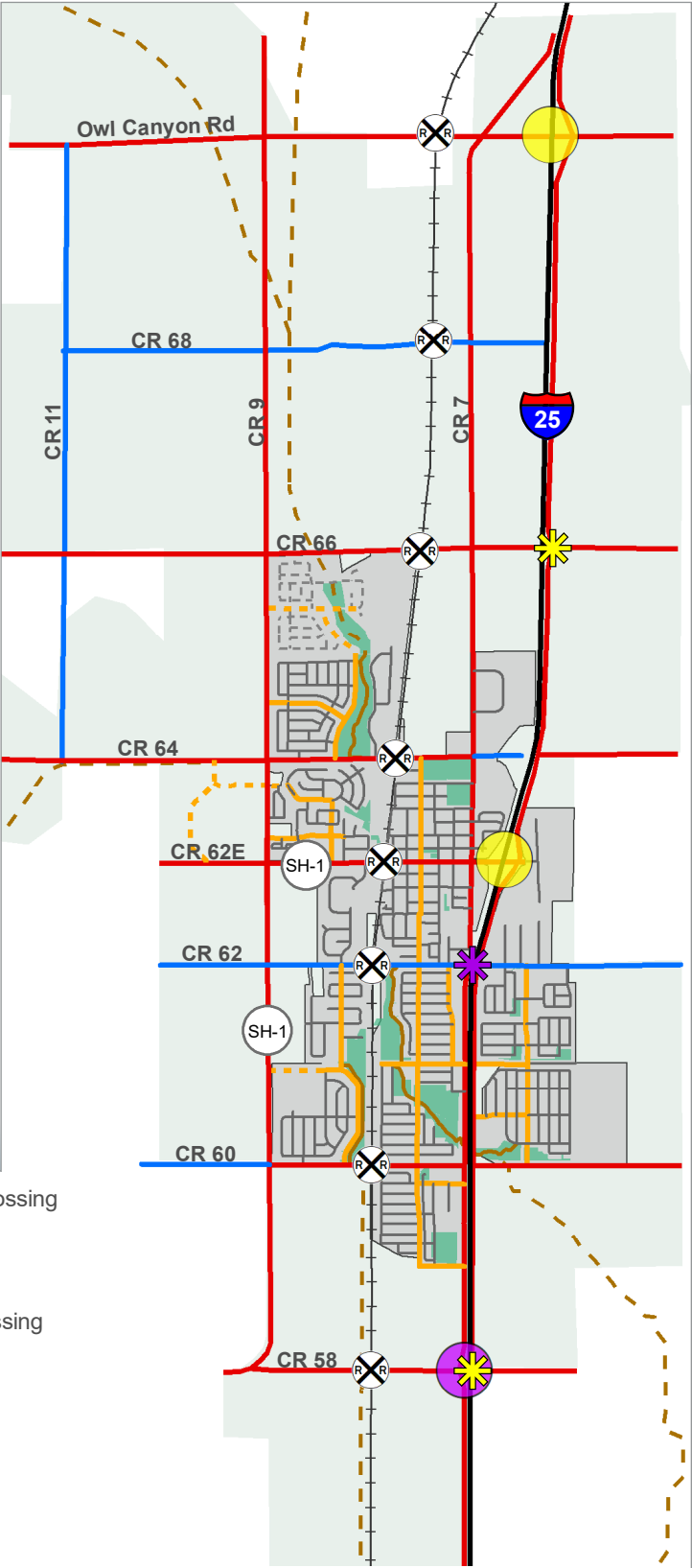
The functional classification of a street—basically, where it falls on the spectrum between quiet neighborhood streets and busy freeways—reflects its role in the road network. This classification forms the basis for:

- access management (how long blocks/segments are and how the intersections work)
- corridor preservation (how much land is needed to accommodate the street), and
- street design guidelines and standards (the technical details of how the street is built and what its components are: vehicle lanes, bike lanes, sidewalks, etc.).

Existing streets may not meet all the desired characteristics described by their defined functional classification but can be upgraded as improvements to the street are made. The functional classification should be viewed as the desired condition and should not change over time. While streets with higher level functional classifications like freeways and arterials are typically the busiest in a given street network, specific traffic volumes are a result of a given street’s setting and intended use within its community rather than a determinant of its functional classification.

Land use is an important factor in street classification because land use and transportation are linked; the types of development in an area often drive who travels there and how, and the existing transportation network is a major factor in what

MASTER STREET PLAN MAP



(Source: Felsburg Holt & Ullevig, 2020)

COMMUNITY VOICES

- "...better ways to connect the east and west side of the Town..."
- "The underpass is appreciated but something more pedestrian friendly to access east and west of interstate."
- "Traffic flow, both on the frontage road and on the I-25 exit."
- "Add sound barriers on interstate."
- "Having public transport options up here would be huge!"

- "Safe bike/walking trail system on BOTH sides of I-25 (not on high trafficked and high-speed roads). We drive outside of Wellington for safe bike/walking areas."
- "Would love a rural trail infrastructure that took advantage of the good open lands to the north or east."
- "Need to continue to push CDOT to install blinking pedestrian crossings on SH-1."
- "Public transportation to Fort Collins and Cheyenne would [be] great..."
- "The I-25 interchange is critical. It is a choke point."

Interstate

Arterial

Major Collector

Minor Collector

Minor Collector (Future)

Local Road

Local Road (Future)

Trails

Trails (Future)

Existing Grade-separated Crossing

Existing Interchange

Future Grade-separated Crossing

Future Interchange

Railroad Crossing

Parks and Open Space

Town Boundary

Growth Management Area

new types of development may come. The function and use of a particular street depend a lot on what is around it. As illustrated on the Master Street Plan Map, the streets that form the backbone of Wellington’s transportation network are arranged into a hierarchy based on their intended function, as described below:

- **Freeways** have the highest level of mobility, providing unimpeded, high-speed regional and interstate connections. Freeways are limited access, divided highways that link major urban areas. I-25 is the only freeway in the Wellington area, serving north-south interstate travel through Colorado’s Front Range. I-25 is under the jurisdiction of the Federal Highway Administration (FHWA) and CDOT.
- **Arterials** provide a high degree of mobility and serve corridor movements with longer trip lengths. While adjoining land uses can be served directly, access is limited to emphasize mobility. Examples of Wellington’s Arterials include Cleveland Ave., 6th St., and Owl Canyon Rd.
- **Major Collectors** distribute traffic throughout the community similarly to arterials, but with less regional connectivity. They provide intra-community continuity and a higher of land access than Arterials. Washington Street is an example of a Major Collector.
- **Minor Collectors** balance a community’s needs for access and mobility; they distribute traffic between neighborhoods and major collectors and arterials. Travel speeds are moderate, and travel distances are short to medium.
- **Local Roads** serve the highest level of access, provide direct driveway access to adjacent properties, and carry traffic to collectors. Local roads can be of limited continuity and may be designed to discourage through traffic. Development plans typically identify local streets.

The Master Street Plan Map (previous page) presents the functional classifications for all of Wellington’s roadways. The number of lanes necessary to efficiently manage expected travel demand is another important consideration for streets planning. Based on traffic volume forecasts

(model projections of how much traffic streets are expected to see in the future based on population and land use trends) for the year 2040 from the North Front Range Metropolitan Planning Organization’s (NFRMPO) travel demand model, one lane in each direction will be sufficient to handle demand along all of Wellington’s roadways (note: the Town is not within NFRMPO’s planning area limits, but its travel model covers a larger area that includes Wellington). However, these forecasts do not account for specific land-use plans for the Town; future roadway capacity needs should be evaluated in greater depth as part of a standalone Transportation Master Plan.

I-25 is the primary regional connection between Wellington and the rest of the Front Range. As such, access to and from the interstate is critical to supporting a thriving economy. Two interchanges currently exist within the Growth Management Area, at Cleveland Ave. and Owl Canyon Road, though the Owl Canyon Road interchange is well outside of the current Town boundary. Future development is anticipated to come more quickly to the south than to the north; an additional interchange at CR 58 would support regional connectivity to that part of Wellington as it grows.

The interstate also acts as a barrier between the east and west portions of Wellington with limited opportunities for people to cross. The SH-1 interchange is the only existing roadway crossing of I-25 in the developed portion of Wellington, meaning most local crossing traffic and traffic to and from the interstate is routed through it. An additional interstate crossing could help to relieve demand pressure on this interchange and ensure continued efficiency of the local street network. CR 62, given its existing railroad crossing and proximity to many of the Town’s larger residential developments, is the ideal location for a new crossing.

US 287 is well outside the current and future limits of Wellington, but is still an important corridor to Town residents for connecting to and from Fort Collins. The Northern Integrated Supply Project (NISP) will build a new reservoir that will require a realignment of the highway closer to Wellington, but impacts to travel patterns through the Wellington are unclear at the moment.

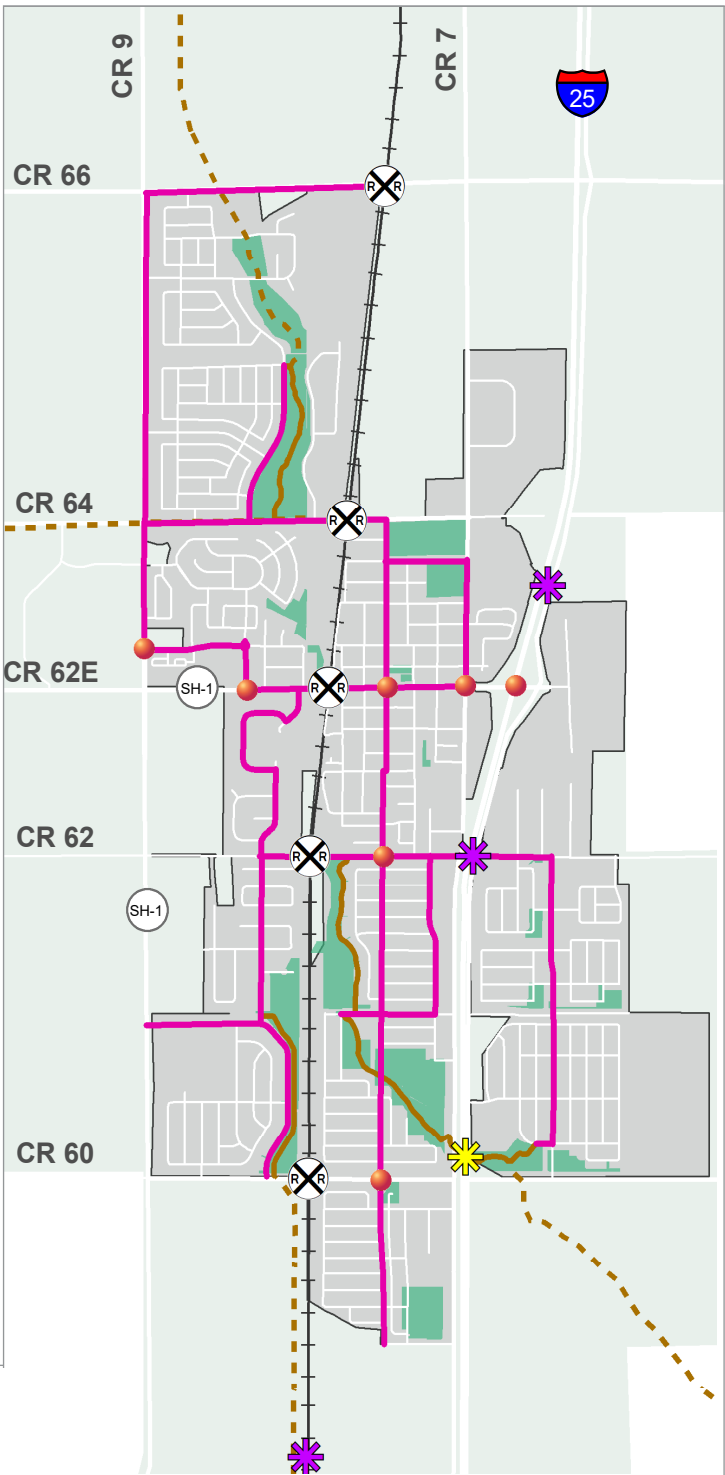
Bicycle & Pedestrian Network Recommendations

Wellington is an ideal setting for biking and walking. The small-town character and close proximity of most parks, schools, and other destinations contribute to an environment ripe for active transportation. Although I-25 is a significant barrier, there are few other major streets and crossings to address; biking and walking are much more common mode choices for short trips that do not require crossing busy streets. Developing a comprehensive, connected network of bicycle and pedestrian priority corridors is an important step in encouraging more residents and visitors to experience Wellington on foot and to boost public health. Biking and walking have been linked to numerous health benefits and a high-quality networks of biking and walking facilities are frequently associated with a higher quality of life. The Bicycle and Pedestrian Recommendations Map (right) presents the recommended connected network of priority streets or corridors for biking and walking in Wellington.

In developing a vision for bicycle and pedestrian connectivity throughout the Town, the following factors were taken into consideration:

- **Existing Bicycle and Pedestrian Facilities** – There are several community trails through the center of Wellington as well as existing bike lanes along portions of CR 9, Washington Ave., Jefferson Ave., 5th St., and Ronald Reagan Ave. that provide a good backbone from which to build a more comprehensive network. Many of the streets in Wellington without bike lanes are also low-stress due to low speeds and volumes, and others have enough pavement width to feasibly add new bike lanes.

BICYCLE AND PEDESTRIAN RECOMMENDATIONS MAP



LEGEND

- Priority Bicycle and Pedestrian Corridor
- Existing Trail
- - - Future Trail
- ✱ Existing Grade-separated Crossing
- ✱ Future Grade-separated Crossing
- Crossing Improvements

- ⊗ Railroad Crossing
- Parks and Open Space
- ▭ Town Boundary
- Growth Management Area

(Source: Felsburg Holt & Ullevig, 2020)

- **Access to Key Destinations** – There are certain destinations, such as schools and parks, that are most likely to attract bicyclists and pedestrians; in Wellington, this includes the elementary schools, the new high school on the west side of Town, the community parks, and Downtown. The network of priority biking and walking routes was developed to provide good access to these primary destinations.
- **Public & Stakeholder Input** – During outreach efforts for this plan, residents and other key stakeholders in Wellington were asked where they would like to see better accommodations for biking and walking in Town; their feedback was instrumental in developing the network.

The specific improvements needed to make a particular corridor comfortable for biking and walking are highly context-sensitive—a high-quality bike facility along a busy arterial typically requires physical barriers from motor vehicles, while a high-quality bike facility along a minor collector may just need a single bike lane stripe or even just shared-lane markings. Many of the corridors included in the network are already well-suited for biking and walking, while others may need dedicated bike lanes and/or widened sidewalks for most people to be comfortable on them.

An update to Wellington’s transportation design standards would help ensure appropriate bicycle and pedestrian facilities are provided throughout the Town. Most of Wellington’s streets have attached sidewalks, which place pedestrians in close proximity to vehicle traffic and can be uncomfortable along high-speed, high-volume roadways; changing the

Town’s standards to require detached sidewalks would enhance pedestrian safety and comfort in future developments. See photo examples of attached and detached sidewalks below.

Intersections are often the most stressful part of a biking or walking trip because they introduce additional points of conflict between active users and motor vehicles. Most intersections in Wellington are unsignalized, which can be more difficult for bicyclists and pedestrians to maneuver since they don’t provide dedicated crossing phases.

The Bicycle and Pedestrian Recommendations Map (previous page), identifies several intersections that will need improvements as the bicycle and pedestrian network is built out. Potential treatments that may facilitate safer crossings include high-visibility crossing and conflict zone markings, flashing beacons, and pedestrian hybrid beacons. Additionally, the SH-1 interchange does not have currently have any sidewalk, making it a difficult crossing point; future improvements there should include space for bicyclists and pedestrians.

Several new grade-separated crossings for bicyclists and pedestrians are recommended to eliminate conflicts with motorized traffic. A new crossing of I-25 is recommended at Jefferson Ave. since the only existing one near Meadows Open Space is far from the Town’s center; another I-25 crossing—one that would require new trail connections on either side—is recommended near Windsor Ditch. A crossing of the railroad just north of CR 58 is recommended to provide good bicycle and pedestrian connectivity through an area poised for significant development in the future.

Key Corridors

In every community, there are a handful of key corridors that anchor the transportation network. They do not all serve the same function—some may be oriented towards serving commute traffic while others are commercial cores for the community—but more oriented towards and act as the primary routes in and out for both residents and visitors. The Key Corridors Recommendations Map (next page) depicts the envisioned network of community corridors in Wellington, as well as locations for gateway features.

Commercial Corridor: County Road (CR) 58

CR 58 is envisioned as a future commercial corridor on the south end of Wellington. The Town is continuing to grow past CR 60, and additional development is planned further south. Most of Wellington’s commercial development is currently concentrated several miles to the north along Cleveland Ave. and 6th St., CR 58 is envisioned as an additional commercial center with a future interchange at I-25.

Commuting Corridor: State Highway 1 (SH-1)

SH-1 is the primary connection between Wellington and Fort Collins—where a large proportion of Wellington residents work—so it is particularly important for serving daily commuter traffic. As an arterial, its primary function is the efficient movement of traffic and some level of access control is appropriate. However, this will also become an important commercial corridor as Wellington continues to grow. Balancing the need for mobility with a need for access to future development along SH-1 will need to be considered in future access control planning. Because SH-1 is a primary entry point into Wellington from the south, installation of a Community Gateway at the intersection with CR 58 is recommended to welcome people to the Town. Landscaped medians and roundabouts at major intersections could be considered to further enhance the corridor. Specific recommendations should be determined through a future transportation plan and/or corridor study.

The existing curve between the north-south and east-west portions of SH-1 west of Downtown creates an irregular configuration with two non-standard, skewed intersections. With more traffic expected to move through this intersection once the new high school opens and additional development to the south occurs, the Town has been working with CDOT and Larimer County to evaluate options for realigning this intersection. A roundabout located where CR 62E and CR 9 currently intersect has been identified as the preferred configuration.

Freight Corridor: Owl Canyon Road

Owl Canyon Rd., with its east-west connectivity between Taft Hill Rd. and I-25, is an important alternative to passing through Fort Collins for freight traffic. Combined with the CR 72 alignment further west, this road provides the only east-west connection from US 287 to I-25 between Fort Collins and Wyoming. Freight vehicles compromise approximately 15% of all traffic along Owl Canyon Road. As traffic continues to grow along the corridor, improvements including paving of the section west of CR 21, shoulder widening, and drainage upgrades will be needed to maintain the corridor as a reliable alternate route.

Community Corridor: CR 7

As additional development comes to the north side of Wellington, including along Owl Canyon Rd., CR 7 will become an increasingly important corridor for keeping the northern developments connected with the rest of the community

Downtown Corridor: Cleveland Avenue (part of SH-1)

Cleveland Ave. is the portion of SH-1 that runs from Wellington Boulevard (western part of Downtown) to Pheasant Run Lane (east of the I-25 interchange). Cleveland Ave., specifically between 1st and 6th Streets, is the core of Wellington’s Downtown area. In order to establish a more pedestrian-oriented environment that supports the local businesses along the corridor, cross-section modifications are recommended to: provide more space for bicyclists and pedestrians, add additional sidewalk amenities such as lighting, landscaping, and street furniture, and reduce the crossing distance. Two options for reconfiguring the block between 3rd and 4th Streets are illustrated below with supporting details presented in the table.

The width of Cleveland Ave. varies considerably throughout Downtown so changes to other blocks would look slightly different. Further evaluation of these options should be part of a future Downtown

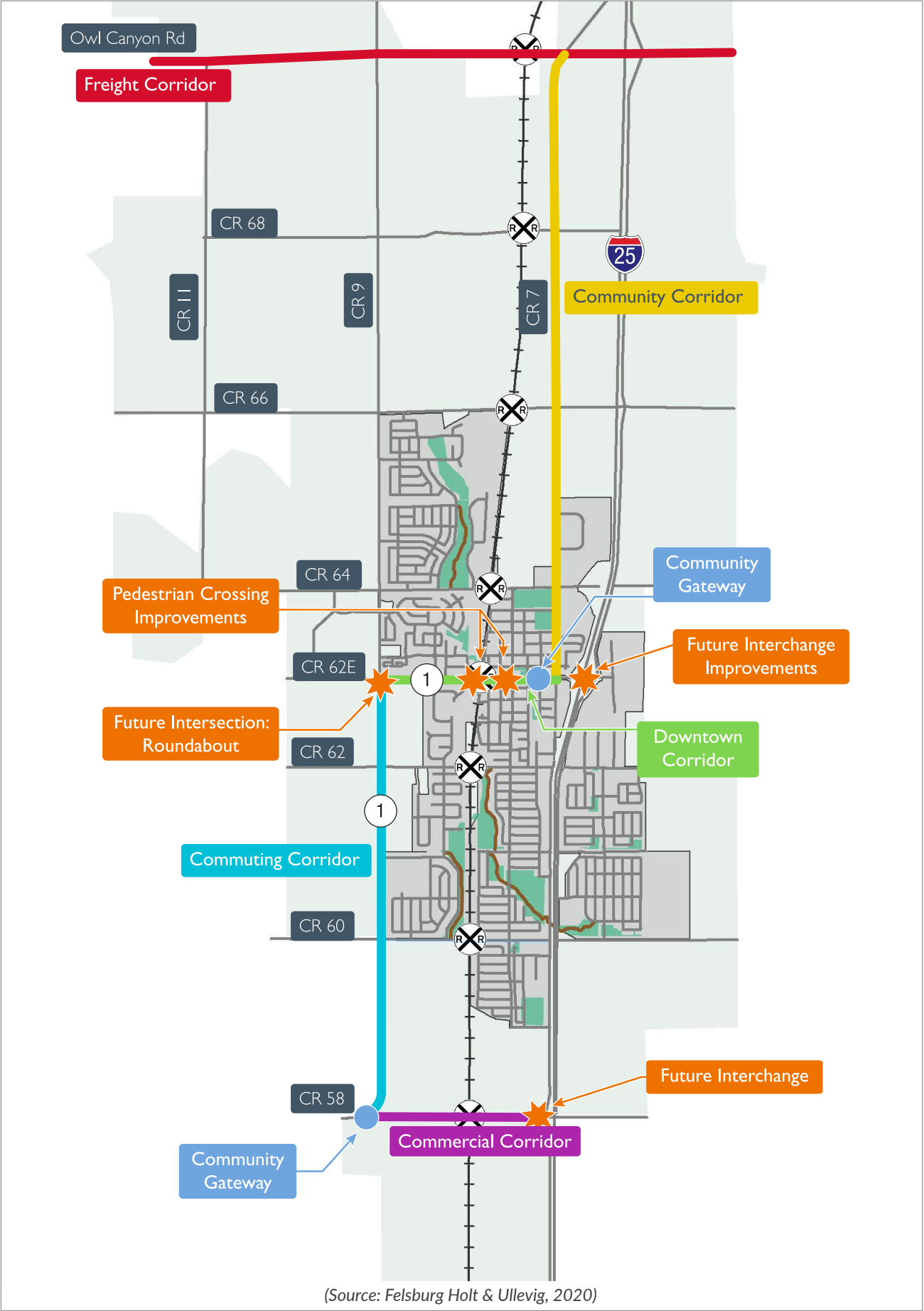


ATTACHED SIDEWALK



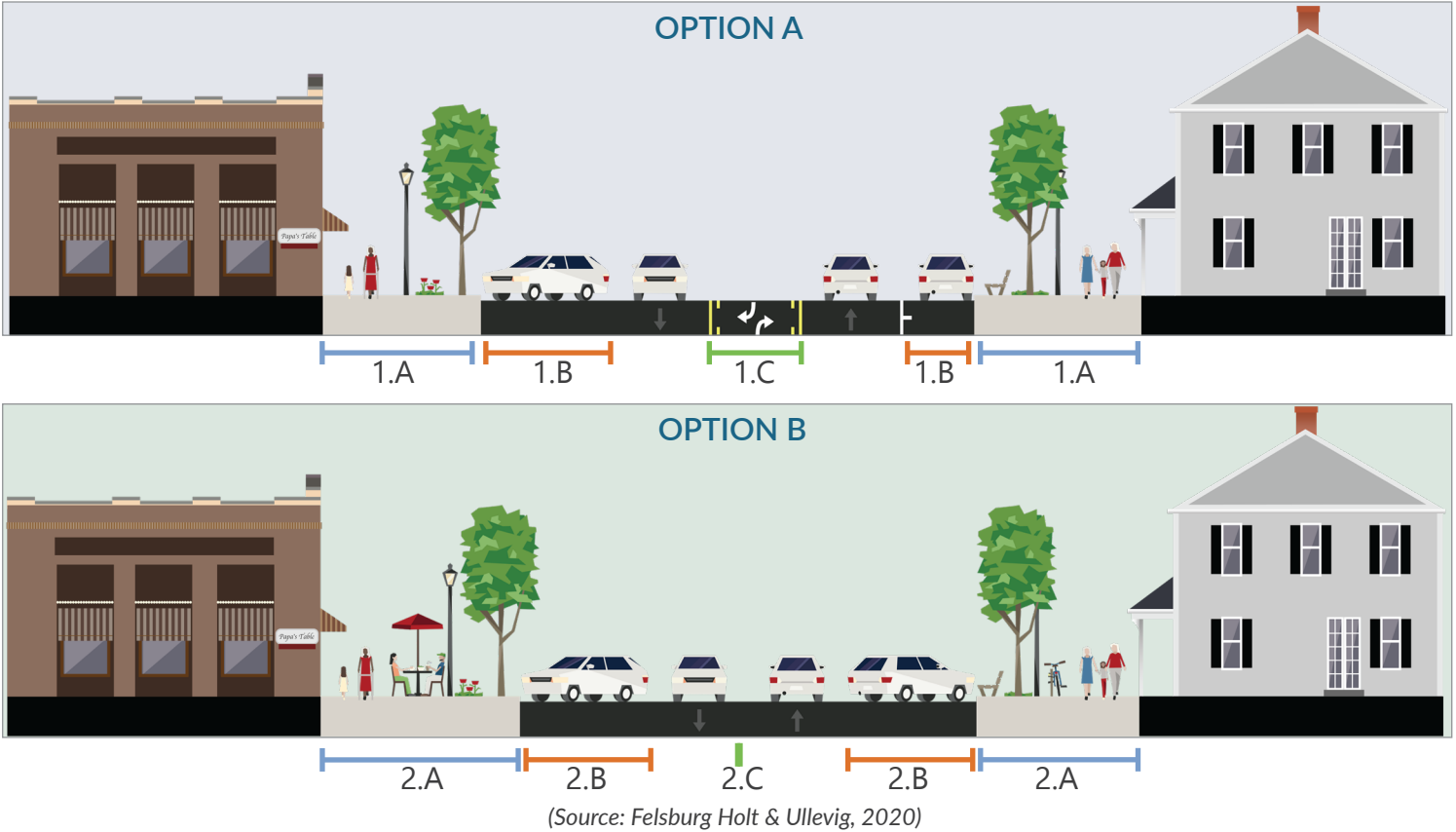
DETACHED SIDEWALK

KEY CORRIDORS RECOMMENDATIONS MAP



Area Plan. The intersection of 3rd St. (the envisioned north-south spine of the bicycle and pedestrian network) and Cleveland Ave. is challenging for bicyclists and pedestrians due to its width and no stop control for traffic along Cleveland Ave. Elements such as curb extensions or bulb-outs (to extend the sidewalk into the parking lane to narrow the roadway and provide additional pedestrian space) and flashing beacons should be considered to improve this intersection for biking and walking. Another Community Gateway is envisioned along Cleveland Ave. near 5th St.

DOWNTOWN CORRIDOR (BLOCK BETWEEN 3RD AND 4TH ST) RECONFIGURATION OPTIONS



OPTION A	OPTION B
1.A) Wide landscaped sidewalks with extra amenities (i.e., benches, outdoor seating, public art, etc.).	1.B) Even wider landscaped sidewalks with extra amenities plus room for outdoor seating or other small gathering spaces.
2.A) Alternating angled parking on one side and parallel parking on the other.	2.B) Alternating angled parking on one side and parallel parking on the other.
3.A) Two-way street with a middle, turning lane.	3.B) Two-way street but no turning lane.



RELIABLE & RESILIENT PUBLIC SERVICES

We ensure our public services are reliable and resilient by purposefully guiding growth while improving and maintaining infrastructure and services in a proactive and fiscally responsible manner.

Reliable & Resilient Public Services Transportation (T) Goals & Strategies

T GOAL 1 | CREATE AN EFFICIENT AND SAFE TRANSPORTATION SYSTEM FOR ALL MODES OF TRANSPORTATION WITHIN AND BEYOND TOWN BOUNDARIES.

- T 1.1.* Finalize a Transportation Master Plan that appropriately classifies streets and develops standards for development that addresses all modes of transportation.
- T 1.2.* Work with the community to develop an ADA Transition Plan which outlines how the Town will remove barriers in its transportation system that limit accessibility for people with disabilities and limited mobility.
- T 1.3.* Pursue Quiet Zone designations for the Town's railroad crossings, which would allow trains to pass through without sounding their sirens. Minimum requirements from the Federal Railroad Administration for a Quiet Zone include active grade-crossing devices (i.e., signals and gates) and appropriate warning signage.
- T 1.4.* Add crossing gates to railroad crossings at G.W. Bush Ave. and Washington Ave.
- T 1.5.* Assess feasibility of grade separation at rail crossings to mitigate congestion.
- T 1.6.* Work with Larimer County to establish urban street standards for transition areas between Town and County jurisdictions.
- T 1.7.* Identify and address paving needs for roads east of I-25.
- T 1.8.* Adopt a Complete Streets Policy that identifies design standards that support the safety of all transportation modes on roadways.
- T 1.9.* Prioritize the construction of high priority trails and sidewalks and work to find solutions that reduce trail gaps and finding solutions to improve connectivity regardless of built and natural barriers, like the highway and floodplains.
- T 1.10.* Require new developments and develop guidelines for road retrofits to provide in-road shoulders at key locations that support Emergency Services.
- T 1.11.* Assess needs, locations, and incentives for privately run electric vehicle (EV) charging stations. Alongside this effort, leverage the I-25 designation as an Alternative Fuels Corridor to plan for the provision of EV infrastructure.
- T 1.12.* Increase and improve trail connectivity and establish routes for travelling to everyday destinations.
- T 1.13.* Identify strategies and funding mechanisms for development of a second I-25 interchange for improved access to the Town and include design considerations for motorized and non-motorized crossings.
- T 1.14.* Identify strategies for improved traffic flow and safety along SH-1/CR 9 from CR 64 to CR 58.
- T 1.15.* Pursue federal, state, and regional grant funding opportunities as well as public-private partnerships to implement priority transportation improvements.
- T 1.16.* Work with CDOT to investigate taking on additional control of SH-1 to allow the Town more autonomy.

T GOAL 2 | IMPROVE SAFETY AND CONNECTIVITY OF TRAILS AND SIDEWALKS TO PROVIDE ACTIVE TRANSPORTATION TO EVERYDAY DESTINATIONS, LIKE SCHOOLS, PARKS, DOWNTOWN, AND PLACES FOR WORK, WORSHIP, AND SHOPPING.

- T 2.1.* Consider developing corridor plans that identify and design bicycle and pedestrian enhancements to create greater and more direct connectivity to everyday destinations.
- T 2.2.* Identify partnerships and resources for developing a Safe Routes to School program.
- T 2.3.* As part of a Downtown Master Plan, further evaluate cross-section improvement options for Cleveland Ave. through Downtown.
- T 2.4.* Improve and extend the Downtown streetscape and pedestrian amenities along Cleveland, Harrison, and McKinley Avenues, ensuring provision of ample sidewalks, seating, and landscapes, safe crosswalks, lighting, bicycle parking and amenities, and off-street vehicle parking, among other important features.
- T 2.5.* Identify and prioritize trail connectivity from surrounding neighborhoods to Downtown by considering off-street and on-street options for bicycle and pedestrian improvements (consider 3rd Street as a potential option).
- T 2.6.* Identify and evaluate enhancing ADA compliance needs for ramps, crossings, and sidewalks across Town.
- T 2.7.* Identify criteria to prioritize implementing ADA compliance and enhancements for key areas like Downtown, near schools, parks and recreation, health care, and grocers.
- T 2.8.* Assess feasibility of implementing a sidewalk/streets fund that would prioritize and implement transportation infrastructure improvements, especially for active transportation (e.g., sidewalks, ramps, on-street bicycle lanes, etc.).
- T 2.9.* Identify criteria for on-street bicycle infrastructure based on roadway classification and, based on these criteria, implement an on-street bicycle network that provides greater access to everyday destinations.

T GOAL 3 | IMPROVE REGIONAL ACTIVE TRANSPORTATION CONNECTIONS.

- T 3.1.* Improve and connect active transportation networks, including trails and on-street bikeways to nearby recreational areas and to regional destinations.
- T 3.2.* Identify more regional active transportation connections and partner effectively to implement plans.
- T 3.3.* Continue to support privately funded transportation services for seniors and low-income residents and help identify increased transit options and locations for pick up and drop off.
- T 3.4.* Collaborate with regional agencies and adjacent communities to assess the feasibility of Wellington joining the North Front Range Metropolitan Planning Organization and/or existing regional transportation services (e.g., Transfort).
- T 3.5.* Develop amenities for regional transit systems, including transfer centers, parking areas, and first/last mile options like shared micromobility (i.e., bikes, scooters).



Photo Credit: Logan Simpson, 2020.

FUTURE LAND USE

FUTURE LAND USE

Overview

This chapter identifies the major factors which have been considered in the development of the Future Land Use (FLU) categories and map.

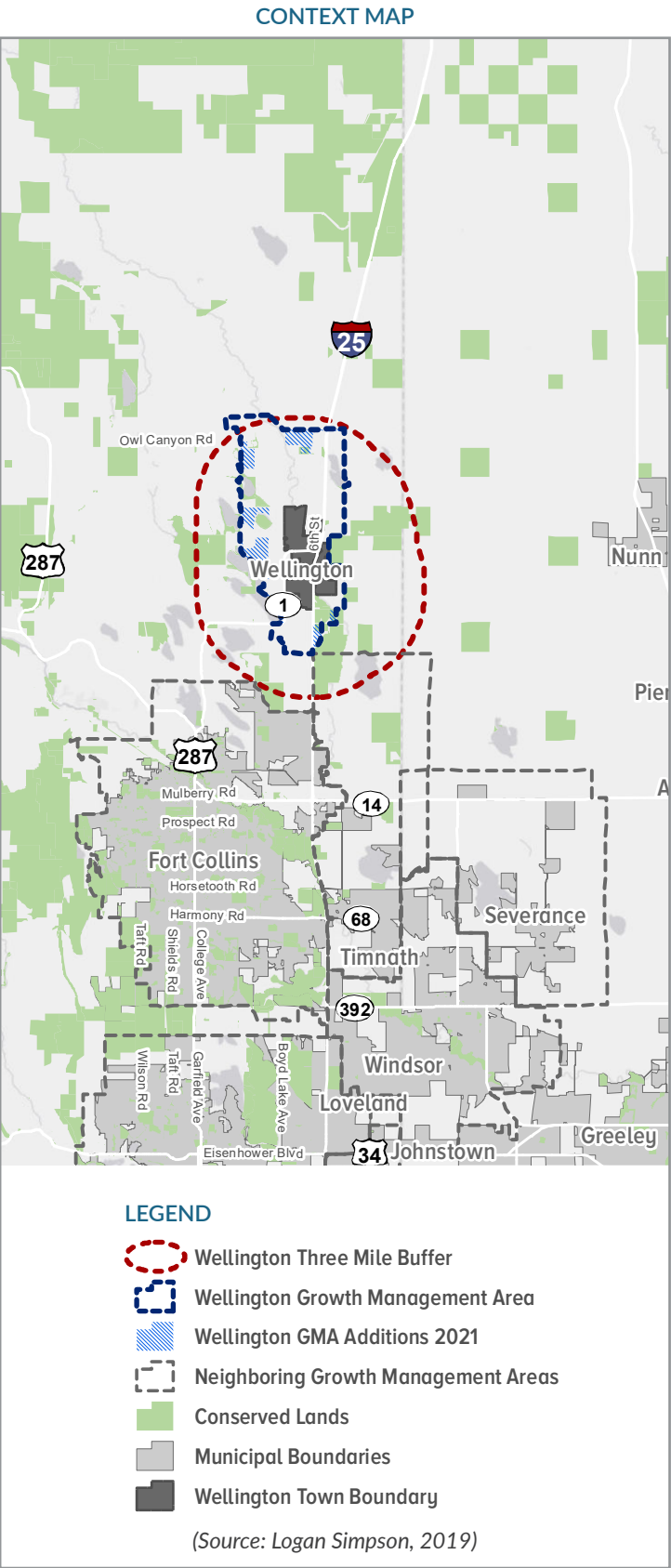
Growth Management Area

The Growth Management Area (GMA) delineates the ultimate extent of Wellington's urban development and includes land within the Town boundary and adjacent unincorporated Larimer County, where an urban-level of public facilities and services can be provided for today's residents and those in the future. Properties within the GMA can be annexed in a few different ways: either as a petition from the property owner requesting annexation, or when a property is completely encircled by land within the Town's jurisdiction.

The GMA boundary is paired with actions that discourage leapfrog development (when developers skip over land to obtain cheaper land further away from town, leaving areas empty between the town and new development). Development of an Intergovernmental Agreement (IGA) between the Town and Larimer County should be evaluated for the purposes of implementing the Comprehensive Plan, establishing effective means of joint planning and management of urban development.

The Reliable and Resilient Public Services (Facilities & Programs) section includes strategy 1.11. to "Formalize Intergovernmental Agreements with Larimer County and others to enhance and streamline joint land use planning, utilities delivery, revenue sharing, and growth boundaries among other considerations."

As shown on the Context Map, Wellington's Comprehensive Plan Update extended the GMA (blue hatch lines) mostly to 'square off' agricultural areas along the west and north edge of the Town. Two other small sections were added southeast of the I-25, by Weber Farms and the CSU's Agricultural Research, Development, and Education Center. This revision expanded the overall GMA from 12,840 to 14,527 acres.



Three-Mile Community Influence Area

The 3-Mile Community Influence Area, responds to a state requirement whereby municipalities must describe where and how they may annex land within three miles of its town boundaries.

The Context Map (previous page) shows Wellington's 3-mile area and GMA in relation to surrounding communities. Wellington's potential annexations are anticipated to occur between Town boundaries and the GMA, and fall short of the 3-mile boundary. The 3-mile area is delineated to facilitate Wellington's involvement in land use and transportation planning discussions within this area.

This Comprehensive Plan shall satisfy State requirements for the "Three Mile Plan" and the "3-Mile Community Influence" boundaries.

A NOTE ABOUT ANNEXATIONS

The Town may annex land one of two ways: By receiving a petition from a consenting property owner with land contiguous with the Town boundary, or when a property has been completely encircled by land located in the Town's jurisdiction (referred to as an "enclave") for a period of no less than three years.

Purposefully Planning for Growth

Using DOLA's population estimates from 2010-2019 that revealed a population growth rate of 6.85%, it can be projected that the Wellington population could reach about 21,000 by 2030, and 41,000 by 2040. While there are variables effecting future growth (below), this projection helps the Town of Wellington plan for potential future growth, ensuring it can provide the needed land uses, sustain adequate levels of service, and generate sufficient revenues.

Variables Affecting Future Growth

There are a few variables affecting future growth including:

- The ability of the Town of Wellington and other servicing districts to provide adequate infrastructure, particularly sewer and water.
- The costs of servicing new development.
- The price of comparable housing and the range of housing choices in neighboring communities.

In planning for future growth, the Town not only considers these variables but also the Community Vision and Themes identified in this Comprehensive Plan. The Town's intention is to guide 'purposeful growth' —that is: thoughtful and well-planned increases in density that honor and protect our town character and values, and contribute to reliable and resilient public services. Purposeful growth ensures that our Town's footprint is small and contained, preserves valuable surrounding farmland and open space, advances a thriving economy that makes us self-sufficient, and promotes efficiencies in infrastructure provision and maintenance.

Coordination with the Municipal Water Efficiency Plan

Wellington is highly committed to optimizing its water supplies and system through practical water conservation efforts. Any new developments or redevelopments within the Town need to be carefully coordinated to ensure consistency with the Municipal Water Efficiency Plan and evaluated for adequate public services and treatment capacity.

Future Land Use Map & Categories Development

The Future Land Use Map (FLUM) illustrates desired growth patterns by identifying the characteristics and location of land use within the Town. The future land use plan should be used to guide zoning changes at the request of the landowners as development and redevelopment occurs. These evolving land uses will likely not occur within the life span of this planning document. However, having a map for knowing where and how to direct growth ensures that Wellington grows efficiently, with balanced infrastructure capacity; and purposefully, honoring the Town's character and values.

The location and characteristics of land uses reflect the community's desire for balancing residential with commercial uses, for being self-sufficient, and for preserving the Town's character. For Wellington, this means a Town shaped by local businesses, supportive infrastructure, a reasonable cost of living, family-friendly amenities, basic services, a vibrant Downtown, outdoor recreation opportunities, and retention of its agricultural heritage. In addition to community desires, the development of the FLUM considered constraints such as existing development, water and sewer service capacity, hydrology and floodplains, and conservation easements.

Key to the determination of the future land use pattern is the anticipated population growth, local and regional connections, and preservation of open space and farmland as development occurs. Other considerations include allowances for:

- new infill development;
- increased Downtown vibrancy;
- additional commercial and industrial uses along the I-25 corridor;
- commercial and mixed-use growth along SH-1; and
- a balance of growth and amenities both east and west of I-25.

Land use decisions should support the character and connection of Town-owned open spaces, gateway entrances, and Downtown, and should specify essential and high-priority infrastructure investments, such as sidewalks, landscaping, shading, stormwater management, pedestrian

safety, lighting, parking, and motorized and non-motorized transportation options, among others.

Gateway entrances (🌳) should be constructed to welcome residents and visitors and to slow traffic well outside Town limits. These gateways should be landscaped and designed to create cohesive and attractive entrances to the Town, and a unique and celebratory entrance to Downtown.

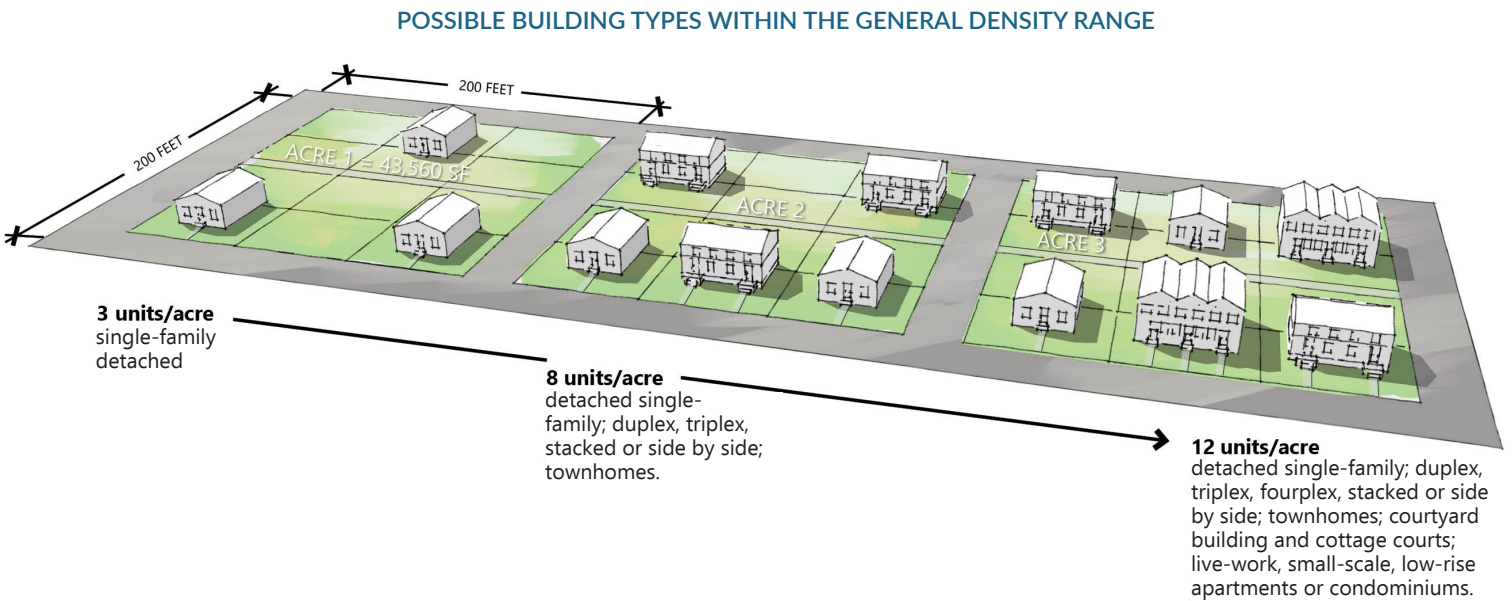
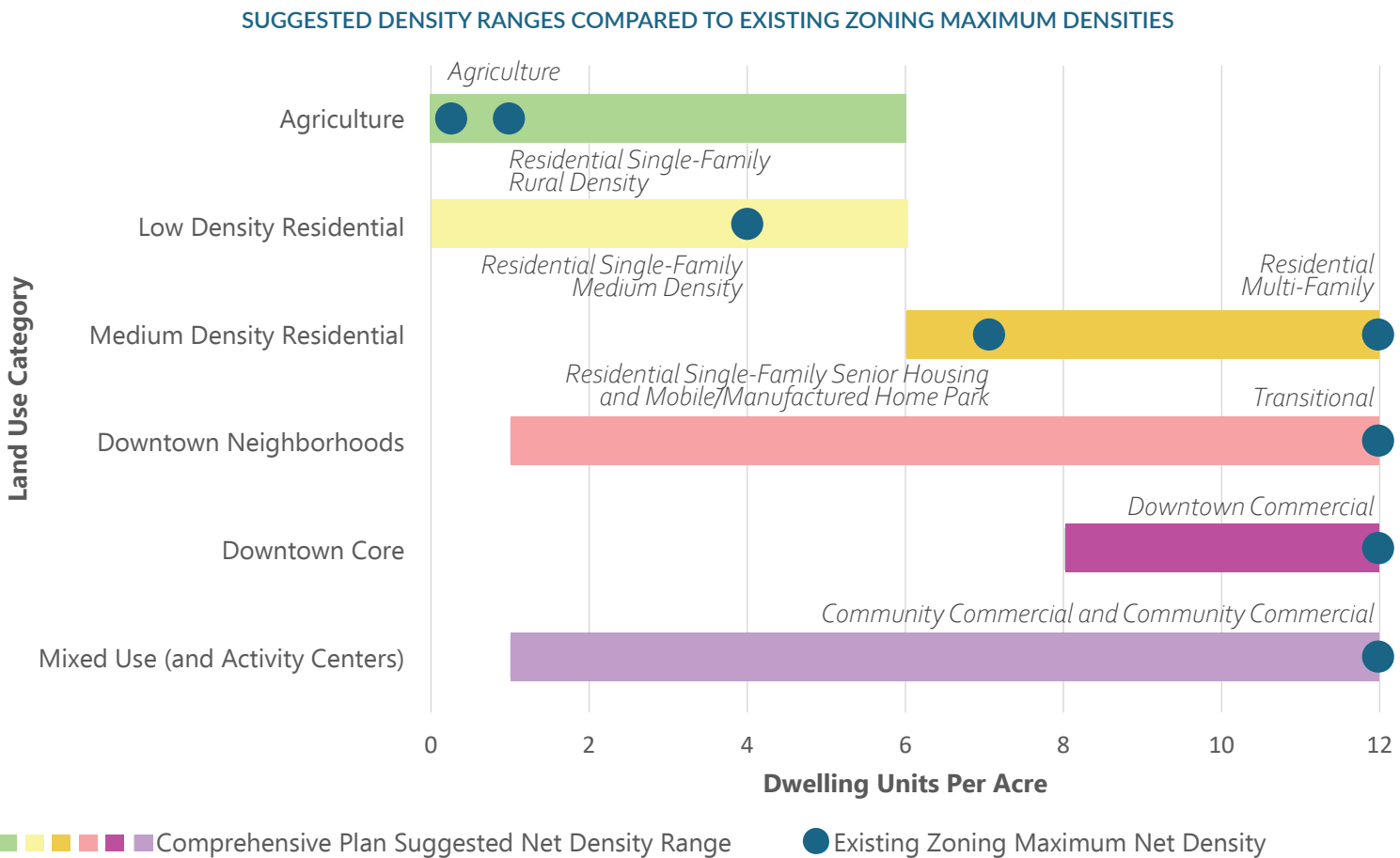
Low-and medium-density housing (no taller than 3 stories) is predominantly found in residential neighborhoods, but mixed uses are possible in activity centers (🌀)—areas designated as key centers to support strategic local and regional transportation networks, employment, recreation, and services. As ownership of existing residential properties in these centers changes, they may transition to commercial or mixed use.

While not regulatory, the Future Land Use Plan forms the basis for considering rezoning or annexation applications, and for updating the municipal code. Zoning districts regulate allowed uses on a parcel level and identify development and design requirements. Future land use categories recommend desired use types and development patterns as areas develop or redevelop. While the 2040 Future Land Use Plan expresses a desirable land use, Wellington's Zoning Regulations indicate the permitted use of the property in accordance with the Town's regulations and guidelines.

The future land use categories are described on the following pages. Each land use category outlines:

- desired intent and character;
- potential uses;
- suggested intensities (floor area ratios (FAR) indicate the gross floor area divided by the lot area);
- suggested net densities (the number of units (expressed in dwelling units DU/ acre) after required infrastructure and critical areas are deducted from the gross area);
- community voices; and
- photos representing suggested density range, key uses, and amenities.

Below is an illustrative summary of the suggested density ranges compared to existing zoning maximum densities, as well as possible building types within the suggested general density range.



FUTURE LAND USE MAP

- Gateway
- Proposed Regional Park
- Existing Trails
- Proposed Trails
- Future Roads
- Canal
- Streams
- Activity Center
- Boxelder Sanitation District
- 100-Year Floodplain
- Town Boundary
- Growth Management Area

Future Land Use Categories

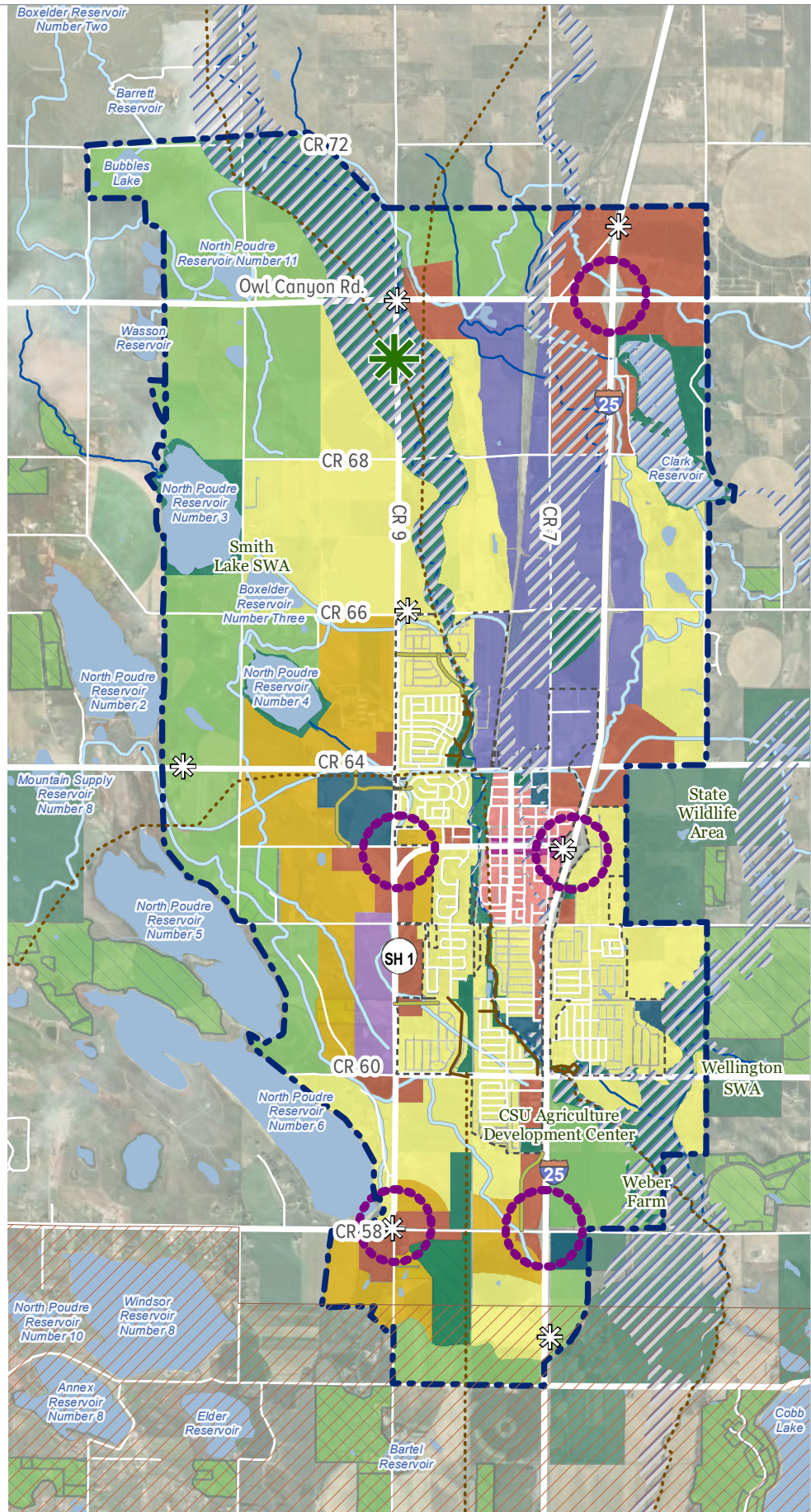
- Parks and Open Space
- Agriculture
- Low Density Residential
- Medium Density Residential
- Downtown Neighborhoods
- Downtown Core
- Commercial
- Mixed Use
- Industrial/Light Industrial
- Civic

Conserved Lands

- Private Conservation
- State Owned Conservation

6/17/2021

0 0.5 1 Miles



(Source: Logan Simpson, 2021)

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PARKS AND OPEN SPACE

Desired Intent & Character

Parks and open spaces should be evenly dispersed throughout the community ensuring equitable access. Parks differ from open spaces as they are regularly maintained and provide active recreation opportunities on civic facilities. Parks should offer year-round recreational options for all ages and abilities; maintain design standards that are cohesive with the surrounding land uses; and that typically include linear pathways and connections between neighborhoods and open space areas.

✱ This symbol identifies a general vicinity for a proposed regional park.

Areas of open space, on the other hand, provide passive recreation opportunities on undeveloped, non-irrigated lands that support the preservation of sensitive areas and large- and small-scale agricultural operations. Open spaces should be used to enhance connections for regional recreation and wildlife movement.

Potential Uses: outdoor recreation, natural open space, trails, pocket parks, playgrounds, sports fields, picnicking areas, community gardens, and water access.

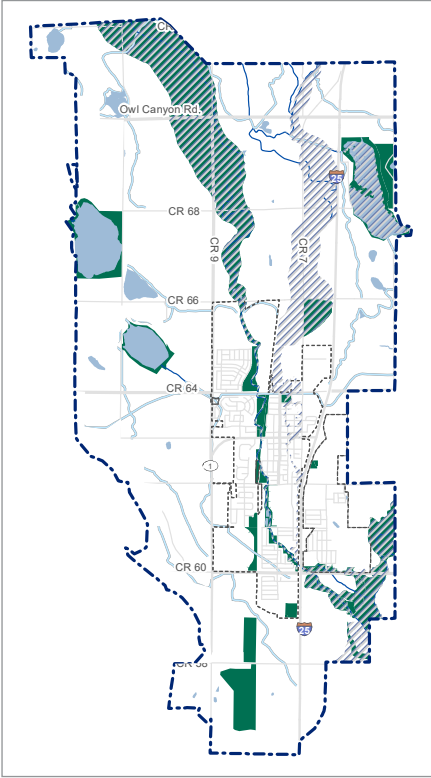
Suggested Net Density Range: N/A

Suggested Intensity Range: N/A

COMMUNITY VOICES:

"Forward thought to preserve Open Spaces where we can get out to ride bikes, play in green areas, build more parks. Eventually linking with Fort Collins' trail system in the future."

LOCATION FOR THIS LAND USE



REPRESENTATION OF SUGGESTED DENSITY, USES, AND AMENITIES.



AGRICULTURE

Desired Intent & Character

These areas are intended to preserve Wellington's agricultural heritage and town character. The Agriculture use designation applies to areas identified as desirable to continue to support working agriculture (i.e., arable farming, pastures, agritourism, etc.).

As development pressures continue to grow, it is important to address opportunities for conservation and protection of these lands as natural habitat and to provide a clear separation between the more developed parts of the community and unincorporated county areas or neighboring towns.

Potential Uses: pastures, farms, ranches, and rural residential envisioned as large lots that preserve views, natural features, and agricultural character.

Special uses may be allowed for agritourism purposes (lodging, demonstrations, workshops, fairs, etc.) by review.

Suggested Net Density Range: Up to 6 DU/Acre

Suggested Intensity Range: Maximum 2.0 FAR

COMMUNITY VOICES:

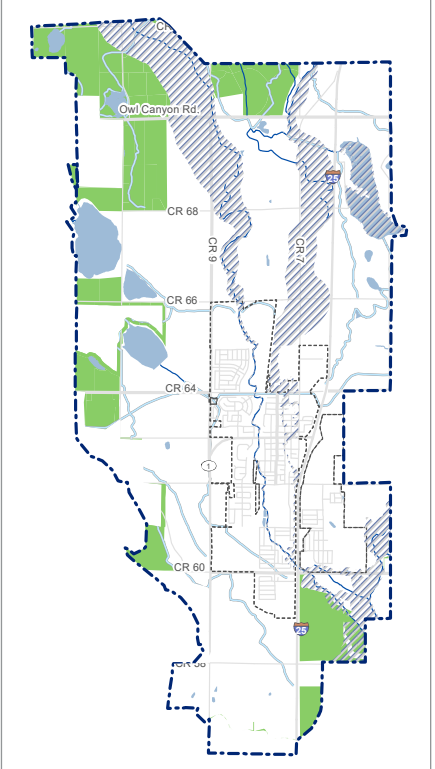
"Positioning ourselves as a big, small town surrounded by rural agriculture."

"We need to preserve the farms..."

REPRESENTATION OF SUGGESTED DENSITY, USES, AND AMENITIES.



LOCATION FOR THIS LAND USE



LOW DENSITY RESIDENTIAL

Desired Intent & Character

Neighborhoods composed predominantly of detached and attached single family homes that are supported by neighborhood amenities and public facilities.

While these areas may be more reliant on vehicles given the dispersion of housing, they should still be connected to the Town's trail network providing safe and active means to access jobs, services, schools, and parks, and connecting to the larger, regional trail system.

Potential Uses: Single-family attached and detached homes. A supporting use to the principal residence may include Accessory Dwelling Units (ADUs). Other uses include places of worship, schools, parks, recreation, open spaces, and civic uses.

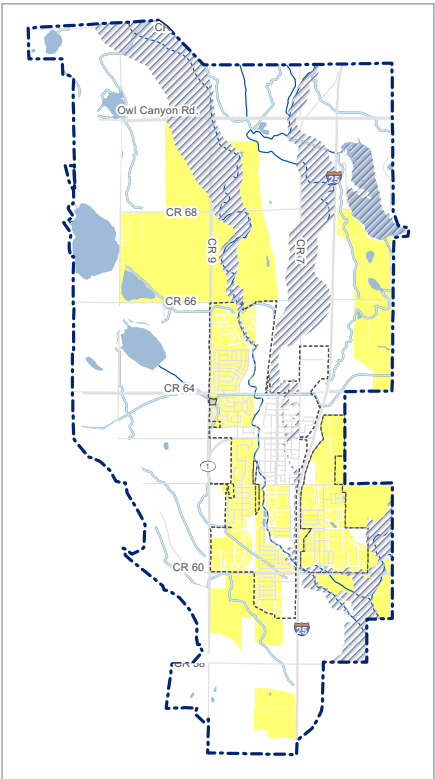
Suggested Net Density Range: Up to 6 DU/Acre

Suggested Intensity Range: N/A

COMMUNITY VOICES:

"Continue to provide good quality housing."
"Enhance trail connections throughout town."

LOCATION FOR THIS LAND USE



REPRESENTATION OF SUGGESTED DENSITY, USES, AND AMENITIES.



MEDIUM DENSITY RESIDENTIAL

Desired Intent & Character

Single- and multi-family neighborhoods with options for home businesses, and for local corner stores and clustered commercial areas around prominent intersections. These thoughtful and well-planned higher density residential areas also provide access to public facilities and amenities (e.g., parks, open spaces, trails, recreation, etc.).

New neighborhoods, or upgrades to existing neighborhoods, would provide a walkable environment supported by motorized and non-motorized transportation options, neighborhood retail, parks, and public gathering spaces, ideal for people in all stages of life.

Potential Uses: Primarily single-family and a variety of attached homes (e.g., townhomes, duplexes, fourplexes, cottage courts, and apartments) no taller than 3 stories. A supporting use to the principal residence may include Accessory Dwelling Units (ADUs).

Complementary uses in this land use category may include places of worship, schools, parks, recreation, open spaces, live/work units, home businesses (including child care and group care facilities) and civic uses, as well as commercial/retail at prominent intersections.

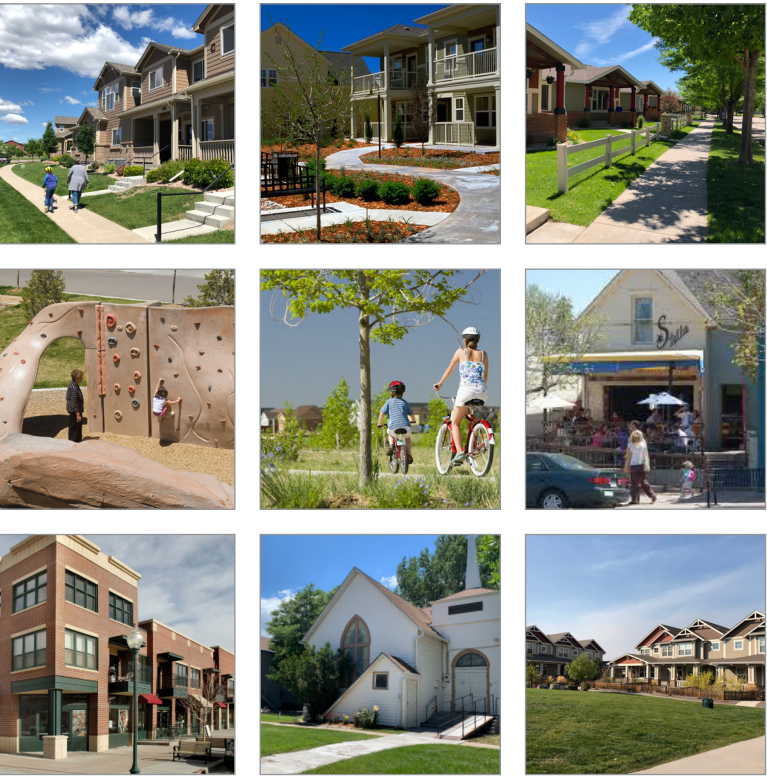
Suggested Net Density Range: 6-12 DU/Acre

Suggested Intensity Range: N/A

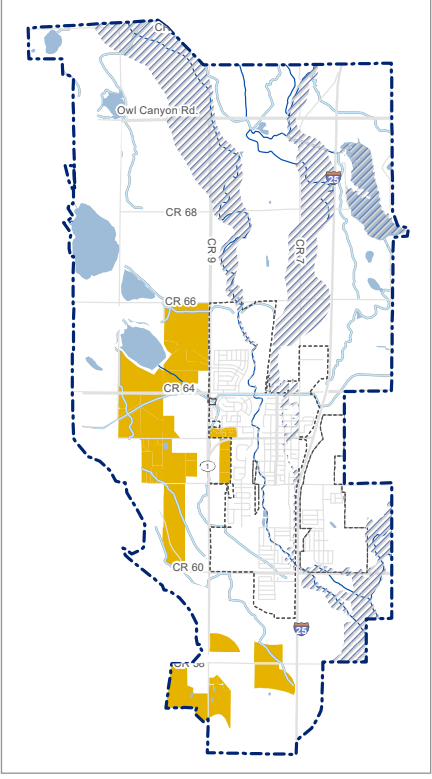
COMMUNITY VOICES:

"Bring more diversity of homes (i.e., multi-family, age-in-place) to subdivisions."
"Provide more housing rental opportunities"

REPRESENTATION OF SUGGESTED DENSITY, USES, AND AMENITIES.



LOCATION FOR THIS LAND USE



COMMERCIAL

Desired Intent & Character

Located in concentrated areas and along I-25 and SH 1, these areas include a variety of businesses that provide employment opportunities and support the retail and service needs of the community. Building footprints may be free-standing or mid-rise (no more than 5 stories) and may be located within a unified campus-like setting integrated with sidewalks, landscaped features, and public spaces and that promote access to motorized and non-motorized transportation options.

Potential Uses: Various retail and services ranging from shopping areas, to gyms, hospitality, lodging, entertainment, medical, and social services.

In activity centers developed as mixed use (see description on the next page), medium density residential is allowed.

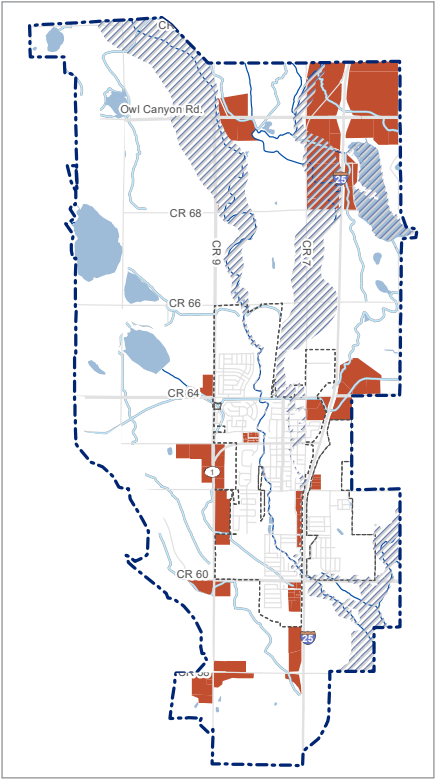
Suggested Net Density Range: N/A

Suggested Intensity Range: 0.1 – 1.0 FAR

COMMUNITY VOICES:

"Balance residential and commercial development".

LOCATION FOR THIS LAND USE



REPRESENTATION OF SUGGESTED DENSITY, USES, AND AMENITIES.



MIXED USE

Desired Intent & Character

The intent of mixed-use areas is to cluster residential and non-residential uses in a compact, walkable setting. These areas provide ease of movement through both motorized and non-motorized transportation options offering convenient access for locals and visitors alike.

Activity Centers: This symbol identifies areas designated as key centers to support strategic local and regional transportation networks, employment, recreation, and services. Activity centers should be built as mixed-use areas and leverage local and surrounding assets such as the Downtown, the new high school, the I-25 and CR 58 interchanges, and the future Glade Reservoir and Montava developments. As ownership of existing residential properties in these centers changes, they may transition to commercial or mixed use.

Potential Uses: Primarily restaurants, offices, live-work units, mid-rise apartments, condominiums, urban lodging, civic uses, public facilities, and cultural activities.

Suggested Net Density Range: 6-12 DU/Acre

Suggested Intensity Range: 0.1 – 1.0 FAR

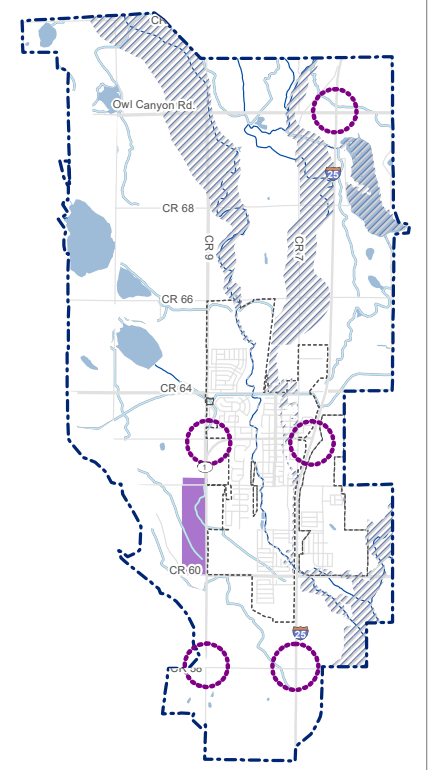
COMMUNITY VOICES:

"Give residents an opportunity to do their shopping and keep taxes in town."

REPRESENTATION OF SUGGESTED DENSITY, USES, AND AMENITIES.



LOCATION FOR THIS LAND USE



DOWNTOWN NEIGHBORHOODS

Desired Intent & Character

This category includes neighborhoods adjacent to the Downtown Core and that are intended to support a variety of housing types that complement the area's character. Future land use changes (at the request of landowners) are anticipated to be more focused on streets closest to the Downtown Core or high traffic areas (e.g., CR 9 and 6th St.) and less on interior streets.

This area is intended to be supported by a traditional, highly connected gridded street system with detached sidewalks, and that incorporate pocket parks and public gathering spaces. Small-scale service establishments, including small offices and restaurants, home-based businesses, and civic and community uses can be integrated within neighborhoods to add vibrancy to the overall Downtown area.

Potential Uses: Primarily detached and attached single-family homes, backyard cottages, cottage courts, duplexes to fourplexes, and townhouses, no taller than 3 stories.

Secondary uses may include small-format office and home-based business, neighborhood restaurant, live-work units, civic and community uses, places of worship, and neighborhood and community parks.

Suggested Net Density Range: 4-12 DU/Acre

Suggested Intensity Range: 0.1 – 1.0 FAR

COMMUNITY VOICES:

"Balance Downtown uses to have tax-generating businesses without undermining social assets, i.e., parks, landmarks, churches, etc".

DOWNTOWN CORE

Desired Intent & Character

As the Town's primary activity center, Downtown Wellington is intended to be highly connected to an efficient network of motorized and non-motorized connections. Its character is based on historic and civic buildings, ample and landscaped sidewalks, groomed and activated alleys, public art, and gathering spaces—all designed with a pedestrian scale perspective that gives the Downtown a unique sense of place and contributes to community pride.

As property owners choose to reinvest in the Downtown, Main St. uses should encourage 'select' infill of vacant residential and commercial areas and slightly increase the height of existing buildings (3 stories) to support upper level residential uses. Changes to Harrison Ave. and McKinley Ave. should allow neighborhood-oriented business uses that support and maintain the area's character and do not drastically alter the look of existing buildings.

These changes will result in more foot traffic for Downtown businesses, allowing them to stay open longer hours and, overall, contributing to a thriving and vibrant Downtown economy.

Potential Uses: Primarily restaurants, specialty retail, offices, housing, urban lodging, and cultural activities, no taller than 3 stories.

Secondary uses may include limited multi-family residential that enhance safety, vibrancy, and retail activity.

Suggested Net Density Range: 8-12 DU/Acre

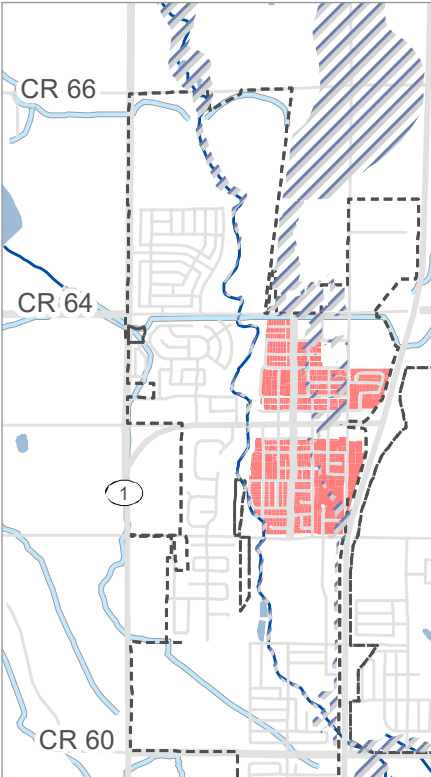
Suggested Intensity Range: 0.5 – 2.0 FAR

COMMUNITY VOICES:

"Promote 2-3 story multi-use buildings in Downtown".

"Address walkability (sidewalks, crosswalks), parking, and streetlights".

LOCATION FOR THIS LAND USE



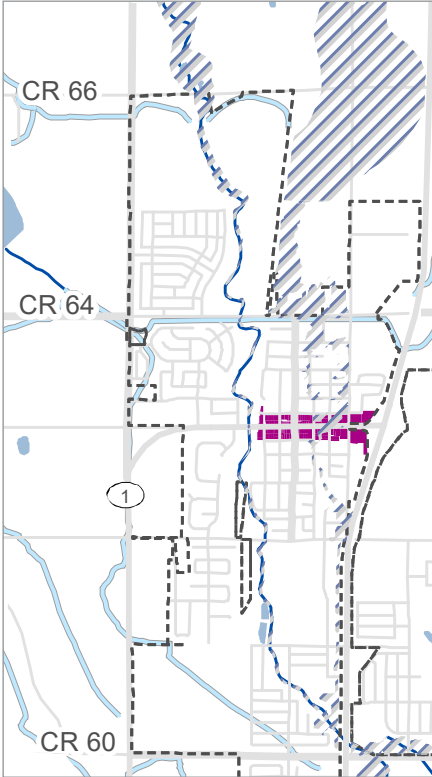
REPRESENTATION OF SUGGESTED DENSITY, USES, AND AMENITIES.



REPRESENTATION OF SUGGESTED DENSITY, USES, AND AMENITIES.



LOCATION FOR THIS LAND USE



Desired Intent & Character

Industrial and light industrial areas are intended to provide a diversity of building types and sizes that support the diverse businesses that contribute to Wellington's economy. These areas should provide sufficient hard surface to allow for movement of goods and should have convenient access to truck routes, railroads, and other major thoroughfares. They should also provide pedestrian connectivity and green space, offering visual relief and natural protection from adjacent uses.

Industrial areas should generally be located interior to the large block of industrial/ light industrial areas as identified on the future land use map.

Light industrial areas differ from traditional industrial areas as these are intended to support light manufacturing jobs that create minimal noise, smell, and road traffic. Typically, light industrial areas should serve as a separator between heavier industrial and surrounding land uses, such as residential and commercial areas.

Potential Industrial Uses: Primarily large format buildings for manufacturing, assembly, warehousing, distribution, and processing. Complementary uses may include research and development.

Potential Light Industrial Uses: small-scale buildings for start-ups, small offices, and live-work flex spaces.

Suggested Net Density Range: N/A

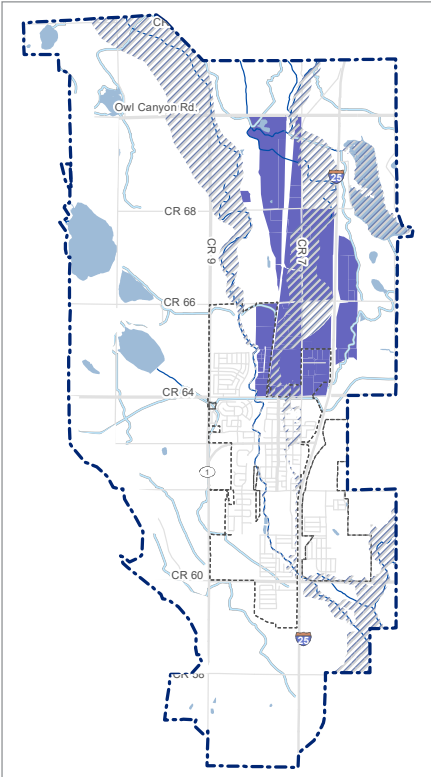
Suggested Intensity Range: 0.1 – 1.0 FAR

COMMUNITY VOICES:

"We need a manufacturing base to generate tax."

"Locally owned [businesses] if possible."

LOCATION FOR THIS LAND USE



REPRESENTATION OF SUGGESTED DENSITY, USES, AND AMENITIES.



Desired Intent & Character

These areas are intended to support the community with accessible walkways, public gathering spaces, and motorized and non-motorized transportation connections and parking that accommodate a large influx of car and pedestrian and traffic. Buildings may be small, mixed with other uses in Downtown, or large, providing joint facilities (library, recreation center, etc.) intermixed in residential or mixed-use areas.

Civic areas should consider building design, materials, and durability; making developments timeless, and favoring form and function over cost. Lastly, these areas should leverage local public art to add beauty and pride to Wellington.

Potential Uses: Town buildings such as offices, the library, community center, and schools; government buildings such as post office and fire department; regional schools or research centers.

Suggested Net Density Range: N/A

Suggested Intensity Range: 0.25 – 2 FAR

COMMUNITY VOICES:

"Add community/social gathering spaces in and around Downtown."

"Construct a new Town Hall."

REPRESENTATION OF SUGGESTED DENSITY, USES, AND AMENITIES.



LOCATION FOR THIS LAND USE

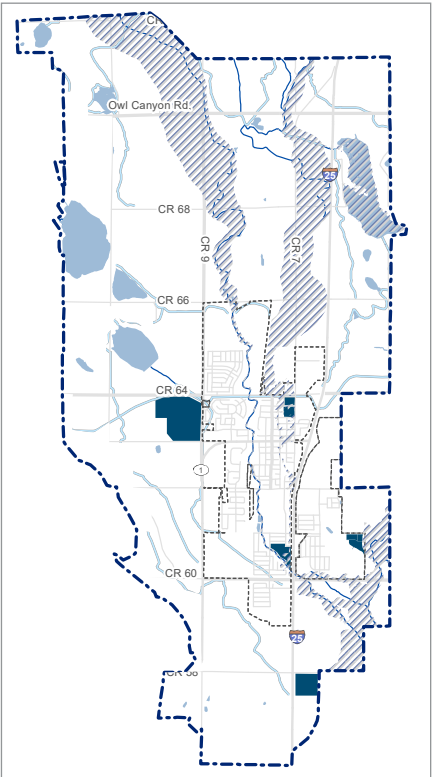




Photo Credit: Logan Simpson, 2019

IMPLEMENTATION

IMPLEMENTATION

Overview

This chapter identifies a series of specific steps to be taken by the Town and community partners to achieve the Plan’s goals and strategies. Since implementation can take time, Town leaders and staff must reassess and prioritize strategic items annually. Implementation measures may be adjusted over time based on availability of new or improved information, changing circumstances, resource availability, and anticipated effectiveness, so long as they remain consistent with the intent of the Comprehensive Plan.

Implementation Strategies

Building on the 2014 Comprehensive Plan, the implementation strategies were confirmed, refined, or expanded. Additionally, community input informed a series of opportunities that resulted in new strategies. The strategies outlined in the implementation tables (over the next pages) support the Community Vision and Themes and are intended to influence future zoning and regulation changes, leverage partnerships, prioritize capital investments, and establish new programs and services. The resources and partnerships required for each strategy should be considered in conjunction with annual budgeting and capital planning.

Strategies are outlined by the following elements:

TYPE

- **Regulatory Reform:** some development regulations and standards will need to be updated to ensure consistency with the goals and strategies in this Plan.
- **Capital Projects:** these major infrastructure investments and funding partnerships are specifically relevant to the implementation of the Comprehensive Plan goals and strategies but should be considered in conjunction with other capital improvements and related plans to determine priorities, project efficiencies, and timing of capital improvement expenditures.

- **Plan or Study:** specific locations or initiatives that may require direction at a more detailed level than what is established in this Comprehensive Plan. These include site-specific development guidelines, master and/or subarea plans, and feasibility or funding studies. These plans and studies may be done by Town Staff and/or consultants alongside an advisory committee made up of Wellington community members and other identified stakeholders.
- **Program or Resource:** these may include developing an educational program, marketing campaign, or a repository of resources to inform the public, encourage civic engagement, and overall, invite the community to contribute to the success of the Comprehensive Plan efforts. Programs and resources may also involve seeking or continuing collaborative efforts (i.e., partnerships) with local and regional organizations.

PRIORITY

This indicates the known level of priority at the moment of developing the Plan. This priority is expected to guide initial decision-making but will need to be updated as the Town leadership reassess priorities and funding opportunities year after year.

- **Low:** should be done if time permits but can be postponed.
- **Medium:** should be done as resources become available and after urgent needs are met.
- **High:** satisfies urgent needs and/or capitalizes on immediate resources (funding, partnerships, etc.) to be easily implemented.

IMPLEMENTATION TIMELINE

- **Short-term:** 0-5 years
- **Mid-term:** 5-10 years
- **Long-term:** 10-20 years or more

ANTICIPATED COST

This indicates a rough estimate range. Precise costs will be evaluated by Town leadership at the time of implementing each strategy.

- **\$:** an anticipated cost less than \$20,000
- **\$\$:** an anticipated cost of \$20,000 - \$100,000
- **\$\$\$:** an anticipated cost over \$100,000

Prioritization Considerations

Ultimately, the Board of Trustees prioritizes the implementation of this Plan. Decisions are made based on a variety of changing conditions and priorities. Prioritization may change based on changing funding levels and/or sources (e.g., grant funding that must be used for a certain type of project); new opportunities for partnerships; and the emergence of new private development projects. The following criteria can help Board of Trustees in determining the priority of strategies to implement:

- **Health, Safety, Welfare, and Code Compliance:** strategies that involve projects that improve public health, safety, welfare, or ensure code compliance.
- **Ease of Implementation:** strategies that capitalize on opportunities to be easily implemented (i.e., low cost with large gains, staff capacity, development-ready projects, available property, etc.).
- **Community Significance:** strategies that provide benefit to a large number of people within the community, contributes to Community Vision and Themes and to balancing needs across the community.
- **Partnerships for Funding:** strategies that leverage partnerships for funding (i.e., Regional Partners, federal or state grants, private sources, etc.).
- **Satisfies Urgent Need:** strategies that satisfy urgent needs within the community (i.e., transportation and safety improvements).

- **Completes Phasing of Current Projects:** strategies that complete phases of current projects that are yet to be completed.

Plan Integration

Town Leadership and the staff should ensure consistency between the Comprehensive Plan and development proposals, the land use codes, and infrastructure capacity. Additionally, the Town should work to integrate the Plan’s strategies into the Town’s Capital Improvement Plans to ensure implementation. For this reason, the development of an annual workplan is recommended.

Annual Workplan

Each year, Town Leadership including the Town Administrator and Planning and Public Works Directors, among others, should jointly develop a workplan with key strategies for the year. Using the Implementation Table in this Plan as a guiding document, the group should assess any changing and pressing priorities and capitalize on known resources and partners for the year.

Monitoring Progress

Tracking progress over time is crucial to ensuring the success of this Plan. It can be easy to lose track of how many improvements are made over time or to focus on strategies that steer away from identified priorities, targets, or resources. For this reason, a separate working (Excel) file was created for Town Staff to ensure the systematic documentation of achievements, obstacles, and shortcomings and, most importantly, to correct the course of action when needed.

Plan Updates

Though the goals and strategies contained in this Plan were developed to guide the Town’s decision-making into 2040, the Plan is intended to be flexible and adapt to changing conditions. The Plan should be reviewed and updated at least every 5 years. Minor modifications may occur in interim years whenever major demographic shifts or policy changes occur that would impact the accuracy and direction of the elements in this Plan. As change occurs, however, the Plan’s Community Vision and Themes should continue to provide the foundation for the Plan.

Implementation Tables

Over the next pages, color-coded tables illustrate the strategic actions and implementation elements categorized by the four community themes.

COMMUNITY COHESION (CC) GOALS & STRATEGIES	TYPE	PRIORITY	TIMELINE	ANTICIPATED COST
CP GOAL 1. MAINTAIN AND ENHANCE THE COMMUNITY'S CHARACTER AND CULTURE.				
CP 1.1. Develop and upgrade gateways (per Future Land Use Map) and establish appropriate and recognizable signage to bring attention to the Town.	Capital Project	Low	Long term	\$\$\$
CP 1.2. Update the Land Use Code to allow for flexible spaces and convertible streets that support a wide range of uses including local festivals and events.	Regulatory Reform	Medium	Short term	\$
CP 1.3. Create design guidelines that celebrate and preserve distinct features throughout Town, making each area/neighborhood unique.	Regulatory Reform	Medium	Short term	\$
CP 1.4. Continue to ensure that land use decisions made by the Town are in accordance with fundamental private property rights.	Regulatory Reform	High	Ongoing	\$
CP 1.5. Evaluate service capacity and facility needs for the library and senior center.	Plan or Study	Low	Long term	\$
CP 1.6. Collaborate with event organizers and local businesses to support them in following ADA guidelines to ensure spaces and events are accessible.	Program or Resource	High	Ongoing	\$
CP 1.7. Collaborate with event organizers to develop a community corps of volunteers that support Town events. Alongside this effort, develop a code of conduct for keeping Wellington well—encouraging community members to take pride in taking care of public amenities.	Program or Resource	Medium	Ongoing	\$
CP GOAL 2. ENSURE THAT EXISTING AND FUTURE RESIDENTIAL DEVELOPMENTS CONTRIBUTE TO ENHANCING QUALITY OF LIFE.				
CP. 2.1. Update the Land Use Code to allow a greater mix of housing types and styles that cater to a variety of families, including older adults, first time home-buyers, lower income earners, and people with disabilities, among others.	Regulatory Reform	High	Short term	\$
CP. 2.2. Support Housing Catalyst in their mission to provide affordable housing.	Program or Resource	High	Ongoing	\$
CP. 2.3. Identify incentives to encourage new housing developments and retrofits to include energy-efficient and water-wise materials and practices while ensuring homes are both affordable and cost comparable.	Regulatory Reform	High	Short term	\$
CP. 2.4. Update off-site improvement requirements to include separation buffers for bicyclist and pedestrian safety and comfort as well as adequate connections between destinations and directional signage.	Regulatory Reform	High	Short term	\$
CP. 2.5. Ensure adequate park, trail, and open spaces are added to land use mix as the population grows.	Regulatory Reform	High	Ongoing	\$

CP. 2.6. Identify partners and resources to build a campaign to promote air quality in and around Wellington to ensure air quality is maintained as Wellington and the North Front Range continues to grow.	Program or Resource	Low	Long term	\$
CP GOAL 3. ENHANCE, MAINTAIN, AND INCREASE RECREATIONAL SPACES AND NATURAL AMENITIES SO THEY CAN BE ENJOYED BY ALL AGES AND ABILITIES.				
CP. 3.1. Update the 2015 Parks and Trails Master Plan to develop a visionary network of accessible and connected trails and parks.	Plan or Study	Medium	Short term	\$
CP. 3.2. Develop criteria to create and update the level of service standards for parks and open spaces to ensure public spaces are safe, illuminated, accessible, and clean.	Regulatory Reform	Medium	Short term	\$
CP. 3.3. Identify locations for larger, regional parks.	Plan or Study	Low	Long term	\$
CP. 3.4. Collaborate with CSU's Agricultural Sciences Department and Wellington's Parks Advisory Board (PAB) to incorporate thematic opportunities for environmental and historical education in the design of recreational areas and trails (e.g., markers that identify species, farms, and the historical significance of land).	Program or Resource	Low	Long term	\$
CP. 3.5. Promote the involvement of community members (of different backgrounds, ages, and abilities) in designing outdoor public spaces that can be enjoyed by all.	Program or Resource	High	Ongoing	\$
CP. 3.6. Assess the need and timing for a recreational facility that can offer more opportunities for recreation.	Plan or Study	Low	Long term	\$
CP. 3.7. Collaborate with Colorado Parks & Wildlife to increase year-round access to nearby natural areas—including NPIC reservoir #4 as a possible recreational area—and ensuring ways to waive user fees or keep to a minimum.	Program or Resource	High	Short term	\$
CP. 3.8. Work with the community, Parks and Recreation Department, and the Parks Advisory Board to identify a location for and build a new wheel park for the use of skateboards, roller blades, bicycles, wheelchairs, etc.	Plan or Study	Medium	Mid term	\$
CP GOAL 4. ENSURE RESIDENTS AND VISITORS ARE AND FEEL SAFE.				
CP. 4.1. Provide responsive, local law enforcement at the level and in the areas necessary to ensure public safety.	Program or Resource	High	Ongoing	\$
CP. 4.2. Identify a funding source for anticipated future law enforcement needs necessitated by growth.	Program or Resource	Medium	Ongoing	\$
CP. 4.3. Identify and implement Crime Prevention through Environmental Design (CPTED) strategies in key Town areas.	Program or Resource	Medium	Ongoing	\$
CP. 4.4. Collaborate with the community to ensure the provision of community spaces to host after school programs and recreational opportunities for the area youth.	Program or Resource	High	Ongoing	\$
CP GOAL 5. ENCOURAGE DEVELOPMENT PROJECTS AND THE COMMUNITY TO EMBRACE AND SUPPORT AGRICULTURAL HERITAGE AND HEALTHY FOOD NETWORKS				
CP. 5.1. Update the Land Use Code to encourage inclusion of agricultural elements and themes (e.g., orchards, community gardens, repurposing agricultural structures, etc.) into the design of development.	Regulatory Reform	Medium	Short term	\$
CP. 5.2. Collaborate with new and existing neighborhoods, the school district, and other community partners to implement agricultural elements and themes in neighborhoods and facilities.	Program or Resource	Medium	Ongoing	\$

CP. 5.3. Establish relationships and collaborate with local agricultural producers, community partners and the business community in order to create new opportunities to connect local residents with local agricultural products (e.g., small scale farming operations, Community Supported Agriculture, and small vegetable stands) and to develop an Agricultural Day to raise awareness of and build pride for local agriculture.	Program or Resource	Medium	Ongoing	\$
VIBRANT & HISTORIC DOWNTOWN (DT) GOALS & STRATEGIES	TYPE	PRIORITY	TIMELINE	ANTICIPATED COST
DT GOAL 1. IMPROVE THE APPEARANCE AND VITALITY OF DOWNTOWN TO ACHIEVE AND SUPPORT AN ECONOMIC, SOCIAL, AND CULTURAL CENTER FOR THE TOWN.				
DT. 1.1. Undertake and implement a Downtown Master Plan that considers Centennial Park.	Plan or Study	High	Short term	\$\$
DT. 1.2. Develop Downtown Design Guidelines to reflect community values and needs (e.g., enhanced streetscape, connectivity, gathering places, and accessibility, among others); to promote the preservation, renovation, and adaptive reuse of historic structures; and to provide clear regulatory guidance for decision-making.	Regulatory Reform	High	Short term	\$
DT. 1.3. Support applications for appropriate grants/funding from the National Trust for Historic Preservation.	Program or Resource	High	Ongoing	\$
DT. 1.4. Assess feasibility to implement programs and incentives to address preservation and rehabilitation of historic buildings and landmarks at time of development review.	Plan or Study	Medium	Mid term	\$
DT. 1.5. Plan for improvement and development of parks and greenspace to increase social gathering places.	Plan or Study	Medium	Ongoing	\$
DT. 1.6. Explore the redevelopment of Centennial Park as a type of central meeting place for community wide events and activities, and ensuring the involvement from a variety of Town stakeholders including the Main Street Program, Wellington Chamber of Commerce, Farmer's Market, Downtown Residents, Downtown Businesses and Daycares, Boys & Girls Club, and others.	Plan or Study	High	Short term	\$
DT. 1.7. Explore leveraging the Town-owned properties (e.g., along the west side of the train tracks) to enhance trail connections and contribute to the expansion of public spaces (adaptable plaza or space for pop-up events, food trucks, etc.).	Plan or Study	High	Short term	\$
DT. 1.8. Enhance alleys (with art, seating, plantings, pathways, lights, paving, etc.) to contribute to improving community/social gathering spaces in Downtown. Identify opportunities for the community to be a part of beautification efforts.	Program or Resource	Medium	Mid term	\$\$
DT. 1.9. Continue the support of a variety of public art within Downtown.	Program or Resource	Medium	Ongoing	\$
DT. 1.10. Expand Downtown to include Harrison Ave. and McKinley Ave. as well as connecting side streets for buildings within this area to be allowed to convert to a low impact commercial use (e.g., lawyer's office or chiropractic clinic), at the owner's request without altering the look of the building.	Regulatory Reform	High	Short term	\$

DT. 1.11. Develop a plan to further designate pedestrian and bicycle connections within and to Downtown.	Plan or Study	High	Short term	\$
DT. 1.12. Ensure Downtown streetscapes support ADA requirements, offering safe and accessible options for all people.	Capital Project	High	Ongoing	\$
DT GOAL 2. ALIGN DOWNTOWN AND ECONOMIC DEVELOPMENT EFFORTS TO ENSURE A THRIVING BUSINESS ENVIRONMENT THAT SUPPORTS EXISTING AND NEW BUSINESSES				
DT. 2.1. Identify funding resources and work with banks to provide low interest loans to assist property owners in updating buildings to meet current code standards.	Program or Resource	High	Ongoing	\$
DT. 2.2. Identify vacant and underutilized properties and work with the owners to accomplish the Downtown vision and goals. Alongside this effort, assess incentives for infill and compact development in Downtown and surrounding neighborhoods.	Plan or Study	High	Short term	\$
DT. 2.3. Ensure updates to the Land Use Code honor and complement the existing historic character while allowing mixed use building types in and adjacent to the Downtown Core.	Regulatory Reform	High	Short term	\$
DT. 2.4. Collaborate with economic development efforts to identify and actively pursue boutique lodging businesses for Downtown.	Program or Resource	High	Short term	\$
DT. 2.5. Ensure utilities like high-speed internet, water/ wastewater expansion, adequate electricity capacity, and other essential needs are available for businesses to establish and maintain operations in Downtown.	Capital Project	High	Short term	\$\$\$
DT. 2.6. Amend parking standards for Downtown to improve vitality and economic support of businesses.	Regulatory Reform	Medium	Short term	\$
DT. 2.7. Increase access to and signage for public restrooms to encourage through traffic to stop Downtown.	Program or Resource	High	Short term	\$
DT GOAL 3. MITIGATE FLOODPLAIN IMPACTS TO DOWNTOWN PROPERTIES AND AMENITIES				
DT. 3.1. Ensure Downtown stormwater infrastructure improvements as well as development and redevelopment projects are consistent with the upcoming Stormwater Master Plan.	Capital Project	High	Ongoing	\$
DT. 3.2. Evaluate reconfiguring street and parking standards along SH 1 (Cleveland Ave.) to incorporate plantings and drainage improvements.	Plan or Study	Medium	Short term	\$

THRIVING ECONOMY (TE) GOALS & STRATEGIES	TYPE	PRIORITY	TIMELINE	ANTICIPATED COST
TE GOAL 1. DIVERSIFY THE TOWN'S ECONOMIC BASE				
TE. 1.1. Ensure land uses and supporting infrastructure and utilities are available to provide opportunities for needed services (grocery store, pharmacy, assisted living, and similar identified service providers) and home businesses to establish their businesses in Wellington.	Regulatory Reform	High	Ongoing	\$
TE. 1.2. Leverage activity centers (illustrated in the Future Land Use Map) to promote land uses that would capture traffic to and from nearby destinations to draw visitors to our local businesses.	Program or Resource	High	Ongoing	\$
"TE. 1.3. Collaborate with Economic Development efforts to ensure land uses are available for: •Hosting regional sports competitions to build pride among local youth and attract sports tourism. •Businesses that can build on regional recreation such as year-round indoor entertainment, sporting goods store, and bicycle shops. •Businesses such as hotels and restaurants to locate along the I-25 Corridor and Owl Canyon Road. •A food commissary that supports food trucks and food startups.	Program or Resource	High	Ongoing	\$
TE. 1.4. Leverage the BNSF railroad spur north of Town to attract key businesses to the area.	Program or Resource	High	Short term	\$
TE. 1.5. Evaluate a lodging tax to support local tourism and recreation programs and facilities.	Plan or Study	Medium	Short term	\$
TE. 1.6. Encourage appropriately integrated lodging options throughout Town, including bed and breakfasts, motels, and hotels.	Program or Resource	Medium	Ongoing	\$
TE GOAL 2. BALANCE COMMERCIAL, INDUSTRIAL, AND RESIDENTIAL LAND USES TO ENSURE A VARIETY OF CONVENIENT AMENITIES AND APPROPRIATE INFRASTRUCTURE.				
TE. 2.1. Regularly assess the need to update development impact fees that align with community needs and regional best practices to enhance amenities and appropriately cover infrastructure costs.	Regulatory Reform	Low	Ongoing	\$
TE. 2.2. Ensure land use standards accommodate a variety of businesses so small local businesses, big box, and chain stores have available options.	Regulatory Reform	Medium	Short term	\$
TE. 2.3. Promote architecture and design aesthetics that are honor the Town's rural, historic, and agricultural heritage.	Program or Resource	Low	Mid term	\$
TE. 2.4. Work with CDOT to assess the opportunity of having a Rest Area/Travel Plaza designated for use during closure of I-25 to relieve the congestion of semi-trucks on community streets/parking areas during inclement weather.	Plan or Study	Medium	Short term	\$
TE. 2.5. Ensure new industrial developments are consistent with the Infrastructure and Water Efficiency Plans.	Regulatory Reform	Medium	Short term	\$
TE GOAL 3. PROMOTE AGRITOURISM AS A KEY SECTOR FOR WELLINGTON'S ECONOMY.				
TE. 3.1. Provide agritourism as an allowed use in appropriate zone districts.	Regulatory Reform	Low	Mid term	\$

TE. 3.2. Highlight and align economic development programs and tools to include opportunities for local agricultural, tourism, and recreation industries. This effort should also include working with local groups to develop, establish, and maintain a repository of available resources for interested parties to engage in agritourism activities.	Program or Resource	Low	Mid term	\$
TE. 3.3. Encourage urban farming.	Program or Resource	Low	Short term	\$
TE. 3.4. Promote the creation of a farmer's market or work with County to expand farmer's market to Wellington.	Program or Resource	Low	Short term	\$
TE. 3.5. Collaborate with existing regional efforts that support and encourage agritourism.	Program or Resource	Low	Short term	\$

TE GOAL 4. DEVELOP A SUPPORTIVE BUSINESS ENVIRONMENT THAT AIDS IN CREATING A THRIVING LOCAL ECONOMY.

TE. 4.1. Balance residential with commercial land uses to promote local job opportunities and needed services for residents.	Regulatory Reform	High	Short term	\$
TE. 4.2. Identify and address municipal and administrative barriers to business development.	Plan or Study	Medium	Mid term	\$
TE. 4.3. Communicate with existing businesses to understand needs and plans for expansion and retention within the community.	Program or Resource	High	Short term	\$
TE. 4.4. Ensure appropriate land uses are available for the establishment of local organizations like non-profits, places of worship, and cultural facilities like museums, among others.	Plan or Study	Low	Mid term	\$
TE. 4.5. Assess feasibility of financing and funding options such as tax increment financing, site acquisition and preparation, revolving loan funds, and tenant improvement assistance to incentivize businesses and job creation.	Plan or Study	Medium	Mid term	\$
TE. 4.6. Increase coordination for tourist-oriented development signage (blue signs on CDOT roads) that promote local businesses and reduce the need for very large signage.	Program or Resource	Medium	Mid term	\$

RELIABLE & RESILIENT PUBLIC SERVICES FACILITIES & PROGRAMS (F&P) GOALS & STRATEGIES	TYPE	PRIORITY	TIMELINE	ANTICIPATED COST
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F&P GOAL 1. ENSURE A MAINTAINED LEVEL OF SERVICE AND EFFICIENT EXTENSION OF SERVICES WITHIN THE GMA.

F&P. 1.1. In partnership with Public Works, collaborate on an infrastructure master plan and planning documents to proactively guide and evaluate Town growth and limitations.	Plan or Study	Medium	Mid term	\$
F&P. 1.2. Ensure the expansion and upgrades of utilities, infrastructure, and amenities are consistent with Town Plans (e.g., Water Efficiency, Stormwater Management, Emergency Preparedness, Infrastructure Plan, and this Comprehensive Plan) and that key projects are included in the five-year Capital Improvements Plan.	Capital Project	Medium	Ongoing	\$\$\$
F&P. 1.3. Develop a monitoring and reporting system across all Town departments to ensure efficient upgrades and extensions of utilities and services (water, sewer, stormwater, streets, sidewalks, parks) and private service providers (cable, Internet, phone, recycling) that meet a fair rate structure.	Program or Resource	Medium	Mid term	\$

F&P. 1.4. Develop an ADA and community informed project list for the review, maintenance, and update of streets and public spaces and assess the need for priority projects to be included in the Town's Capital Improvements Plan.	Program or Resource	Medium	Mid term	\$
F&P. 1.5. Coordinate with entities to assess options for improving and diversifying private broadband and/or other high-performance networks to encourage professional and technical companies to locate in Wellington and to offer improved services to residents and schools.	Plan or Study	Medium	Mid term	\$
F&P. 1.6. Identify criteria to ensure an appropriate level of service reaches all residents within Town limits and promote the efficient and logical extension of infrastructure services within the Town's GMA boundary (focusing first on the SH-1 corridor and CR 58)	Plan or Study	Medium	Mid term	\$
F&P. 1.7. Monitor development and growth in relationship to water supply and wastewater facility capacity.	Plan or Study	high	Short term	\$\$
F&P. 1.8. Ensure the Town's Landscape and Irrigation Standards assess options and locations for green stormwater infrastructure that address water runoff and supply and contribute to a more attractive and resilient urban environment. Alongside this effort, ensure guidelines are provided for residents who want to contribute to this effort (e.g., via rain gardens, permeable pavements, planter boxes, etc.).	Plan or Study	Medium	Short term	\$
F&P. 1.9. Identify and define natural hazards and sensitive areas and recommended setbacks or mitigation to more appropriately incorporate these areas into planning efforts (e.g., hazard mitigation, environmental conservation, recreation and access) and to reference them in development reviews.	Plan or Study	Medium	Mid term	\$
F&P. 1.10. Assess opportunities and partners to develop a Wellington-specific emergency preparedness plan or guidelines to address most-likely scenarios for identified threats.	Plan or Study	High	Short term	\$
F&P. 1.11. Formalize Intergovernmental Agreements with Larimer County, nearby municipalities, and utility providers to enhance and streamline joint land use planning, utilities delivery, revenue sharing, and growth boundaries among other considerations.	Regulatory Reform	Medium	Mid term	\$
F&P. 1.12. Identify appropriate leadership to partner and build influence at the County and State levels to ensure Wellington's needs are considered and respected.	Program or Resource	Medium	Mid term	\$
F&P. 1.13. Implement the Wastewater Collection System Master Plan, including consideration of service area boundaries in the southern portion of the GMA and coordination with Boxelder Sanitation District to evaluate efficient extension of infrastructure between wastewater utility service providers.	Plan or Study	Medium	Mid term	\$

F&P GOAL 2. ENSURE NEW DEVELOPMENTS CONTRIBUTE TO ESSENTIAL COMMUNITY SERVICES AND INFRASTRUCTURE.

F&P. 2.1. Develop and promote comprehensive and predictable guidelines for developers to easily follow processes, access resources, and comply with Town requests and priorities as they complete development reviews.	Program or Resource	High	Short term	\$
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F&P. 2.2. Require new utilities and existing overhead utilities to be underground for major development projects.	Regulatory Reform	Medium	Mid term	\$
F&P. 2.3. Require new development to demonstrate how they will connect to and improve the existing networks for active transportation, vehicular traffic, open space and parks, and essential infrastructure for water, wastewater, and stormwater.	Regulatory Reform	Medium	Mid term	\$
F&P. 2.4. Assess community desire to update land use and building codes that would require (or incentivize) development to meet updated quality, durability, accessibility, and infrastructure standards.	Program or Resource	Medium	Mid term	\$
F&P. 2.5. Host regular meetings with school, fire, and parks and recreation departments to collaborate on upgrades to existing facilities and on securing locations for new facilities.	Program or Resource	Low	Mid term	\$
F&P. 2.6. Review and update impact fees for all developments on a regular basis (identify time frame) so these developer paid fees contribute to parks and active transportation network enhancements, among other community benefits.	Plan or Study	Medium	Mid term	\$
F&P. 2.7. Assess opportunities (e.g., conservation easements, Transfer of Development Rights, etc.) so landowners don't feel pressured to have to sell their land to a developer and can continue to have a working farm or open land.	Plan or Study	Low	Mid term	\$
F&P GOAL 3. ENHANCE TOWN HALL FACILITIES AND SERVICES.				
F&P. 3.1. Continue assessing the feasibility of a new Town Hall that unifies all Town services and creates a civic hub.	Plan or Study	Low	Ongoing	\$
F&P. 3.2. Collaborate with local and regional schools to create internship opportunities for individuals of all ages to learn about and contribute to Town affairs.	Program or Resource	Low	Mid term	\$
F&P. 3.3. Advertise and promote opportunities for Boards and Commissions' positions with the community at large.	Program or Resource	Low	Short term	\$
F&P. 3.4. Share planning-related information and resources in the Town's monthly newsletter and via social media platforms.	Program or Resource	Low	Short term	\$
F&P. 3.5. Maintain and enhance transparent and timely communication of Town projects and updates to the community.	Program or Resource	Low	Ongoing	\$
F&P. 3.6. Pursue more regional, state, and federal grant opportunities and seek grant writing assistance to capitalize on funding opportunities.	Program or Resource	Medium	Ongoing	\$
RELIABLE & RESILIENT PUBLIC SERVICES TRANSPORTATION (T) GOALS & STRATEGIES				
T GOAL 1. CREATE AN EFFICIENT AND SAFE TRANSPORTATION SYSTEM FOR ALL MODES OF TRANSPORTATION WITHIN AND BEYOND TOWN BOUNDARIES.				
T. 1.1. Finalize a Transportation Master Plan that appropriately classifies streets and develops standards for development that addresses all modes of transportation.	Plan or Study	Medium	Short term	\$
T. 1.2. Work with the community to develop an ADA Transition Plan which outlines how the Town will remove barriers in its transportation system that limit accessibility for people with disabilities and limited mobility.	Plan or Study	High	Ongoing	\$

T. 1.3. Pursue Quiet Zone designations for the Town's railroad crossings, which would allow trains to pass through without sounding their sirens. Minimum requirements from the Federal Railroad Administration for a Quiet Zone include active grade-crossing devices (i.e., signals and gates) and appropriate warning signage.	Regulatory Reform	Low	Long term	\$
T. 1.4. Add crossing gates to railroad crossings at G.W. Bush Ave. and Washington Ave.	Capital Project	Medium	Short term	\$\$
T. 1.5. Assess feasibility of grade separation at rail crossings to mitigate congestion.	Plan or Study	Medium	Short term	\$
T. 1.6. Work with Larimer County to establish urban street standards for transition areas between Town and County jurisdictions.	Regulatory Reform	Medium	Mid term	\$
T. 1.7. Identify and address paving needs for roads east of I-25.	Plan or Study	Medium	Mid term	\$
T. 1.8. Adopt a Complete Streets Policy that identifies design standards that support the safety of all transportation modes on roadways.	Regulatory Reform	Medium	Mid term	\$
T. 1.9. Prioritize the construction of high priority trails and sidewalks and work to find solutions that reduce trail gaps and improve connectivity regardless of built and natural barriers, like the highway and floodplains.	Capital Project	High	Long Term	\$\$\$
T. 1.10. Require new developments and develop guidelines for road retrofits to provide in-road shoulders at key locations that support Emergency Services.	Regulatory Reform	Medium	Short term	\$
T. 1.11. Assess needs, locations, and incentives for privately run electric vehicle charging stations. Alongside this effort, leverage the I-25 designation as an Alternative Fuels Corridor to plan for the provision of EV infrastructure.	Plan or Study	Low	Mid term	\$
T. 1.12. Increase and improve trail connectivity and establish routes for travelling to everyday destinations.	Capital Project	High	Mid Term	\$\$\$
T. 1.13. Identify strategies and funding mechanisms for development of a second I-25 interchange for improved access to the Town and include design considerations for motorized and non-motorized crossings.	Plan or Study	Medium	Mid term	\$
T. 1.14. Identify strategies for improved traffic flow and safety along SH 1/CR 9 from CR 64 to CR 58.	Plan or Study	Medium	Mid term	\$
T. 1.15. Pursue federal, state, and regional grant funding opportunities as well as public-private partnerships to implement priority transportation improvements.	Plan or Study	High	Short term	\$
T. 1.16. Work with CDOT to investigate taking on additional control of SH 1 to allow the Town more autonomy.	Plan or Study	Medium	Mid term	\$
T GOAL 2. IMPROVE SAFETY AND CONNECTIVITY OF TRAILS AND SIDEWALKS TO PROVIDE ACTIVE TRANSPORTATION TO EVERYDAY DESTINATIONS, LIKE SCHOOLS, PARKS, DOWNTOWN, AND PLACES FOR WORK, WORSHIP, AND SHOPPING.				
T. 2.1. Consider developing corridor plans that identify and design bicycle and pedestrian enhancements to create greater and more direct connectivity to everyday destinations.	Plan or Study	Medium	Short term	\$
T. 2.2. Identify partnerships and resources for developing a Safe Routes to School program.	Program or Resource	Medium	Short term	\$
T. 2.3. As part of a Downtown Master Plan, further evaluate cross-section improvement options for Cleveland Ave. through Downtown.	Plan or Study	Medium	Mid term	\$

T. 2.4. Improve and extend the Downtown streetscape and pedestrian amenities along Cleveland, Harrison, and McKinley Avenues, ensuring provision of ample sidewalks, seating, and landscapes, safe crosswalks, lighting, bicycle parking and amenities, and off-street vehicle parking, among other important features.	Capital Project	Medium	Mid term	\$\$\$
T. 2.5. Identify and prioritize trail connectivity from surrounding neighborhoods to Downtown by considering off-street and on-street options for bicycle and pedestrian improvements (consider 3rd Street as a potential option).	Plan or Study	Medium	Short term	\$
T. 2.6. Identify and evaluate enhancing ADA compliance needs for ramps, crossings, and sidewalks across Town.	Plan or Study	High	Short term	\$
T. 2.7. Identify criteria to prioritize implementing ADA compliance and enhancements for key areas like Downtown, near schools, parks and recreation, health care, and grocers.	Plan or Study	High	Short term	\$
T. 2.8. Assess feasibility of implementing a sidewalk/streets fund that would prioritize and implement transportation infrastructure improvements, especially for active transportation (e.g., sidewalks, ramps, on-street bicycle lanes, etc.).	Plan or Study	High	Short term	\$
T. 2.9. Identify criteria for on-street bicycle infrastructure based on roadway classification and, based on these criteria, implement an on-street bicycle network that provides greater access to everyday destinations.	Plan or Study	High	Short term	\$
T GOAL 3. IMPROVE REGIONAL ACTIVE TRANSPORTATION CONNECTIONS.				
T. 3.1. Improve and connect active transportation networks, including trails and on-street bikeways to nearby recreational areas and to regional destinations.	Capital Project	Medium	Short term	\$\$\$
T. 3.2. Identify more regional active transportation connections and partner effectively to implement plans.	Program or Resource	Medium	Mid term	\$
T. 3.3. Continue to support privately funded transportation services for seniors and low-income residents and help identify increased transit options and locations for pick up and drop off.	Program or Resource	Medium	Ongoing	\$
T. 3.4. Collaborate with regional agencies and adjacent communities to assess the feasibility of Wellington joining the North Front Range Metropolitan Planning Organization and/or existing regional transportation services (e.g., Transfort).	Program or Resource	Medium	Mid term	\$
T. 3.5. Develop amenities for regional transit systems, including transfer centers, parking areas, and first/last mile options like shared micro-mobility (i.e., bikes, scooters).	Capital Project	Medium	Mid term	\$\$\$

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Photo Credit: Logan Simpson, 2019

APPENDIX A:

Glossary of Terms

Activated Alleys: public spaces which add a unique character and value to the town and downtown alleys.

Active Transportation: any self-propelled, human-powered mode of transportation, such as walking or using bicycle, scooter, skateboard, or roller blades.

Activity Center: a general term for mixed-use centers that integrate a range of uses and activities which complement and support each other. Typically, an activity center includes a predominant type of use, such as commercial or employment-related, that is then supported by a mix of one or more other uses, such as residential, civic, or institutional.

Agritourism: any activity carried out on a farm or ranch that allows members of the general public, for recreational, entertainment, or educational purposes, to view or enjoy rural activities, including farming, ranching, historic, cultural, harvest-your-own activities, or natural activities and attractions.

Americans with Disabilities Act (ADA): the ADA recognizes and protects the civil rights of people with disabilities and is modeled after earlier landmark laws prohibiting discrimination on the basis of race and gender. The ADA covers a wide range of disability, from physical conditions affecting mobility, stamina, sight, hearing, and speech to conditions such as emotional illness and learning disorders.

American Community Survey: A demographics survey program conducted by the U.S. Census Bureau. Data is collected for 1-year and 5-year periods.

Annexation: the process of bringing property into the Town limits. The Town may annex land one of two ways: by receiving a petition from a consenting property owner with land contiguous with the Town boundary, or when a property has been completely encircled by land located in the Town's jurisdiction (referred to as an "enclave") for a period of no less than three years.

Attached Sidewalk: a sidewalk that lies next to the roadway curb.

Attainable/Affordable Housing: decent, attractive, safe, and sanitary accommodation that is affordable for the full spectrum of the Town's residents. While a cost of no more than 30% of gross household income is a good rule of thumb for affordability, there will be some circumstances where higher or lower thresholds may be more applicable.

Arterial Streets: similar in role to arteries in human physiology, arterial streets are high-volume roadways that deliver motorized traffic between urban centers and connect local streets to highways. They are often classified as major or minor arterial streets depending on their capacity and particular functions.

At-Grade Street Crossing: an intersection where a roadway crosses the street at the same level or grade.

Best Practices: methods or techniques found to be the most effective and practical means in achieving an objective (such as preventing or minimizing pollution) while making the optimum use of resources.

Buffer: 1) a strip of land, fence, or border of trees, etc., between one land use and another, which may or may not have trees and shrubs planted for screening purposes, designed to set apart one use area from another. An appropriate buffer may vary depending on uses, districts, size, etc.; 2) districts established at or adjoining commercial-residential district boundaries to mitigate potential frictions between uses or characteristics of use.

Census: an official enumeration of the population, with details as to age, sex, occupation, etc.

Civic: relating to the duties or activities of people in relation to their town, city, or local area.

Collector Road: a low-to-moderate-capacity road which serves to move traffic from local streets to arterial roads.

Commercial Node: the concentration of commercial development near the intersection of major arterials so as to prevent the linear or "strip" development along major arterials and collector streets.

Community Vision and Themes: these are the foundational elements on this Comprehensive Plan and were developed based on community input collected throughout the planning process. The community vision depicts what the Wellington community envisions to be in the next 20 years. The community themes include the key elements important to the community and are the foundation for the goals and strategies in this document.

Compatible Land Use: a land use which may by virtue of the characteristics of its discernible outward effects, exist in harmony with an adjoining land use of differing character. Effects often measured to determine compatibility include, but are not limited to, noise, odor, light, and the presence of physical hazards such as combustible or explosive materials.

Comprehensive Plan: a community driven, long-range plan designed to guide decision-making for Town leaders and to help community members understand future development and redevelopment considerations over the next 20 years.

Connectivity: the degree to which roads and paths are connected and allow for direct travel between destinations.

Conservation Easements: a voluntary legal agreement between a landowner and another entity (usually a land trust) that places restrictions on the use of a piece of property. Common examples of use restrictions include prohibiting building on the property or preventing mining on the property. That said, landowners retain many of their rights, including the right to use the land (for purposes such as agriculture) and to sell it or pass it on to their heirs.

Cost-Burdened Households: households who pay more than 30% of their income for owning or renting a home and who may experience hardship affording necessities such as food, clothing, transportation, and medical care.

Crime Prevention through Environmental Design (CPTED): a multi-disciplinary approach of crime prevention that uses urban and architectural design and the management of built and natural environments. CPTED strategies aim to reduce victimization, deter offender decisions that precede criminal acts, and build a sense of community among inhabitants so they can gain territorial control of areas, reduce crime, and minimize fear of crime. CPTED is pronounced 'sep-ted' and it is also known around the world as Designing Out Crime, defensible space, and other similar terms.

Curb Extension or Bulb-Outs: when the sidewalk extends into the parking lane to narrow the roadway and provide additional pedestrian space at key locations be it corners or mid-block.

Density: for residential areas, the number of homes per net acre of land. For non-residential areas, by floor area ratio: the number of square feet of building area per net acre of land.

Design Guidelines: written statements, explanatory material, graphic renderings and/or photographs intended to inform property owners and the public of specific examples of techniques and materials appropriate to achieve identified design goals and objectives.

Detached Sidewalk: a sidewalk that is separated from the roadway by a hardscape or landscaped buffer (i.e., separator).

Downtown: the core area of Wellington that has a mix of residential, business, and civic uses.

Economic Development: establishing new businesses and increasing the number of economic growth practices that can grow a local economy through diversification, number, or partnerships.

Economic Profile System (EPS): a tool created by Headwaters Economics to build customized socioeconomic reports of U.S. counties, states, and regions. EPS uses published statistics from federal data sources, including the U.S. Census Bureau, Bureau of Economic Analysis, and Bureau of Labor Statistics. The Bureau of Land Management and Forest Service have made significant financial and intellectual contributions to the operation and content of EPS.

Fixed-Route: buses, vans, light rail, and other vehicles that operate on a predetermined route according to a predetermined schedule. These types of systems have printed or posted timetables and designated stops where riders are picked up and dropped off.

Floodplain/ 100-year floodplain: a floodplain is a generally flat area of land next to a river or stream. It stretches from the banks of the river to the outer edges of the valley. 100-year floodplain refers to any area that has a one percent chance of experiencing a base flood in any given year.

Future Land Use Map (FLUM): a map that illustrates desired growth patterns by identifying the characteristics and location of land use within the Town.

Gateway entrances: attractive and celebratory entrances that welcome residents and visitors into town. Key gateway entrances, like near the Downtown, may serve to help slow traffic well outside Town limits.

Goal: illustrate desired future ideals and are derived from the community vision and themes.

Green Infrastructure: the interconnected system of parks, open space, trails, waterways and other natural areas that connect the Town to its natural environment and which provides environmental functions and benefits like mitigating stormwater runoff.

Growth: an increase in Wellington's population and/or area. The increase may be the result of natural population growth through births exceeding deaths, in-migration, or annexation.

Growth Management Area (GMA): an area beyond Town limits that can reasonably be expected to annex as growth continues. Properties within the GMA will only become a part of the municipality at the desire of the property owner, and as these areas become adjacent to an expanding Town boundary.

Growth Rate: a measure over time of the increase or decrease in Town population compared to the Town's population at a specified date. Growth rates are usually expressed as a percentage and applied to time increments of one, five, or ten years.

Hazardous Areas: areas prone to danger due to natural or man-made features. Often a floodplain is considered a hazardous area as damage to life and property can occur in the event of a flood.

Health: a state of physical, mental, and social well-being, and not merely the absence of disease or infirmity. Health is a resource for everyday life, not the objective of living. Health is a positive concept emphasizing social and personal resources, as well as physical capacities.

Human Scale: elements of the physical environment and design that match and compliment the size, scale, and speed of an individual operating as a pedestrian, and that encourage activity and interactions at an interpersonal level.

Infill Development: the development or redevelopment of vacant, abandoned, or under-utilized properties within developed areas of the Town, and where water, sewer, streets, and fire protection have already been developed and are provided. Infill is located within land subdivided for at least 35 years.

Infrastructure: the basic facilities and installations that help a government or community run, including roads, schools, phone lines, sewage treatment plants, and power generation, among others.

Intensities (of Land Uses): refers to the extent to which a land parcel is developed in conformity with zoning ordinances, typically measured by the floor area ratios (FAR) to indicate the gross floor area divided by the lot area).

Intergovernmental Agreement (IGA): any agreement that involves or is made between two or more governments in cooperation to solve problems of mutual concern.

Functional Classification of a Street: the process by which streets and highways are grouped into classes, or systems, according to the character of traffic service that they are intended to provide.

Land Use: characteristic of the typical development or activity that occurs on the land.

Leapfrogging Development: when developers skip over land to obtain cheaper land further away from cities, thus, leaving huge areas empty between the city and the new development.

Local roads: serve the highest level of access, provide direct driveway access to adjacent properties, and carry traffic to collectors.

Major Collectors: distribute traffic throughout the community similarly to arterials, but with less regional connectivity. They provide intra-community continuity and a higher degree of land access than Arterials. Washington Street is an example of a Major Collector.

Minor Collectors: balance a community’s needs for access and mobility; they distribute traffic between neighborhoods and major collectors and arterials. Travel speeds are moderate, and travel distances are short to medium.

Median Household Income: the income cut-off where half of the households earn more, and half earn less.

Micromobility: transportation using lightweight vehicles such as bicycles or scooters, especially electric ones that may be borrowed as part of a self-service rental program in which people rent vehicles for short-term use within a town or city.

Mitigate/Mitigation: measures required or taken to avoid, minimize, compensate for, or offset definable negative impacts of development on the environment, public facilities and services, or other issues of community concern defined by ordinance.

Mixed-Use Development: development that integrates two or more distinct land uses, such as residential, commercial, and office, with a strong pedestrian orientation.

Mobility: methods of getting from point of origin to point of destination. Monitoring: observe and check the progress or quality of (something) over a period of time; keep under systematic review

Multi-Jurisdictional: a group of cities, counties, or a combination of both.

Multi-Modal Transportation: a street or path that supports more than one type of transportation including walking, bicycling, busing, driving, or others.

Net Density: the number of units (expressed in dwelling units DU/ acre) after required infrastructure and critical areas are deducted from the gross area.

Pandemic: an outbreak of a disease that occurs over a wide geographic area and affects an exceptionally high proportion of the population.

Pedestrian-only: an area (usually a plaza or closed street or campus) that allows only walking and does not allow car or bus traffic.

Platted: Geographic boundaries that divide land into parcels.

Primary Job: the highest paying jobs for an individual worker, this includes one job per worker and may be in the public or private sector.

Public Utilities: an organization supplying the community with electricity, gas, water, Internet, or sewerage.

Purposeful Growth: thoughtful and well-planned increases in density and intensity that honor and protect our town character and values. Purposeful growth ensures that our Town's footprint is contained, preserves valuable surrounding farmland and open space, promotes efficiencies in infrastructure provision and maintenance, offers adequate facilities, and advances a thriving economy that makes the town self-sufficient.

Quality of Life: in planning terms, quality of life means the attributes or amenities that combine to make an area a good place to live. Examples include the availability of political, educational, and social support systems; good relations among constituent groups; a healthy physical environment; and economic opportunities for both individuals and businesses.

Resilient/ Resilience: the ability to change, adapt, or prepare for change that allows a return to normal to happen more quickly.

Retrofitted (homes or roads): to furnish or enhance homes or roads with new or modified parts or features not available or considered necessary during the original construction.

Sprawl: 1) Unplanned development of open land. 2) Urban form that connotatively depicts the movement of people from the center of town to the suburbs. Concerns associated with sprawl include loss of farmland and open space due to low-density land development, increased public service costs, and environmental degradation as well as other concerns associated with transportation.

Stakeholders: a person or group who has a vested interest in the project.

Stormwater: the flow of water which results from precipitation and which occurs immediately following rainfall or a snowmelt.

Strategy: outlines a course of action to guide decision-making to achieve the goals.

Streetscape: the overall appearance of a street and the features related to both it and the directly associated public realm, including medians, street trees and other landscaping, street-facing building treatments, entry features, walls, fences, amenities including street furniture and public art, and associated facilities such as street lights, utilities, signage, sidewalks, and trails.

Street Crossing Treatment: improvements that may facilitate safer crossings, for example, high-visibility crossing and conflict zone markings, flashing beacons, and pedestrian hybrid beacons.

Subdivision: the division of a lot, tract, or parcel of land into two or more lots, plats, sites, or other divisions of land for the immediate or future sale or building development.

Tax Increment Financing (TIF): a method of supporting development or redevelopment within a special area with tax revenues used to pay for public improvements.

Three-mile Community of Influence Area: or simply the 3-mile area, corresponds to legal requirements that apply to municipalities. To lawfully annex land, State statute requires, among other things, that a municipality have a plan in place for areas they want to annex (within 3 miles of town boundaries) indicating how they will provide service in the newly annexed areas, and how they will sustain adequate levels of service throughout the rest of the municipality.

Town Character: for Wellington this means, a town character refers to a town shaped by local businesses, supportive infrastructure, a reasonable cost of living, family-friendly amenities, basic services, a vibrant Downtown, outdoor recreation opportunities, and retention of its agricultural heritage.

Transfer of Development Rights (TDR): is a voluntary, incentive based program that allows landowners to sell development rights from their land to a developer or other interested party who then can use these rights to increase the density of development at another designated location. While the seller of development rights still owns the land and can continue using it, a conservation easement is placed on the property that prevents further development. A TDR program protects land resources at the same time providing additional income to both the landowner and the holder of the development rights.

Transitional (Zoning): is a designation given to land uses that are anticipated to change from one use to another, e.g., from residential to commercial, at the time of a development reviews —upon a land owner's request.

Underutilized Lots: developable land within a district that would otherwise qualify as substantially developed land, but which contains land, buildings, and/or structures that are currently underutilized and may potentially be developed or converted into other land uses.

Unincorporated County: area within a County that is not within Town boundaries.

Universal Design: design of the built environment that promotes access, to the greatest extent feasible, for all people regardless of age, size, ability, or disability.

Vacant Lots: an empty or neglected parcel of property that has no buildings on it.

Walkable/Walkability: a physical design and environment with availability of safe, accessible, connected and inviting facilities that encourage and result in more pedestrian activity for a variety of purposes.

Zoning: the municipal or local laws or regulations that govern how land can and cannot be used in within the municipality's planning jurisdiction.



February 29, 2024 Regular Meeting	Items	March 20, 2024 Regular Meeting	Items	April 10, 2024 Regular Meeting	Items	May 8, 2024 Regular Meeting	Items	June 12, 2024 Regular Meeting	Items
Agenda	WCP Memorial	Speaker - Kristin Hammill	Main Streets, TOW events in coordination with PROST/Parks and Rec	Agenda	2015 Comprehensive Plan and Parks Master Plan Review	Speaker	Cody Bird TOW Planning Director		
Agenda	Project List - Ideas and Voting for Movement	Agenda	WCP Memorial Update	Agenda	WCP Memorial Update	Agenda	WCP Memorial Update		
Agenda	Arbor Day	Agenda	PROST Wish List	Agenda	PROST Priorities List	Agenda	Prost Wish List		
Agenda	East Side Dog Park	Agenda	Arbor Day Planning	Agenda	Gus Macker	Agenda	Park and Trails Master Plan		
Agenda	Fishing is Fun Grant	Agenda	Parks and Trails Master Plan	Agenda	PROST BOT Update - Pick a date and Special meeting to complete presentation	Agenda	Tree City USA		

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