



**TOWN OF WELLINGTON
PLANNING COMMISSION**

**April 5, 2021
6:30 PM**

Regular Meeting

Please click the link below to join the webinar:

<https://zoom.us/j/93998421274?pwd=bIJ5RjdNY3BYUHg3VEdEV3VTb1Vsdz09>

Passcode: 096057

Webinar ID: 939 9842 1274

Or One tap mobile :

US: +16699009128,,93998421274# or +12532158782,,93998421274#

Or Telephone:

Dial(for higher quality, dial a number based on your current location):

US: +1 669 900 9128 or +1 253 215 8782 or +1 346 248 7799 or +1 646
558 8656 or +1 301 715 8592 or +1 312 626 6799

-
1. CALL TO ORDER
 2. ROLL CALL
 3. ADDITIONS TO OR DELETIONS FROM THE AGENDA
 4. PUBLIC FORUM
 5. CONSIDERATION OF MINUTES
 - A. Meeting minutes of March 1, 2021
 6. NEW BUSINESS
 - A. Minor Subdivision - Lot 4, Coal Creek Center
 - B. Minor Subdivision - Lot 2, Block 1, Boxelder Commons
 - C. Site Plan Approval - Drive Thru ATM at Lot 1, Block 1, Boxelder Commons
 - D. Draft Comprehensive Plan Discussion
 7. ANNOUNCEMENTS
 - A. Director Report on Administrative Approvals
 8. ADJOURNMENT

The Town of Wellington will make reasonable accommodations for access to Town services, programs, and activities and special communication arrangements. Individuals needing special accommodation may request assistance by contacting at Town Hall or at 970-568-3380 ext. 110 at least 24 hours in advance.



**TOWN OF WELLINGTON
PLANNING COMMISSION
March 1, 2021**

MINUTES

1. CALL TO ORDER

The Planning Commission for the Town of Wellington, Colorado, met on March 1, 2021, in an online web conference at 6:30 p.m.

2. ROLL CALL

Commissioners Present: Bert McCaffrey, Chairperson
Tim Whitehouse
Rebekka Kinney
Eric Sartor
Linda Knaack
Troy Hamman
Berry Friedrichs

Absent:

Town Staff Present: Cody Bird, Planning Director
Liz Young Winne, Planner II
Patty Lundy, Development Coordinator
Bob Gowing, Director of Public Works

3. ADDITIONS TO OR DELETIONS FROM THE AGENDA

None

4. PUBLIC FORUM

None

5. CONSIDERATION OF MINUTES

A. Meeting Minutes of February 1, 2021.

Moved by Commissioner Hamman, seconded by Commissioner Sartor to approve the minutes as presented. Motion passed 5-0. Commissioner Friedrichs and Knaack attended later.

6. NEW BUSINESS

A. Conditional Use for Human Bean Drive Thru in the C1 Zoning District and Site Plan Review at 8121 6th Street.

Cody Bird, Planning Director, presented the staff report.

Robb Casseday from Studio R.E.D. thanked everyone for their time and feels like they have a nice package.

Kendra Shirley the project architect said that they have addressed the following concerns from the last meeting:

- A 3 ½ foot fence was added on the west and south side to screen headlights from adjacent residential properties
- Drainage changes to provide on site stormwater facilities
- Spoke with the O'Reilly Auto Parts store manager about sharing the alley
 - o They were happy to talk and worked out sharing the alley
 - o Added directional signs for the alley
 - o There will be striping of the alley
 - o They will not cause stacking in the alley
- The south driveway access on 6th Street was changed to an exit only

Commissioner Knaack asked if this traffic plan is enforceable? Bird said that once striping and signage are in place, it would be enforceable by law enforcement.

Commissioner Knaack and McCaffrey wanted to know about maximum number of vehicles that could be lined up in the drive thru lanes and if there was potential to block the O'Reilly Auto Parts access. Shirley replied that there are double drive thru lanes and that 20 plus cars can be accommodated. The business can usually serve 10 cars in 10 minutes and added that they have employees help direct vehicles to the different lanes when needed to keep the lines moving. It is not anticipated that the O'Reilly Auto Parts driveway will get blocked by cars entering from the alley access.

Commissioner Hamman wanted to know what would be done if the left turn to get on 6th Street was getting backed up what would happen with them sharing the alley access with O'Reilly's Auto Parts. Shirley replied that employees are trained and that would be factored into their training.

Commissioner McCaffrey asked what the busiest times were. Shirley replied that the busiest time is between 7am and 8am. Commissioner McCaffrey also asked if there was a busy time in the evening. Shirley replied there is not as much of a peak for traffic in the afternoon.

Commissioner Knaack wanted to know if EMS had any concerns. Bird replied that the Fire District did not express any concerns and that a response to a fire would be handled from 6th Street. Captain Pettit, Wellington Fire Protection District confirmed.

Commissioner Friedrichs wanted to know if there were any plans to widen the road. Bird said that there were not any current plans in the works. It might in the future, but it does not warrant it yet with the current traffic volume.

Chairman McCaffrey opened the meeting for public comments.

Melissa Whitehouse commented that the new changes to the revised site plans including the 3 ½ foot fence and changing the driveway to a right-out only were excellent.

Chairman McCaffrey seeing there were no other hands raised, closed the public comment period.

Commissioner McCaffrey asked how many cars visit during peak times. Shirley replied that there were about 78 trips in the morning peak and 29 trips in the evening peak.

Commissioner McCaffrey asked if the engineers were comfortable with this plan. Bob Gowing, Director of Public Works replied that in terms of falling within the best practices of the traffic engineering profession, these plans meet the Town's standards for level of service for all the impacted intersections in the study.

Commissioner Kinney moved to approve the site plans for 8121 6th Street and forward a recommendation to the Board of Trustees to approve the conditional use for two drive thru windows and one walk up window within the C-1 Community Commercial zone district, subject to conditions of approval. Commissioner Knaack seconded. Motion passed 7-0.

B. Amended Site Plan Review – Lot 2, Block 1, Boxelder Commons

Liz Young Winne, Planner II, presented the staff report. The following were highlighted:

- The applicant is proposing to provide some of the approved elements from the prior site plans. The building proposal includes windows on all sides of the building, awnings, and variations to roof lines, wall heights.
- Materials in the agenda packet illustrate that most of the site plan drawings are nearly the same. A couple of changes are proposed for the wall panels, roofing material, and stone veneer and brick accent elements.
- Staff recommends approving the amended site plan pending any final engineering review and all comments have been addressed.

Ed Voltolina with Dorsey QSR, LLC thanked everyone for their time on this and said that they were using the same engineer and landscape architect that was on the approved site plan to help them with this project.

Shane Ritchie with Northern Engineering said that they were the civil engineer on the project and participated in the first application process a few years ago for this site. They have maintained the same level of consideration and detail that was approved previously and think that Dorsey has done a good job of keeping the same team together and making sure all those same considerations were carried into this new application.

Commissioner Knaack asked if Young Winne could explain a little more about the changes to the building architecture because the front of the building appears to be different than the original approved building. Young Winne explained that the original plan was for multiple tenants and now there is just one. This is the biggest reason it looks different. Dollar General has worked hard to make sure that the building elements were there, but it has to look a little different since there is only one front door now. They also kept the full windows and tried to do some of the architectural elements with the different setbacks and the roof lines, as well as the awnings and the lighting features.

Commissioner Knaack also asked about the signage. Young Winne said that the previous approved site plan proposed a monument sign at the site entrance as well as there were some locations identified on the buildings that could be for signs. The applicant has indicated that they intend to return with a sign plan with the revised site plans. Staff requested that staff be able to review and approve signs administratively if all Town requirements are satisfied.

Voltolina mentioned that Dollar General has approved developers and what typically happens is once the store is approved there is a contract with a sign company to apply for the sign permits. He also said that if the monument sign were required, he would work with the sign company to have that done as well.

Commissioner Sartor asked if the site was going to use non-potable water for the landscaping. Young Winne replied that the irrigation water was proposed to use Town treated water. She explained that this question was also raised by staff during plan review and the applicant specifically chosen plant species that are drought tolerant for their water conservation.

Commissioner Friedrich wanted to know about the lighting on Fifth Street and if there are plans to address that. Bird explained that the overall site development had already been started in the early 2000's before the housing recession. The 5th Street lighting was not addressed at that time. Staff is coordinating with the applicant to determine if the site lighting can be modified to meet the site lighting needs and also help to light the pedestrian sidewalk along 5th St.

Commissioner McCaffrey opened the meeting to public comments. Seeing none, the public comments period was closed.

Commissioner Whitehouse moved to approve the amended site plan for Lot 2, Block 1, Boxelder Commons, subject to engineering review and approval and subject to staff comments and authorizing Town staff to work with the applicant to address lighting issues along 5th Street. Commissioner Kinney seconded. Motion passed 7-0.

C. 2021 Planning Commission Meeting Schedule

Bird explained that Planning Commission meetings are typically scheduled on the first Monday of each month. There are a couple of Monday holidays and historically the Commission has just met the following Monday. What we are trying to do is publish those meeting dates so that applicants and their agents know that schedule in advance and can prepare their project schedule around it.

Proposed 2021 meeting dates are included in the agenda packet. The submission deadlines are based on the required 30-day notice period for public hearings. The closing deadlines are reflecting the time that it takes to provide the required 30-day notice, as well as a couple of days for staff to evaluate the application to make sure that it is complete and prepare the required notices.

Commissioner Sartor moved to approve the 2021 Planning Commission schedule. Commissioner Whitehouse seconded. Motion passed 7-0.

7. ANNOUNCEMENTS

A. Director Report on Administrative Approvals

Bird reminded the Commission that a few meetings ago staff had asked for some leeway to do administrative approvals for some of the common applications that are straightforward. Staff will continue to report administrative approvals to the Commission to advise of approvals.

Staff was approached with several requests for administrative approvals. Many of these were encouraged to submit applications that would come to the Commission for a formal review. The Dollar General amended site plan was one of those we did consider doing but because of the architecture impacts, staff determined it was appropriate that the Planning Commission have a chance to review that request. This was one of those decisions that went the other way instead of us doing an administrative approval.

The Days Inn hotel on Sixth Street was approved for upgrading and replacing the wall signs. Some of you may have noticed that the new signs going up are for Quality Inn, reflecting a change in the hotel brand. All sign replacements satisfied the Town's requirements. The hotel did also request a free-standing sign along the highway. Again, staff felt that request was not appropriate for administrative approval. The hotel was advised that if they desired a new pole sign along the highway, they would be able to submit a site plan for the Planning Commission to consider that request. No application for a pole sign has been submitted at this time.

8. ADJOURNMENT

Chairman McCaffrey adjourned the meeting at 8:18 pm.



Planning Commission Meeting

Date: April 5, 2021
Submitted By: Elizabeth Young Winne, Planner
Subject: Minor Subdivision - Lot 4, Coal Creek Center

EXECUTIVE SUMMARY

Subject:

- **Minor Subdivision – Lot 4, Coal Creek Center**

General Location:

- North of 8050 6th St., Wellington.

Applicant/Agent:

- Applicant: Alvarado Development, LLC

Reason for request:

- Divide lot to create a second building site for commercial development.

Background Information:

- The applicant has submitted a request for a minor subdivision plat for Lot 4, Coal Creek Center. The location for the request is north of 8050 6th Street (location map attached).
- The south portion of Lot 4 is currently occupied by Taco Bell.
- The applicant desires to divide Lot 4 to establish a new lot at the north portion of the site for commercial development.
- A potential buyer has not yet been identified by the applicant.
- The property was originally platted as a portion of Coal Creek Center, which includes access easements allowing cross-lot access to adjacent properties.
- The property is zoned C-3 Highway Commercial. The zoning of the property will not be affected by the proposed minor subdivision plat.
- The request is eligible for a minor subdivision plat because all of the following required criteria are satisfied (Sec. 17-4-10):
 - The property has previously been platted within the Town;
 - The entire tract to be subdivided is five (5) acres or less in size;

- The resulting subdivision will produce four (4) or fewer additional lots; and
- There will be no exceptions to the Subdivision Design Standards.
- If the Planning Commission recommends approval of the minor subdivision plat, the recommendation will be forwarded to the Board of Trustees for final action on April 27, 2021.

BACKGROUND / DISCUSSION

Staff Comments:

1. Comprehensive Plan: The Comprehensive Plan (2014) includes 5 key components. The key components are listed below, along with a brief description of how the proposed plat and development addresses each component.

- Managing Growth: The property is within Wellington town boundaries and Town services are already available. A future Developer is responsible for the cost of providing or extending utilities to serve the site, thereby minimizing cost to the Town.
- Land Use: The proposed plat will facilitate commercial growth at the intersection of Cleveland Ave. and Sixth Street. The existing C-3 zoning is appropriate for this type of development and is consistent with the land use component of the Comprehensive Plan.
- Business Development: The proposed location for the commercial development is an infill site that can be compatible with surrounding uses. Increased commercial development will provide increased tax revenues to the Town.
- Infrastructure: Adequate public streets, utilities and stormwater drainage are already available at this site. Any minor extensions needed for the new lot will be provided by the Developer.
- Community Character and Services: When developed, the site will be required to provide public sidewalks connecting the development to adjacent developments and surrounding neighborhoods.

2. Plat Name: The title on the plat is “Final Plat of Minor Subdivision of Lot 4, Coal Creek Center” and is acceptable.

3. Legal Description: The legal description is provided on the plat.

- The surveyor shall provide a closure report.
- The basis of bearings is different from the original plat and therefore, some perimeter bearings have slightly different data between the original and the current plat. The applicant will need to review the bearings and make any needed changes on the final plat.
- The datum for the survey must be identified in the notes.

4. Lots: The requested minor subdivision proposes to divide the existing Lot 4, Coal Creek Center into two lots, creating one additional building site.

- Numbering lots as Lot 4A and Lot 4B is appropriate.
- The applicant provided a conceptual site plan to demonstrate there is sufficient space on Lot 4B to accommodate a generic drive through Quick Service Restaurant (QSR).
- Lot 4A currently is occupied by a Taco Bell.

- Both lots proposed to be created are generally sufficient to accommodate uses permitted within the existing C-3 Highway Commercial zoning district.

5. Streets: The property proposed to be divided is adjacent to a joint access easement that provides access to Sixth Street. Sixth Street is a 2-lane roadway. There are northbound and southbound left turn lanes at the intersection with Roosevelt Avenue. The roadway is generally sufficient to support traffic expected to be generated by development of the site.

6. Access: All access to proposed Lot 4B and existing Lot 4A will be provided via the platted joint access easements serving Coal Creek Center Subdivision. No new accesses to Sixth Street are proposed and no new accesses are allowed.

- It is unclear from the information provided if the joint access easement adjacent to the site is adequate to also serve the adjacent property.
- The joint access shown on the conceptual drawing on the north side of proposed Lot 4B is partially located on the adjacent property. The applicant is required to coordinate with the adjacent property owner to obtain and dedicate the joint access easement.

7. Easements: Existing combined utility, access, and drainage easements are identified on the plat.

- There existing utility, access and drainage easements will remain.
- Existing easements for stormwater sewer infrastructure will remain. The applicant is advised that these easements cannot be encumbered when the site is developed.
- All easements shall be identified as to location, width, and purpose. Additional labels are needed on the final plat drawing.
- Each relevant easement must be marked on the individual parcels.
- Access easements need to be clearly identified as to width and purpose on the final plat. If no access easement exists, one must be dedicated on the plat.

8. Parks and Open Space: The Municipal Code requires developments to provide public open space. Open spaces in commercial developments may consist of plazas, trails, landscaped areas and other civic purposes.

- Due to the size and location of the property, as well as the function of existing business uses, Town staff recommends that the open space requirement be achieved by provision of sidewalks and crosswalks connecting the site to existing public sidewalks and to adjacent developed sites. Sidewalk connections should be made attractive using landscaping, site furnishings and other amenities. This will be addressed in a future development proposal.
- Staff further recommends that the open space as described above be owned and maintained by the property owner.

9. Drainage: Drainage for the property was originally contemplated during the previous plat of Coal Creek Center. At time of development, the applicant and their agent shall provide an engineering letter confirming that the drainage plan for the site is consistent with the original drainage plan.

- The applicant has provided a statement on the plat identifying the flood hazard including reference and date of the effective FEMA Flood Insurance Rate Map (FIRM) per the request of the Town Engineer.

10. Public Improvements: All public improvements are to be designed and constructed to Wellington Standard Design Criteria and Standard Construction Requirements. Design plans shall be reviewed and approved by the Town Engineer prior to construction at time of development.

- **Streets:** Existing northbound turn lanes on Sixth Street at the Cleveland Ave. intersection do not meet standard length requirements and guidelines of the Town.
 - The shortened length of the turn lanes was previously allowed to accommodate a full-access driveway for the Kum & Go site. Kum & Go entered into an access agreement with the Town which identifies conditions of approval to continue to allow the full-access driveway (Recorded March 22, 2007, Reception No. 20070021191).
 - At time of development, Town staff will be requiring completion and submission of a traffic impact study meeting the specifications of the Town Engineer.
- **Sidewalks:** There is an existing sidewalk along Sixth Street and a sidewalk along the south side of the eastward extension of Roosevelt Ave.
 - When the site is developed, the developer will be required to provide for extension of sidewalks to serve the site through the existing parking island.
 - Further sidewalk and pedestrian connectivity needs will be assessed at the time of development.
- **Sanitary Sewers:** Existing public sanitary sewer is available and adequate to serve the development. Service line extensions are the responsibility of the developer.
- **Water and Fire Protection:**
 - Existing public waterlines are available and adequate to serve the development. Service line extensions are the responsibility of the developer.
 - Wellington Fire District staff has reviewed the minor subdivision plat and is not requiring any changes.

11. Miscellaneous:

- Update Planning Commission signature line to "Bert McCaffrey, Planning Commission Chair"
- Update Board of Trustees signature line to "Troy Hamman, Mayor"
- Add Town attest signature block with signature line "Krystal Eucker, Town Clerk"

STAFF RECOMMENDATION

Approve the minor subdivision plat for Lot 4, Coal Creek Center subject to staff report comments, including obtaining an access agreement with the adjacent property owner.

ATTACHMENTS

1. Location Map
2. Minor Subdivision Plat
3. Conceptual Layout as Example



4. Presentation



ROOSEVELT AVENUE

SIXTH STREET

TBD Sixth St.

I-25

FINAL PLAT OF
MINOR SUBDIVISION OF LOT 4, COAL CREEK CENTER

LOT 4, COAL CREEK CENTER,
LOCATED IN PART OF THE SOUTHWEST QUARTER OF SECTION 34,
T. 9 N., R. 68 W. OF THE 6TH P.M., TOWN OF WELLINGTON
COUNTY OF LARIMER, STATE OF COLORADO

CERTIFICATION AND DEDICATION AND OWNERSHIP:

KNOW ALL PERSONS BY THESE PRESENTS THAT ALVARADO DEVELOPMENT LLC, A COLORADO LIMITED LIABILITY COMPANY, BEING ALL THE OWNERS AND LIENHOLDERS OF THE FOLLOWING DESCRIBED PROPERTY, LOCATED IN PART OF THE SOUTHWEST QUARTER OF SECTION 34, TOWNSHIP 9 NORTH, RANGE 68 WEST OF THE 6TH P.M., TOWN OF WELLINGTON, COUNTY OF LARIMER, STATE OF COLORADO, BEING DESCRIBED AS FOLLOWS:

LOT 4, COAL CREEK CENTER, TOWN OF WELLINGTON, COUNTY OF LARIMER, COLORADO AS RECORDED AT RECEPTION NO. 2003013872 IN THE LARIMER COUNTY CLERK AND RECORDER'S OFFICE.

THE ABOVE DESCRIBED TRACT OF LAND CONTAINS 54,120 SQUARE FEET OR 1.242 ACRES IS SUBJECT TO ALL EASEMENTS AND RIGHT OF WAY ON RECORD OR EXISTING AND DO HEREBY DESIGNATED THE SAME AS MINOR SUBDIVISION OF LOT 4, COAL CREEK CENTER.

OWNER: ALVARADO DEVELOPMENT LLC, A COLORADO LIMITED LIABILITY COMPANY,

BY: _____

STATE OF COLORADO)
) ss.
COUNTY OF LARIMER)

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS _____ DAY OF _____, 2020, BY _____ AS _____ OF _____

WITNESS MY HAND AND OFFICIAL SEAL.

MY COMMISSION EXPIRES: _____

NOTARY PUBLIC

PLANNING COMMISSION CERTIFICATE

THIS PLAT IS HEREBY APPROVED BY THE PLANNING COMMISSION OF THE TOWN OF WELLINGTON, LARIMER COUNTY,, COLORADO THIS _____ DAY OF _____ A.D., _____

CHAIRPERSON – WELLINGTON PLANNING COMMISSION

CERTIFICATE OF APPROVAL BY THE BOARD OF TRUSTEES

THIS PLAT IS HEREBY APPROVED BY THE BOARD OF TRUSTEES OF THE TOWN OF WELLINGTON, LARIMER COUNTY, COLORADO THIS _____ DAY OF _____ A.D., _____

MAYOR TOWN OF WELLINGTON, COLORADO

ATTORNEY'S CERTIFICATION

I, _____, AN ATTORNEY LICENSED TO PRACTICE LAW IN THE STATE OF COLORADO, CERTIFY THAT I HAVE EXAMINED THE TITLE TO THE ABOVE DESCRIBED LAND BEING SUBDIVIDED AND BEING DEDICATED TO THE TOWN OF WELLINGTON, COLORADO, AND THAT ALL OWNERS AND PROPRIETORS AS DEFINED BY C.R.S. 31-23-111 HAS SIGNED THIS PLAT

ATTORNEY REGISTRATION NUMBER _____

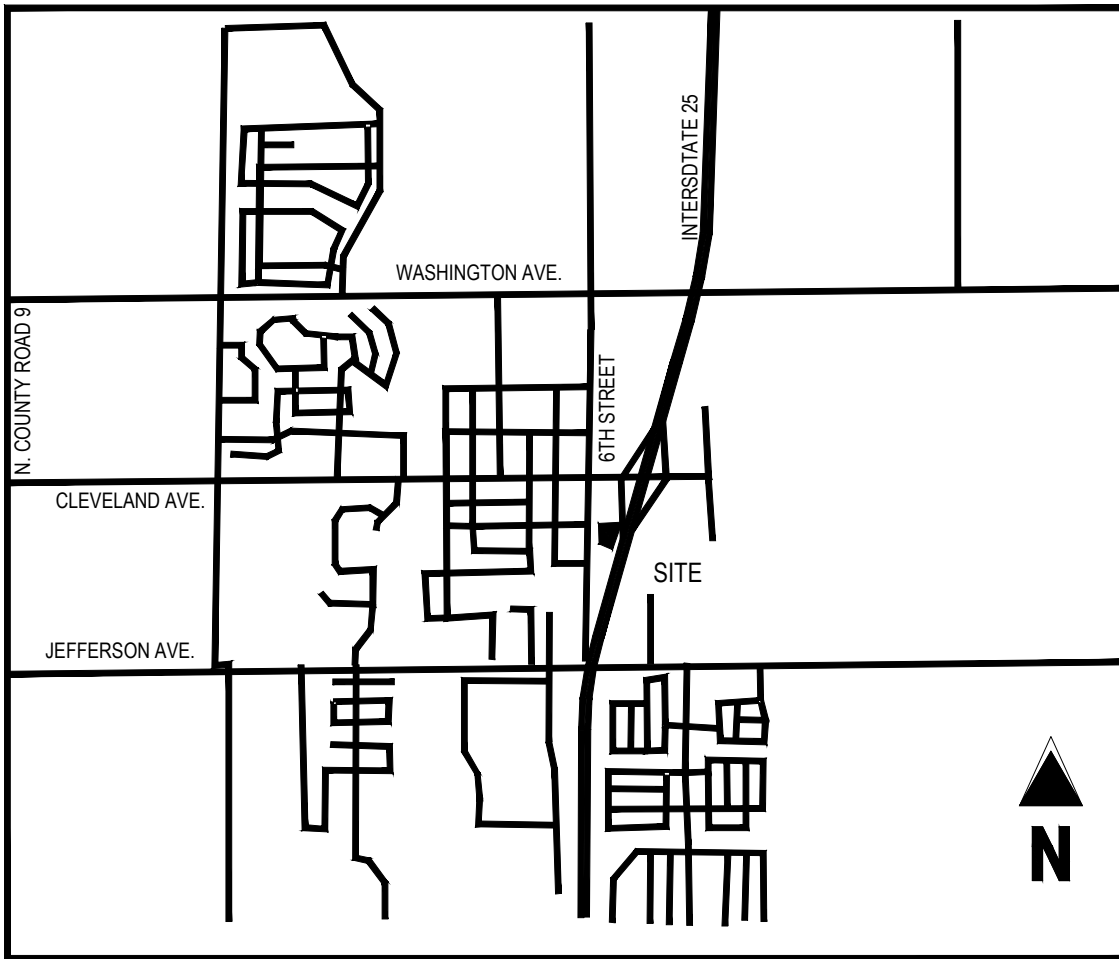
STATE OF _____)
) ss.
COUNTY OF _____)

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS _____ DAY OF _____, 2020, BY _____ AS _____ OF _____

WITNESS MY HAND AND OFFICIAL SEAL.

MY COMMISSION EXPIRES: _____

NOTARY PUBLIC



VICINITY MAP
NOT TO SCALE

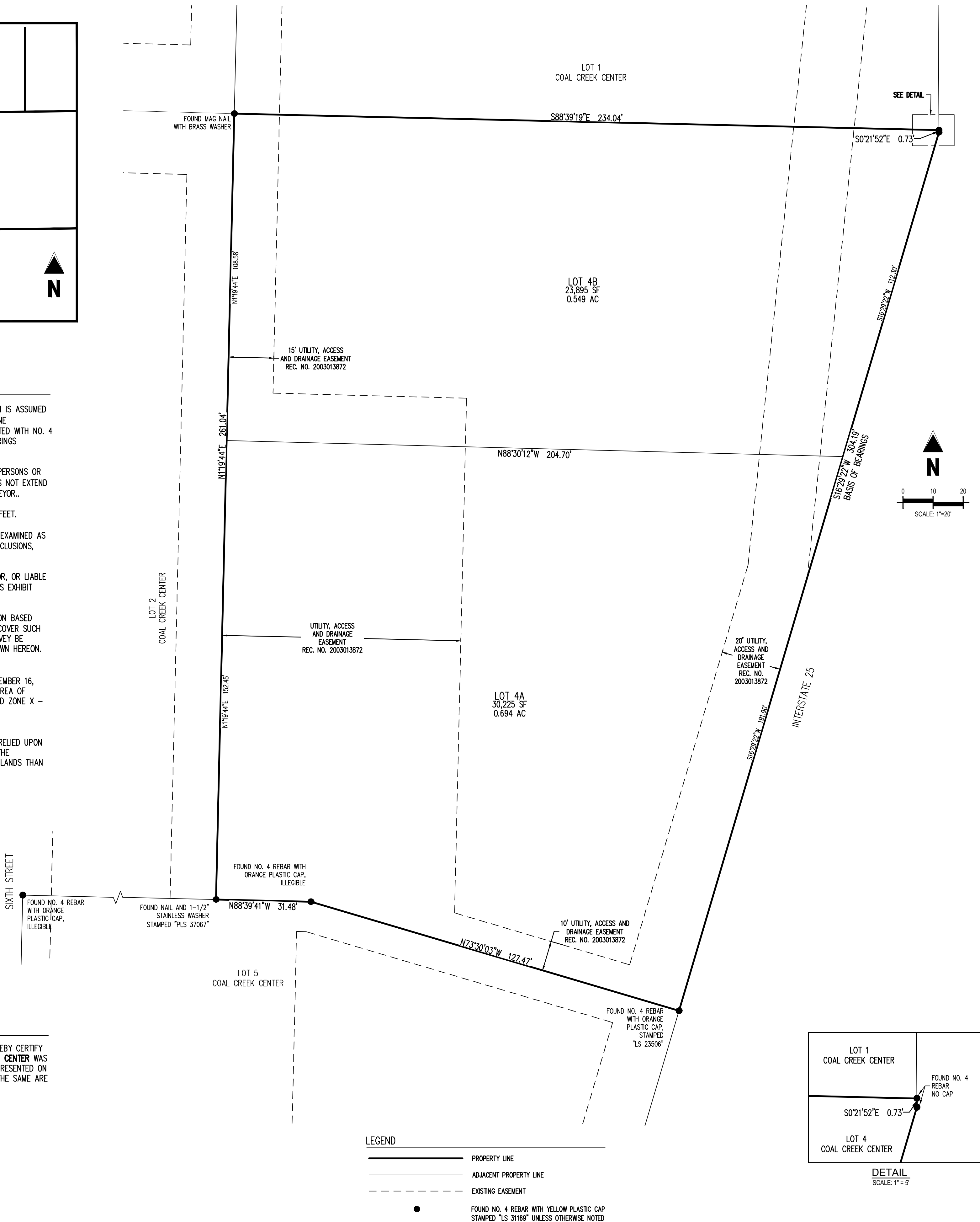
GENERAL NOTES

- 1) BASIS OF BEARING: THE EAST LINE OF LOT 4, COAL CREEK CENTER SUBDIVISION IS ASSUMED TO BEAR SOUTH 16°29'22" WEST FOR 304.19 FEET, THE NORTH END OF SAID LINE MONUMENTED WITH NO. 4 REBAR WITH NO CAP AND THE SOUTH END MONUMENTED WITH NO. 4 REBAR WITH ORANGE PLASTIC CAP, STAMPED LS 23506, WITH ALL OTHER BEARINGS REFERENCED THERETO.
- 2) THIS MAP OR PLAT WAS PREPARED FOR THE EXCLUSIVE USE OF THE PERSON, PERSONS OR ENTITY NAMED IN THE SURVEYOR'S STATEMENT HEREON. SAID STATEMENT DOES NOT EXTEND TO ANY UNNAMED PERSON WITHOUT AN EXPRESS RE-STATEMENT BY THE SURVEYOR.
- 3) ALL LINEAL MEASUREMENTS SHOWN ARE GROUND DISTANCES AND U.S. SURVEY FEET.
- 4) EASEMENTS AND PUBLIC DOCUMENTS SHOWN OR NOTED ON THIS SURVEY WERE EXAMINED AS TO LOCATION AND PURPOSE AND WERE NOT EXAMINED AS TO RESTRICTIONS, EXCLUSIONS, CONDITIONS, OBLIGATIONS, TERMS OR AS THE RIGHT TO GRANT THE SAME.
- 5) CAUTION: THE SURVEYOR PREPARING THIS MAP WILL NOT BE RESPONSIBLE FOR, OR LIABLE FOR, UNAUTHORIZED CHANGES TO OR USES OF THIS MAP. ALL CHANGES TO THIS EXHIBIT MUST BE APPROVED IN WRITING BY THE SURVEYOR IN CHARGE.
- 6) NOTICE: ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCE MORE THAN TEN YEARS FROM THE DATE OF THE CERTIFICATION SHOWN HEREON. C.R.S. 13-80-105(3)(A).
- 7) ACCORDING TO FEMA FIRM MAP NUMBER 08069C0778F – EFFECTIVE DATE: DECEMBER 16, 2006, THE MAJORITY OF THE PROJECT SITE RESIDES IN UNSHADED ZONE X – AREA OF MINIMAL FLOOD HAZARD. A SMALL PORTION OF THE SITE RESIDES WITHIN SHADED ZONE X – 0.2% ANNUAL CHANCE FLOOD HAZARD.
- 8) FIDELITY NATIONAL TITLE, NATIONAL COMMERCIAL SERVICES, COMMITMENT 100-N0028265-020-SB1, AMENDMENT NO. 1, DATED FEBRUARY 16, 2021 WAS RELIED UPON FOR INFORMATION REGARDING EASEMENTS AND ENCUMBRANCES OF RECORD IN THE PREPARATION OF THIS PLAT. THE SAID COMMITMENT PROVIDED FOR ADDITIONAL LANDS THAN ARE SHOWN AND DESCRIBED IN THIS PLAT.

SURVEYOR'S CERTIFICATE:

I, FRANK A. KOHL, A COLORADO REGISTERED PROFESSIONAL LAND SURVEYOR, DO HEREBY CERTIFY THAT THE SURVEY OF THE FINAL PLAT OF MINOR SUBDIVISION OF LOT 4, COAL CREEK CENTER WAS MADE BY ME OR UNDER MY SUPERVISION AND THAT THE SURVEY IS ACCURATELY REPRESENTED ON THIS PLAT AND THAT THE STATEMENTS CONTAINED HEREON WERE READ BY ME AND THE SAME ARE TRUE TO THE BEST OF MY KNOWLEDGE.

FRANK A. KOHL
COLORADO PROFESSIONAL LAND SURVEYOR #37067
FOR AND ON BEHALF OF GALLOWAY & COMPANY, INC.



LEGEND

- PROPERTY LINE
- ADJACENT PROPERTY LINE
- EXISTING EASEMENT
- FOUND NO. 4 REBAR WITH YELLOW PLASTIC CAP STAMPED "LS 31169" UNLESS OTHERWISE NOTED

Galloway

6162 S. Willow Drive, Suite 320
Greenwood Village, CO 80111
303.770.8884
gallowayus.com

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FINAL PLAT OF

MINOR SUBDIVISION OF LOT 4,
COAL CREEK CENTER

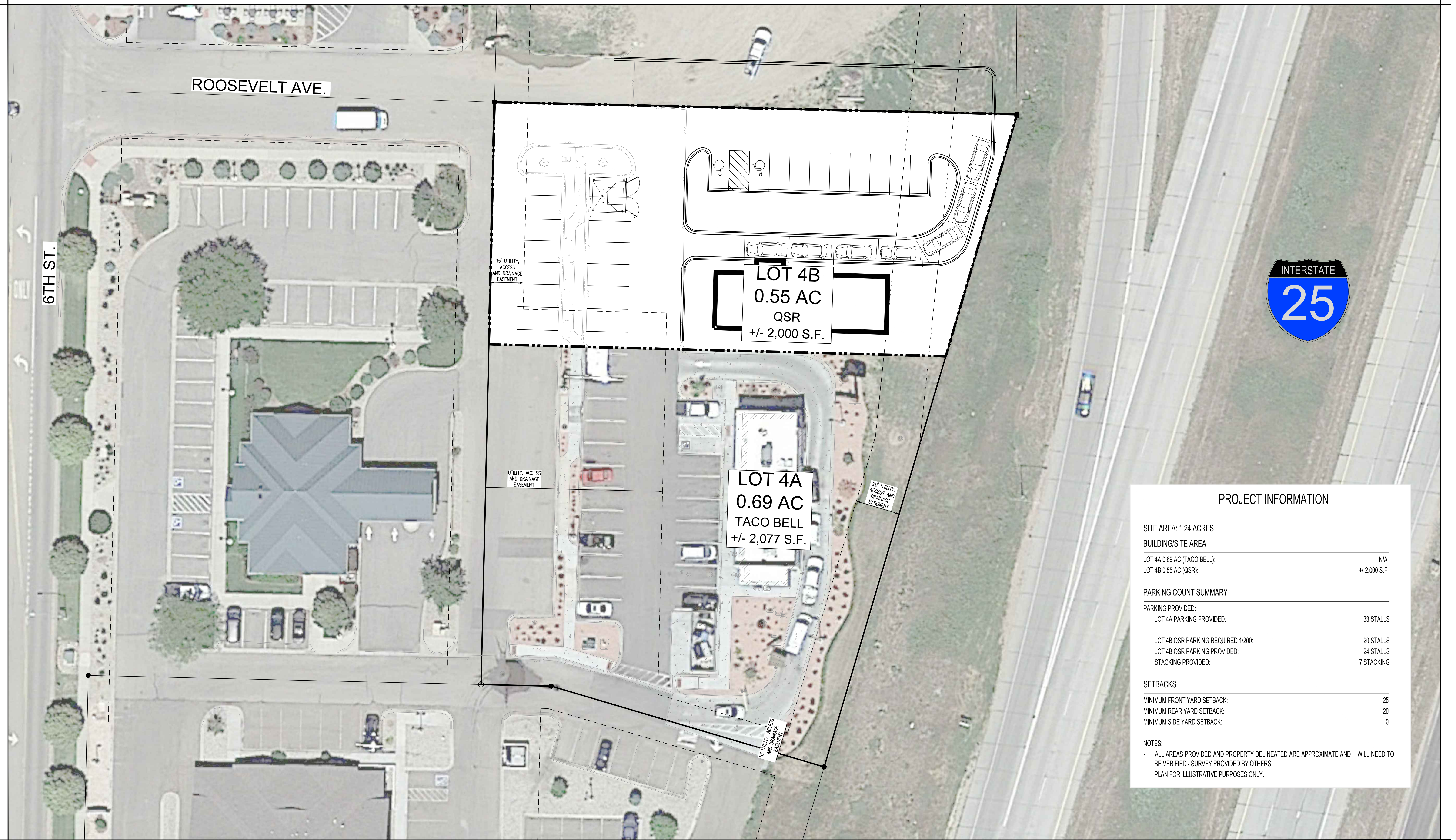
LOT 4, COAL CREEK CENTER,
LOCATED IN PART OF THE SOUTHWEST QUARTER OF
SECTION 34, T. 9 N., R. 68 W. OF THE 6TH P.M.,
TOWN OF WELLINGTON, COUNTY OF LARIMER, COLORADO

#	Date	Issue / Description	Init.
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Project No:	PAI00001.10
Drawn By:	AN
Checked By:	FAK
Date:	12/22/2020

1

SHEET 1 OF 1



PROJECT INFORMATION

SITE AREA: 1.24 ACRES	
BUILDING/SITE AREA	
LOT 4A 0.69 AC (TACO BELL):	N/A
LOT 4B 0.55 AC (QSR):	+/-2,000 S.F.
PARKING COUNT SUMMARY	
PARKING PROVIDED:	
LOT 4A PARKING PROVIDED:	33 STALLS
LOT 4B QSR PARKING REQUIRED 1/200:	20 STALLS
LOT 4B QSR PARKING PROVIDED:	24 STALLS
STACKING PROVIDED:	7 STACKING
SETBACKS	
MINIMUM FRONT YARD SETBACK:	25'
MINIMUM REAR YARD SETBACK:	20'
MINIMUM SIDE YARD SETBACK:	0'
NOTES:	
- ALL AREAS PROVIDED AND PROPERTY DELINEATED ARE APPROXIMATE AND WILL NEED TO BE VERIFIED - SURVEY PROVIDED BY OTHERS.	
- PLAN FOR ILLUSTRATIVE PURPOSES ONLY.	

Minor Subdivision

Lot 4, Coal Creek Center



Applicant: Alvarado Development, LLC

Applicant: Alvarado Development, LLC



**TOWN OF
WELLINGTON**

LOT 8, COAL CREEK CENTER,
(LOCATED IN PART OF THE SOUTHWEST QUARTER OF SECTION 34
T. 9 N., R. 88 W. OF THE 4TH P.M. TOWN OF WELLINGTON
COUNTY OF LARIMER, STATE OF COLORADO)

[illegible]

1. THAM & KIM, A COLORADO REGISTERED PROFESSIONAL LAND SURVEYOR, OF HENRY COUNTY, WAS THE SURVEY OF THE FINAL PLAT OF LAND SUBDIVISION OF LOT 4, COAL CREEK CENTER MAP MADE BY ME OR UNDER MY SUPERVISION AND THAT THE SURVEY IS ACCURATELY REPRESENTED IN THE PLAT AND THAT THE DISTANCES CONTAINED HEREIN WERE READ BY ME AND THE SAME ARE TRUE TO THE BEST OF MY KNOWLEDGE.

THOMAS A. KIRBY,
CALIFORNIA PROFESSIONAL LAND SURVEYOR (certified
1986 and 1988), 101 CALIFORNIA ST. STEVENAGE, AR.



General Location





Background Information

- Requesting a minor subdivision for Lot 4, Coal Creek Center.
- South portion currently occupied by a Taco Bell drive through.
- Divide lot to sell for future development.
- Zoned C-3 Highway Commercial; not affected by request.



Eligibility

- Eligible for minor subdivision, Sec 17-4-10 criteria satisfied:
 - Property has been previously platted within the Town.
 - Entire tract to be subdivided is five (5) acres or less in size.
 - The resulting subdivision will produce four (4) or fewer additional lots.
 - There will be no exceptions to the Subdivision Design Standards.



Action

- Public hearing
 - No comments received from public at this time following notification.
- Recommendation to approve, deny, or table
 - Forwarded to Board of Trustees for final action on April 27, 2021

Staff Report: Highlights

- Subdivision aligned with Comprehensive Plan (2014).
- Plat name is acceptable.
- Legal description is provided.
- Surveyor shall provide a closure report.

FINAL PLAT OF
MINOR SUBDIVISION OF LOT 4, COAL CREEK CENTER
LOT 4, COAL CREEK CENTER.
LOCATED IN PART OF THE SOUTHWEST QUARTER OF SECTION 34,
T. 8 N., R. 68 W. OF THE 6TH P.M., TOWN OF WELLINGTON,
COUNTY OF LARIMER, STATE OF COLORADO

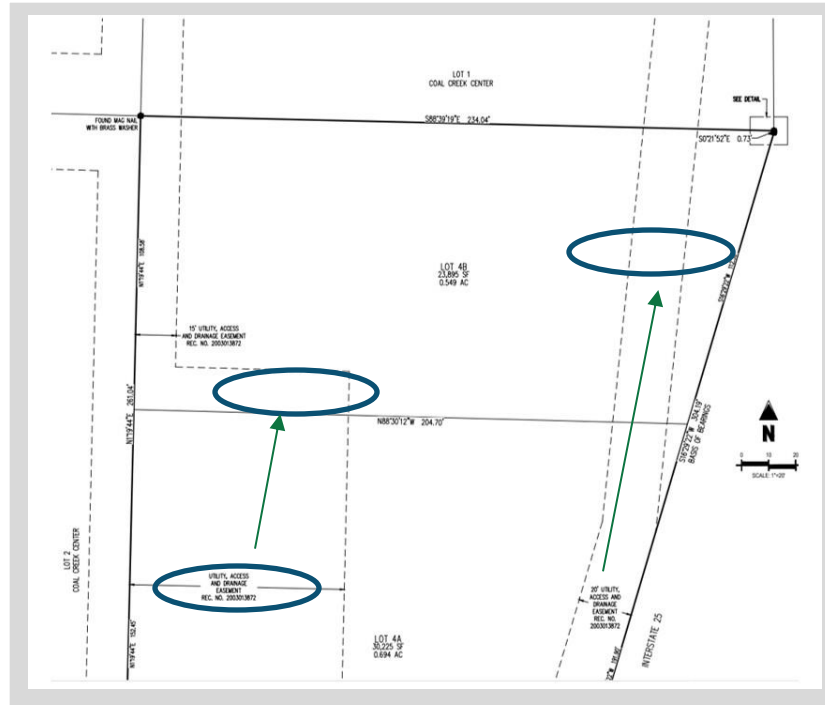
Staff Report: Highlights

Submitted concept
demonstrating ability for future
Developer to meet zoning.



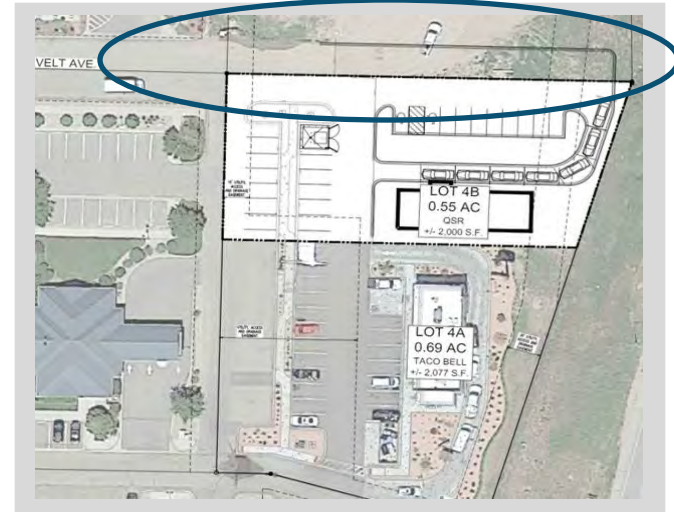
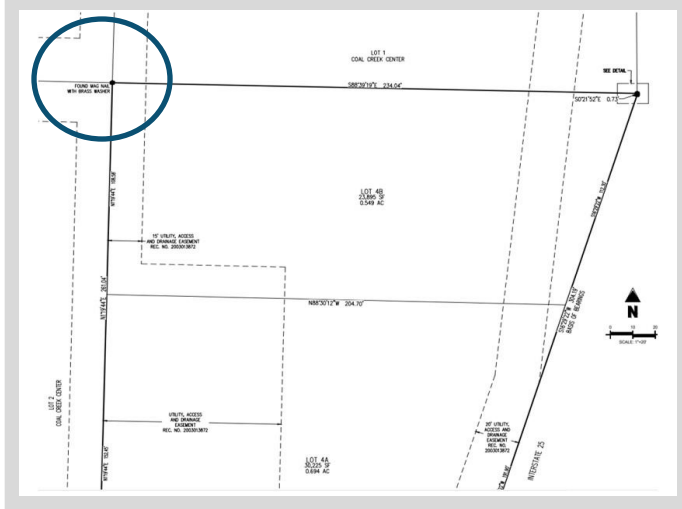
Staff Report: Highlights

- All easements must be identified as to location, width, and purpose.
- Each relevant easement must be identified on each parcel.



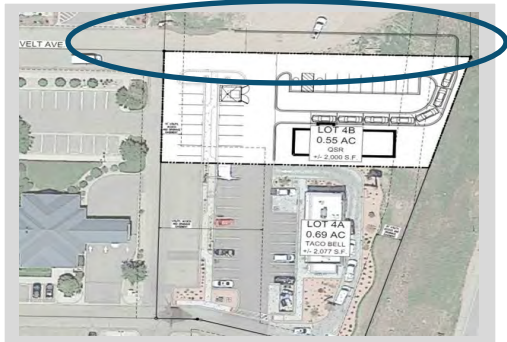
Staff Report: Highlights

- At time of development, applicant will be required to submit a TIS



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- 





Staff Assessment and Recommendation

Recommend to approve pending staff report comments being fully addressed, including an access agreement with adjacent property owner.

Planning Commission Meeting

Date: April 5, 2021
Submitted By: Elizabeth Young Winne, Planner
Subject: Minor Subdivision - Lot 2, Block 1, Boxelder Commons

EXECUTIVE SUMMARY

Subject:

- Minor Subdivision – Lot 2, Block 1, Boxelder Commons Filing One

General Location:

- South of 7670 5th St., Wellington.

Applicant/Agent:

- Applicant: Dorsey Development, LLC
- Agent: Northern Engineering

Reason for request:

- Divide lot to create opportunity for tenant to purchase parcel.

Background Information:

- The applicant has submitted a request for a minor subdivision plat for Lot 2, Block 1, Boxelder Commons Filing One. The location for the request is south of 7670 5th Street (location map attached).
- The applicant desires to divide Lot 2 to establish a new lot at the north portion of the site for their commercial development.
- The applicant submitted an amended site plan for what is identified as Lot 2A on the proposed plat, which was approved at Planning Commission on March 1, 2021.
- The property was originally platted as a portion of Boxelder Commons Filing One.
- The property is zoned C-3 Highway Commercial. The zoning of the property will not be affected by the proposed minor subdivision plat.
- Staff determined that the application request is most suitable for a minor subdivision plat. Although the existing lot to be subdivided exceeds the five (5) acres or less standard identified in the Town code (existing lot is 7.26 acres), all other requirements are satisfied and the request is very straightforward. The minor subdivision is the most reasonable route for the request. The criteria to be satisfied (Sec. 17-4-10) are listed below:
 - o The property has previously been platted within the Town. This is satisfied.

- o The entire tract to be subdivided is five (5) acres or less in size. The existing tract is 7.26 acres and is proposed to be divided into one lot that is 1.76 acres and one that is 5.50 acres.
 - o The resulting subdivision will produce four (4) or fewer additional lots. This is satisfied.
 - o There will be no exceptions to the Subdivision Design Standards. This is satisfied.
- If the Planning Commission recommends approval of the minor subdivision plat, the recommendation will be forwarded to the Board of Trustees for final action on April 27, 2021.

BACKGROUND / DISCUSSION

Staff Comments:

1. Comprehensive Plan: The Comprehensive Plan (2014) includes 5 key components. The key components are listed below, along with a brief description of how the proposed plat and development addresses each component.

- Managing Growth: The property is within Wellington town boundaries and Town services are already available. The site has utilities, and the Developer is responsible for the cost of changing or extending utilities to serve the site for their use, thereby minimizing cost to the Town.
- Land Use: The proposed plat will facilitate commercial growth on 5th Street in an area that has been platted since 2006. The existing C-3 zoning is appropriate for this type of development and is consistent with the land use component of the Comprehensive Plan. The amended site plan for this site was approved by Planning Commission on March 1, 2021.
- Business Development: The proposed location for the commercial development is compatible with surrounding uses. Increased commercial development will provide increased tax revenues to the Town. The amended site plan for this site was approved by Planning Commission on March 1, 2021.
- Infrastructure: Adequate public streets, utilities and stormwater drainage are already available at this site. Any minor extensions or changes needed for the new lot will be provided by the Developer.
- Community Character and Services: The amended site plan was approved and therefore is providing adequate public sidewalks, cross walks, and lighting connecting the development to adjacent developments and surrounding neighborhoods.

2. Plat Name: The title on the plat is “Boxelder Commons 4th Filing” and is acceptable.

- Staff believes this may be the 3rd Filing and encourages the applicant/agent confirm or edit as appropriate.

3. Legal Description:

- The legal description is provided on the plat.
- The surveyor shall provide a closure report.
- The basis of bearings is identified in the notes and on the drawing.
- The Datum for the survey must be identified in the notes.

4. Lots: Existing Lot 2, Block 1, Boxelder Commons Filing One is proposed to be divided into two lots by the minor subdivision plat.

- The applicant has proven the new Lot 2A is developable and has an approved amended site plan.
- The remaining Lot 2B as proposed is generally sufficient to accommodate uses permitted within the existing C-3 Highway Commercial zoning district.
- Numbering lots as Lot 2A and Lot 2B is appropriate.

5.Streets: The property proposed to be divided is adjacent to 5th Street and the west I-25 Frontage Road. There is no access available to the site from the Frontage Road. 5th Street is generally sufficient to support traffic expected to be generated by development of the site, as shown with the documentation provided with the amended site plan.

- The curve table identifies C13 and C14 which are in a location on the plat that is not in numerical order. Please confirm location of these curves, the associated name, and edit table and plat as needed.

6. Access: All access to proposed Lot 2A and existing Lot 2B will be via access from 5th Street. It is unclear from the information provided if there is a joint access agreement for this site with the adjacent property owner. Additionally, it is unclear if there is a cross-access agreement with the adjacent property owner.

- The applicant is required to coordinate with the adjacent property owner to obtain and dedicate the joint access easement and to finalize any cross-access agreements.
- Access easements need to be clearly identified as to width and purpose on the final plat.

7. Easements: Existing utility and drainage easements are identified on the plat.

- There are no existing utility, access, drainage easements proposed to be vacated. Existing easements are appropriately identified on the minor subdivision plat.
- All easements shall be identified as to location, width, and purpose.
- All easement labels are requested to be provided on each created parcel for ease of reference.
- There appears to be a discrepancy in the label for a 20' utility & drainage easement near the intersection of 5th Street and Hackberry Street with potentially transposed numbers (last three digits of the reception number are shown as 546 and it is believed this should be 564). Please confirm reception number and edit as necessary.

8.Parks and Open Space: The Municipal Code requires developments to provide public open space. Open spaces in commercial developments may consist of plazas, trails, landscaped areas and other civic purposes.

- The open space requirements for Lot 2A have been met as approved in the amended site plan on March 1, 2021.
- Additionally, sidewalk connections on the approved amended site plan provide attractive landscaping, site furnishings, and other amenities.
- The open space as described above will be owned and maintained by the property owner(s).

9. Drainage: Drainage for the property was originally contemplated during the previous plat of Lot 2, Boxelder Commons Filing One. For the amended site plan, the applicant and their agent have provided an engineering letter confirming that the drainage plan for the site is consistent with the original drainage plan.

- The applicant has provided an outline of the floodplain on the plat. A note shall be added on the final plat identifying the flood hazard area with the effective FEMA Flood Insurance Rate Map (FIRM) and date identified.

10. Public Improvements: All public improvements are to be designed and constructed to Wellington Standard Design Criteria and Standard Construction Requirements. Design plans shall be reviewed and approved by the Town Engineer prior to construction at time of development.

- **Streets:** The adjacent street is 5th Street. The applicant submitted a Traffic Impact Study memo with the amended site application. No additional street improvements are recommended at this time.
- **Sidewalks:** There is an existing sidewalk along 5th Street and a sidewalk and crosswalk network connecting to the site that has been approved in the amended site plan. When the site is developed, the developer is required to repair and replace damaged sidewalks as necessary.
- **Sanitary Sewers:** Existing public sanitary sewer is available and adequate to serve the development. Service line extension and changes are the responsibility of the developer.
- **Water and Fire Protection:**
 - o Existing public waterlines are available and adequate to serve the development. Service line changes are the responsibility of the developer.
 - o Wellington Fire Protection District staff has reviewed the minor subdivision plat and is not requiring any changes.

11. Miscellaneous:

- Provide a signature block for attorney certification. The owner's attorney will need to certify the plat is consistent with applicable provisions of state statutes.
- Update Planning Commission signature line to "Bert McCaffrey, Planning Commission Chair"
- Update Board of Trustees signature line to "Troy Hamman, Mayor"
- Add attest signature block with signature line "Krystal Eucker, Town Clerk"

STAFF RECOMMENDATION

Approve the minor subdivision plat for Lot 2, Block 1, Boxelder Commons Filing One subject to staff report comments, including obtaining an access agreement with adjacent property owner.

ATTACHMENTS

1. Location Map
2. Plat
3. Presentation



JEFFERSON AVE

I-25

FIFTH STREET

Lot 2, Block 1,
Boxelder
Commons

BUCKTHORN STREET

FRONTAGE ROAD

RIVER BIRCH STREET

BOXELDER COMMONS 4TH FILING

BEING A REPLAT OF LOT 2, BLOCK 1, BOXELDER COMMONS FILING ONE
LOCATED IN THE NORTHEAST QUARTER OF SECTION 4, TOWNSHIP 8 NORTH, RANGE 68 WEST OF THE 6TH P.M.,
TOWN OF WELLINGTON, COUNTY OF LARIMER, STATE OF COLORADO

DEDICATION STATEMENT:

FR BC, LLC, being the sole owner(s) in fee of,

Lot 2, Block 1, Boxelder Commons Filing One, recorded June 28, 2006 as Reception No. 20060048564 of the Records of Larimer County, situate within the Northeast Quarter (NE1/4) of Section Four (4), Township Eight North (T.8N.), Range Sixty-eight West (R.68W.), Sixth Principal Meridian (6th P.M.), Town of Wellington, County of Larimer, State of Colorado.

Said described parcel contains a total of 316,223 sq. ft. or 7.26 acre, more or less.

shown on the attached map as embraced within the heavy exterior lines thereon, has (have) subdivided the same into lots and blocks (or building envelopes) as shown on the attached map; and does (do) hereby set aside said portion or tract of land and designate the same BOXELDER COMMONS 4TH FILING to the Town of Wellington, Larimer County, Colorado; and does (do) dedicate to the public, the streets and all easements over and across said lots (or building envelopes) at locations shown on said map; and does (do) further certify that the width of said streets, dimensions of the lots and blocks (or building envelopes) and the names and numbers thereof are correctly designated upon said map.

FR BC, LLC

Witness my hand and seal this _____ day of _____, A.D. _____.

STATE OF COLORADO)
TOWN OF WELLINGTON) ss
LARIMER COUNTY)

The foregoing instrument was acknowledged before me this _____ day of _____, 20____.

My commission expires: _____.

WITNESS my Hand and Official Seal.

Notary Public

OWNER

FR BC, LLC
125 S. Howes St.
Floor 2
Fort Collins, Colorado 80521

APPLICANT/DEVELOPER

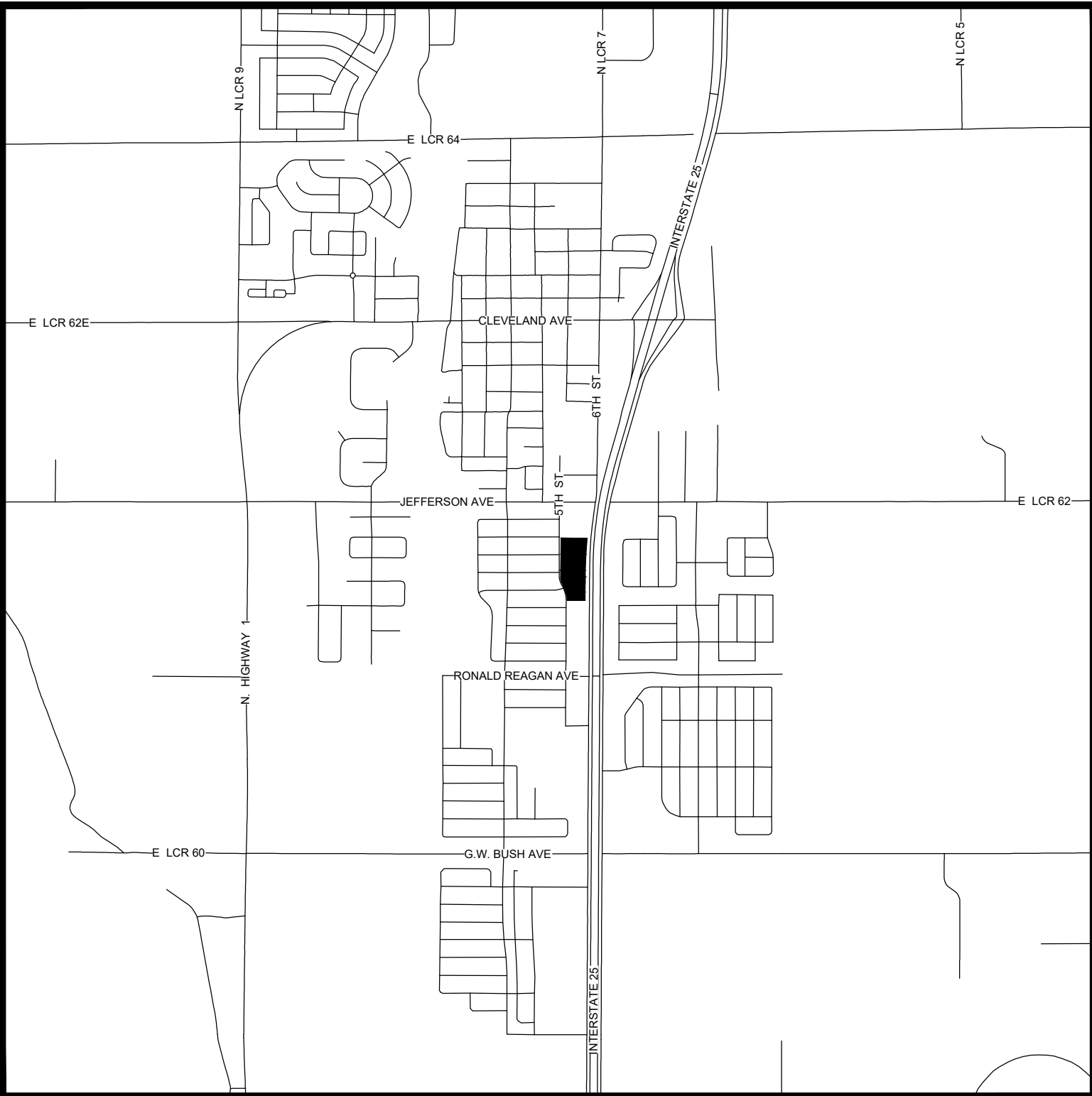
Dorsey Development, LLC
Ed Voltolina
3636 N. Causeway Blvd
Suite 200
Metairie, Louisiana 70002
(504) 593-0400
ed@dorseydevelopment.com

SURVEYOR

Northern Engineering Services, Inc.
Aaron M. Lund, PLS
820 8th Street
Greeley, Colorado 80631
(970) 448-1115

ENGINEER

Northern Engineering Services, Inc.
Shane Ritchie, PE
301 North Howes St, Suite 100
Fort Collins, Colorado 80521
(970) 221-4158



VICINITY MAP
1" = 2000'

CERTIFICATE OF APPROVAL OF THE PLANNING COMMISSION

Approved this _____ day of _____, 20____ by the Town Planning and Zoning Commission,
Wellington, Colorado.

Planning Commission

CERTIFICATE OF APPROVAL OF THE BOARD OF TRUSTEES

Approved this _____ day of _____, 20____ by the Board of Tustees, Wellington, Colorado.

This approval is conditioned upon all expenses involving necessary improvements for all utility services, paving, grading, landscaping, curbs, gutters, street lights, street signs and sidewalks shall be financed by others and not the Town.

Planning Commission

NOTES:

- 1) This survey does not constitute a title search by Northern Engineering to determine ownership or easements of record. For all information regarding easements, rights-of-way and title of records, Northern Engineering relied upon Preliminary Title Commitment File No. 459-H0598644-081-KT6 Amendment No. 1, dated September 2, 2020 prepared by Heritage Title Company.
- 2) Basis of Bearings is the North line of Lot 2, Block 1, Boxelder Commons Filing One, as bearing South 89° 18' 25" East and monumented as shown hereon (assumed datum).
- 3) The lineal unit of measurement for this drawing is U.S. Survey Feet.
- 4) Zoning: All parcels shown on this plat are currently zoned "C-3" (Highway Commercial)

SURVEYOR'S STATEMENT

I, Aaron M. Lund, Professional Land Surveyor #38670, a duly registered land surveyor in the State of Colorado, do hereby state that this Plat of BOXELDER COMMONS 4TH FILING was performed by me or under my direct supervision, and that this plat has been prepared in compliance with all applicable laws of the State of Colorado at the time of this survey and within my control and is accurate to the best of my knowledge, information and belief.

Aaron M. Lund
Colorado Registered Professional
Land Surveyor LS #38670
For and on behalf of Northern Engineering Services

DRAFT
01-29-2021
PRELIMINARY - NOT FOR CONSTRUCTION,
RECORDING PURPOSES OR IMPLEMENTATION

NOTICE:
According to Colorado law you must commence any legal action based upon any defect in this survey within three years after you discover such defect. In no event may any action based upon any defect in this survey be commenced more than ten years after the date of the certificate shown herein.

SECTION:
4
TOWNSHIP:
8 N
RANGE:
68 W of the 6th PM

NORTHERN
ENGINEERING
NE
FORT COLLINS: 301 North Howes Street, Suite 100, 80521, 970.221.4158
GREELEY: 820 8th Street, 80631, northernengineering.com

PROJECT:
1777-001
DATE:
01/29/2021
CLIENT:
A. Lund
SCALE:
1" = 40'
REVIEWED BY:
A. Lund

BOXELDER COMMONS 4TH FILING
LOT 2, BLOCK 1, BOXELDER COMMONS 1ST
WELLINGTON, COLORADO

Sheet
1
Of 2 Sheets

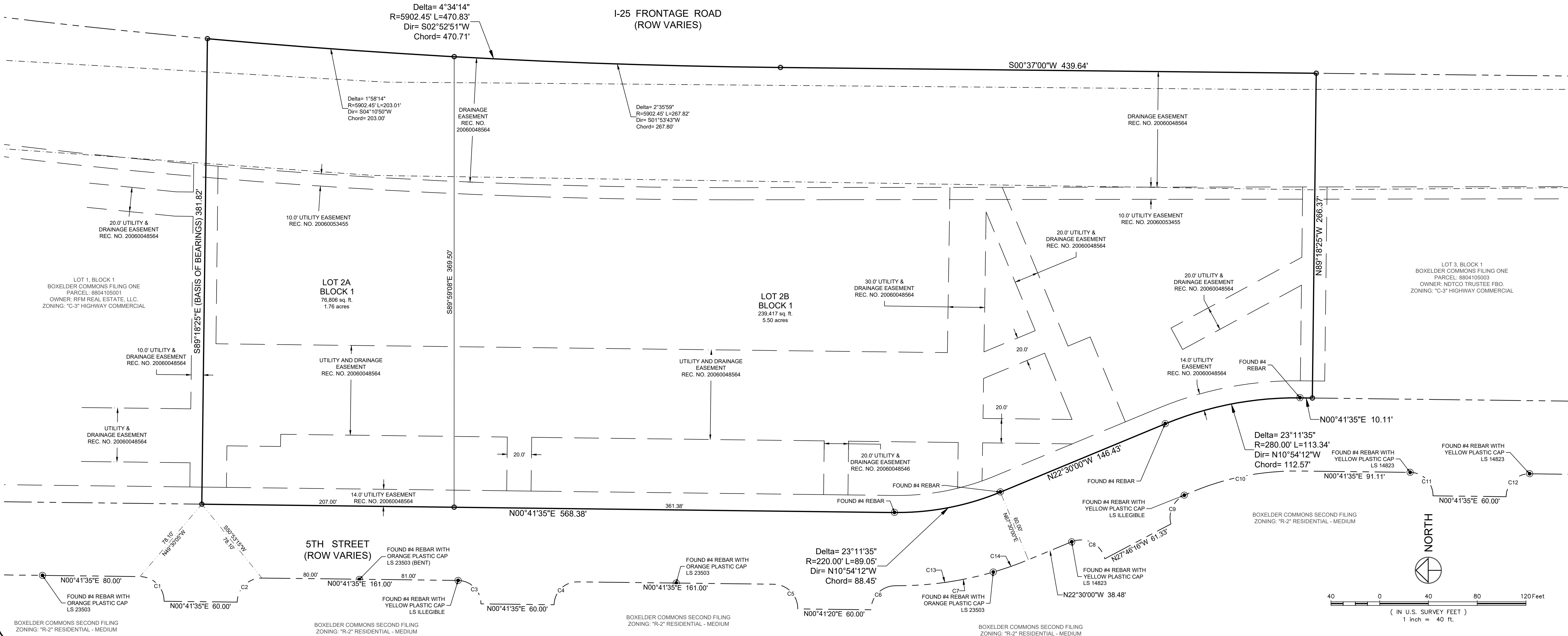
BOXELDER COMMONS 4TH FILING

BEING A REPLAT OF LOT 2, BLOCK 1, BOXELDER COMMONS FILING ONE
LOCATED IN THE NORTHEAST QUARTER OF SECTION 4, TOWNSHIP 8 NORTH, RANGE 68 WEST OF THE 6TH P.M.,
TOWN OF WELLINGTON, COUNTY OF LARIMER, STATE OF COLORADO

DRAFT
01-29-2021
PRELIMINARY - NOT FOR CONSTRUCTION,
RECORDING PURPOSES OR IMPLEMENTATION

Aaron M. Lund
Registered Professional Land Surveyor
Colorado Registration No. 38670
For and on behalf of Northern Engineering Services, Inc.

CURVE TABLE					
CURVE	DELTA	RADIUS	LENGTH	BEARING	CHORD
C1	90°00'00"	20.00'	31.42'	N45°41'35"E	28.28'
C2	90°00'00"	20.00'	31.42'	N44°18'25"W	28.28'
C3	90°00'00"	19.00'	29.85'	N45°41'35"E	26.87'
C4	90°00'00"	19.00'	29.85'	N44°18'25"W	26.87'
C5	90°00'00"	20.00'	31.42'	N45°41'35"E	28.28'
C6	89°41'29"	20.00'	31.31'	N44°27'40"W	28.21'
C7	22°53'04"	280.00'	111.83'	N11°03'28"W	111.09'
C8	99°24'30"	20.00'	34.70'	N27°12'15"E	30.51'
C9	80°43'57"	20.00'	28.18'	N64°57'28"W	25.91'
C10	25°17'04"	220.00'	97.09'	N11°56'57"W	96.30'
C11	90°00'00"	19.00'	29.85'	N45°41'35"E	26.87'
C12	90°00'00"	19.00'	29.85'	N44°18'25"W	26.87'
C13	16°38'18"	280.00'	81.31'	S07°56'05"E	81.02'
C14	6°14'46"	280.00'	30.52'	S19°22'37"E	30.51'



NOTICE:
According to Colorado law you must commence any legal action based upon any defect in this survey within three years after you discover such defect. In no event may any action based upon any defect in this survey be commenced more than ten years after the date of the certificate shown herein.

SECTION:
4
TOWNSHIP:
8 N
RANGE:
68 W of the 6th PM

NORTHERN
ENGINEERING

NE
FORT COLLINS: 307 North Hoades Street, Suite 100, 80521 970.221.4158
GREELEY: 820 8th Street, 80633 northernengineering.com

PROJECT:
1777-001
DATE:
01/29/2021
CLIENT:
A. Lund
SCALE:
1" = 40'
REVIEWED BY:
A. Lund

BOXELDER COMMONS 4TH FILING
LOT 2, BLOCK 1, BOXELDER COMMONS 1ST
WELLINGTON, COLORADO

Sheet
2
Of 2 Sheets

Minor Subdivision

Lot 2, Block 1, Boxelder Commons
Filing One



Minor Subdivision

Applicant: Dorsey Development, LLC
Agent: Northern Engineering



BOXELDER COMMONS 4TH FILING

BEING A REPLAT OF LOT 2, BLOCK 1, BOXELDER COMMONS FILING ONE
LOCATED IN THE NORTHEAST QUARTER OF SECTION 4, TOWNSHIP 8 NORTH, RANGE 68 WEST OF THE 6TH P.M.,
TOWN OF WELLINGTON, COUNTY OF LARIMER, STATE OF COLORADO

UNRECORDED IN THE RECORDS OF THE COUNTY OF LARIMER, COLORADO
IN ACCORDANCE WITH THE 1975, 1976, AND 1977 ACTS

UNRECORDED IN THE RECORDS OF THE COUNTY OF LARIMER, COLORADO
IN ACCORDANCE WITH THE 1975, 1976, AND 1977 ACTS

OWNER
DORSEY, LLC
1212 N. JENSEN BL.
DENVER, CO
720.441.1111

APPLICANT/DEVELOPER
DORSEY DEVELOPMENT, LLC
1212 N. JENSEN BL.
DENVER, CO
720.441.1111

ENGINEER
NORTHERN ENGINEERING, INC.
1212 N. JENSEN BL.
DENVER, CO
720.441.1111

ENGINEER
NORTHERN ENGINEERING, INC.
1212 N. JENSEN BL.
DENVER, CO
720.441.1111



VICINITY MAP
1" = 200'

NOTES TO THE APPLICANT FOR THE FILING OF THIS PLAN

1. The plan is subject to the approval of the Larimer County Board of Commissioners.

2. The plan is subject to the approval of the Larimer County Board of Commissioners.

3. The plan is subject to the approval of the Larimer County Board of Commissioners.

NOTES TO THE APPLICANT FOR THE FILING OF THIS PLAN

NOTES

1. This plan is subject to the approval of the Larimer County Board of Commissioners.

2. The plan is subject to the approval of the Larimer County Board of Commissioners.

3. The plan is subject to the approval of the Larimer County Board of Commissioners.

4. The plan is subject to the approval of the Larimer County Board of Commissioners.

General Location





Background Information

- Requesting a minor subdivision for Lot 2, Block 1, Boxelder Commons Filing One.
- Location is south of 7670 5th Street.
- Divide lot to sell to tenant.
- Zoned C-3 Highway Commercial; not affected by request.
- Applicant has an approved amended site plan for what is identified as Lot 2A on the proposed plat.



Eligibility

- Application request is most suitable for minor subdivision.
- There is no available "lot split" in code or process at the Town.
- Strict interpretation of code would make the request technically ineligible.
- Eligible for minor subdivision, Sec 17-4-10 criteria:
 - Property has been previously platted within the Town. *This is met.*
 - Entire tract to be subdivided is five (5) acres or less in size. *The tract is 7.26 acres, this proposal requesting to create one lot that is 1.76 acres and one that is 5.50 acres.*
 - The resulting subdivision will produce four (4) or fewer additional lots. *This is met.*
 - There will be no exceptions to the Subdivision Design Standards. *This is met.*



Action

- Public hearing
 - No comments received from public at this time following notification.
- Recommendation to approve, deny, or table
 - Forwarded to Board of Trustees for final action on April 27, 2021



Staff Report: Highlights

- Subdivision aligned with Comprehensive Plan (2014).
- Plat name is acceptable. Confirm 4th Filing, edit as necessary.
- Legal description is provided.
- Surveyor shall provide a closure report.

BOXELDER COMMONS 4TH FILING

BEING A REPLAT OF LOT 2, BLOCK 1, BOXELDER COMMONS FILING ONE
LOCATED IN THE NORTHEAST QUARTER OF SECTION 4, TOWNSHIP 8 NORTH, RANGE 68 WEST OF THE 6TH P.M.,
TOWN OF WELLINGTON, COUNTY OF LARIMER, STATE OF COLORADO

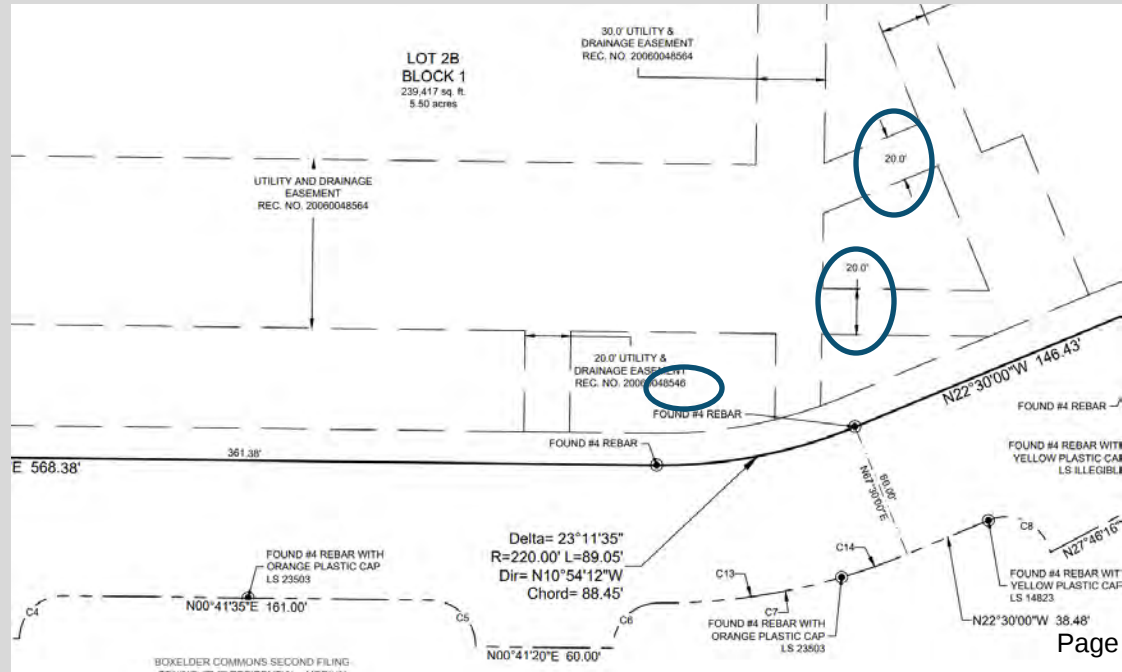
Staff Report: Highlights

Lot 2A submitted an amended site plan, approved by Planning Commission on March 1, 2021.



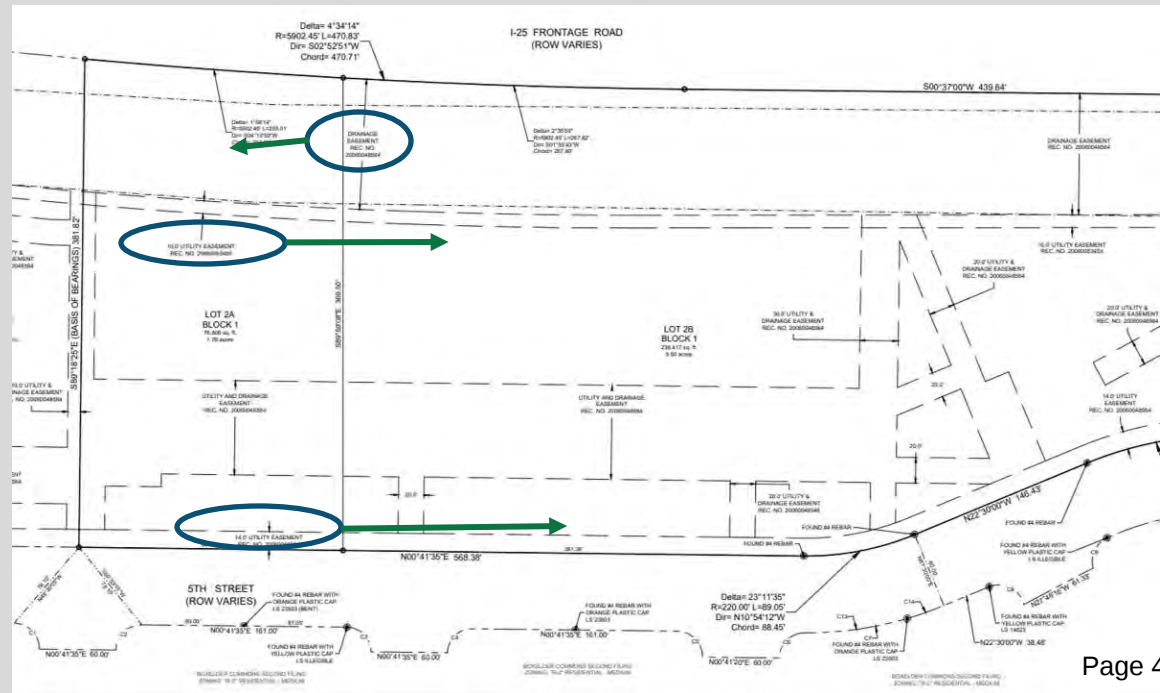
Staff Report: Highlights

- All easements must be identified as to location, width, and purpose.
- One recorded number may have transposed numbers, please confirm and edit as necessary



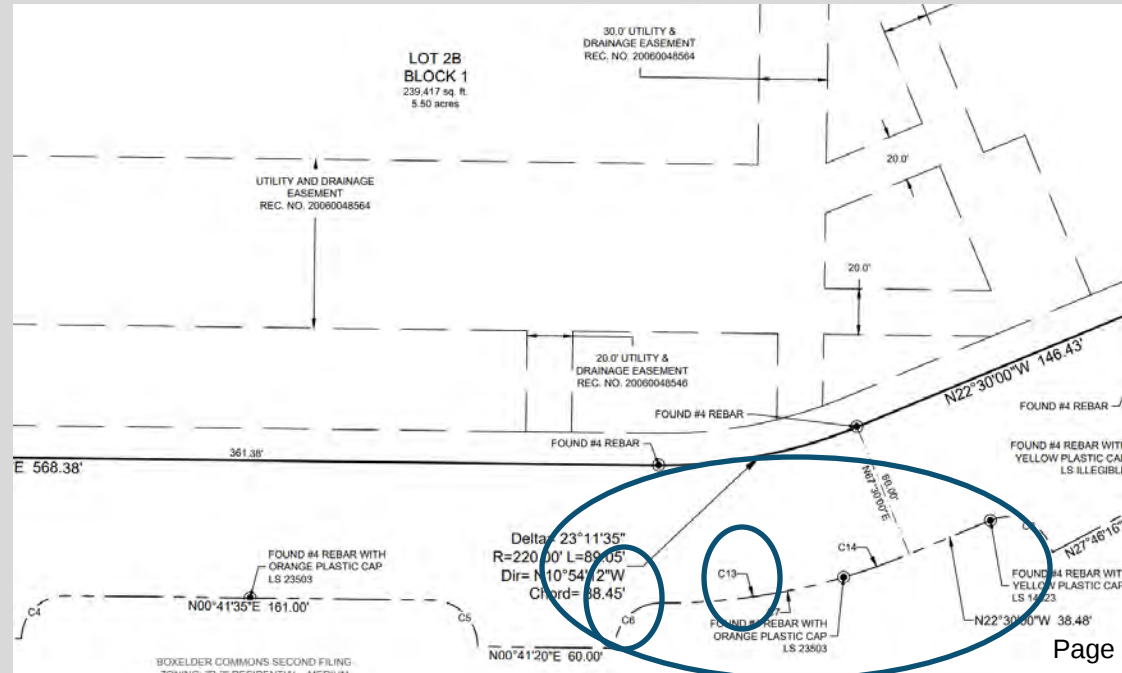
Staff Report: Highlights

- Each relevant easement must be identified on each parcel.



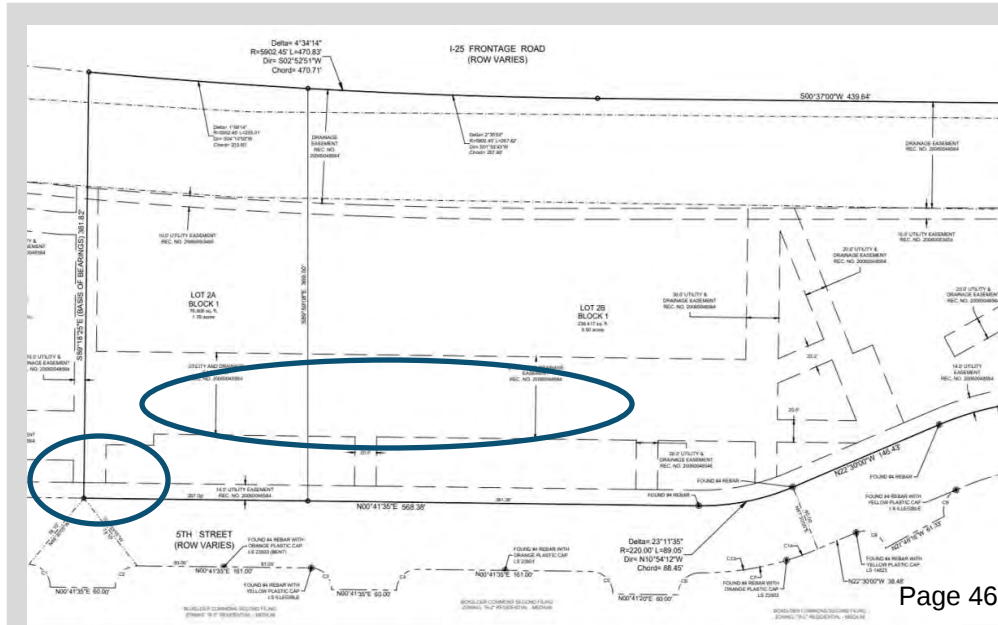
Staff Report: Highlights

- Confirm curve table labels
- Numerical order discrepancy to investigate and edit as necessary



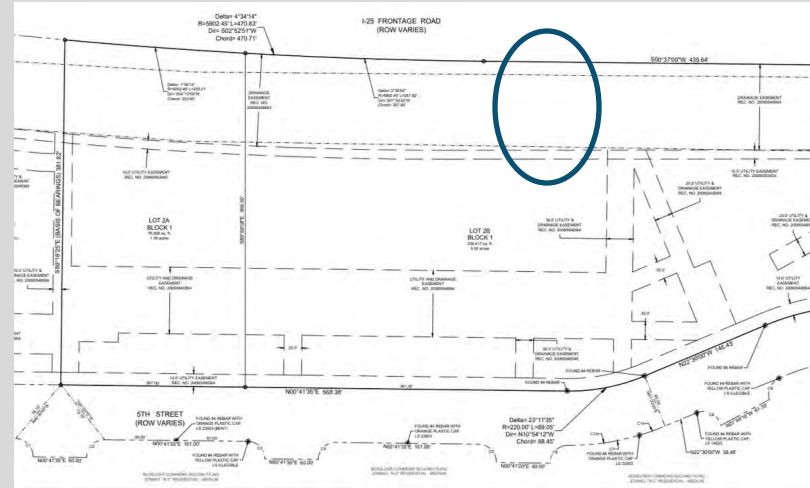
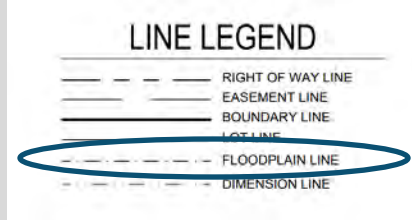
Staff Report: Highlights

- Unclear if there is a joint access agreement with adjacent owner.
- Unclear if there is a cross-access agreement with adjacent owner.
- Coordinate with adjacent property owners to dedicate joint access easement and finalize any other cross-access agreements.



Staff Report: Highlights

- Confirm floodplain in drainage easement.
- Statement in notes identifying floodplain with citation for source and date of access of information.





Staff Assessment and Recommendation

Recommend to approve pending staff report comments being fully addressed, including an access agreement with adjacent property owner.



Planning Commission Meeting

Date: April 5, 2021
Submitted By: Elizabeth Young Winne, Planner
Subject: Site Plan Approval - Drive Thru ATM at Lot 1, Block 1, Boxelder Commons

EXECUTIVE SUMMARY

General Location:

- 7670 5th St., Wellington, CO

Applicant/Agent:

- Applicant: Philip Cangilla, Blue Federal Credit Union
- Agent: Lee Martin, Palma Land Planning

Reason for request:

- Approve site plan for a drive-thru ATM in the southeast corner of the Ridley's Family Market parking lot.

Background Information:

- The applicant is seeking an approval for a site plan for a drive-thru ATM in the Ridley's Family Market parking lot.
- The property is owned by the Ridley's Family Market and Mark Ridley.
- The property owner has provided an agreement and authorization to the applicant for use of the parking lot space as specified in the application.
- Blue Federal Credit Unit currently has a walk-up location within the Ridley's Family Market. The existing walk up service will remain.
- Providing the drive-thru ATM is convenient for customers and is requested by the applicant to respond to the needs of their customers.
- The property is zoned C3– Highway Commercial in which drive-thru restaurants are a permitted use. The Planning Commission may also consider the drive-thru ATM as a permitted use consistent with other types of drive-thrus.

BACKGROUND / DISCUSSION

Site Plan Review

1. Building Setbacks and dimensional standards: The proposed building is a drive thru ATM (“kiosk”). The kiosk location meets setback requirements for the C-3 district.

- The proposed kiosk is 17 feet and 3 inches tall. The structure height is within the maximum 45’ building height for the district and is also below the primary building’s height, estimated as 25’.
- The kiosk site uses eight parking spaces in the southeast corner of the parking lot.

2. Easements: Proposed kiosk and site is near a utility easement in the parking lot. Additionally, there may be an unmarked 10 foot easement on the eastern edge of the kiosk location where electric and fiber optic lines may be located. The applicant should verify locations of easement, if any, and care should be taken to protect lines during construction activities.

3. Streets and Access: The site is in the southeast corner of the Ridley’s Family Market parking lot. The kiosk will use the main full movement access onto 5th Street and the circulation options provided within the site’s existing parking and existing circulation.

- The original site approval for the site's initial development (2006 Site and Horizontal Control Plan) included a requirement for the access to Jefferson Avenue to be equipped with an automatic gate to limit access. The gate has not been operational for a number of years. The property owner is required to return the gate to an operational condition in accordance with the original site plan approval.
- It is possible that the owner may desire to consider other alternatives to the gate. If alternative designs to limit access at the Jefferson Avenue driveway are desired, the owner may submit a Traffic Impact Study (TIS) to the Town for review in accordance with Town standards.
- Final design for the gate or an alternative access control must be approved by Town staff prior to issuance of a building permit. Access control measures are required to be completed prior to or in conjunction with final inspections for the kiosk.

4. Pedestrian Connection: The drive through ATM is not intended to serve pedestrians. Pedestrians who desire to utilize the applicant's services can continue to access the ATM inside the Ridley’s Family Market. There are no changes expected or recommended to be made to the sidewalks.

5. Parking: The Ridley’s Family Market has 123 parking spaces, despite the code requirement for 1 space for every 200 square feet of retail floor space (167 parking spaces required). The proposed drive through kiosk will eliminate eight parking spaces reducing the total number of parking spaces to 115.

- The applicant has provided a memo indicating that based on other similar facilities with a drive thru ATM and in-store option, the visits to the in-store branch at Ridley’s Family Market will likely decline.
- This decline reduces the need for parking space availability for the bank customers.

6. Circulation Aisles: There are no additional circulation aisles proposed on the site.

The applicant has stated there is one space for vehicle stacking, which is consistent with the company’s other drive through locations.

7. ADA: There is no change to the ADA parking facilities on the site or in response to the proposed site plan application.

8. Signage: The proposed kiosk is proposed to have two categories of signs. The first is a sign on the kiosk that faces east and west above the canopy of the structure. The second category of signs are incidental signs for driving directions.

Regarding the kiosk signs:

- It is noted on the elevations that each sign is 20 square feet, which is less than 50 square feet total, meeting the maximum sign size allowed per the code.

- Staff agrees the sign size compared to the kiosk size has appropriate scale.
- It is noted on the site plans that each sign will be illuminated approximately 30 minutes before sunset to approximately 30 minutes after sunrise.
- The applicant should verify the method for how calculations were made.

Regarding the incidental signs:

- The incidental signs are noted on the site plan as being scaled to 2'x4' but there are no further details provided.
- Incidental signs require a separate permit and may be approved administratively. All locations for incidental signs shall be identified on the revised site plans.

Other

- The existing sign on the Ridley's Family Market for Blue FCU will remain.

9. Site Lighting: A photometric plan was provided with the site plans as required. There are existing light poles in the parking lot that will add to the illumination levels, but are not currently shown in the footcandle counts on the photometric plan.

- The Town's maximum illumination level at the property line is 0.1 footcandle. The applicant has demonstrated that the lighting for their proposed site plan will not exceed this level.
- Additionally, the Town has a minimum illumination level of 1.0 footcandle for parking areas and pedestrian paths. The applicant has demonstrated that there is sufficient lighting below and surrounding the proposed kiosk.
- It is noted on the photometric plan that the existing parking lot light poles will contribute to greater lighting around and under the kiosk, but that information was not factored into the photometric plan. Staff accepts the reasoning to not include this information on the photometric plan and does not foresee any light spillover to adjacent areas. A minimal amount of light spillover is acceptable because the adjacent spaces are a parking lot and a drainage area.
- The land use code calls for 20 footcandles under a gas canopy, which is the closest option available for comparison, but is not an appropriate comparison. The applicant's photometric plan shows the brightest footcandle under the canopy as 4.0 which staff sees as sufficient if it adequately meets the applicant's need for safety and use.

10. Landscape/Screening and Buffering: No landscaping is proposed. It is noted by the applicant that landscaping on the concrete island may inhibit safety near the ATM.

11. Drainage: A drainage memo was submitted with the application materials. There is no increase in additional impervious surface area proposed. The applicant will provide additional riprap (rock) at the curb cut for stormwater drainage and to provide erosion control. Any defective curb and gutter must be repaired and replaced as necessary. Additional engineering comments and coordination will be provided to the applicant, if necessary.

12. Utilities:

- **Town Utilities:** The site does not use water or sewer. There is a buried electric and fiber optic line that exist on the eastern edge of the site that is unlikely to be impacted by the kiosk building and proposed site changes. The site does use electricity and data lines which are shown schematically on the site plan to enter the kiosk near the southeast corner. There are no further details provided by the applicant to detail how these utilities will be connected to the kiosk. The site plan approval is

conditioned upon final review and approval by the Town Engineer. All utilities to be abandoned must be done in coordination and with direction from Public Works staff.

- Other Utilities: The applicant is responsible for coordinating with private companies to ensure that all utilities are installed underground.
- Fire District Review: Wellington Fire Protection District staff reviewed the site plans and accepts the plans as presented. Building plan review and a permit issued by Wellington Fire Protection District is required prior to construction.

12. Architectural Design Standards: The architectural designs for the building were submitted by the applicant and the standards are met. The architectural elements provided in the design include variations in roof lines, materials, patterns, and colors to be complimentary to the primary building on the site.

- The façade treatments and materials are generally complimentary to the existing building.
- Staff previously encouraged the applicant to use a stone veneer to blend in more with the existing site and while that was not included in the final designs, staff has no objections to the materials used and thinks the kiosk positively compliments the area.

14. Corrected Plans: Following Planning Commission approval, the applicant will need to revise the site plan documents to incorporate all corrections or comments and submit revised copies to the Town. All drawings and plans must be coordinated so there is not differing information on the civil and architectural final plans. Changes on the site plan sheets shall be clouded, and a list of all changes shall be provided, noting which comment is addressed and how the changes adequately meet those comments.

- The common address on the site plan is incorrect.

STAFF RECOMMENDATION

Move to approve the site plan for a drive-thru ATM located on Lot 1 Block 1, Boxelder Commons, Wellington, subject to engineering review and approval and subject to staff comments being fully addressed, including access control measures at the Jefferson Avenue driveway.

ATTACHMENTS

1. Location Map
2. Site Plan
3. Applicant Narrative
4. Presentation



JEFFERSON AVE

I-25

FIFTH STREET

BUCKTHORN STREET

RIVER BIRCH STREET

FRONTAGE ROAD

Southeast corner
of Lot 1, Block 1,
Boxelder
Commons

SITE PLAN

blue FEDERAL CREDIT UNION

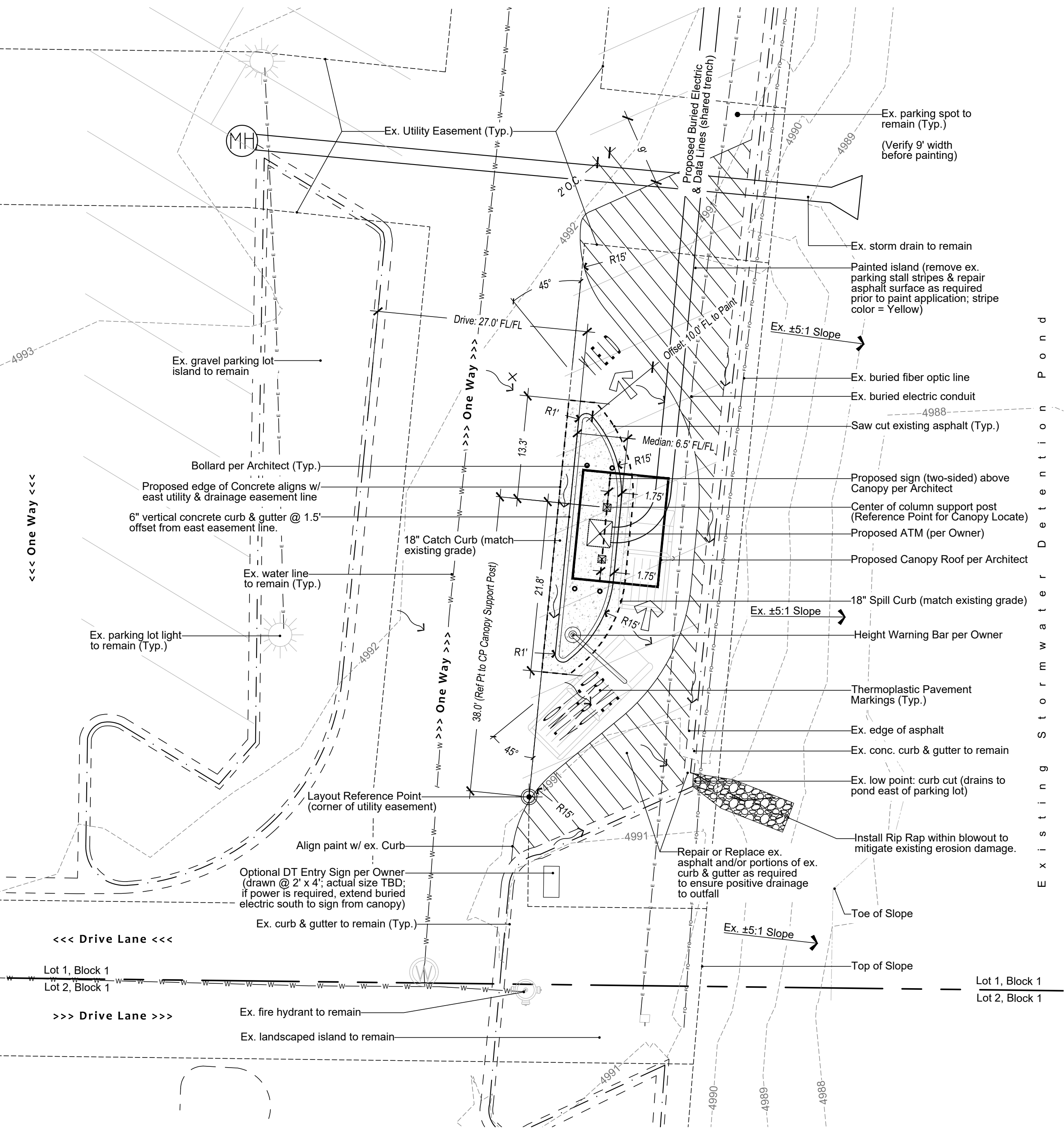
Proposed Drive-Up ATM Addition Ridley's Family Market Parking Lot

Lot 1, Block 1, Boxelder Commons Filing One
Wellington, CO

February 2021

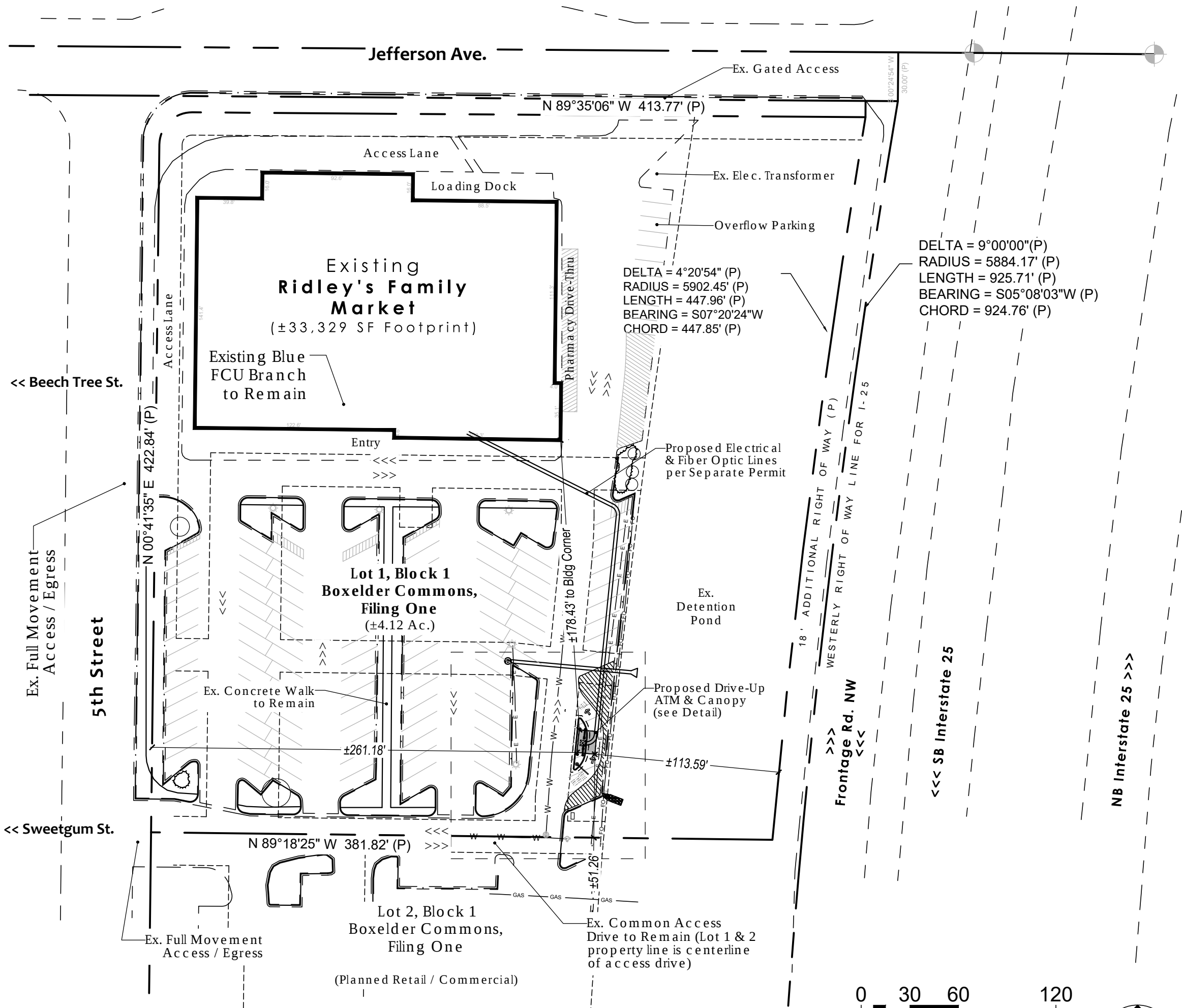


Vicinity Map
NTS

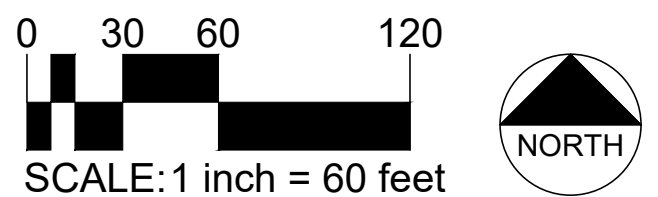


Site Plan Notes

- Survey:** Topographic survey data, boundary information, existing building footprint, and easements were provided by Landmark Engineering EPC, January 2021.
- Operation:** The proposed ATM is intended to supplement the existing Blue Federal Credit Union branch operating within the Ridley's market. The number of employees at this branch is not expected to change with the installation of the ATM.
- Vehicular Access and Rights of Way:** Vehicular access to the property via 5th Avenue ROW is to remain unchanged. The ATM will be accessed by exiting the one-way northbound parking lane as shown in the site plan detail area. The gated access on Jefferson Street ROW is to remain gated. No new right of way is proposed.
- Pedestrian Access:** The drive-up ATM is not intended for pedestrian use. No new sidewalks are proposed with this improvement. A walk-up ATM is available in the existing building at the Blue Federal Credit Union branch.
- Easements:** Several existing utility easements were identified in the survey and shown on this Site Plan. No changes to these are proposed. No new easements are proposed. No work is proposed within easements, with the exception of connecting electricity and data to the ATM.
- Utilities:** Underground electric and fiber optic lines are proposed to connect the ATM and the existing credit union branch. A schematic routing for these is illustrated on the plan. No new transformers are proposed at this time.
- Lighting:** Existing overhead parking lot lights are to remain in place as illustrated on the Site Plan. No new overhead lights are proposed. See Lighting and Photometric Plan for lights proposed below the ATM canopy and light levels nearby resulting from the canopy.
- Signs:** A two-sided sign is proposed in conjunction with the ATM canopy. Refer to architectural drawings for details related to copy, height, and area.
- Stacking:** There is sufficient room for one passenger vehicle to queue behind one passenger vehicle at the ATM.
- Layout:** The northernmost building column is located on this plan, as referenced from a corner of an easement shown on the survey. The eastern easement line serves as the baseline for this layout. Ensure that the canopy supports are parallel to the proposed curb line. Refer to the Architect's Site Plan, prepared separately from this application, for locations and final design of bollards, the height warning bar, and incidental signs relative to the located canopy support.
- Grading:** Other than the raised concrete median at 6' above surrounding grade, no grading is proposed, and existing drainage patterns are to be maintained.
- Drainage:** The portion of the lot to be improved drains generally south and east to a curb cut noted on the site plan detail. Contractor shall ensure positive drainage to this curb cut upon completion of construction. Existing stormwater detention facilities east of the ATM have been determined to have sufficient capacity. As noted schematically on the plan, rip rap shall be installed below the curb cut to resolve erosion damage.
- Landscape:** Existing landscape is to remain. No new landscape is proposed. The pond east of the parking lot has utilities below grade behind the curb, which precludes plant material along the curb.



Lot 1, Block 1 Context Plan



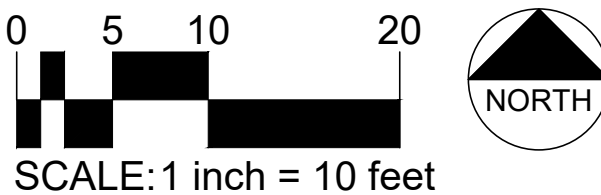
Development Summary

Legal Description:	Lot 1, Block 1, Boxelder Commons Filing One
Property Address:	7650 5th Street, Wellington, CO
Property Owner:	RFM Real Estate, LLC 621 Washington St. N, Twin Falls, ID 83301
Existing Lot Size:	±4.12 Ac.
Existing / Proposed Building:	±33,289 SF (exterior of footprint as measured)
Existing Building Ht:	±25' (not measured as part of this Site Plan)
Proposed ATM Canopy Roof Area:	±154 SF (See Arch. Plans)
Canopy Height:	±10'-3" ("" """)
Top of Sign:	±17'-3" ("" """)
Asphalt Removed:	±290 SF
Replacement Concrete:	±290 SF (no net change to impervious area)
Existing Parking:	123 spaces (±1 Sp / 270 SF)
Proposed Parking:	115 spaces (±1 Sp / 290 SF)

Project Team

Developer:	Blue Federal Credit Union PO Box 3200, Cheyenne, WY 82003 Attn: Phil Cangilla (303) 330-7025 Phil.Cangilla@BlueFCU.com
Planner:	Palma Land Planning, LLC 1102 W. 19th St., Cheyenne, WY 82001 Attn: Lee Martin, RLA (970) 218 - 0312 Lee@PlanDesignWY.com
Architect:	VFLA Architecture + Interiors 419 Canyon Ave., Ste 200, Fort Collins, CO 80521 Attn: Chris Aaronson, AIA (970) 224-1191 Chris@VFLA.com
Lighting & Photometric:	APS, Inc. 7726 Park Ridge Circle, Fort Collins, CO 80528 Attn: Randy Bremmer (970) 206-0269 RandyB@apsinc.biz
Transportation Engineering:	DELICH ASSOCIATES 2272 Glen Haven Drive Loveland, Colorado 80538 Attn: Matt Delich, PE (970) 669-2061 Matt@DelichAssoc.com
Surveyor:	Landmark Engineering EPC 5803 Lockhead Ave., Loveland CO 80538 Attn: Jeffrey Van Horn, PLS (970) 667-6286 Jeff.VanHorn@landmarkepc.com

Drive-Through ATM Site Plan Detail

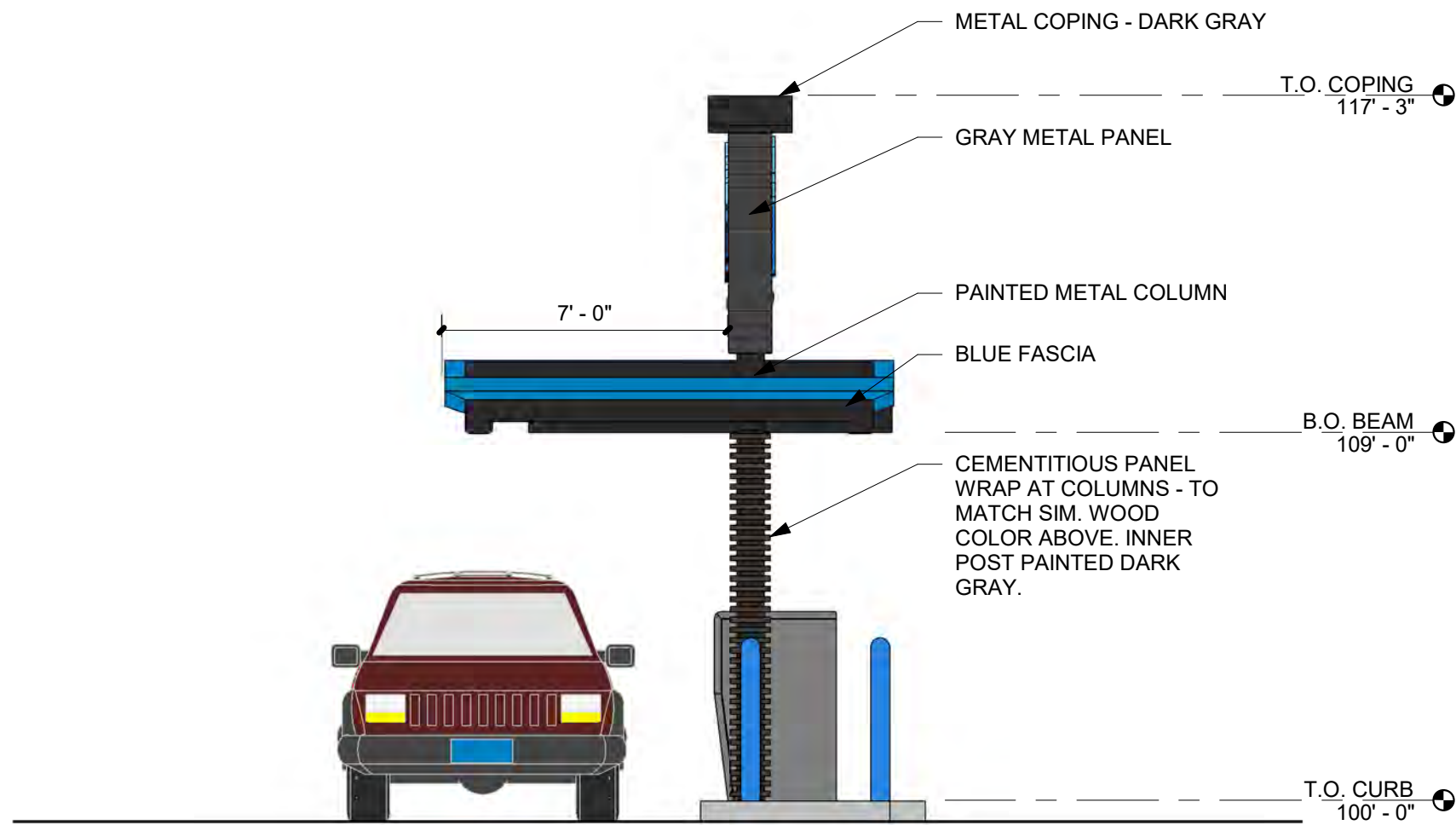


C:\Users\dson.bernholtz\Documents\Fxvt\User Files\BFCU Wellington - Drive Thru ATM_con\NS9DV.rvt

2/19/2021 12:08:44 PM

5 PLANNING ELEVATION - SOUTH

SCALE: 1/4" = 1'-0"



3 PLANNING ELEVATION - NORTH

SCALE: 1/4" = 1'-0"

DESIGN COMPLIANCE STATEMENT:

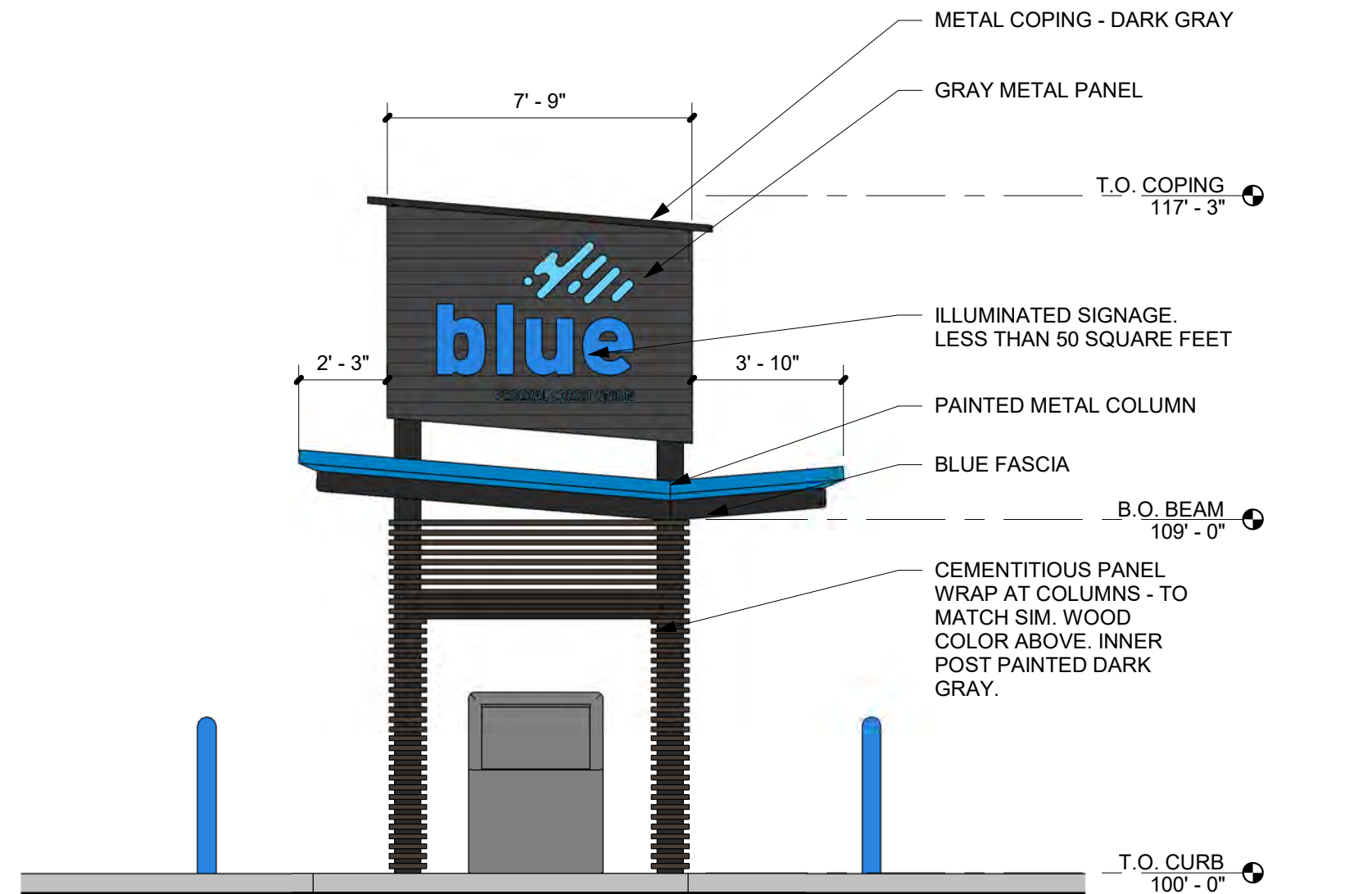
THE DESIGN OF THE ATM CANOPY AND SIGNAGE IS IN CONFORMANCE WITH SECTION 16-3-460. IT EMPLOYS A VARIETY DYNAMIC ARCHITECTURAL CHARACTERISTICS TO:

- AVOID MONOLITHIC APPEARANCE.
- THE ELEMENTS OF DESIGN ARE CONSISTENT ON ALL SIDES OF THE CANOPY.
- THERE IS NO EQUIPMENT TO BE SCREENED.
- COMPATIBLE FEATURES INCLUDE SLOPED ELEMENTS, PREFINISHED METAL ROOFING, SELF-ILLUMINATED SIGNAGE.
- THE PAINTED METAL IS SIMILAR COLOR TO STOREFRONT OF NEARBY BUILDING.

THE ATM CANOPY'S HEIGHT (ABOUT 17 FEET) IS WELL BELOW THE ADJACENT BUILDING (ABOUT 25 FEET). THE SIGNAGE (LESS THAN 50 SQ.FT.) DOES NOT COMPETE WITH MUCH LARGER SIGNAGE AREAS ON ADJACENT BUILDING, AND IS SCALED PROPORTIONATELY WITH THE OVERALL CANOPY STRUCTURE. THE SIGNAGE AND CANOPY WILL ILLUMINATE APPROXIMATELY 30 MINUTES BEFORE SUNSET TO APPROXIMATELY 30 MINUTES AFTER SUNRISE.

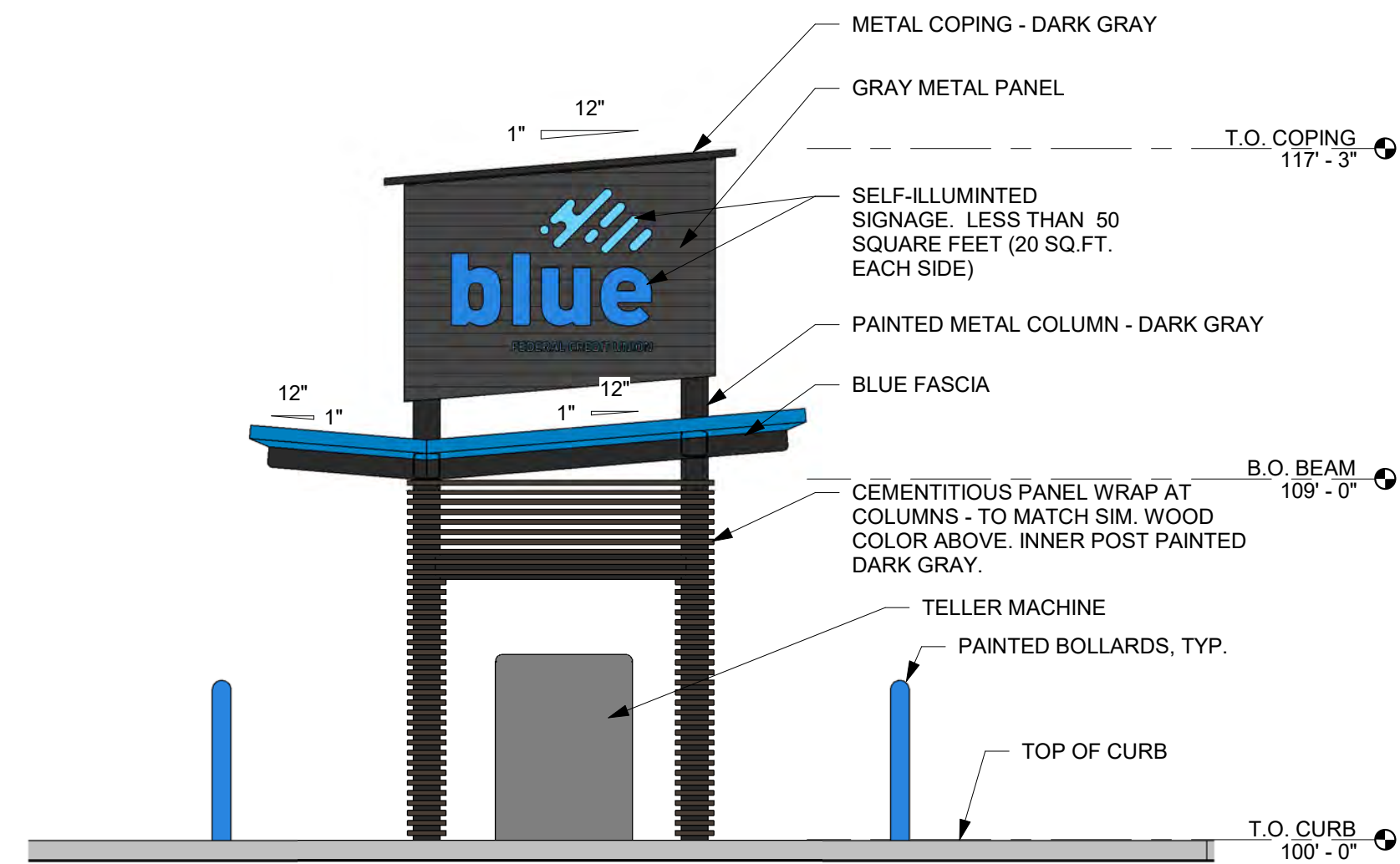
4 PLANNING ELEVATION - EAST

SCALE: 1/4" = 1'-0"



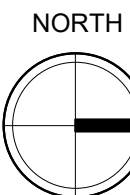
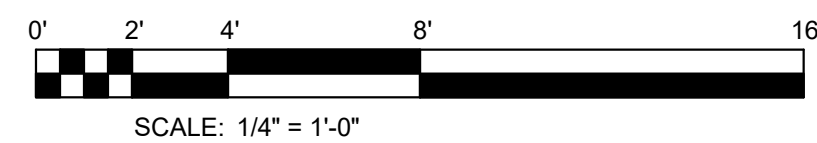
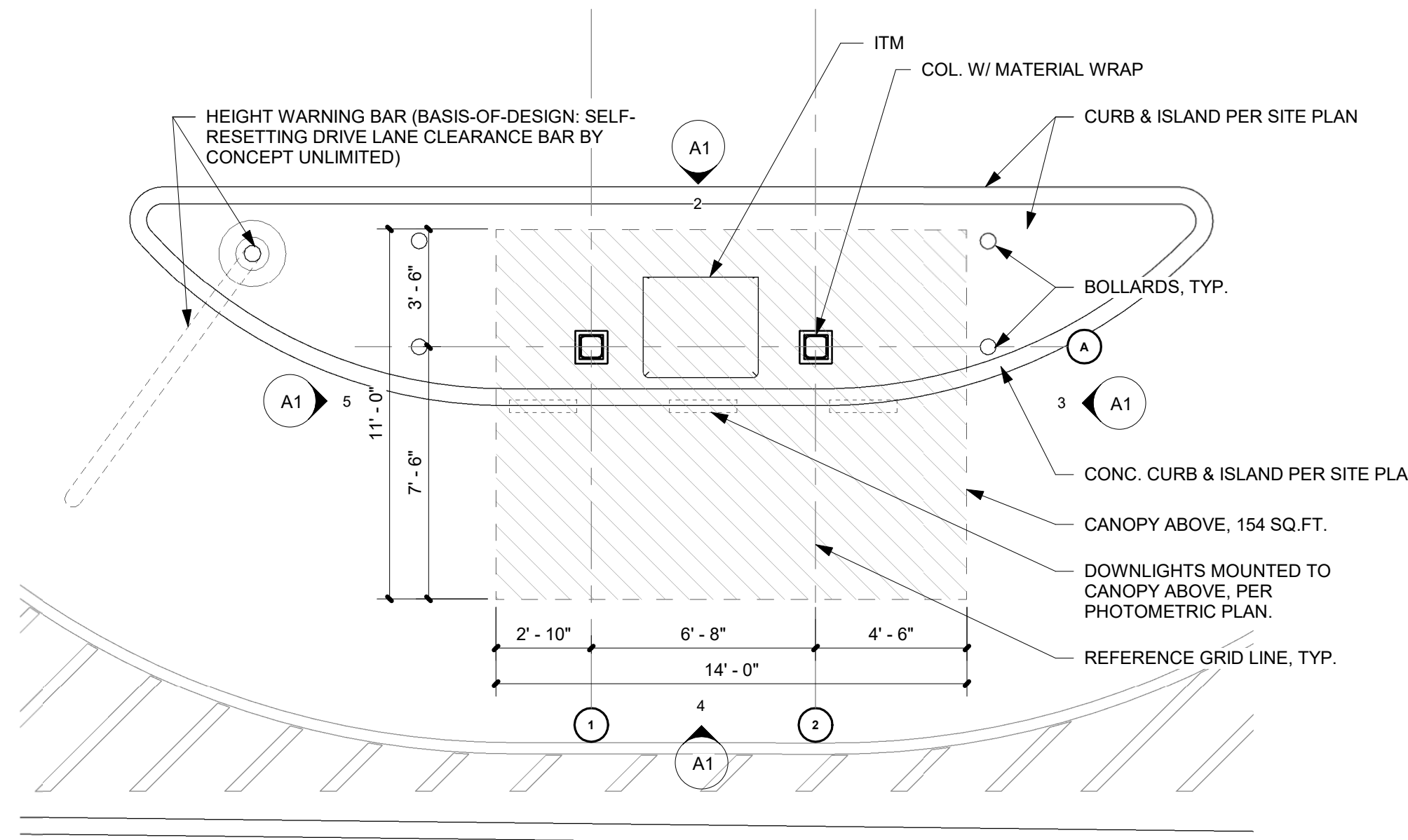
2 PLANNING ELEVATION - WEST

SCALE: 1/4" = 1'-0"



1 PLAN - ATM FOOTPRINT

SCALE: 1/4" = 1'-0"

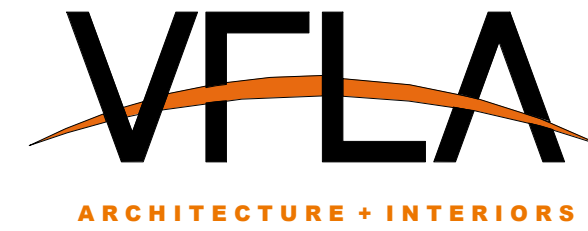


PROJECT NUMBER: 2020-55

BFCU ATM AT RIDLEY'S - WELLINGTON

PROPOSED DRIVE-UP A.T.M. ADDITION
RIDLEY'S FAMILY MARKET PARKING LOT
7650 5TH STREET, WELLINGTON, CO

LOT 1, BLOCK 1, BOXELDER COMMONS FILING
ONE, WELLINGTON, CO



Strength in design. Strength in partnership.
Strength in community.

419 Canyon Ave Suite 200, Fort Collins, CO 80521 | 970.224.1191
108 East Lincolnway, Cheyenne, WY 82001 | 307.635.5710
www.vfla.com

IN ASSOCIATION WITH:

PLANNER:

PALMA LAND PLANNING

ELECTRICAL ENGINEER:

ADONAI PROFESSIONAL SERVICES (APS), INC.

PLANNING SUBMITTAL

SHEET ISSUANCES

DESCRIPTION	DATE
PLANNING SUBMITTAL	2021-02-05

SEAL:

ENTITLEMENT DRAWING
NOT FOR CONSTRUCTION

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COPIED IN ANY MANNER WITHOUT THE WRITTEN PERMISSION OF VFLA.

EXTERIOR ELEVATIONS

DRAWING NUMBER:

A1



February 22, 2021

Town of Wellington
3800 Wilson Avenue
Wellington, CO 80549
Attn: Elizabeth Young Winne, Planner

**Re: Site Plan – Blue Federal Credit Union ATM Addition
Ridley’s Family Market Parking Lot (Lot 1, Block 1, Boxelder Commons, Filing One)**

Ms. Winne,

On behalf of Blue Federal Credit Union, I am pleased to submit the attached application materials supporting the above project for your review. The plan is close to the concept you reviewed a few months ago, as outlined below. To summarize, Blue Federal Credit Union operates a branch inside the market and wishes to add a drive-up ATM to the southeast corner of the Ridley’s Family Market parking lot, with the support of the property owner. A total of eight parking spaces will be replaced with a drive-through lane, raised concrete median, and an ATM canopy with a sign. Upon approval, the applicant will pull necessary permits to move forward with construction later this year.

Architectural Design: The canopy and sign will be considerably shorter than the existing Ridley’s supermarket façade, with compatible building materials and colors. Based on the elevations included, the canopy will be an attractive addition to the parking lot.

Signage: Signs (the Blue Federal Credit Union logo) are proposed on two sides of the canopy (facing east and west). Neither sign exceeds 50 square feet in area. Internal illumination will switch on about thirty minutes before sunset and switch off about thirty minutes after sunrise. Incidental signs and a height warning bar are illustrated on the plan as well.

Lighting: No new free-standing lights are proposed. The existing light west of the canopy will supply ample light to the area. The downward-directed lights proposed below the canopy will not cast light anywhere near the eastern property line and the highway. Timing will coincide with signage illumination.

Grading & Drainage: No new impervious surface is proposed. Existing asphalt is to remain to the extent possible. About 290 square feet of asphalt are to be removed and replaced with concrete. This portion of the parking lot, which is a small watershed, drains to an existing curb cut southeast of the proposed ATM. Water will continue to drain to that point after construction. The raised concrete median will direct flows south along the west side of the median via a catch curb releasing to asphalt south of the median. The southeast side will be a spill curb. As noted in the engineer’s drainage evaluation, rip rap will be added to the slope below the curb cut to resolve minor erosion concerns.

Traffic: Traffic impacts are expected to be negligible, as discussed in the transportation engineer’s evaluation and noted by the applicant. Few unique trips are expected to be generated by the ATM. While there is space for a vehicle to be queued in the approach to the ATM, we believe that seeing more than one vehicle in the lane will be rare.

Access and Circulation: Existing access and circulation through the parking lot are to remain as-is. Drivers will access the ATM via the northbound one-way access drive. Both the new raised concrete island and

canopy are outside of the utility easement. The striped lane east of the ATM is to be 10 feet width. The distance to the existing vertical curb to remain east of the ATM is more than 12 feet. Please note that the ATM is not intended for pedestrian use. As such, no new sidewalks are contemplated.

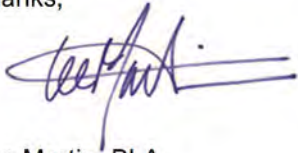
Parking: The reduction of eight parking spots reduces the total number of parking spaces south of the Ridley's Market from 123 spaces to 115 spaces. Based on the 33,289 square foot building footprint (per the survey), current code requires roughly 166 parking spaces (1 per 200 square feet) for a building of this size. The actual retail area in the store, warehouse areas, etc., were not calculated with this application; however, these would be expected to have a considerably lower traffic generation rate than the Town's standard. The eight parking spots to be removed are more than 200 feet from the main Ridley's entry, and would be considered overflow parking. The property owner and operator of Ridley's Market does not believe that their removal will affect market operations. Blue Federal Credit Union anticipates that the ATM will reduce in-store foot traffic, which would reduce parking demand slightly. In my opinion, losing these spaces will not diminish the public's safety and welfare.

Utilities: Neither water, nor sewer, are related to the ATM operation. Power and data lines are shown schematically on the site plan to enter the building near its southeastern corner. The actual trench location may be adjusted based on existing conditions. The existing fiberoptic and electrical conduit along the eastern curb line will be unaffected by the proposed landscape.

Landscape: No new landscape is proposed, as there is no need to do so in this instance. Existing landscape in the pond and in raised islands in the parking lot are to remain. Adding landscape to the pond would provide little or no benefit and would increase maintenance associated with the pond. Adding landscape to the concrete island and painted median areas would also increase maintenance, and would potentially decrease security near the ATM.

Please let me know if you have any questions.

Thanks,



Lee Martin, RLA
Principal | Palma Land Planning
Mobile (970) 218 – 0312

Attachments:	Application Fee	\$500 check to Town of Wellington
	Signed Application Form	(5 copies)
	Signed Authorization Letter	(5 copies)
	Signed D-5 Agreement	(5 copies)
	Site Plan	(3 copies @ 24x36; 5 copies @ 11x17)
	Building Elevations	(3 copies @ 24x36; 5 copies @ 11x17)
	Lighting & Photometric Plan	(3 copies @ 24x36; 5 copies @ 11x17)
	Engineer's Drainage Evaluation	(5 copies)
	Traffic Evaluation	(5 copies)
	Applicant's Traffic Memo	(5 copies)

Site Plan Approval

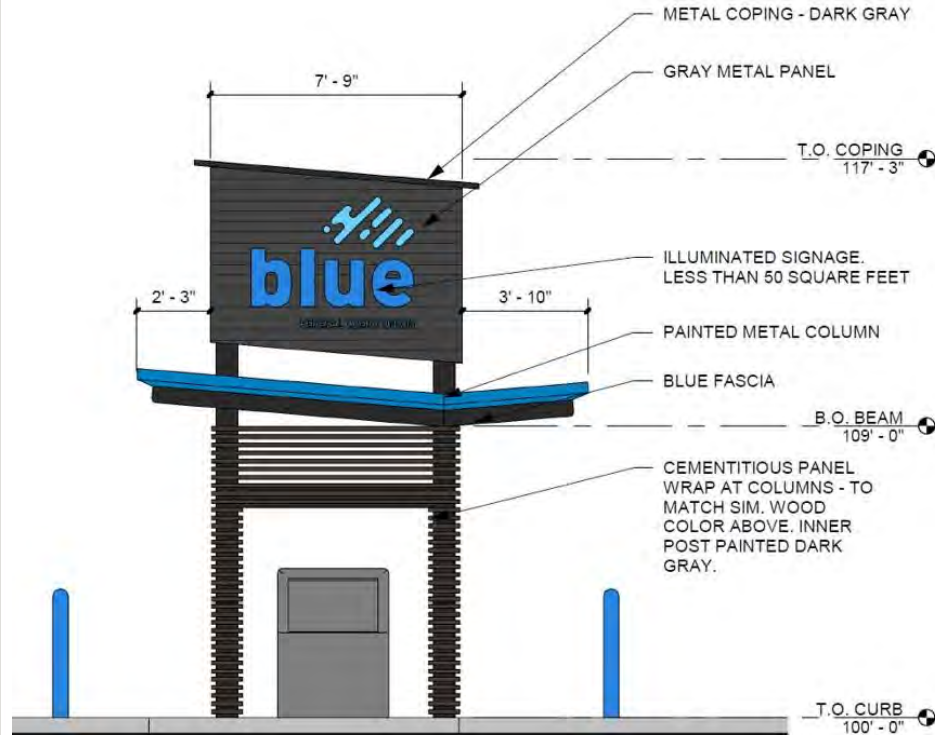
Lot 1, Block 1, Boxelder Commons



Site Plan Approval

Applicant: Philip Cangilla, Blue Federal Credit Union

Agent: Lee Martin, Palma Land Planning



General Location





Background Information

- Requesting the approval of a drive-through ATM kiosk to provide greater convenience, option, and responsiveness from company.
- First drive through ATM considered in Town limits.
- Blue Federal Credit Union currently has a walk-up location at Ridley's.
- Zoned C-3 Highway Commercial (Drive-through uses are allowed)
- Kiosk to be in the southeast corner of the Ridley's Family Market.
 - Property owned by Mark Ridley/Ridley's Family Market.
 - Owner has provided agreement to use location to applicant.



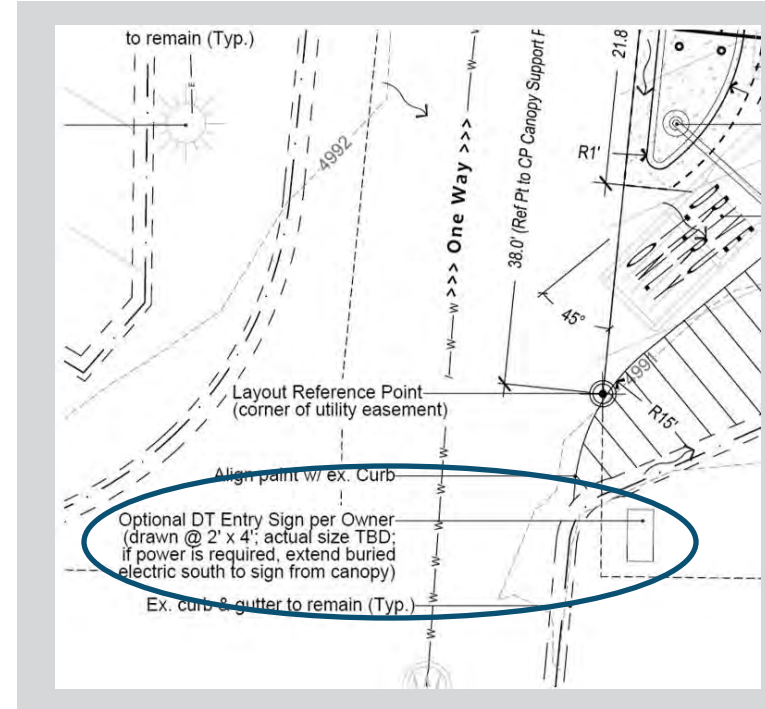
Staff Report: Highlights

- Architectural designs include variations that are acceptable; complimentary to primary building and positively contributes to area.
- Handful of elements typically examined with minimal to no changes include:
 - Pedestrian connections
 - Landscaping
 - Additional proposed circulation
 - ADA Parking
 - Utilities

Staff Report: Highlights

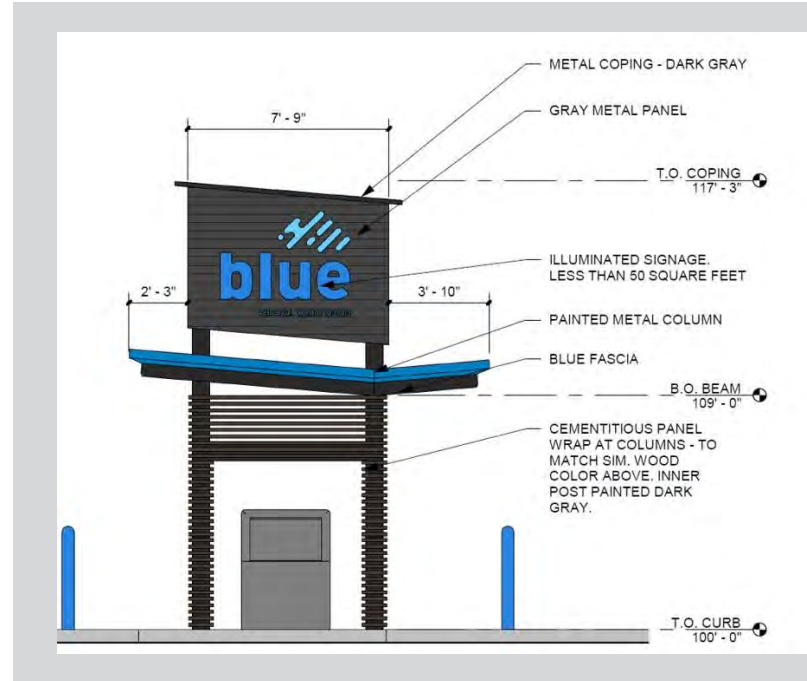
Two types of signs: the kiosk sign and the incidental signs

- Incidental Sign
 - Noted as 2'x4'
 - No example provided



Staff Report: Highlights

- Kiosk Sign
 - Meets code: each is 20 square feet, less than 50 square feet total
 - Signs illuminated 30 minutes before sunset to 30 minutes after sunrise
 - Unclear calculations for sign
 - Staff agrees sign size compared to kiosk has appropriate scale



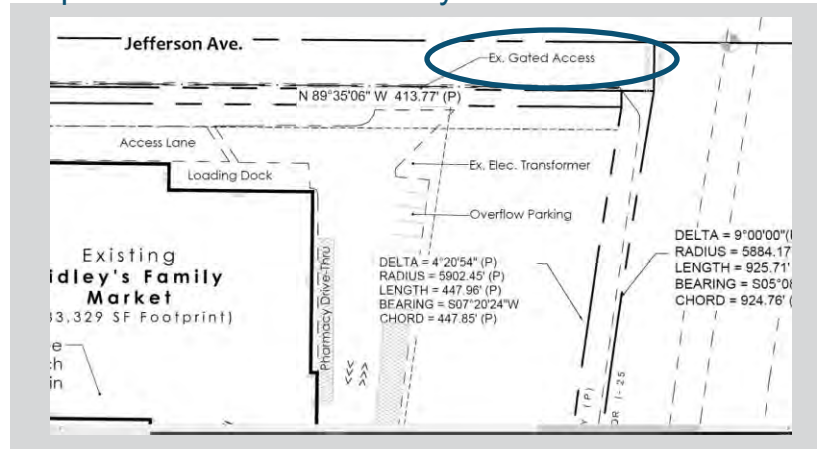


Staff Report: Highlights

- Site Lighting
 - Existing light poles not considered in photometric plan
 - Meet code requirements for max/min for kiosk area
 - Any spill over from kiosk is appropriate given immediately adjacent uses
 - Under canopy is 4.0 footcandles

Staff Report: Highlights

- Access
 - The access onto Jefferson Avenue is open but was intended to be limited.
 - 2006 Site and Horizontal Control Plan notes a gate should be in place to limit access.
 - Gate noted on current plan sets.
 - Gate to be replaced and maintained by owner.



A stylized graphic featuring a dark blue mountain peak on the left and a winding path or river on the right, set against a white background.





Staff Assessment and Recommendation

Recommend to approve pending staff report comments being fully addressed, including gate installation and maintenance by property owner.

Planning Commission Meeting

Date: April 5, 2021
Submitted By: Cody Bird, Planning Director
Subject: Draft Comprehensive Plan Discussion

EXECUTIVE SUMMARY

The Comprehensive Plan is an advisory document adopted by the Town and is used to guide decision-making and the physical development of the community. The Comprehensive Plan is long range in nature, and is intended to provide a 20-year or longer vision of how the citizens of Wellington want the town to grow and change. The plan helps to guide policies and provide recommendations for future actions involving land development and land preservation to achieve the Town's vision.

The Town began an update to the Comprehensive Plan starting in 2020. The draft plan was presented to the public on March 9, 2021 and has been available for public review and comment on the Town's website and at Town Hall and the Library. The draft plan is attached with this report, along with public comments received to date (as of April 1, 2021).

The Planning Commission is responsible for adoption of the Town's Comprehensive Plan and any amendments. In preparation for a future public hearing, the Planning Commission is encouraged to discuss the draft plan and consider public comments received to date. No official action can be taken by the Planning Commission at this time; however, the Commission may provide direction to Town staff so that necessary revisions or additional information can be included in the revised draft plan.

BACKGROUND / DISCUSSION

STAFF RECOMMENDATION

Provide direction to Town staff for desired changes or additional information to be included in the revised draft plan.

ATTACHMENTS

1. Draft Comprehensive Plan with Public Comments as of April 1, 2021



COMPREHENSIVE PLAN 2021

PUBLIC DRAFT
MARCH 4, 2021



PLAN WELL
VISION FOR TOMORROW
SOLUTIONS FOR TODAY

#001

Posted by **Mike Bean** on **03/23/2021** at **12:53pm** [Comment ID: 2404] - [Link](#)

Type: Comment

Agree: 0, Disagree: 0

Why would light residential, be considered commercial now.

So it would benefit who. Pheasant run subdivision is single family not commercial. That is what was approved for.

#002

Posted by **Peter Pronko** on **03/09/2021** at **11:33pm** [Comment ID: 2022] - [Link](#)

Type: Comment

Agree: 3, Disagree: 0

We desperately need a comprehensive storm drainage plan for Cleveland Avenue and south of Cleveland. This is long overdue and continues to be a menace for the businesses pedestrians and cars using the area. There are flooding issues every summer during heavy local rain storms.

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

Bert McCaffrey

Barry Friedrichs

Eric Sartor

Linda Knaack

Rebekka Kinney

Troy Hamman

Tim Whitehouse

Town Staff

Cody Bird, Planning Director

Elizabeth Young Winne, Planner

Steering Committee

Dan Sattler

Gary Green

Jon Gaiter

Linda Knaack

Rebekka Kinney

Tracey D Jensen

Consultants

Logan Simpson Design Inc.

Felsburg Holt & Ullevig

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.*

 004

#003

Posted by **Hannah Michaud** on **03/10/2021** at **9:27pm** [Comment ID: 2050] - [Link](#)

Type: Comment

Agree: 1, Disagree: 0

Thanks to the elected officials and town staff who worked hard on this.

Reply by **Eric Sartor** on **03/24/2021** at **4:51pm** [Comment ID: 2454] - [Link](#)

Agree: 0, Disagree: 0

Not everyone listed on the page is an elected official or town staff - some members of the Planning Commission are volunteers nominated by the PC

#004

Posted by **AB** on **03/23/2021** at **12:23am** [Comment ID: 2403] - [Link](#)

Type: Comment

Agree: 2, Disagree: -5

After reviewing this document in its entirety and the comments, I have concluded that Christine Gaiter, and her husband Jon, do not represent the views and opinions of the greater community. They have an agenda to serve personal interests. I urge staff and involved members to keep in mind the silent majority that did not comment.

Reply by **anonymous** on **03/24/2021** at **12:37pm** [Comment ID: 2430] - [Link](#)

Type: Comment

Agree: 2, Disagree: 0

I think each person speaks for themselves. They speak for them, you speak for you, and I speak for me. While I don't agree with Christine has said, I agree with most of it. We all have a chance to make our voice heard about the plan. Lets keep it focused on the PLAN and not slandering each other.

Reply by **Hannah Michaud** on **03/24/2021** at **12:57pm** [Comment ID: 2433] - [Link](#)

Agree: 3, Disagree: 0

Frankly, your comment violates the community guidelines.

"Remember that this is a platform for discussion, not debate.

Maintain a collaborative, open-minded approach: consider others values, experience and views; read and respect their ideas and opinions.

Avoid personal attacks on others."

Reply by **Jenna Clark** on **03/24/2021** at **2:40pm** [Comment ID: 2445] - [Link](#)

Type: Suggested Revision

Agree: 5, Disagree: 0

I think this personal comment should be removed from this document. I find it personal in nature and does not comply with the intention of this document or it's standards.

We are here to voice our concerns for the Wellington community. Each of our views, beliefs , and experiences may look different but the goal here is to have

the ability to express changes we see fitting for our community.

Thank you

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*Available on the Town of Wellington website.

COMPREHENSIVE PLAN AT-A-GLANCE

A Community-Driven Process



61

IN-PERSON
STAKEHOLDER
INTERVIEWS



660

QUESTIONNAIRE
AND QUICK POLL
RESPONSES



10

STEERING
COMMITTEE
MEETINGS



100+

FACEBOOK
PARTICIPATION (LIKES,
COMMENTS, SHARES, ETC)



4

BOARD OF TRUSTEES
WORKSHOP
PRESENTATIONS

DISTILLED THEMES



COMMUNITY CHARACTER



PROSPEROUS LOCAL
ECONOMY



VIBRANT DOWNTOWN



COMMUNITY SPACES &
EVENTS



TREASURED OUTDOOR
RECREATION & OPEN SPACES



SUSTAINABLE & RESILIENT
PUBLIC SERVICES

#005

Posted by **Gail Clark** on **03/20/2021** at **7:06pm** [Comment ID: 2358] - [Link](#)

Type: Comment

Agree: 3, Disagree: 0

Water is a very important commodity to Wellington residents and the price is going up that borders unaffordable to the average resident. The builders may pay the water taps, but with all the building and subdivisions and demands for resources, the local residents get stuck with a huge bills while the developers and realtors walk away rich to less populated areas. This is a semi-arid area and the stress on our water supply and other resource from the growth and building is a huge burden. We moved here because Wellington was a small town and Ft. Collins was too crowded. Don't run our small town for profits to developers and realtors.

The Result...

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 forward-thinking ideas to enhance our health and wellbeing. Our dreams take root and blossom in Wellington.

COMMUNITY PILLARS



COMMUNITY PRIDE

Wellington focuses on our community, providing safe and attractive neighborhoods oriented around parks, amenities, and public spaces; and offering options for our community to shop, gather, and celebrate. Wellington is a place we are proud to call Home!



VIBRANT & HISTORIC DOWNTOWN

Wellington preserves Downtown's distinctive charm and supports its local flair, enhancing its atmosphere and amenities to create a welcoming place for all community members to celebrate the heart of our Town.



THRIVING ECONOMY

Wellington promotes an environment attractive to businesses that offer needed services and local employment opportunities, contributing to our community's values and quality of life.



SUSTAINABLE & RESILIENT PUBLIC SERVICES

Wellington strives to provide an outstanding level of public services that offer proactive infrastructure improvement and maintenance, contributing to the community's sustainability and resilience.

Using the Community Vision and Pillars as a foundation for the Plan, the community-informed opportunities were turned into 18 Goals and 115 Strategies to guide the future of Wellington over the next 20 years. As Wellington continues to grow, it is important that residents, businesses owners, and governmental and non-governmental groups, among others, refer to these guiding elements to ensure that their conversations and actions contribute to enhancing the health and wellbeing of the Wellington community.

#006

Posted by **Huston Hoffman** on **03/22/2021** at **10:55am** [Comment ID: 2368] - [Link](#)

Type: Technical Edit

Agree: 0, Disagree: 0

Could these four pillars be punched up a bit? "Wellington" at the start of each seems drab and overly repetitive.

#007

Posted by **Dalton** on **03/20/2021** at **2:26pm** [Comment ID: 2340] - [Link](#)

Type: Comment

Agree: 3, Disagree: 0

I hope there is a focus on improving the infrastructure, specifically, roads, sidewalks, and bridges, in the near future. I think that is important to attract new residents and business as well as keeping the current ones prideful of our town.

Reply by **Carol** on **03/30/2021** at **12:31pm** [Comment ID: 2603] - [Link](#)

Type: Comment

Agree: 0, Disagree: 0

I agree! The first pain point anyone sees when entering Wellington from I25 is the large pot holes that are continually being filled - We Specifically need to focus on infrastructure ASAP before we start looking at additional changes with buildings and attracting more visitors to our small town. When it rains you hardly can cross at any of the intersections downtown due to the lack of drainage.

#008

Posted by **Anonymous** on **03/09/2021** at **8:41pm** [Comment ID: 2005] - [Link](#)

Type: Comment

Agree: 11, Disagree: 0

This is really "cheeky." Would appreciate a bit more formal Vision statement.

Reply by **Keaton L Stein** on **03/24/2021** at **9:54pm** [Comment ID: 2517] - [Link](#)

Type: Suggested Revision

Agree: 0, Disagree: 0

Make this more concise. Blossoming feels wrong, Wellington does have an agricultural founding but it is not orchards or tulips. I think something can be used to pay tribute to agriculture that is more fitting for the town.

#009

Posted by **C. Harris** on **03/13/2021** at **6:47pm** [Comment ID: 2193] - [Link](#)

Type: Comment

Agree: 3, Disagree: 0

I agree! Smiles and blossoms in a city government statement? Did anyone hear or see the new vision statement and mission of our library? That is an actual well crafted

statement for our town and maybe the library can help the planners create a decent statement?

#010

Posted by **Hannah Michaud** on **03/10/2021** at **9:31pm** [Comment ID: 2051] - [Link](#)

Type: Comment

Agree: 7, Disagree: 0

I appreciate the intent to attract businesses. This is the most important part to me. Community pride, attractive spaces, and public services tend to follow healthy businesses.



Photo C012: Town of Wellington Facebook Page, 2020

#011

Posted by **Dalton** on **03/20/2021** at **2:27pm** [Comment ID: 2341] - [Link](#)

Type: *Technical Edit*

Agree: 0, Disagree: 0

The photo credit format covers a large part of this photo.

#012

Posted by **Anonymous** on **03/09/2021** at **8:34pm** [Comment ID: 2004] - [Link](#)

Type: *Technical Edit*

Agree: 2, Disagree: 0

This photo should be attributed to 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 9,950 residents today (Town of Wellington Staff estimate). This significant growth—a 46% 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 # acres. The GMA refers to the area adjacent to the Town and identified for future urban development according to a community plan in an Intergovernmental Agreement with Larimer County. The Plan update also accommodates previously identified needs to diversify housing⁰¹³ 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.

VALUES WORD CLOUD: DERIVED FROM COMMUNITY ENGAGEMENT.
THE LARGER THE WORD, THE MORE TIMES IT WAS MENTIONED DURING



(Source: Questionnaire #1, Phase 1)

#013

Posted by **Brian Michaud** on **03/24/2021** at **6:36pm** [Comment ID: 2481] - [Link](#)

Type: Suggested Revision

Agree: 0, Disagree: 0

This should be for the market to decide. Markets can adjust, government regulations tend not to. Please don't regulate housing classifications.

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

How was the Plan Developed?

The Plan was developed in three phases, from January 2020 to March 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.

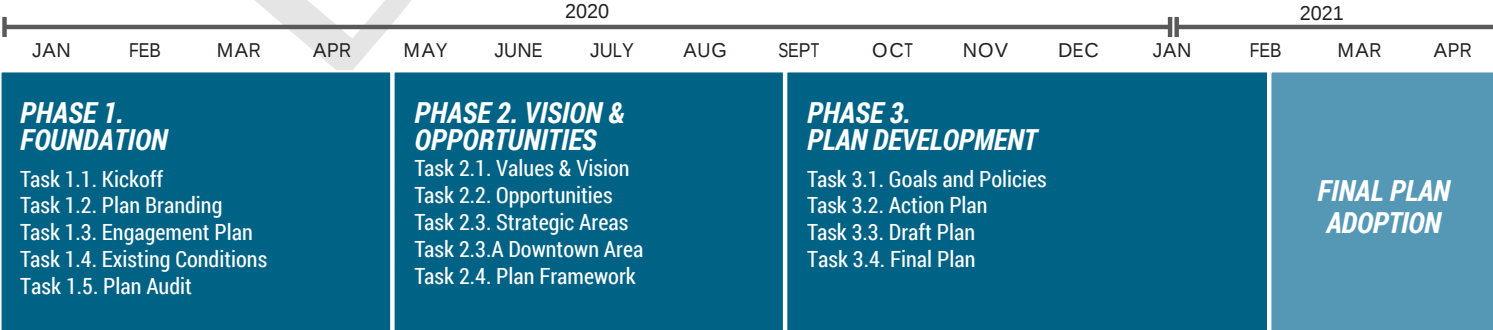
ENGAGEMENT SUMMARIES

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

Over 700 community comments (received through stakeholder meetings, questionnaire and poll responses, steering committee meetings, among others) 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.

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.

PROJECT TIMELINE



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 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; Board of Trustees
Linda Knaack	Planning Commission; Business Owner
Jon Gaiter	Board of Trustees
Gary Green	Wellington Fire Protection District Chief
Dan Sattler	Business Owner, Form017board of Trustees

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.

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
- Constructed # miles of trails
- Supported the establishment of the Downtown Main Street Program
- Established a Planning Department and an Economic Development Department 015
- Developed multiple studies:
 - Market Analysis and Opportunity Assessment, 2019
 - Retail Leakage and Surplus Analysis, (ye014)
 - 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 is important and could include the development and refinement of other plans. The plans of Larimer County, the U016r and North Front Range Metropolitan Planning Organizations, and adjacent municipalities, and communities like Fort Collins, Waverly, and Buckeye, among others, should be considered to achieve the desired future for the

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 Wellington's 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 reviewed and updated every five years. Minor modifications may occur in interim years whenever major policy changes occur that would impact the accuracy and direction of the elements in this Plan.

#014

Posted by **Kallie Cooper** on **03/09/2021** at **8:51pm** [Comment ID: 2006] - [Link](#)

Type: *Technical Edit*

Agree: 0, Disagree: 0

Wellington CO Main Street Program conducted a Market Leakage Analysis in February 2019. The TOW conducted a more in-depth study in November of 2019

#015

Posted by **GoGo** on **03/11/2021** at **10:08am** [Comment ID: 2102] - [Link](#)

Type: *Question*

Agree: 0, Disagree: 0

Who is apart of the Economic Development Department?

Reply by **Christine Gaiter** on **03/11/2021** at **4:36pm** [Comment ID: 2150] - [Link](#)

Type: *Comment*

Agree: 0, Disagree: 0

No one right now. Michelle Vance was, but she left around a year ago.

#016

Posted by **Ryan Dusil** on **03/10/2021** at **3:16pm** [Comment ID: 2029] - [Link](#)

Type: *Suggested Revision*

Agree: 1, Disagree: 0

North Front Range MPO is right, but it should be "Upper Front Range Transportation Planning Region (TPR)"

#017

Posted by **Eric Sartor** on **04/01/2021** at **3:59pm** [Comment ID: 2647] - [Link](#)

Type: *Technical Edit*

Agree: 0, Disagree: 0

should read 'Former Town Trustee'

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 preliminary Community Vision and Pillars (below). 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 forward-thinking ideas that enhance our health and wellbeing. Our dreams take root and blossom in Wellington.

Community Pillars:

 **COMMUNITY PRIDE:** Wellington focuses on our community, providing safe and attractive neighborhoods oriented around parks, amenities, and public spaces; and offering options for our community to shop, gather, and celebrate. Wellington is a place we are proud to call Home!

 **VIBRANT & HISTORIC DOWNTOWN:** Wellington preserves Downtown’s distinctive charm and supports its local flair, enhancing its atmosphere and amenities to create a welcoming place for all community members to celebrate the heart of our Town.



THRIVING ECONOMY: Wellington promotes an environment attractive to businesses that offer needed services and local employment opportunities, contributing to our community’s values and quality of life.



SUSTAINABLE AND RESILIENT PUBLIC SERVICES: Wellington strives to provide an outstanding level of public services that offer proactive infrastructure improvement and maintenance, contributing to the community’s sustainability and resilience.

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.



#018

Posted by **GoGo** on **03/11/2021** at **10:14am** [Comment ID: 2104] - [Link](#)

Type: Comment

Agree: 4, Disagree: 0

The Town needs to have a more inclusive view to people with disabilities. Many times events are planned in areas not easy to access by wheel chairs, walkers and the like. Events hosted in grassed areas restrict people with disabilities from attending. ADA law should be referenced for all events and applications.

#019

Posted by **Phyllis Mortensen** on **03/27/2021** at **5:34pm** [Comment ID: 2570] - [Link](#)

Type: Comment

Agree: 1, Disagree: 0

"Safe" when there are plans being laid (on what is now page 34) for a pot shop for marijuana to bring in tax money for the government.

#020

Posted by **GoGo** on **03/11/2021** at **10:11am** [Comment ID: 2103] - [Link](#)

Type: Comment

Agree: 13, Disagree: -1

Code restrictions make it very difficult to attract new business to Main Street. The demands faced by Town and Fire Department are over bearing and scares new business away from historic buildings.

Reply by **Christine Gaiter** on **03/11/2021** at **4:39pm** [Comment ID: 2151] - [Link](#)

Type: Suggested Revision

Agree: 9, Disagree: -2

Agreed. To get more businesses to come, town needs to reduce codes. Add this as a goal.

Reply by **Anonymous** on **03/19/2021** at **2:50am** [Comment ID: 2263] - [Link](#)

Agree: 2, Disagree: -4

Wellington's codes are probably less restrictive than codes in other communities. How would reducing safety codes attract businesses? Larger customer base will attract more business.

Reply by **Hannah Michaud** on **03/11/2021** at **6:43pm** [Comment ID: 2161] - [Link](#)

Type: Suggested Revision

Agree: 5, Disagree: -2

I also agree that this should be added as a goal. Verbiage like, "reduce barriers to entry" "Simplify process" and "reduce regulation" are what I'm hoping to see in future versions of this plan.

Reply by **C. Harris** on **03/13/2021** at **6:59pm** [Comment ID: 2194] - [Link](#)

Type: Comment

Agree: 10, Disagree: -1

Prefer an intelligent revisiting of codes and whether they are truly restrictive to new business. Just “reducing codes” for the sake of quick entrance into the town seems counter-intuitive. Codes in the interest of public safety should not be reduced but I am not against reducing out-dated codes that prevent services.

Reply by **Hannah Michaud** on **03/24/2021** at **12:53pm** [Comment ID: 2431]

- [Link](#)

Agree: 4, Disagree: 0

Of course codes still need to be there! But compared to many states (Including my home state) Colorado is very heavy handed on their businesses.



Photo Credit: Brian Graves Graves 2019

#021

Posted by **Kallie Cooper** on **03/09/2021** at **9:43pm** [Comment ID: 2014] - [Link](#)

Type: Suggested Revision

Agree: 0, Disagree: 0

Graven Images



COMMUNITY PRIDE

COMMUNITY PRIDE

(HOUSING, PARKS & RECREATION, AND COMMUNITY EVENTS)

WHERE WE COME FROM

Existing Conditions

Population Demographics

Total population in the Town of Wellington is 10,000 (Colorado Department of Local Affairs (DOLA), 2019). Using DOLA's population estimates from 2010-2019 that reveal a population growth rate of 6.85, it can be projected that Wellington population could reach 21,000 by 2030 and 41,000 by 2040.

Despite rapid population growth, the demographics of Wellington remained relatively constant from 2000 to 2019. The high number of children under 19 yrs old (30%) and people aged 25 to 44 (38%), as well as the relatively young median age (32.6 yrs) confirm Wellington's reputation as a family-friendly community. Attention should be given to ensure amenities (e.g. safe and active travel to school, recreation facilities, etc.) are designed and maintained to support the healthy development of Wellington children and youth, and to offer the youth attractive opportunities to remain in town once they graduate from high school.

Race and ethnicity demographics for Wellington show that over 84% of residents identify as white and approximately 16% as Hispanic/Latinx (ACS, 2019). Lat refers to a gender-neutral term for Latino/Latina. Wellington's Hispanic/Latinx

representation is larger than Larimer County (11%), although lower than Colorado State (21%). Despite Wellington's Hispanic/Latinx community ability to speak English well or very well (ACS, 2019), this group is not represented in Town affairs, such as boards and commissions.

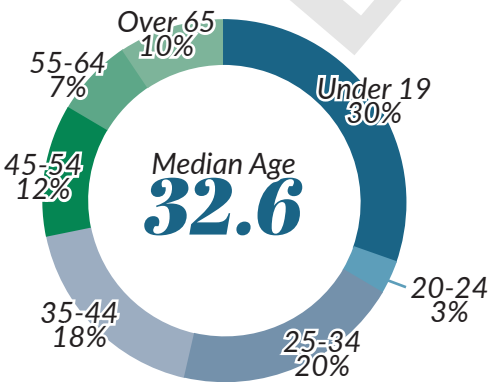
Housing Stock

Of the 3,244 homes in the Town, over 57% 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. While single homes continue to be popular, they are not ideal for all, like older adults or empty nesters looking to downsize, newlyweds looking for a starter home, or individuals (i.e. singles) looking for a small unit. In fact, community feedback revealed a more diverse range of homes, in terms of size, design, and pricing.

Home Owners and Renters

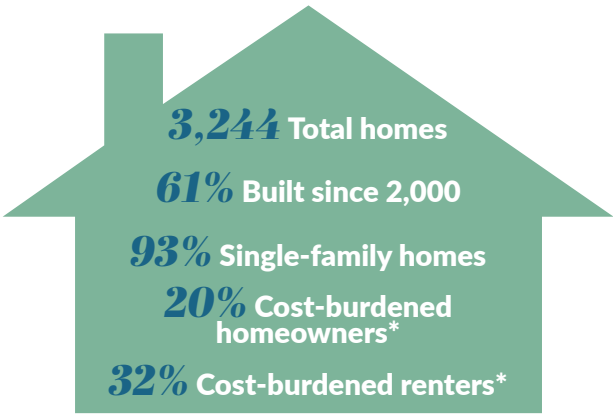
With median household incomes (the income cut-off where half of the households earn more, and half earn less) and median home values more favorable than in nearby Fort Collins or Larimer County overall, 89% of Wellington households

POPULATION BREAKDOWN BY AGE



(Source: ACS 5-Year Estimate, 2019)

WELLINGTON HOUSING BY THE NUMBERS



(Source: ACS 5-Year Estimate, 2019; *2018)

Printed 04/01/2021

#022

Posted by **Jon Gaiter** on **03/10/2021** at **1:31am** [Comment ID: 2025] - [Link](#)

Type: Suggested Revision

Agree: 15, Disagree: -5

This is not appropriate for our town and needs to be removed. Simply state the demographics numbers and leave out opinions.

Reply by **Eric Sartor** on **03/24/2021** at **5:11pm** [Comment ID: 2458] - [Link](#)

Type: Comment

Agree: 4, Disagree: 0

Entirely agree Jon - none of the other demographic sections include similar details. Be consistent, leave them out, and move on.

#023

Posted by **Hannah Michaud** on **03/24/2021** at **12:59pm** [Comment ID: 2434] - [Link](#)

Type: Suggested Revision

Agree: 5, Disagree: -1

Even if someone doesn't speak English well, they should still be able to engage in town politics! This whole section is insensitive.

Reply by **Phyllis Mortensen** on **03/27/2021** at **5:38pm** [Comment ID: 2571] - [Link](#)

Agree: 0, Disagree: 0

Agreed!

#024

Posted by **Dan Homiak** on **03/11/2021** at **1:00pm** [Comment ID: 2115] - [Link](#)

Type: Suggested Revision

Agree: 2, Disagree: -4

Totally unnecessary for our town. This is not Boulder

#025

Posted by **Amber** on **03/19/2021** at **7:34pm** [Comment ID: 2319] - [Link](#)

Type: Comment

Agree: 1, Disagree: 0

really need to make sure that the new houses aren't over charging. With the water problem that is happening, I am concerned that new development, such as the sage homes, are asking for their homes to be over priced. you can buy the same house over by buffalos creek, and only pay 360, but try that over at the sage houses and they are asking for 430? So at some point this does need to be addressed.

Reply by **Kathy Thornton** on **03/20/2021** at **2:12pm** [Comment ID: 2338] - [Link](#)

Type: Comment

Agree: 4, Disagree: -1

Price fixing by companies is against antitrust law(s). Market of homes are set by a willing buyer purchasing a property from a willing seller.

#026

Posted by **Christine Gaiter** on **03/10/2021** at **7:20pm** [Comment ID: 2035] - [Link](#)

Type: Comment

Agree: 7, Disagree: -6

I want single family homes. 1% multi-family homes. Suggestion for more affordable housing would be to build more small starter single family homes and get rid of residential regulations that increases house prices.

Reply by **Anonymous** on **03/19/2021** at **3:09am** [Comment ID: 2266] - [Link](#)

Agree: 8, Disagree: -1

Housing prices are driven by the open marketplace. Housing costs are rising because mortgage rates are low and people are willing to finance the high price. Price continues to climb when people looking to move to the Front Range are willing to outbid other buyers. More housing availability will help keep costs competitive.

Reply by **AB** on **03/22/2021** at **9:22pm** [Comment ID: 2379] - [Link](#)

Type: Comment

Agree: 2, Disagree: 0

More diversity in housing options means more diversity and inclusion in our community, which is a GOOD thing.

Reply by **Keaton L Stein** on **03/24/2021** at **11:01pm** [Comment ID: 2526] - [Link](#)

Type: Comment

Agree: 0, Disagree: -1

Housing options need to be driven by the market. Just including more diverse housing options by mandate does not effectively keep housing prices low. The market will do a better job of this. Also by creating my affordable housing by diversifying may harm the community. Without more local business and infrastructure people lured to the town by lower housing costs will pay for it in other ways. Such as commuting for anything. I feel it is safe to say the majority of the population in Wellington commute and spend their money in Ft. Collins. Until there are more businesses in the town to support a lower income can we try to advertise and promote such. Allowing the market to drive this is the healthy and responsible approach.

#027

Posted by **Christine Gaiter** on **03/10/2021** at **7:17pm** [Comment ID: 2034] - [Link](#)

Type: Suggested Revision

Agree: 10, Disagree: -4

This has nothing to do with demographics and should not be in the plan. Please delete

#028

Posted by **Brian Michaud** on **03/24/2021** at **6:40pm** [Comment ID: 2483] - [Link](#)

Type: Suggested Revision

Agree: 1, Disagree: -1

This should be left to the market to decide, and doesn't belong in this plan.

#029

Posted by **Sherri Rodriguez** on **03/12/2021** at **8:49am** [Comment ID: 2174] - [Link](#)

Type: Suggested Revision

Agree: 9, Disagree: -1

The people serving on the board and commissions should be the individuals who are most qualified and have a heart for this town, This comment is inappropriate and needs to be removed.

#030

Posted by **Anonymous** on **03/24/2021** at **5:16pm** [Comment ID: 2460] - [Link](#)

Type: Comment

Agree: 2, Disagree: 0

This whole paragraph is a glaring example of the intrinsic racism imbedded in parts of this community and why people of color don't always feel welcomed in Wellington. I agree that the demographics of a community are important, but they should not stop at singling out one ethnic group and their ability/inability to speak English. A simple search on-line gives me more valuable information about the demographics of Wellington than this document. Education level, income, ethnicity, age, percentage of retired people. Come on! Step it up a bit. You will never be able to lead this town into the bright future it could have with such a narrow view of its residents. And, is there anything you are doing to actively engage those residents who you identify as being left out of the conversation? Employing a person who can speak Spanish and can actively reach out?

#031

Posted by **C. Harris** on **03/13/2021** at **7:08pm** [Comment ID: 2195] - [Link](#)

Type: Comment

Agree: 11, Disagree: -1

This entire section is completely inappropriate and worded with carelessness. Once again the verbosity of the team of writers went overboard. Report the demographics/numbers simply. Delineating whether English speakers do it well or very well? Is this a serious demographic quotient? This entire section needs a massive overhaul and borders on complete offense in numerous ways.

Reply by **Anonymous** on **03/19/2021** at **3:12am** [Comment ID: 2267] - [Link](#)

Agree: 0, Disagree: -3

This section should remain, but should probably be broader than only identifying

one group. Are there other demographic groups to include?

#032

Posted by **Dalton** on **03/20/2021** at **2:38pm** [Comment ID: 2344] - [Link](#)

Type: *Suggested Revision*

Agree: 0, Disagree: 0

Race and ethnicity portion should be overhauled and simplified.

#033

Posted by **Anonymous** on **03/31/2021** at **1:23am** [Comment ID: 2609] - [Link](#)

Type: *Comment*

Agree: 0, Disagree: 0

Can more details be added about our population? The age and ethnicity is an ok start. Ethnicity only identifies white and Hispanic origin - Are there others that should be listed? What about more on economics? Food stamps or other government programs? Number of students on reduced school lunches? Charts or graphs might be useful to show demographic relationships. Some of the information on households, etc. gets lost in the paragraph format.

#034

Posted by **Dan Homiak** on **03/11/2021** at **1:02pm** [Comment ID: 2116] - [Link](#)

Type: *Suggested Revision*

Agree: 5, Disagree: -3

remove from document - totally unnecessary

Reply by **AB** on **03/22/2021** at **9:12pm** [Comment ID: 2378] - [Link](#)

Type: *Comment*

Agree: 2, Disagree: -3

It is totally necessary. Fostering an inclusive community is something that should be prioritized. How can we do that if we don't understand our race and ethnicity demographics? Erasing it means turning a blind eye to our own diversity, which is a disservice to the community.

Reply by **Keaton L Stein** on **03/24/2021** at **10:38pm** [Comment ID: 2521] - [Link](#)

Type: *Suggested Revision*

Agree: 0, Disagree: -1

To be an inclusive community does not need to be defined by race or ethnicity. It simply needs to be defined by the town's culture and community pride. This is unnecessary to be included. Demographics such as wage and age is all that would be necessary

#035

Posted by **Christine Gaiter** on **03/10/2021** at **7:16pm** [Comment ID: 2033] - [Link](#)

Type: Suggested Revision

Agree: 8, Disagree: -5

Urban Dictionary says, Latinx is "A term being pushed by PC culture advocates, even though absolutely no one who is actually Latino uses it.

Apparently it's supposed to be "inclusive" of Latin American non binary people, even though most don't care if you refer to them as Latino.

LatinX is a * word made up by people who are not even Latino themselves.

Spanish is a gendered language, get over it."

Please get rid of this made up word.

Reply by **Christine Gaiter** on **03/11/2021** at **11:29am** [Comment ID: 2109] - [Link](#)

Type: Comment

Agree: 5, Disagree: -8

Jesus said, "But from the beginning of the creation God made them male and female." Mark 10:6

"So God created man in his own image, in the image of God created he him; male and female created he them." Genesis 1:27

Reply by **JG** on **03/11/2021** at **2:07pm** [Comment ID: 2143] - [Link](#)

Type: Comment

Agree: 10, Disagree: -3

This biblical passage has no place here. This is a government document, and separation of church and state should be honored. Urban Dictionary is a crowdsourced site that often uses humor--also not appropriate here. Try Merriam Webster:<https://www.merriam-webster.com/dictionary/Latinx>

2152] - [Link](#)

Reply by **Christine Gaiter** on **03/11/2021** at **4:53pm** [Comment ID:

Type: Comment

Agree: 5, Disagree: -9

"Separation of church and state" is found in a letter written by Thomas Jefferson saying that the state should never have authority over a specific church, nor should a specific church, for example the catholic church, tell the state what to do. I am neither a state nor a church. I am a citizen sharing my opinion, which is allowed under the freedom of speech and religion. Our founding government documents are full of religious beliefs because our founding fathers believed that our nation needed to be founded on God and the Bible.

Reply by **JG** on **03/12/2021** at **4:13pm** [Comment ID: 2180] - [Link](#)

Agree: 8, Disagree: -5

The founding fathers believed in religious freedom, which is *not* the same as "God and the bible." This is often misconstrued as a reason to cite and force Christianity.

Go ahead and state your opinion; I still don't see what the bible passage has to do with the Comprehensive Plan for town. Let's

stick to the Plan and the needs of the town and keep religion (of any kind) out of it.

proudly call themselves homeowners. Despite this advantage, a significant percentage of Wellington households are cost-burdened.

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

	MHHI	MHV
Wellington	\$91,566	\$323,500
Colorado	\$72,331	\$343,300
Larimer County	\$71,881	\$363,800

(Source: ACS 5-Year Estimate, 2019)

Cost-burdened Households

In Wellington, 20% of owners and 32% renters are cost-burdened (ACS 5-year estimate, 2018). These are households who pay more than 30% of their gross income on basic required housing expenses. Cost-burdened 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.

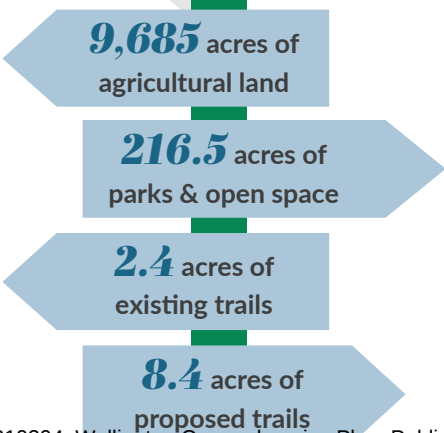
Wellington Parks & Open Spaces

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 space. As shown on the Wellington's Parks and Open Spaces Map (next page) more residents are within a 0.25 mile of a park or open space. However, some are not able to easily access these valued spaces due to poor sidewalk connectivity or road barriers (highway traffic, train tracks, insufficient underpasses, etc). In addition to local parks, Wellington is flanked by large swaths of conserved agricultural land to the east.

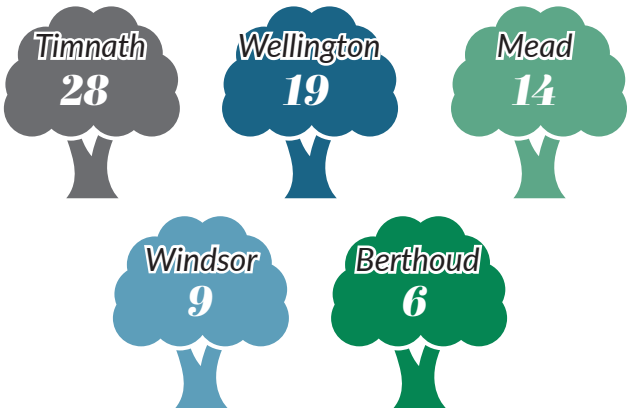
Joint Use Facilities

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

WELLINGTON'S NATURAL RESOURCES BY THE NUMBERS (WITHIN GMA)



PEER COMMUNITIES' APPROX. PARK ACRES PER 1,000 RESIDENTS



#036

Posted by **Kallie Cooper** on **03/09/2021** at **8:58pm** [Comment ID: 2007] - [Link](#)

Type: Comment

Agree: 16, Disagree: 0

Thank you for acknowledging this disparity. With so many young families and children, there needs to be an emphasis on trails, parks, and spaces for families in the community.

Reply by **Anonymous** on **03/19/2021** at **3:16am** [Comment ID: 2269] - [Link](#)

Agree: 4, Disagree: 0

Agree. Residents of all ages and abilities should be able to access and enjoy parks.

#037

Posted by **GoGo** on **03/11/2021** at **10:19am** [Comment ID: 2105] - [Link](#)

Type: Comment

Agree: 2, Disagree: 0

The local fishing pond on south east side of town needs handicap access such as a small covered deck over an area of water and an sidewalk to access it.

#038

Posted by **Mark Smith** on **03/23/2021** at **9:06pm** [Comment ID: 2415] - [Link](#)

Type: Comment

Agree: 0, Disagree: -1

It would also be fair to say that many town residents are not within 0.25 miles of a park or open space. It's an area for improvement.

#039

Posted by **Hannah Michaud** on **03/24/2021** at **1:11pm** [Comment ID: 2435] - [Link](#)

Type: Comment

Agree: 0, Disagree: 0

I think parks, open spaces, and side walks to get to them are a great thing for Wellington to spend it's budget on.

#040

Posted by **Tammy cortez** on **03/19/2021** at **5:34pm** [Comment ID: 2317] - [Link](#)

Type: Comment

Agree: 6, Disagree: -2

As a BORN NATIVE OF WELLINGTON. I DONT FEEL THIS RIGHT- NO NOTIFYING THE COMMUNITY OF PURPOSSAL TILL NOW,REALLY,2ND I LIVE IN GOV.PUBLIC HOUDING ,WITH A SICK HUSBAND- FIXED INCOME,WHERE ARE PEOPLE TO GO?? 3RD IM TIERED OF BIG CITYS ,COMPARING TO MY HOME SMALL TOWN

,AN THERE FORCE OF BELIEFS ,OF HOW WELLINGTON SHOULD BE LIKE,THIS ISNT BOULDER,CALIFORNIA,NOR NY,MOVE BACK THERE YOU WANT IT,THIS IS SMALL RANCHING,- FARMING TOWN- WITH GOOD NATIVES AND THERE SHOULD BE BETTER NOTIFICATIONS TO US THEN THIS!!!! I CANT AFFORD TO MOVE,AN WHOS GONNA PAY FOR IT??? I CANT!!!! THIS IS VERY DISAPPOINTING!!!!

#041

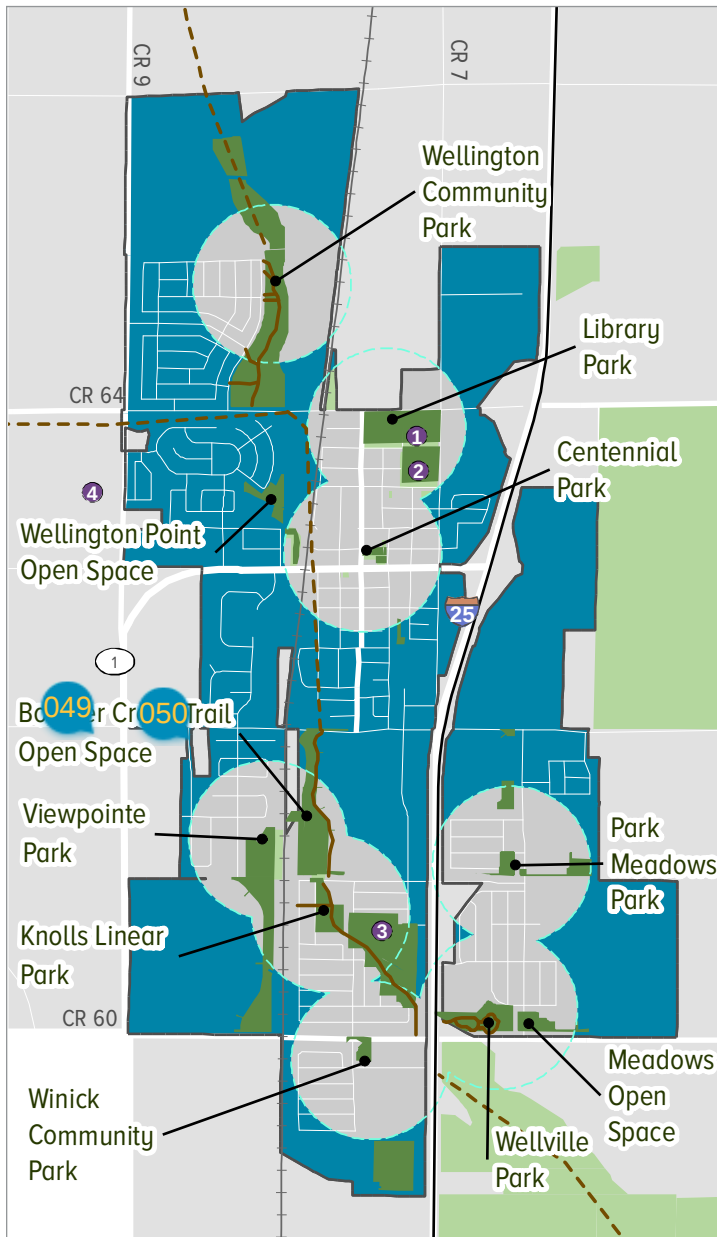
Posted by **Anonymous** on **03/19/2021** at **3:12am** [Comment ID: 2268] - [Link](#)

Type: *Technical Edit*

Agree: 1, Disagree: 0

insert "of"

WELLINGTON'S PARKS AND OPEN SPACES MAP



LEGEND

- Proposed Trails
- 0.25 mile to parks
- Schools
- Parks and Open Space
- Lands Outside Parks .25 Mile Buffer
- Conserved Lands (Local, State)
- Town Boundary

(Source: Logan Simpson, 2019)

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, Wellington Reservoir #4 offers wildlife viewing, picnicking and open fishing including ice fishing. A few more minutes north, 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 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 specific information about trails can be found in Transportation Section of the Sustainable & Resilient Public Services Pillar, pages 39-54.

Community Events

Wellington events are a big source of pride for the community, and are enjoyed by locals and visitors

QUESTIONNAIRE INSIGHTS: AREAS THE TOWN CAN WORK ON TO IMPROVE OUR QUALITY OF LIFE



101 total responses. Respondents selected all that applied. Percentage indicates the number of times that each option was selected.

#042

Posted by **Michael Rairdon** on **03/09/2021** at **9:42pm** [Comment ID: 2013] - [Link](#)

Type: *Suggested Revision*

Agree: 3, Disagree: 0

Wellington Reservoir #4 was closed to the public 7 years ago when Colorado Parks & Wildlife's lease ended. It is not accessible to the general public and should be removed from the existing parks and recreation descriptions.

Reply by **Darren Long** on **03/10/2021** at **2:57pm** [Comment ID: 2028] - [Link](#)

Type: *Comment*

Agree: 4, Disagree: 0

Michael makes an important edit that needs to be corrected. Making water accessible for public recreation is going to be an important consideration for the success of this plan.

Reply by **Mark Smith** on **03/23/2021** at **8:54pm** [Comment ID: 2413] - [Link](#)

Type: *Comment*

Agree: 1, Disagree: 0

Michael is correct. Access to natural areas for recreation is limited near town and should be addressed. State Wildlife Areas are closed for long periods of the year and are not designed for pedestrian recreation.

#043

Posted by **Sarah Braun** on **03/09/2021** at **10:47pm** [Comment ID: 2020] - [Link](#)

Type: *Technical Edit*

Agree: 2, Disagree: 0

For ease in reading I'd love this heading to be moved to the top of the next page. It feels disjointed with the image below it.

#044

Posted by **Dalton** on **03/20/2021** at **2:49pm** [Comment ID: 2345] - [Link](#)

Type: *Comment*

Agree: 3, Disagree: 0

101 responses is not an adequate sample size.

Reply by **Anonymous** on **03/24/2021** at **7:24pm** [Comment ID: 2508] - [Link](#)

Type: *Question*

Agree: 1, Disagree: 0

I agree. The town should be trying to figure out how to increase community involvement and feedback. Can we do a mailer to every household with a central drop box at the library? Or perhaps contact all HOA's and community groups to distribute questionnaires to their members on behalf of the town? A couple hundred people shouldn't be determining the future of a town that has already surpassed 10,000 and is still growing.

Reply by **Phyllis Mortensen** on **03/27/2021** at **5:16pm** [Comment ID: 2569]

- [Link](#)

Type: Comment

Agree: 0, Disagree: 0

Exactly! I like the idea of a mailer to every household to get a broader view of public sentiment.

#045

Posted by **Amber** on **03/19/2021** at **7:50pm** [Comment ID: 2321] - [Link](#)

Type: Comment

Agree: 3, Disagree: -1

I unfortunately I do not think we need any more parks or trails. Sounds like a lot of money we don't have and I would leather find business that want to move here, that would bring more indoor things for people to do. indoor pool, movies, laser tag, bowling. I really don't like having bike paths all over the place. Bikers always seems to think they have the right away when on a main roads and really scare me when they are next to moving cars.

Reply by **Anonymous** on **03/24/2021** at **7:16pm** [Comment ID: 2505] - [Link](#)

Type: Comment

Agree: 2, Disagree: 0

I think everyone would feel safer if there WERE well defined bike paths everywhere. It IS horrible when a biker has to ride in a motor traffic lane because they have no alternative where they feel safe. It is much easier to "share the road" when everyone has a specific place they should be.

I also agree that businesses offering more indoor, family friendly activities is what this community needs. I would spend hundreds of dollars more in Wellington per month if these businesses existed here. As it is, we spend almost all of our household expendable income in Ft. Collins.

#046

Posted by **Hannah Michaud** on **03/24/2021** at **1:13pm** [Comment ID: 2436] - [Link](#)

Type: Comment

Agree: 1, Disagree: 0

I am in favor of new trails, but I would like the town staff to indicate where the funding to maintain the trials, and the lighting for them will come from. It does no good to build them and then let them fall to disrepair.

#047

Posted by **Amy Campbell** on **03/10/2021** at **3:56pm** [Comment ID: 2031] - [Link](#)

Type: Comment

Agree: 9, Disagree: 0

I would personally love to see more trails :) This is super important to people who like to be active but find it dangerous to bike or walk places due to high or fast moving

traffic as well as lose dogs in neighborhoods.

Reply by **Louise Norris** on **03/11/2021** at **1:11pm** [Comment ID: 2119] - [Link](#)

Type: Comment

Agree: 3, Disagree: 0

I agree! Would also love to see a safe way for kids to bike/walk to the new middle-high school.

Reply by **Anonymous** on **03/19/2021** at **3:22am** [Comment ID: 2271] - [Link](#)

Agree: 1, Disagree: 0

lighting should be considered for certain trails to allow safer access during times of low light conditions

#048

Posted by **Mark Smith** on **03/23/2021** at **9:11pm** [Comment ID: 2416] - [Link](#)

Type: Comment

Agree: 1, Disagree: 0

Agree strongly that trails are a critical need for the future and for the overall wellness of residents of all incomes and abilities. The disconnect between east and west sides of the interstate should be a top priority. Unfortunately the underpass is poorly positioned for the current town residents, businesses and schools. An east to west connection further north would be a great addition.

#049

Posted by **Logan Simpson** on **03/09/2021** at **9:49pm** [Comment ID: 2018] - [Link](#)

Type: Technical Edit

Agree: 0, Disagree: 0

Box Elder Creek

#050

Posted by **Kallie Cooper** on **03/09/2021** at **9:45pm** [Comment ID: 2016] - [Link](#)

Type: Suggested Revision

Agree: 0, Disagree: 0

Boxelder Creek Trail

WELLINGTON COMMUNITY EVENTS

EVENT	MONTH
Wellington ⁰⁶¹ W Fest	June
Farmers Market	June-October
4th of July ⁰⁶⁰ Parade	July ⁰⁵⁹
Well-O-Rama Music Fest	August
Fishing Derby	September
Denim and Diamonds Gala	October
October Fest	October
Main Street Trick-or-Treat	October
Christmas Tree Lighting	December ⁰⁵⁸

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 # of homes built since the ^{year #}.

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 Comm ⁰⁵²ity 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 organiz ⁰⁵¹ns 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

As homes continue to be built (or retrofitted), efforts should be made to diversify them in terms of size, de ⁰⁵⁴, and pricing. Some tools may ⁰⁵⁷ include requiring a pe ⁰⁵³ntage of homes to meet accessibility, sustainability, and attainability standards as well as sharing information on readily available resources (e.g. tax credits, grants, etc.) to retrofit homes.

As shown in the questionnaire insights (see graphic on page 11), 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 ⁰⁵⁶ connected system of trails and sidewalks that is accessible to all irrespective of age or ability.

Another opportunity for the Town is to encourage the creation of winter events to ensure a consistent provision of events across all seasons.

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. ⁰⁵⁵ rec center with activities for all ages."

#051

Posted by **Max** on **03/11/2021** at **7:46pm** [Comment ID: 2163] - [Link](#)

Type: Suggested Revision

Agree: 0, Disagree: 0

Trick or Treat Down Main Street is a Town Sponsored Event. It has been taking place for many years put on by The Community Activities Commission. It's on their schedule for this year as well.

#052

Posted by **Hannah Michaud** on **03/24/2021** at **1:21pm** [Comment ID: 2437] - [Link](#)

Type: Comment

Agree: 0, Disagree: 0

This is an awesome park!

#053

Posted by **Brian Michaud** on **03/24/2021** at **6:43pm** [Comment ID: 2486] - [Link](#)

Type: Suggested Revision

Agree: 0, Disagree: -1

This is way beyond the scope of actions to be taken by government. Please leave these decisions to the market.

#054

Posted by **Christine Gaiter** on **03/10/2021** at **7:22pm** [Comment ID: 2036] - [Link](#)

Type: Comment

Agree: 2, Disagree: -4

I want single family homes. Build more custom homes instead of track homes and then you will get different sizes, designs, and pricing without multi-family housing.

Reply by **Anonymous** on **03/19/2021** at **3:27am** [Comment ID: 2272] - [Link](#)

Agree: 3, Disagree: 0

This is contradictory with your prior comment related to reducing regulations.

Reply by **Keaton L Stein** on **03/24/2021** at **11:36pm** [Comment ID: 2530] - [Link](#)

Agree: 1, Disagree: 0

Let this be driven by the free market.

#055

Posted by **Bill Emery** on **03/11/2021** at **11:03am** [Comment ID: 2106] - [Link](#)

Type: Comment

Agree: 6, Disagree: 0

Provide another access entry point from I-25 to Wellington to reduce the traffic build up at the exit ramp.

Reply by **Anonymous** on **03/19/2021** at **3:30am** [Comment ID: 2274] - [Link](#)

Agree: 3, Disagree: 0

County Road 58 would be a logical location for this

#056

Posted by **Anonymous** on **03/19/2021** at **3:29am** [Comment ID: 2273] - [Link](#)

Type: *Technical Edit*

Agree: 0, Disagree: 0

and

#057

Posted by **C. Harris** on **03/13/2021** at **7:18pm** [Comment ID: 2196] - [Link](#)

Type: *Comment*

Agree: 5, Disagree: -1

Diversity in homes and sizes/amenities is key to a well rounded and vibrant community of all ages, races, economic ability, and backgrounds. Only supporting or offering single family homes limits the overall health of ANY community, whether it's big or small. My wife and our children have no interest in living in Gilead.

Reply by **Kathy Thornton** on **03/20/2021** at **2:23pm** [Comment ID: 2339] - [Link](#)

Type: *Comment*

Agree: 3, Disagree: -1

I agree, limiting housing to one type will hurt Wellington instead of helping Wellington give choices to the population. Single Family Housing is not valid option for some of the residents in Wellington, diversity in housing benefits Wellington

.

#058

Posted by **Michael Rairdon** on **03/09/2021** at **9:44pm** [Comment ID: 2015] - [Link](#)

Type: *Suggested Revision*

Agree: 2, Disagree: 0

Add Holiday Parade to December.

Reply by **Max** on **03/11/2021** at **7:48pm** [Comment ID: 2164] - [Link](#)

Type: *Comment*

Agree: 0, Disagree: 0

This is hosted by Community Activities Commission sponsored by the Town of Wellington.

#059

Posted by **Kallie Cooper** on **03/09/2021** at **9:04pm** [Comment ID: 2008] - [Link](#)

Type: *Suggested Revision*

Agree: 4, Disagree: 0

Add

Easter Egg Hunt (March/April)

0.5K Fun Run (April)

#060

Posted by **Hannah Michaud** on **03/11/2021** at **5:55pm** [Comment ID: 2159] - [Link](#)

Type: *Comment*

Agree: 5, Disagree: 0

I do love the fourth of July celebration in Wellington.

#061

Posted by **Megan Larson** on **03/10/2021** at **9:45pm** [Comment ID: 2055] - [Link](#)

Type: *Technical Edit*

Agree: 3, Disagree: 0

Wellington Brewfest (one word instead of two)



COMMUNITY PRIDE PILLAR

Wellington focuses on our community, providing safe and attractive neighborhoods oriented around parks, amenities, and public spaces; and offering options for our community to shop, gather, and celebrate. Wellington is a place we are proud to call Home!

WHERE WE'RE HEADED

Goals & Strategies

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

1.1. Develop and upgrade gateways (per Future Land Use Map) and establish appropriate and recognizable signage to bring attention to the Town.

1.2. Update code to allow for flexible spaces and convertible streets that support a wide range of uses including local festivals and events.

1.3. Identify, define, and promote more land use that creates wildlife areas, public reservoirs, natural areas, and other passive recreational opportunities.

1.4. Celebrate and preserve distinct features throughout Town, making each area/neighborhood unique.

1.5. Continue to ensure that land use decisions made by the Town are in accordance with fundamental private property rights.

1.6. Evaluate service capacity and facility needs for the library and senior center.

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

2.1. Update 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.

2.2. Support the Wellington Housing Authority in their mission to provide affordable housing.

2.3. Encourage new housing developments and retrofits to include energy efficient and water wise materials and practices.

2.4. Update off-site improvement requirements to include buffer yards for bicyclist and pedestrian safety and comfort.

2.5. Ensure adequate park, trail, and open spaces are added to land use mix as the population grows.

2.6. Identify partners and resources to build a campaign to promote air quality in and around Wellington focusing first on identifying major sources of air pollution and strategies to mitigate these.

#062

Posted by **GERI FITZPATRICK** on **03/19/2021** at **8:53pm** [Comment ID: 2328] - [Link](#)

Type: Comment

Agree: 4, Disagree: -1

Please remember the Senior's in Wellington, we have limited income. Seems like you are trying to push us out of here. We like the small town feeling, that is why we are here, try not to overbuild and ruin Wellington.

Reply by **Phyllis Mortensen** on **03/27/2021** at **5:54pm** [Comment ID: 2572] - [Link](#)

Agree: 0, Disagree: 0

Agreed!

#063

Posted by **Cindy Farnes** on **03/25/2021** at **3:14pm** [Comment ID: 2532] - [Link](#)

Type: Question

Agree: 0, Disagree: 0

There is a need for more senior housing. 14 units does not come close to meeting the demand. Are there any plans to build affordable senior apartment complex or single unit housing?

#064

Posted by **Anonymous** on **03/24/2021** at **7:43pm** [Comment ID: 2510] - [Link](#)

Type: Comment

Agree: 1, Disagree: 0

We already know what causes pollution. I don't think there is any reason to hire a company to tell us yet again what causes pollution in our community. I think creating safe biking and walking trails will naturally encourage people to use their legs instead of their cars to get around town. And for those of us who work/go to school in Ft. Collins, having safe, spacious biking lanes that can get us to and from town would further help our air quality.

#065

Posted by **Michele Dalton** on **03/23/2021** at **2:38pm** [Comment ID: 2411] - [Link](#)

Type: Suggested Revision

Agree: 1, Disagree: 0

This mentions "existing residential developments" adding to quality of life - that's what the neighborhood on Pheasant Run Lane is - a neighborhood of families raising children. We are not bulldozing our homes to make room for commercial space?

#066

Posted by **Hannah Michaud** on **03/11/2021** at **2:08pm** [Comment ID: 2144] - [Link](#)

Type: Suggested Revision

Agree: 5, Disagree: -2

Every website I could find stated that Wellington has excellent air quality.

This seems like creating a problem that isn't there, and spending tons of tax payer money to "solve" it.

This will cost thousands of dollars in studies, thousands more creating a plan, many thousands more to hire employees and fund the plan, and even more to maintain whatever infrastructure is put in place. All to solve air quality issues in a town with excellent air quality!!

This makes no sense, and will have a massive negative impact on the people of the town of wellington. Please remove this.

If air quality issues are anticipated in the future, we can head this off by keeping the population density low, and growing in a steady controlled way.

Reply by **Dalton** on **03/20/2021** at **2:57pm** [Comment ID: 2347] - [Link](#)

Type: Comment

Agree: 2, Disagree: -1

I completely agree with you. I don't see our air quality as an issue now or in the distant future.

#067

Posted by **Dianne McQuaid** on **03/20/2021** at **9:40pm** [Comment ID: 2363] - [Link](#)

Type: Comment

Agree: 1, Disagree: -2

You can start with Horton's feedlot. I have gone by there about 5-6 o'clock on summer afternoons when they are grinding feed (I guess that's what they-re doing) It looks like a smoke cloud. I live 2 miles south of Horton and have my windows cleaned bi-monthly, They are always covered in a fine dust, the cars, the house, and probably our lungs. Since almost all fields in the nearby area are pastures, it's hard to believe this dust is coming from them.

#068

Posted by **Brian Michaud** on **03/24/2021** at **6:46pm** [Comment ID: 2487] - [Link](#)

Type: Comment

Agree: 0, Disagree: 0

I believe this part is disingenuous. The wording says "Allow more" as if it currently isn't allowed, and will be. In reality, this means give the government finer control of what housing goes where, which in turn is RESTRICTIVE to housing diversity by location. Let's not provide this level of control to a planning committee that can't see the future. Let the market decide.

#069

Posted by **Christine Gaiter** on **03/10/2021** at **7:28pm** [Comment ID: 2041] - [Link](#)

Type: Comment

Agree: 6, Disagree: -2

Please don't spend my money to improve air quality. And don't hire any company to do this. This is a waste of time and money.

Reply by **Anonymous** on **03/19/2021** at **3:38am** [Comment ID: 2277] - [Link](#)

Agree: 2, Disagree: -3

This could be as simple as improving walkability to reduce vehicle emissions. Odors from dairy and other sources could also be considered air pollution.

Reply by **AB** on **03/22/2021** at **10:13pm** [Comment ID: 2382] - [Link](#)

Type: Comment

Agree: 2, Disagree: -3

I rather like the planet and the environment. I even care about my health a little bit, and my children's, and my neighbors'.

#070

Posted by **Christine Gaiter** on **03/10/2021** at **7:24pm** [Comment ID: 2039] - [Link](#)

Type: Comment

Agree: 5, Disagree: -4

I want low density single family houses of all different sizes

Reply by **AB** on **03/22/2021** at **10:03pm** [Comment ID: 2380] - [Link](#)

Type: Comment

Agree: 0, Disagree: -1

We heard you.

#071

Posted by **Christine Gaiter** on **03/10/2021** at **7:26pm** [Comment ID: 2040] - [Link](#)

Type: Comment

Agree: 7, Disagree: -3

This encouragement will increase cost of housing. I want affordable housing in Wellington, not Fort Collins housing prices. Regulations increase the cost to build homes and therefore the price of the home goes up.

Reply by **Hannah Michaud** on **03/12/2021** at **1:11pm** [Comment ID: 2175] - [Link](#)

Type: Comment

Agree: 5, Disagree: -1

I agree that cost of housing is an important consideration. The town should not do anything to drive up already high prices.

Reply by **Anonymous** on **03/19/2021** at **3:35am** [Comment ID: 2276] - [Link](#)

Agree: 0, Disagree: -2

Disagree.

#072

Posted by **Christine Gaiter** on **03/10/2021** at **7:22pm** [Comment ID: 2038] - [Link](#)

Type: Comment

Agree: 5, Disagree: 0

This is great!

Reply by **Hannah Michaud** on **03/24/2021** at **1:36pm** [Comment ID: 2440] - [Link](#)

Type: Comment

Agree: 1, Disagree: 0

I agree!

#073

Posted by **Michele Dalton** on **03/23/2021** at **2:32pm** [Comment ID: 2409] - [Link](#)

Type: Suggested Revision

Agree: 1, Disagree: 0

This mentions "existing residential developments" contributing to quality of life... the existing residential development on Pheasant Run Lane is a neighborhood of families raising children. How could it be proposed to change that to commercial use? These are HOMES for families on small acreages. Not commercial use?

#074

Posted by **Hannah Michaud** on **03/24/2021** at **1:34pm** [Comment ID: 2438] - [Link](#)

Type: Comment

Agree: 0, Disagree: 0

I love wildlife areas, this sounds great to me!

#075

Posted by **Hannah Michaud** on **03/24/2021** at **1:36pm** [Comment ID: 2439] - [Link](#)

Type: Question

Agree: 3, Disagree: 0

Will this preservation cause a burden on people? Like will they not be allowed to update their homes because of the history?

I like distinct areas, but this sounds like it may create issues for people.

#076

Posted by **Hannah Michaud** on **03/24/2021** at **1:36pm** [Comment ID: 2441] - [Link](#)

Type: Comment

Agree: 1, Disagree: 0

I love that the library is a priority to the town. This is a great place to put our dollars.

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

Update the 2015 Parks and Trails Master Plan to develop a visionary network of accessible and connected amenities.

3.2. Develop criteria to create and update the level of service standards for parks and open spaces to ensure public spaces are safe, accessible, and clean.

3.3. Explore funding opportunities to support the development and maintenance of parks.

3.4. Identify locations for larger, regional parks.

3.5. 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).

3.6. Promote the involvement of community members (of different backgrounds, ages, and abilities) in designing outdoor public spaces that can be enjoyed by all.

3.7. Assess the need for a recreational facility that can offer more opportunities for recreation.

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

4.1. Provide responsive, local law enforcement at the level and in the areas necessary to ensure public safety.

4.2. Identify a funding source for anticipated future law enforcement needs necessitated by growth.

Identify and implement Crime Prevention through Environmental Design (CPTED) strategies in key Town areas.

4.4. Collaborate with the community to ensure the provision of community spaces to host after school programs and recreational opportunities for the youth.

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

5.1. Update zoning and subdivision regulations to encourage development to have agricultural elements and themes (e.g. orchards, community gardens, repurposing agricultural structures, etc.) into their design.

5.2. Collaborate with new and existing neighborhoods, school district, and other community partners to implement agricultural elements and themes in neighborhoods and facilities.

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.

Assess the need for a transfer of Development Rights program to preserve active agricultural land in perpetuity.

#077

Posted by **Sarah Braun** on **03/09/2021** at **10:55pm** [Comment ID: 2021] - [Link](#)

Type: Comment

Agree: 3, Disagree: 0

I absolutely love this!

Reply by **C. Harris** on **03/13/2021** at **7:23pm** [Comment ID: 2197] - [Link](#)

Type: Comment

Agree: 4, Disagree: 0

We agree!!!! Preserving and creating natural spaces that reduce our footprint are important. This is good for Wellington and for the earth.

#078

Posted by **E** on **03/16/2021** at **6:51pm** [Comment ID: 2242] - [Link](#)

Type: Question

Agree: 0, Disagree: 0

It is considered

Reply by **E** on **03/16/2021** at **6:56pm** [Comment ID: 2243] - [Link](#)

Agree: 2, Disagree: 0

more to be an open lands and agricultural conservation strategy so farmers and open lands owners don't feel pressured to have to sell their land to a developer and can continue to have a working farm or open land. There's some info online, here's one website suggestion

<https://conservationtools.org/guides/12-transfer-of-development-rights>

#079

Posted by **Christine Gaiter** on **03/13/2021** at **2:24pm** [Comment ID: 2185] - [Link](#)

Type: Comment

Agree: 1, Disagree: -2

Transfer of development rights is another way of increasing density. I want low density, this will encourage higher density

#080

Posted by **Hannah Michaud** on **03/24/2021** at **3:02pm** [Comment ID: 2446] - [Link](#)

Type: Comment

Agree: 0, Disagree: 0

Agriculture is so important to Colorado and Wellington! Promoting education and involvement with agriculture is a great thing to have on this plan.

#081

Posted by **Kathy Thornton** on **03/20/2021** at **2:37pm** [Comment ID: 2343] - [Link](#)

Type: Comment

Agree: 1, Disagree: 0

This paragraph does not explain the various ramifications of Transfer of Development Rights. Please expand this section to add more explanation. There are many different ways to transfer development rights, this is not being explained here.

#082

Posted by **Hannah Michaud** on **03/24/2021** at **3:03pm** [Comment ID: 2447] - [Link](#)

Type: Comment

Agree: 1, Disagree: 0

I think honoring and caring for the small farms and farmers in our community is amazing!! There is a lot of misinformation about agriculture and it's practices. This is something I don't mind spending money on.

#083

Posted by **Phyllis Mortensen** on **03/27/2021** at **7:52pm** [Comment ID: 2575] - [Link](#)

Type: Comment

Agree: 0, Disagree: 0

I agree very much that we need more explanation here as to what The Plan is asking the people of Wellington to agree to.

#084

Posted by **Dalton** on **03/20/2021** at **3:01pm** [Comment ID: 2348] - [Link](#)

Type: Suggested Revision

Agree: 0, Disagree: 0

This paragraph needs to be more specific.

#085

Posted by **Christine Gaiter** on **03/10/2021** at **9:43pm** [Comment ID: 2053] - [Link](#)

Type: Comment

Agree: 2, Disagree: -1

This is paying an owner not to develop their land. Waste of taxpayer money. This goes against private property rights

Reply by **Hannah Michaud** on **03/11/2021** at **2:09pm** [Comment ID: 2145] - [Link](#)

Type: Suggested Revision

Agree: 0, Disagree: -1

I didn't realize that's what this term meant. Please reword this section to be more clear.

Reply by **Anonymous** on **03/19/2021** at **3:50am** [Comment ID: 2280] - [Link](#)

Agree: 0, Disagree: 0

This would support local farmers who want to continue farming their land.

#086

Posted by **Hannah Michaud** on **03/24/2021** at **1:41pm** [Comment ID: 2442] - [Link](#)

Type: Comment

Agree: 0, Disagree: 0

Explore funding opportunities isn't specific enough. I'm in favor of more parks, but we shouldn't take out loans to get them.

#087

Posted by **Robert Sausaman** on **03/10/2021** at **9:25pm** [Comment ID: 2049] - [Link](#)

Type: Comment

Agree: 3, Disagree: 0

Identify a location for a new cement (skatepark) wheel park

#088

Posted by **Christine Gaiter** on **03/10/2021** at **9:41pm** [Comment ID: 2052] - [Link](#)

Type: Comment

Agree: 7, Disagree: -1

Do without hiring a consultant or joining an association. Not interested if this increases costs

Reply by **Hannah Michaud** on **03/12/2021** at **1:13pm** [Comment ID: 2177] - [Link](#)

Type: Comment

Agree: 5, Disagree: -1

I agree that a capable person could do this research and implement these things without hiring an expensive consulting company.

Reply by **Phyllis Mortensen** on **03/27/2021** at **7:43pm** [Comment ID: 2574] - [Link](#)

Agree: 0, Disagree: 0

I agree. We are being asked in this plan to come up with many good ideas we would like, but not asked how much we would like our property taxes to go up to pay for all these things. I think that private funds should be used for almost all these ideas and maybe have fundraisers for some of them.

#089

Posted by **Christine Gaiter** on **03/10/2021** at **7:30pm** [Comment ID: 2042] - [Link](#)

Type: Comment

Agree: 8, Disagree: -1

Don't hire 3rd party companies to do Master Plans, please use volunteer citizen committee. This will save money and ensure that those that live in Town have the most say in what happens in the Town.

Reply by **Hannah Michaud** on **03/12/2021** at **1:13pm** [Comment ID: 2176] - [Link](#)

Type: Comment

Agree: 3, Disagree: -1

I agree that the town has not explored volunteer options nearly enough.

Reply by **AB** on **03/22/2021** at **10:10pm** [Comment ID: 2381] - [Link](#)

Type: Comment

Agree: 0, Disagree: -2

I wouldn't trust volunteer citizens to know how to develop the future of a town. People have degrees to know how to do this. I'm thankful my input has been sought.

Reply by **Phyllis Mortensen** on **03/27/2021** at **6:08pm** [Comment ID: 2573]

- [Link](#)

Agree: 0, Disagree: 0

The people of the town of Wellington are smart enough to know the needs of their community.

#090

Posted by **Christine Gaiter** on **03/10/2021** at **8:57pm** [Comment ID: 2048] - [Link](#)

Type: Comment

Agree: 3, Disagree: 0

Identify a location for a cement skate park

#091

Posted by **Kam Berkenkotter** on **03/10/2021** at **8:24pm** [Comment ID: 2044] - [Link](#)

Type: Comment

Agree: 4, Disagree: 0

Great idea to promote ecological principles and conservation. A possible partnership with CSU's Agricultural Sciences Department would be neat to see.

#092

Posted by **Anonymous** on **03/24/2021** at **7:57pm** [Comment ID: 2513] - [Link](#)

Type: Question

Agree: 1, Disagree: 0

Having a recreation center in Wellington that has a pool would be my #2 priority for the town (second only to improving our drinking water). It would provide year round entertainment and health benefits for my whole family and I wouldn't mind paying for it either through taxes or memberships. Has the town ever done a fundraiser to jumpstart funding for a recreation center project?

#093

Posted by **Christine Gaiter** on **03/13/2021** at **2:32pm** [Comment ID: 2186] - [Link](#)

Type: Suggested Revision

Agree: 5, Disagree: 0

Assess by using a volunteer citizen committee and the rec center must be self funding (not added to residents property tax)

Reply by **Anonymous** on **03/14/2021** at **7:03pm** [Comment ID: 2200] - [Link](#)

Type: Comment

Agree: 3, Disagree: 0

I agree that adding to residents property taxes should be avoided.

Reply by **Anonymous** on **03/19/2021** at **3:44am** [Comment ID: 2278] - [Link](#)

Agree: 1, Disagree: -1

A self funding rec center would have high membership fees that residents would have to pay.

Reply by **Hannah Michaud** on **03/24/2021** at **1:43pm** [Comment ID: 2443] - [Link](#)

Type: Comment

Agree: 1, Disagree: 0

The citizens of Wellington have to pay for a rec center either way. Lets make it optional and not mandatory.

#094

Posted by **Eric Sartor** on **04/01/2021** at **4:27pm** [Comment ID: 2650] - [Link](#)

Type: Suggested Revision

Agree: 0, Disagree: 0

Delete entire goal. Creating problems where there are none again; Wellington is a safe community. I would doubt any kind of majority of residents think otherwise.

#095

Posted by **Dino Pierce** on **03/10/2021** at **10:28pm** [Comment ID: 2059] - [Link](#)

Type: Comment

Agree: 4, Disagree: 0

Wellington needs a new skate park.

#096

Posted by **Lisa** on **03/22/2021** at **3:41pm** [Comment ID: 2370] - [Link](#)

Type: Comment

Agree: 1, Disagree: 0

Regarding skateparks: Please build one! I'm originally from CA and the skateparks there; Etnies, VAN's, Laguna Niguel, etc., which I have skated, are fenced or indoors (VANS's). They charge a membership or day pass and require safety equipment. This provided jobs, safety, FUN, and upkeep for the parks. Just a thought!



Photo Credit: Brian Graves GravelImage:09718

#097

Posted by **Kallie Cooper** on **03/09/2021** at **9:07pm** [Comment ID: 2009] - [Link](#)

Type: Suggested Revision

Agree: 1, Disagree: 0

* Graven Images



VIBRANT & HISTORIC DOWNTOWN

VIBRANT & HISTORIC DOWNTOWN

WHERE WE COME FROM

Existing Conditions

As seen on the Downtown's Current Land Uses 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 sustainable and inviting town to live, work, and play, their top choice (58% of 102 responses)

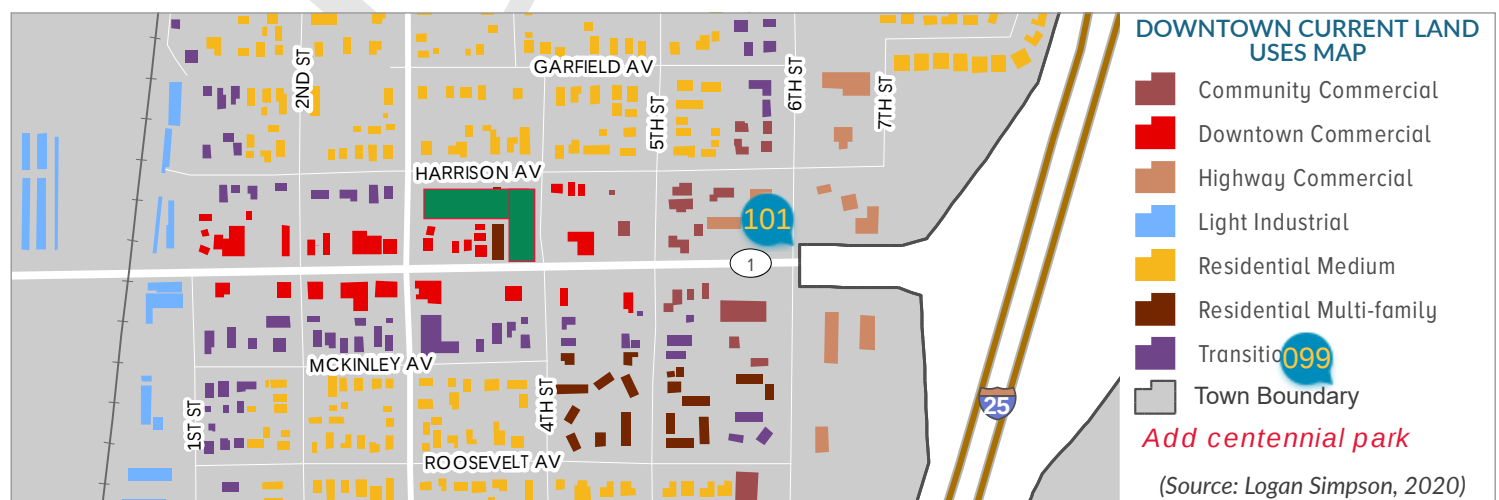
was to "have safe, pleasant, and accessible streets and spaces in Downtown." The community voiced many more desires for Downtown (see community voices at bottom right of next page).

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 multiple modes of transportation (i.e. motorized and non-motorized) 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 Transportation Section of the Sustainable & Resilient Public Services Pillar, pages 39-54.

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 became the first Main Streets community in Colorado to reach Designated status through the Department of Local Affairs (DOLA) since 2013. The goal of the Main Streets Program is to "promote, enhance, and develop Downtown Wellington for the benefit of its inhabitants, businesses, and visitors." The map



#098

Posted by **Kallie Cooper** on **03/09/2021** at **9:13pm** [Comment ID: 2010] - [Link](#)

Type: Suggested Revision

Agree: 2, Disagree: 0

In October 2020, the Main Street Program is now a Graduate Program.

Our Mission: "The Wellington Main Streets Program is a group of passionate citizens who champion community collaboration to enhance and promote downtown Wellington."

#099

Posted by **Dawn Galaviz** on **03/16/2021** at **12:49pm** [Comment ID: 2224] - [Link](#)

Type: Question

Agree: 5, Disagree: 0

Define transitional. What occurs with these homes?

Reply by **Hannah Michaud** on **03/24/2021** at **3:04pm** [Comment ID: 2448] - [Link](#)

Type: Comment

Agree: 1, Disagree: 0

This is too important for the homeowners to go unanswered.

Reply by **Thomas Schroeder** on **03/29/2021** at **2:47pm** [Comment ID: 2591] - [Link](#)

Type: Comment

Agree: 0, Disagree: 0

The transitional zone is defined in the city's municipal zoning code as: "This zoning district is intended to encompass existing areas containing a mixture of residential and commercial and/or light industrial uses or areas which are currently older neighborhoods of mostly nonconforming residential structures immediately adjacent to expanding commercial and/or light industrial areas and where it is anticipated the neighborhood will transform over time to consist of entirely, or almost entirely, commercial or light industrial uses. All new uses and expansion of existing uses shall require processing as a conditional use." https://library.municode.com/co/wellington/codes/municipal_code?nodeId=CH16_ZO_ART5ZODIBO_S16-5-140TRADI

#100

Posted by **AB** on **03/22/2021** at **10:18pm** [Comment ID: 2385] - [Link](#)

Type: Comment

Agree: 1, Disagree: 0

I love the idea of non-motorized connectivity to downtown. I imagine my family riding our bikes to the 4th of July festivities, or to grab an ice cream.

Reply by **Hannah Michaud** on **03/24/2021** at **2:09pm** [Comment ID: 2444] - [Link](#)

Type: Comment

Agree: 0, Disagree: 0

I love that I can ride my bike to 4th of July events. The 4th in wellington is better than anywhere else.

#101

Posted by **Katie Tofuri** on **03/10/2021** at **10:48pm** [Comment ID: 2060] - [Link](#)

Type: Suggested Revision

Agree: 1, Disagree: 0

It is a little hard to differentiate “community commercial” and “residential multi family” buildings on this schematic, especially for anyone who may be colorblind. I own a house in this block and I don’t know if I would call my house a “multi family” it’s more of a starter or single family residence.

#102

Posted by **Max** on **03/11/2021** at **7:56pm** [Comment ID: 2165] - [Link](#)

Type: Comment

Agree: 7, Disagree: -1

Business is scared of main street purchase. The cost to update the building with all the code and restrictions is astronomical! They don’t want business logo vehicles parking in front of their own business!

Reply by **Hannah Michaud** on **03/12/2021** at **1:15pm** [Comment ID: 2178] - [Link](#)

Type: Comment

Agree: 5, Disagree: -1

If we want good, unique businesses, we need to work hard to create a town where it is cheap and easy to start a business. The town needs to evaluate codes and try to remove as many as possible.

below depicts the Main Streets Program boundaries, which include the Downtown area, but also expand beyond the Downtown area north and south.

Thanks to the Main Streets Program 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, two signs for pedestrian crossing along Cleveland Ave.—the portion of SH 1 that is at the hear of Wellington, from Wellington Blvd. to Pheasant Run Ln.

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 Street 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 since the last Plan that is worth highlighting was 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's input, a Map of Downtown Opportunities (see next page) was developed to illustrate some of the locational opportunities for Downtown. In addition to these, a key challenge and opportunity is to balance staying small and unique, while building a vibrant Downtown with a thriving economy.

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."

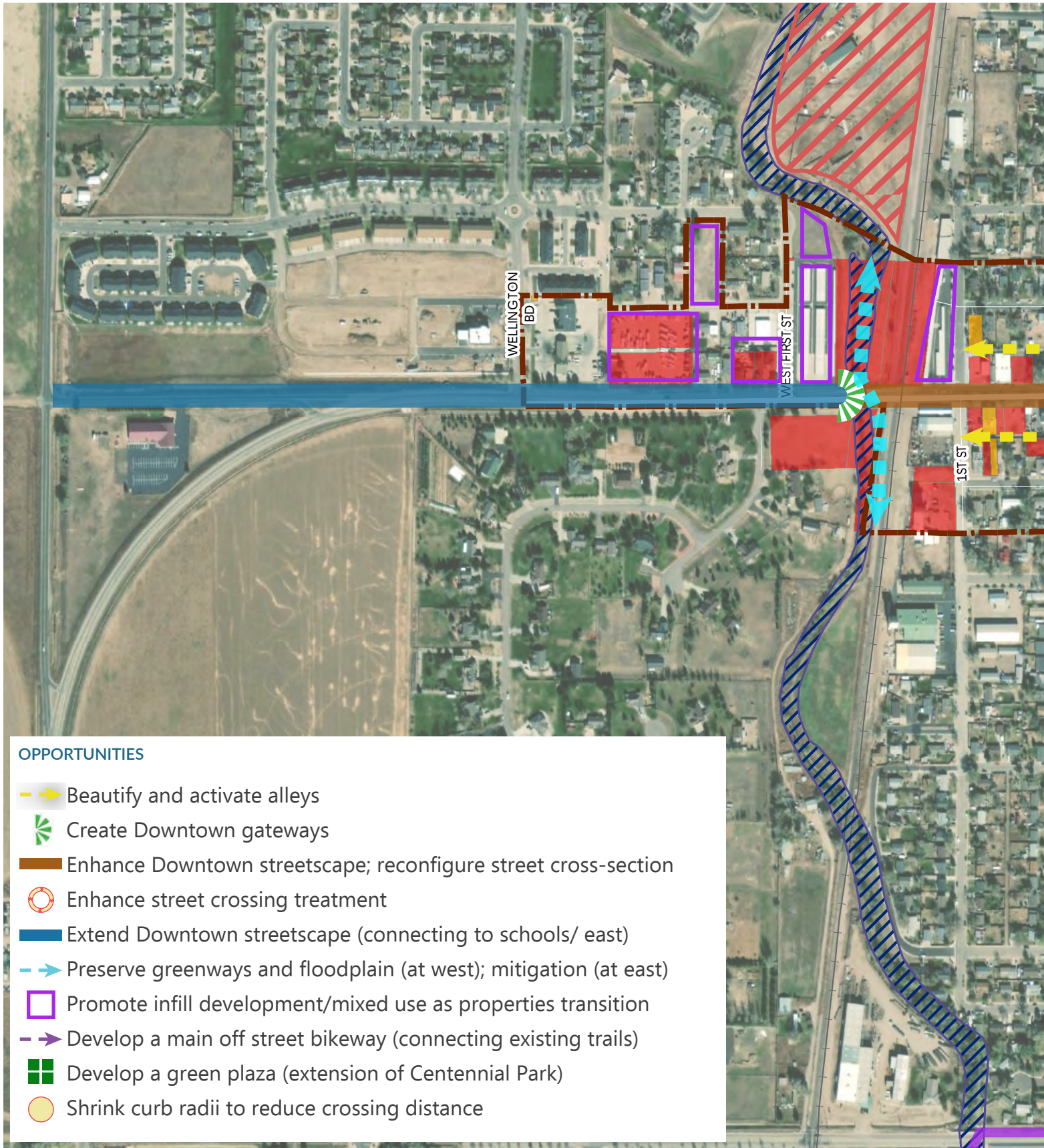
"Assess impacts of power being one-phase in Downtown"

"... 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."

DOWNTOWN OPPORTUNITIES MAP



(Source: Logan Simpson, 2020)



#103

Posted by **Dalton** on **03/20/2021** at **3:05pm** [Comment ID: 2350] - [Link](#)

Type: Suggested Revision

Agree: 0, Disagree: 0

Add date data was collected.



VIBRANT & HISTORIC DOWNTOWN PILLAR

Wellington preserves Downtown's distinctive charm and supports its local flair, enhancing its atmosphere and amenities to create a welcoming place for all community members to celebrate the heart of our Town.

WHERE WE'RE HEADED

Goals & Strategies

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

1.1.4 Undertake and implement a Downtown Master Plan.

1.2. Develop Downtown Design Guidelines to reflect current community values and needs (e.g. enhance **1.1.7** 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.

1.1.3 Apply and/or support applications for appropriate grants/funding from the National Trust for Historic Preservation.

1.1.5 Assess and implement programs to address preservation and rehabilitation of historic buildings at time of development review.

1.5. Plan for improvement and development of parks and greenspace to increase social gathering places.

1.6. Explore the redevelopment of Centennial Park **1.1.2** as a type of 'Civic Center Park,' giving the Town a central meeting place for community wide events and activities **1.1.6**

1.1.1

1.7. Assess the feasibility of 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, **1.0.6** food trucks, etc.).

1.8. Enhance alleys (with art, seating, plantings, pathways, lights, paving, etc.) to contribute to improving community/social gathering spaces in Downtown. **1.0.4**

1.9. Continue the support of a variety of public art within Downtown.

1.1.0, **1.0.8**, **1.0.7** Expand Downtown to include Harrison Ave. and McKinley Ave. as well as connecting side streets.

1.1.1. Plan for development of further pedestrian and bicycle connections within and to Downtown. **1.0.9**

1.1.2. Ensure Downtown streetscapes support ADA requirements, offering safe and accessible options for non-motorized travellers.

(More transportation-specific goals and strategies for the Downtown are in on pages 53-54, the Transportation Section in the Sustainable & Resilient Public Services Pillar)

#104

Posted by **Hannah Michaud** on **03/24/2021** at **3:17pm** [Comment ID: 2450] - [Link](#)

Type: Comment

Agree: 0, Disagree: 0

I think it would be great to let local town artists, especially highschoolers volunteer to beautify the town. It's much more "wellington" if it's our own people.

#105

Posted by **Kam Berkenkotter** on **03/10/2021** at **8:33pm** [Comment ID: 2047] - [Link](#)

Type: Comment

Agree: 2, Disagree: 0

Some areas need more of this to add to the appeal. Definitely agree here!

#106

Posted by **Hannah Michaud** on **03/24/2021** at **3:16pm** [Comment ID: 2449] - [Link](#)

Type: Comment

Agree: 0, Disagree: 0

Food truck and pop up events are really exciting to me!

#107

Posted by **Dawn Galaviz** on **03/16/2021** at **1:17pm** [Comment ID: 2227] - [Link](#)

Type: Question

Agree: 6, Disagree: -1

How will residents in this area be compensated for their property and inconvenience ?
Please list the city attorneys involved in this process.

Reply by **Anonymous** on **03/19/2021** at **4:16am** [Comment ID: 2289] - [Link](#)

Agree: 3, Disagree: -3

I am in support of allowing property owners near the downtown to consider significant financial gain by selling property for commercial use. As the community grows, the downtown will also grow to support the residents.

#108

Posted by **Hannah Michaud** on **03/24/2021** at **3:18pm** [Comment ID: 2451] - [Link](#)

Type: Comment

Agree: 4, Disagree: 0

I think the people living here should be specially consulted about this.

#109

Posted by **Louise Norris** on **03/11/2021** at **1:15pm** [Comment ID: 2120] - [Link](#)

Type: Comment

Agree: 5, Disagree: -2

I strongly support this. We currently have some great trails, but better connectivity throughout the community, including downtown and to the new middle/high school would encourage more bike/pedestrian traffic, freeing up the roads for cars.

Reply by **Anonymous** on **03/19/2021** at **4:14am** [Comment ID: 2288] - [Link](#)

Agree: 1, Disagree: -2

Traffic flow could benefit from this and would also encourage more activity in the downtown that supports local businesses

#110

Posted by **Christine Gaiter** on **03/10/2021** at **9:48pm** [Comment ID: 2058] - [Link](#)

Type: Suggested Revision

Agree: 9, Disagree: -1

Delete this Goal. I live between Harrison and McKinley and I do not want Downtown to expand to my house. Neither do my neighbors. Please protect our personal property not seek to change it without asking the residents that live in these houses.

Reply by **P & J Mortensen** on **03/24/2021** at **4:59pm** [Comment ID: 2456] - [Link](#)

Agree: 5, Disagree: 0

Why are we learning about this "Plan" only a few weeks before the final decision is to be made?

I doubt that most of the residents on McKinley and Harrison even know that they may lose their home and be forced to move. We don't want to lose our home. We don't need an "expansion." We moved here for the small town atmosphere and low crime.

Delete this goal!

#111

Posted by **Christine Gaiter** on **03/26/2021** at **3:16pm** [Comment ID: 2557] - [Link](#)

Type: Suggested Revision

Agree: 1, Disagree: 0

Add a goal that will protect the look and charm of the downtown area by not allowing modern type buildings to be built, and requiring buildings to keep with the quaint house look for any non residential use.

#112

Posted by **Peter Pronko** on **03/20/2021** at **7:35pm** [Comment ID: 2362] - [Link](#)

Type: Comment

Agree: 3, Disagree: -2

Centennial Park should be one of the first things to undergo development in revitalizing downtown. It is a central and core feature of the community and will act as a magnet to draw private investment and commercial entities to downtown.

Reply by **AB** on **03/22/2021** at **10:32pm** [Comment ID: 2387] - [Link](#)

Agree: 0, Disagree: -1

I agree!

Reply by **P & J Mortensen** on **03/24/2021** at **6:09pm** [Comment ID: 2463] - [Link](#)

Agree: 2, Disagree: 0

We enjoy the park as it is now for picnics, events and for kids to use the playground.

Many middle school boys and girls enjoy the skate park.

We don't want the park with it's big, beautiful, shady trees torn up.

#113

Posted by **Christine Gaiter** on **03/10/2021** at **9:46pm** [Comment ID: 2057] - [Link](#)

Type: Comment

Agree: 5, Disagree: -5

Unnecessary expense to the Town.

Reply by **Kallie Cooper** on **03/11/2021** at **11:40am** [Comment ID: 2111] - [Link](#)

Type: Comment

Agree: 5, Disagree: -1

Typically, there is no cost to the Town for historic preservation efforts. Preserving historic homes would only further your previous comments of maintaining low-density affordable housing. It is better to protect current homes than risk them being torn down and replaced.

Reply by **Anonymous** on **03/19/2021** at **4:05am** [Comment ID: 2285] - [Link](#)

Agree: 0, Disagree: 0

Agree there is little cost to the town (except potential loss of property tax revenue if redeveloped). Properties should be evaluated carefully before pursuing historic preservation.

2462] - [Link](#)

Reply by **P & J Mortensen** on **03/24/2021** at **5:39pm** [Comment ID:

Agree: 2, Disagree: 0

Applying for grants or other tax money based organizations is wasting the public's money. Our government is already trillions of dollars in debt that we can't repay and it is not "if" our economy collapses, but "when."

Reply by **Christine Gaiter** on **03/26/2021** at **3:09pm** [Comment ID: 2555] - [Link](#)

Type: Comment

Agree: 0, Disagree: 0

As long as there isn't an expense to the Town, I would be for this goal.

#114

Posted by **Christine Gaiter** on **03/10/2021** at **9:44pm** [Comment ID: 2054] - [Link](#)

Type: Comment

Agree: 10, Disagree: -2

by using volunteer citizen committee to save money and ensure the plan is made by people who live in town.

Reply by **Hannah Michaud** on **03/11/2021** at **2:10pm** [Comment ID: 2146] - [Link](#)

Type: Comment

Agree: 4, Disagree: -2

I agree that this should be done by volunteers who live in town.

Reply by **P & J Mortensen** on **03/24/2021** at **5:05pm** [Comment ID: 2457] - [Link](#)

Agree: 2, Disagree: 0

We don't need a "Master Plan" and if something has to be done, it should be done by the local volunteer citizens with the approval of the entire town not some outside interest.

#115

Posted by **Christine Gaiter** on **03/10/2021** at **9:45pm** [Comment ID: 2056] - [Link](#)

Type: Comment

Agree: 4, Disagree: -3

This goes against private property rights by not allowing the owner to change the property. Get rid of this.

Reply by **Max** on **03/11/2021** at **8:03pm** [Comment ID: 2166] - [Link](#)

Type: Comment

Agree: 1, Disagree: 0

They also have to understand the cost to involved to businesses when moving to historic buildings.

Reply by **Anonymous** on **03/19/2021** at **4:08am** [Comment ID: 2286] - [Link](#)

Agree: 1, Disagree: -1

This appears to be more proactive in nature to help property owners find ways or resources to improve the property for continued use. Consider rewording to clearly state positive intent?

Reply by **Christine Gaiter** on **03/26/2021** at **3:13pm** [Comment ID: 2556] - [Link](#)

Type: Comment

Agree: 0, Disagree: 0

After talking to Kallie, I understand this item better and would like to change my position and support this item. I would like to keep the house look of the downtown. I would like businesses to utilize the existing house to run their business. Examples are Artista and Harrison Town Hall that have not changed the outside of the house but have only changed the use of the house from residential to business.

#116

Posted by **Christine Gaiter** on **03/13/2021** at **2:38pm** [Comment ID: 2188] - [Link](#)

Type: *Suggested Revision*

Agree: 2, Disagree: 0

After moving the skate park

#117

Posted by **Christine Gaiter** on **03/13/2021** at **2:37pm** [Comment ID: 2187] - [Link](#)

Type: *Suggested Revision*

Agree: 5, Disagree: -2

Develop guidelines using volunteer citizen committee to save money and to make sure the community voices are in charge of the guidelines

Reply by **P & J Mortensen** on **03/24/2021** at **5:23pm** [Comment ID: 2461] - [Link](#)

Agree: 2, Disagree: 0

We need good communication to the citizens of Wellington about what is happening in their community, how it will affect them, and how much tax money various projects will cost them.

Community members should be in charge of any "guidelines."



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

121 Identify funding resources and work with banks to provide low interest loans to assist property owners in updating buildings to meet current code standards.

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.

120 Update zoning and subdivision regulations to encourage mixed-use structures and higher density housing types in and adjacent to the Downtown Area.

2.4. Collaborate with economic development efforts to identify and actively pursue boutique lodging businesses for Downtown.

2.5. Ensure utilities like high speed internet, water/waste water expansion, adequate electricity capacity, and other essential needs are available for businesses to establish and maintain operations in Downtown.

2.6. Amend parking standards for Downtown to improve vitality and economic support of businesses.

GOAL 3 | MITIGATE FLOODPLAIN IMPACTS TO DOWNTOWN PROPERTIES AND AMENITIES

3.1. Ensure Downtown stormwater infrastructure improvements as well as development and redevelopment projects are consistent with the upcoming Stormwater Master Plan.

119 Assess code updates and create guidelines for use of green infrastructure (storm water parks, rain gardens, etc.).

3.3. Evaluate reconfiguring street and parking standards along SH 1 (Cleveland Ave.) to incorporate plantings and drainage improvements.

#118

Posted by **Kathy Thornton** on **03/20/2021** at **2:53pm** [Comment ID: 2346] - [Link](#)

Type: Question

Agree: 2, Disagree: 0

Does creating suggested guidelines for storm water parks / rain gardens prohibit using the existing requirements? Why can't there be an option for this in our code?

#119

Posted by **Christine Gaiter** on **03/10/2021** at **10:59pm** [Comment ID: 2063] - [Link](#)

Type: Suggested Revision

Agree: 6, Disagree: -4

Delete Goal. More regulations = more cost for businesses = less businesses coming to town

Reply by **Hannah Michaud** on **03/12/2021** at **1:17pm** [Comment ID: 2179] - [Link](#)

Type: Comment

Agree: 2, Disagree: -2

Exactly.

#120

Posted by **Christine Gaiter** on **03/10/2021** at **10:59pm** [Comment ID: 2062] - [Link](#)

Type: Suggested Revision

Agree: 7, Disagree: -6

I live in the Downtown area and I do not want mixed-use structures or higher density housing in my neighborhood. Delete Goal.

Reply by **Kallie Cooper** on **03/11/2021** at **11:49am** [Comment ID: 2112] - [Link](#)

Agree: 6, Disagree: -2

Typically, when they discuss increasing housing density in downtowns, they are referring to ADUs and second story apartments over retail establishments. This wouldn't take away from the charm or affect the character. Additionally, since 2017, the downtown has had a 1% vacancy rate. In order to bring more business into our area, we would need to address WHERE those businesses could go.

Reply by **Christine Gaiter** on **03/11/2021** at **3:47pm** [Comment ID: 2148] - [Link](#)

Type: Comment

Agree: 2, Disagree: -5

I agree that we need more areas for commercial. But I think this Goal is talking about increasing the density of residential housing in the Downtown area. See page 70-71 for the proposed density and dwelling units. Cody said the downtown neighborhood is currently 5 DU/Ac. Land Use Map wants to increase it to 8-12 DU/Ac. For me, I don't want apartments over retail. Retail, yes. Apartments - no.

2357] - [Link](#)
Reply by **Peter Pronko** on **03/20/2021** at **6:37pm** [Comment ID:

Type: Comment

Agree: 2, Disagree: -1

Apartments over retail are a classic downtown feature and are always a legitimate part of a vibrant downtown.

#121

Posted by **Christine Gaiter** on **03/10/2021** at **10:56pm** [Comment ID: 2061] - [Link](#)

Type: Suggested Revision

Agree: 7, Disagree: -2

Work on reducing code standards so property owners don't have to go into debt and to encourage new businesses to come to downtown

Reply by **Hannah Michaud** on **03/11/2021** at **6:48pm** [Comment ID: 2162] - [Link](#)

Type: Comment

Agree: 3, Disagree: -1

Debt is a big concern for privately owned small businesses. Opening a brick and mortar shop is a dream for many people in Wellington. But they are ill equipped to face the high cost of retail. Partly due to the unreasonably high standard for building codes.

Reply by **AB** on **03/22/2021** at **10:43pm** [Comment ID: 2388] - [Link](#)

Agree: 0, Disagree: -3

Codes are in place for a reason. When I take my child into a business, I would like to know that it is safe. This goal is addressing a need to support our business owners in meeting those codes. I support that.

Reply by **Ben** on **03/31/2021** at **2:53am** [Comment ID: 2617] - [Link](#)

Type: Comment

Agree: 0, Disagree: 0

Safety codes are largely enforced by the county anyway. Whatever the city adds is just burden on the business.



Photo Credit: Logan Simpson 2019



THRIVING ECONOMY

THRIVING ECONOMY

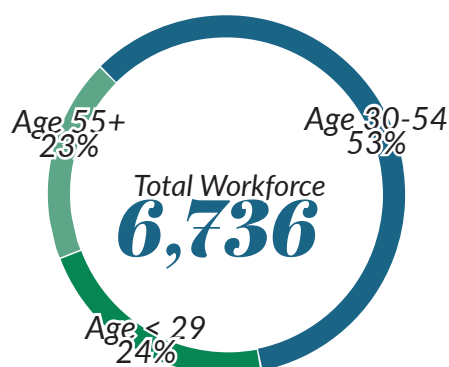
WHERE WE COME FROM

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



(Source: ACS 5-Year Estimate, 2019)

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 alternative 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.

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)

#122

Posted by **Anonymous** on **03/22/2021** at **10:48pm** [Comment ID: 2389] - [Link](#)

Type: Comment

Agree: 2, Disagree: 0

I wish I could feel safer riding my bike to Fort Collins, then I would choose to commute by bike. I would agree that it "may not be indicative of travel preferences."

Wellington has 4,595 individuals holding a primary job. Of these, 770 live outside of Wellington and commute into Town for work, 123,608 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.

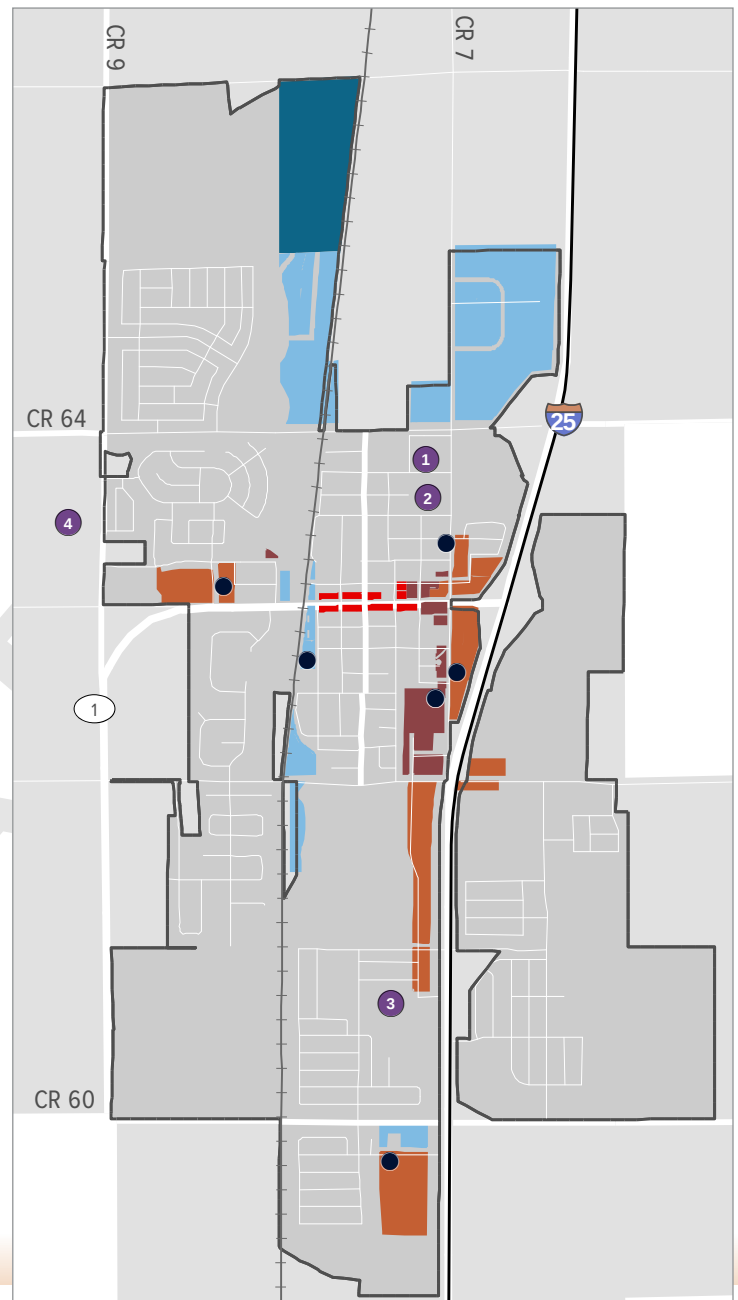
Local Businesses

Wellington has 681 local businesses (source) that provide jobs to 987 people.

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)



(Source: On the map, 2018)

#123

Posted by **Amber** on **03/19/2021** at **8:04pm** [Comment ID: 2322] - [Link](#)

Type: *Comment*

Agree: 1, Disagree: -1

So that means the town of wellington is losing out on taxes dollar's, that could have been used for trails, parks and the water problem. great to know fort Collins will thrive because of us, while wellington will stay a bedroom commute.

Reply by **Hannah Michaud** on **03/24/2021** at **3:23pm** [Comment ID: 2452] - [Link](#)

Type: *Comment*

Agree: 1, Disagree: 0

This is why I think attracting new business to wellington and helping people who live here start their own businesses it the top priority.

If we can grow the economy, parks, services, and trails will follow! Businesses first, and then the funding for everything else will happen.

#124

Posted by **Liz** on **03/23/2021** at **1:42pm** [Comment ID: 2405] - [Link](#)

Type: *Suggested Revision*

Agree: 0, Disagree: 0

can we use the logo instead of the outline of the Town? It sort of looks like a scribble.

Accomplishments Since the Last Plan

Since 2014, the Town has welcomed and supported the establishment of ¹²⁵ local businesses ranging from ___ to ___.

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

Lowest Rank Highest Rank

#125

Posted by **Hannah Michaud** on **03/24/2021** at **6:11pm** [Comment ID: 2464] - [Link](#)

Type: Comment

Agree: 0, Disagree: 0

The number of business since 2014 would be nice to have.

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 Market Analysis completed for the Town in 2019 indicated that the general retail and merchandise leakage is approximately \$48 million. 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 Market Analysis include businesses that will enhance recreation, entertainment, lodging, and basic needs (e.g. grocery store), among others. Also, insights (below) 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 26), 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.

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."

#126

Posted by **Hannah Michaud** on **03/24/2021** at **6:18pm** [Comment ID: 2468] - [Link](#)

Type: Comment

Agree: 0, Disagree: 0

This may be worth while, but it could also drive up property costs. Must consider the cons along with the pros.

#127

Posted by **Hannah Michaud** on **03/24/2021** at **6:18pm** [Comment ID: 2467] - [Link](#)

Type: Comment

Agree: 3, Disagree: 0

love this!! Colorado is a huge foodtruck hotspot. A foodtruck commissary could be an awesome addition to Wellington.

#128

Posted by **Amber** on **03/19/2021** at **8:10pm** [Comment ID: 2323] - [Link](#)

Type: Comment

Agree: 2, Disagree: 0

If you are going to make job here, need to make sure the housing you have in the area, are at the same pay rate as those job's, other wise it's just a double edge sword. yes more entry level jobs are good for younger people, but aren't good for people that want to buy house's or have bills to pay, like the over priced water.

Reply by **Hannah Michaud** on **03/24/2021** at **6:16pm** [Comment ID: 2466] - [Link](#)

Type: Question

Agree: 1, Disagree: 0

So while more entry level jobs are a step in the right direction, attracting careers like tec, industrial and office type jobs are necessary in the long run?

#129

Posted by **C. Harris** on **03/13/2021** at **7:36pm** [Comment ID: 2198] - [Link](#)

Type: Comment

Agree: 7, Disagree: 0

Both my wife and I have to commute for our professions and would love to see an effort to attract more large scale business/industrial attraction to keep more dollars in our town. The financial leakage numbers that this study shares are frightening and I must admit, that we both spend income in the towns we work in due to necessity. Attracting firms that utilize LOCAL workforce and add revenue to our town prevents us from simply becoming a bedroom community. We have a great chance here to make some wise and forward thinking decisions.

Reply by **Hannah Michaud** on **03/24/2021** at **6:12pm** [Comment ID: 2465] - [Link](#)

Type: Comment

Agree: 1, Disagree: 0

I absolutely agree. This is wonderfully phrased.



THRIVING ECONOMY PILLAR

Wellington promotes an environment attractive to businesses that offer needed services and local employment opportunities, contributing to our community's values and quality of life.

WHERE WE'RE HEADED

Goals & Strategies

GOAL 1 | DIVERSIFY THE TOWN'S ECONOMIC BASE

1.1. Ensure land uses and supporting infrastructure and utilities are available to provide opportunities for needed services (groceries, drug store, assisted living, and similar identified service providers) and home businesses to establish their businesses in Wellington.

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.

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 sporting goods store and bicycle shops.
- Businesses such as hotels and restaurants to locate along the I-25 Corridor and Owl Canyon Road.

1.4. Leverage the BNSF railroad spur north of Town to attract key businesses to the area.

138 Evaluate **140** a lodging tax to support local tourism and recreation programs and facilities.

1.6. Encourage appropriately integrated lodging options throughout Town **139** including bed and breakfasts, motels, hotels, and others.

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

2.1. Regularly assess the need to update development impact **131**s that align with community needs and regional best practices to enhance amenities and appropriately cover infrastructure costs.

137 Ensure land use standards accommodate a variety of businesses so small local businesses, big box, and chain stores have available options.

2.3. Promote architecture and design aesthetics that are consistent with the Town's rural and agricultural heritage.

2.4. Assess the opportunity of having a Rest Area/Travel Plaza designated for use during closure of I-25 **133** to relieve the congestion of semi-trucks on community streets/parking areas during inclement weather.

136 **134** Ensure appropriate ordinances are in place for the potential introduction of marijuana **132** dispensaries. **130**

2135 Ensure new industrial developments are consistent with the Infrastructure and Water Efficiency Plans.

#130

Posted by **Dan Homiak** on **03/11/2021** at **1:10pm** [Comment ID: 2118] - [Link](#)

Type: Comment

Agree: 10, Disagree: -1

Negatives outweigh the positives. We do not need extra traffic from other states as people stop here instead of Denver for their dope purchase. The ballot vote should be sufficient in April to see what the community wants.

Reply by **Max** on **03/11/2021** at **8:07pm** [Comment ID: 2167] - [Link](#)

Type: Comment

Agree: 4, Disagree: 0

100% in agreement

Reply by **Amber** on **03/19/2021** at **8:21pm** [Comment ID: 2325] - [Link](#)

Agree: 0, Disagree: -6

I don't know what makes you think anyone from Colorado would come to our dispensary? if we can't get more large business to come here without more housing, then I say yes to this. we need more taxes dollars, so we can have all these park and trails that everyone wants so badly. Allowing pot shops, will bring that much needed money quickly. so we can really start fixing the infrastructure we need to really get the things we want in this town.

Reply by **Phyllis Mortensen** on **03/27/2021** at **5:00pm** [Comment ID: 2566]

- [Link](#)

Agree: 2, Disagree: 0

There is no guarantee that once the government collects the taxes on the drug sales that it is going to be spent on parks in trails here in Wellington.

#131

Posted by **Hannah Michaud** on **03/24/2021** at **6:21pm** [Comment ID: 2470] - [Link](#)

Type: Comment

Agree: 2, Disagree: 0

Keeping fees low will bring more income over time.

Low fees means more businesses, more businesses means more tax dollars.

#132

Posted by **Lisa** on **03/22/2021** at **3:53pm** [Comment ID: 2371] - [Link](#)

Type: Comment

Agree: 4, Disagree: 0

Please no. Let the dispensaries stay in FC.

#133

Posted by **Hannah Michaud** on **03/24/2021** at **6:22pm** [Comment ID: 2471] - [Link](#)

Type: Comment

Agree: 3, Disagree: 0

A welcome center would be great for people, especially during the winter when road conditions suddenly become dangerous.

If the town has the money, I think this is a great thing to spend it on.

#134

Posted by **Hannah Michaud** on **03/11/2021** at **1:27pm** [Comment ID: 2123] - [Link](#)

Type: Suggested Revision

Agree: 8, Disagree: -2

Setting up legal infrastructure for marijuana before the people of wellington have even voted on it is a bad plan. It gives the appearance of a conflict of interest, and makes me feel like the town staff and elected officials will legalize dispensaries even if the town votes against doing so.

This makes me feel like the town plans to legalize marijuana no matter what I want, and makes me have less confidence in the integrity of our town's voting system.

This section should be removed.

Reply by **Hannah Michaud** on **03/11/2021** at **4:12pm** [Comment ID: 2149] - [Link](#)

Agree: 2, Disagree: 0

The order in which things are done matters.

Reply by **Anonymous** on **03/19/2021** at **4:27am** [Comment ID: 2292] - [Link](#)

Agree: 3, Disagree: -4

The order does matter. If the residents vote to approve this, the town should already be prepared for how to handle it.

Reply by **Anonymous** on **03/24/2021** at **4:13pm** [Comment ID: 2453] - [Link](#)

Type: Comment

Agree: 2, Disagree: 0

The initiative has all the admin regulations already built into it. There is nothing the town can do to prepare to handle it. The initiative will supercede the town code.

#135

Posted by **Christine Gaiter** on **03/10/2021** at **11:08pm** [Comment ID: 2067] - [Link](#)

Type: Suggested Revision

Agree: 6, Disagree: -1

Reduce regulations for industrial developments to encourage industries to come to Wellington

Reply by **Phyllis Mortensen** on **03/27/2021** at **8:31pm** [Comment ID: 2576] - [Link](#)

Agree: 1, Disagree: 0

Reduce regulations for churches, industrial developments and businesses.

#136

Posted by **Christine Gaiter** on **03/10/2021** at **11:05pm** [Comment ID: 2066] - [Link](#)

Type: *Suggested Revision*

Agree: 5, Disagree: -3

Delete this Goal. Dispensaries are illegal in town right now. This is a moot point.

Reply by **Christine Gaiter** on **03/11/2021** at **11:37am** [Comment ID: 2110] - [Link](#)

Type: *Comment*

Agree: 3, Disagree: -4

"Teaching us that, denying ungodliness and worldly lusts, we should live soberly, righteously, and godly, in this present world." Titus 2:12

"Be sober" 1 Peter 1:13

"Abstain from all appearance of evil." 1 Thessalonians 5:22

Reply by **Louise Norris** on **03/11/2021** at **1:23pm** [Comment ID: 2122] - [Link](#)

Type: *Comment*

Agree: 6, Disagree: -3

Bible verses really have no relevance here. This is a town, not a religious commune.

2135] - [Link](#)

Reply by **Christine Gaiter** on **03/11/2021** at **1:40pm** [Comment ID:

Type: *Comment*

Agree: 4, Disagree: -3

Bible is my authority for right and wrong. It is what I base my decisions on. Marijuana is biblically wrong and I don't want it in my town. I live in the town, so the Bible verses are relevant to the Town since the town is made up of people.

[Link](#)

Reply by **Jay Norris** on **03/22/2021** at **5:01pm** [Comment ID: 2373] -

Type: *Comment*

Agree: 0, Disagree: -3

The Bible doesn't say that cannabis is wrong. There are even interpretations like Genesis 9:3 that support cannabis use.

However, the U.S. Constitution says that everyone in the United States has the right to practice his or her own religion, or no religion at all. Conflating religious authority with political authority is idolatrous.

If the town removed the freedoms of residents and banned legal business practices based on your narrow interpretation of your specific religion, we wouldn't be able to have certain hairstyles, trim your beard, get tattoos, play football, wear garments with two kinds of material mixed together, buy alcohol, eat shellfish, wear

gold, eat bacon (or pork in general), eat cheeseburgers, etc.

Reply by **Phyllis Mortensen** on **03/27/2021** at **4:15pm** [Comment ID: 2563] - [Link](#)

Agree: 2, Disagree: 0

They didn't have marijuana back in Bible times and nowhere does it talk about it.

We need moral values to be upheld in our town and supporting drug use does not do this. Delete this part of the plan.

#137

Posted by **Christine Gaiter** on **03/10/2021** at **11:03pm** [Comment ID: 2065] - [Link](#)

Type: Suggested Revision

Agree: 4, Disagree: -2

Reduce land use standards to encourage small unique businesses come to town. I don't want big box or chain stores. I can go to Fort Collins for those.

Reply by **Anonymous** on **03/19/2021** at **4:25am** [Comment ID: 2291] - [Link](#)

Agree: 3, Disagree: -1

The Town should encourage businesses of all kinds so residents do not need to go to Fort Collins. Keep sales tax local.

#138

Posted by **Christine Gaiter** on **03/10/2021** at **11:01pm** [Comment ID: 2064] - [Link](#)

Type: Comment

Agree: 4, Disagree: -2

A lodging tax might deter tourists from coming. Just a thought.

Reply by **AB** on **03/22/2021** at **10:56pm** [Comment ID: 2390] - [Link](#)

Type: Comment

Agree: 1, Disagree: -2

Who calls up a hotel to ask if they have a lodging tax, then refuses to come if they say yes? It's probably a negligible charge to the individual, with a cumulative benefit to the community. I support it.

#139

Posted by **AB** on **03/22/2021** at **11:02pm** [Comment ID: 2391] - [Link](#)

Type: Comment

Agree: 2, Disagree: 0

Agree- I hope we can support more lodging options.

Reply by **Hannah Michaud** on **03/24/2021** at **6:20pm** [Comment ID: 2469] - [Link](#)

Type: Comment

Agree: 0, Disagree: 0

I agree that this will be important as the town grows. Airbnbs, and Vrbos will start being in demand as well.

#140

Posted by **Hannah Michaud** on **03/11/2021** at **1:29pm** [Comment ID: 2125] - [Link](#)

Type: Comment

Agree: 2, Disagree: 0

I'm not entirely against this plan, however I wonder if it would be better to wait until Wellington has more attractions.



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

148
3.1. Provide agritourism as an allowed use in appropriate zone districts.

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.

3.3. Allow small-scale farming; create farmers market or work 147th County to expand farmers market to Wellington.

3.4. Collaborate with existing regional efforts that support and encourage agritourism.

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

4.1. Balance residential with commercial land uses to promote local job opportunities and needed services for residents.

144 Identify and address 141 municipal and administrative barriers to business development.

4.3. Communicate with existing businesses to understand 142 needs and plans for expansion and retention within the community.

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.

143 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.

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.

146

145

#141

Posted by **Max** on **03/11/2021** at **8:12pm** [Comment ID: 2169] - [Link](#)

Type: Comment

Agree: 0, Disagree: -1

Hire competent staff in building department.

#142

Posted by **Hannah Michaud** on **03/24/2021** at **6:27pm** [Comment ID: 2478] - [Link](#)

Type: Comment

Agree: 2, Disagree: 0

Thanks for including this. Really listening to the day to day struggles of business owners will be very enlightening. A lot of non-business owners want to sit on the sidelines and complain and point fingers. But if we want growth, we need to listen to the people making it happen.

#143

Posted by **Christine Gaiter** on **03/10/2021** at **11:11pm** [Comment ID: 2069] - [Link](#)

Type: Comment

Agree: 8, Disagree: -2

All bad ideas. Town doesn't need to spend more money to solve a problem it created, the town needs to reduce codes and fees for businesses. I definitely don't want TIFs (Tax increment financing).

Reply by **Hannah Michaud** on **03/11/2021** at **1:30pm** [Comment ID: 2127] - [Link](#)

Type: Comment

Agree: 3, Disagree: -1

I really cannot agree more! I would like to add my own comment saying the same thing, but in the interest of not cluttering up the document I won't.

#144

Posted by **Christine Gaiter** on **03/10/2021** at **11:09pm** [Comment ID: 2068] - [Link](#)

Type: Suggested Revision

Agree: 9, Disagree: -1

Work to reduce regulations and code standards to decrease barriers to business development.

Reply by **Hannah Michaud** on **03/11/2021** at **1:30pm** [Comment ID: 2128] - [Link](#)

Type: Comment

Agree: 5, Disagree: -1

As a business owner I cannot agree more!!

#145

Posted by **Christine Gaiter** on **03/13/2021** at **2:20pm** [Comment ID: 2184] - [Link](#)

Type: Suggested Revision

Agree: 6, Disagree: -1

Add Goal 4.7 - town will reduce codes and regulations to Colorado state minimums to encourage business development

Reply by **Hannah Michaud** on **03/24/2021** at **6:29pm** [Comment ID: 2480] - [Link](#)

Type: Comment

Agree: 2, Disagree: 0

Agree!

#146

Posted by **Nadine** on **03/20/2021** at **12:37am** [Comment ID: 2329] - [Link](#)

Type: Comment

Agree: 4, Disagree: 0

Wellington is a small town, keeping Wellington a small town should be the priority. Improvements in Wellington is a good thing, making Wellington the next Fort Collins or even Windsor, is not. Main Street has character and charm, the older houses etc. add to it's uniqueness. Wellington is still small enough to maintain that charm and uniqueness. The 'Plan' could at any time ruin the reason most of us live here; being away from the city and all the negatives (and there are many) of the city, the small town peace and quiet, the country atmosphere. Please keep in mind always, Wellington is small, it should be kept that way, and that along with a very old and small town comes a few sacrifices. If the conveniences of the city is what newcomers want they really shouldn't have left the city.

Reply by **Phyllis Mortensen** on **03/27/2021** at **10:31pm** [Comment ID: 2577] - [Link](#)

Agree: 0, Disagree: 0

Well said! Good ideas!

We moved here to Wellington from a crime filled neighborhood.

It is so refreshing to be in this little town with low crime, the country charm, peace and quiet, and friendly neighbors. I don't want that to change.

#147

Posted by **Hannah Michaud** on **03/24/2021** at **6:26pm** [Comment ID: 2477] - [Link](#)

Type: Comment

Agree: 4, Disagree: 0

Farmers markets are great, and I love the idea of small-scale farming. Hopefully this is an easy way for hobby gardeners to gain income.

#148

Posted by **Hannah Michaud** on **03/24/2021** at **6:24pm** [Comment ID: 2476] - [Link](#)

Type: Comment

Agree: 1, Disagree: 0

I love this in our plan!



Wellington Middle-High School Site Plan
Photo Credit: Poudre School District, 2020

#149

Posted by **Christine Gaiter** on **03/10/2021** at **11:12pm** [Comment ID: 2070] - [Link](#)

Type: Comment

Agree: 2, Disagree: 0

I don't want public transportation. It is a black money hole for a town, costing way too much money.

Reply by **Anonymous** on **03/19/2021** at **4:35am** [Comment ID: 2294] - [Link](#)

Agree: 1, Disagree: 0

It looks like this image is from the school's plan. Would this be school busses rather than public transportation?

SUSTAINABLE & 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 pages 36-37), a 215,000 square foot facility that will serve 1,520 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 Dispatch provides the Town of Wellington with law enforcement services. Local patrol services include a sergeant, a corporal, and 5 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



#150

Posted by **Michael Rairdon** on **03/09/2021** at **9:58pm** [Comment ID: 2019] - [Link](#)

Type: Suggested Revision

Agree: 3, Disagree: 0

This information is outdated and references Larimer County Sheriff's Dispatch as the law enforcement provider. Correct this to Larimer County Sheriff's Office. The current numbers are 1 sergeant, 1 corporal, 7 patrol deputies and 1 desk deputy.

#151

Posted by **B Willits** on **03/24/2021** at **12:30pm** [Comment ID: 2428] - [Link](#)

Type: Suggested Revision

Agree: 0, Disagree: 0

It is now 252,652 sq ft.

#152

Posted by **B Willits** on **03/22/2021** at **1:53pm** [Comment ID: 2369] - [Link](#)

Type: Suggested Revision

Agree: 0, Disagree: 0

The plans were modified and the school is being built for 1,500.

#153

Posted by **B Willits** on **03/24/2021** at **12:32pm** [Comment ID: 2429] - [Link](#)

Type: Comment

Agree: 0, Disagree: 0

The images on pages 36-37 do not reflect the current plan being built as there were changes during the process.

#154

Posted by **Vanessa Armes** on **03/31/2021** at **2:36pm** [Comment ID: 2621] - [Link](#)

Type: Comment

Agree: 0, Disagree: 0

I do not agree with Poudre School district putting Junior High and High School kids together.

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.

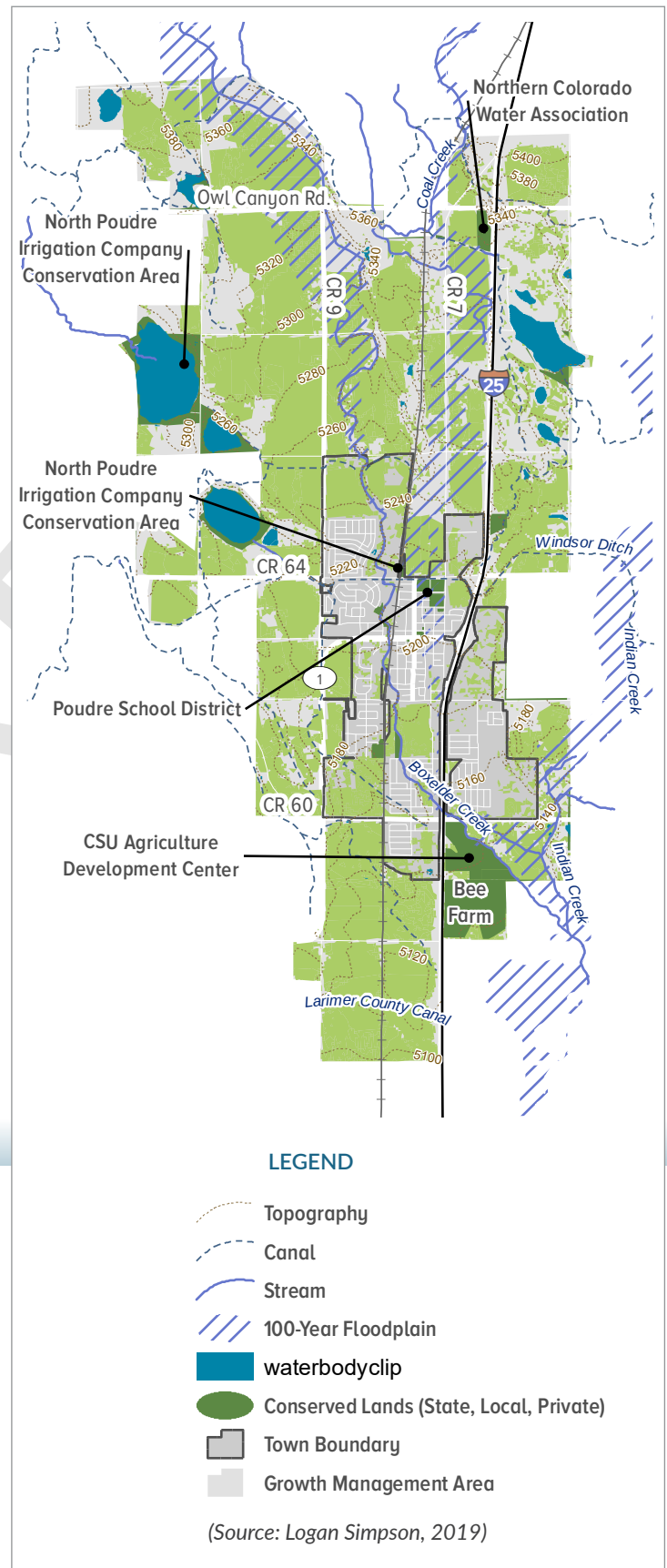
Water Supply

According to 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 155,000 people in less than 10 years (ACS, 2019), the Town is working to improve water infrastructure and promote more efficient water use.

WELLINGTON'S NATURAL HAZARDS & FIRE PROTECTION DISTRICT MAP



#155

Posted by **Hannah Michaud** on **03/24/2021** at **6:42pm** [Comment ID: 2485] - [Link](#)

Type: Suggested Revision

Agree: 1, Disagree: 0

Balancing growth with improved infrastructure is important. The town should at least consider slowing down approval of residential developments until the water is sorted out.

Water & Wastewater Infrastructure

The Town has two water treatment plants, three municipal wells, two treated water storage tanks, and a water distribution system. According to the 2018 Municipal Water Efficiency Plan, the water treatment plants currently have a combined capacity of 7 million gallons per day (MGD). The Town also has a wastewater treatment plant with a current capacity of 0.45 MGD and with plans to expand to 1.2 MGD in the next few years.

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 Downtown and the I-25 underpass, as both are amenities and frequently flood with rain and melting snow.

Insights (below) 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.

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.

Waste Management Diversion

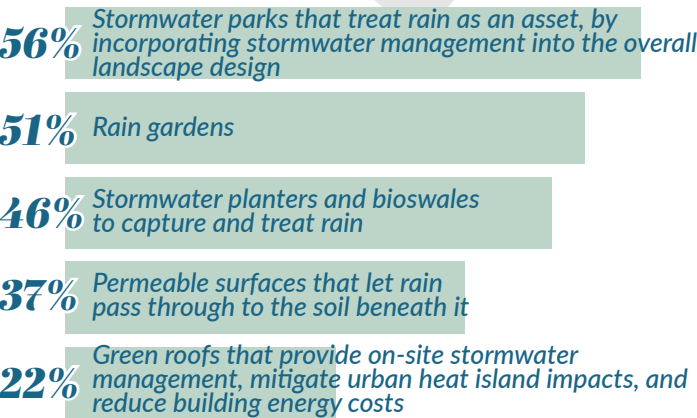
Currently, Wellington benefits from a transfer station that is owned and operated by Larimer County. The station accepts household trash only. No large items, appliances, or hazardous wastes are accepted. The County has plans for a new landfill north of Wellington (near the Rawhide Energy Station) that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

Internet & Broadband

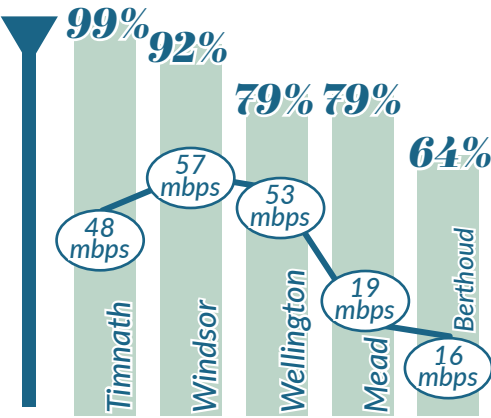
According to Broadbandnow, Wellington's broadband coverage of 79% and average download speed of 53 megabytes per second (mbps), are comparable with peer communities (below). The Town has eight Internet providers* with Viasat (formerly Exede) and HughesNet being the most common. Despite Internet growth, however, a surprising 21% of residents are limited to one Internet service choice.

*Some may be "double entries" as many incumbent providers market residential service and business service separately.

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



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



(Source: www.Broadbandnow.org, 2020)
Printed 04/01/2021

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.

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 (in **date?**) 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 are now protected.

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 land **161** use and irrigation standards **160** 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 **158** provision and quality at reasonable rates for the community. Part of the water provision effort includes working with 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 **159** affairs. One group that should be strategically targeted for this latter opportunity is the Hispanic/Latinx community who despite making up 16% of the Wellington community (ACS, 2019), are not represented in Town affairs. Also, while data on the number of **157** disabled residents is not available, efforts should be made to have them represented in Town commissions to ensure a more accessible Town for all. **156**

COMMUNITY VOICES

These comments were 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 **163** 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.

#156

Posted by **Jon Gaiter** on **03/10/2021** at **1:37am** [Comment ID: 2026] - [Link](#)

Type: Suggested Revision

Agree: 10, Disagree: -2

This is inappropriate to focus on one minority group. This needs to be removed. We as a town do not view some citizens as inferior to others.

Reply by **Christine Gaiter** on **03/10/2021** at **11:19pm** [Comment ID: 2073] - [Link](#)

Type: Suggested Revision

Agree: 8, Disagree: -1

Saying that the Hispanic community should be strategically targeted is a racist statement and should be deleted from the document.

- [Link](#)
Reply by **Christine Gaiter** on **03/11/2021** at **11:22am** [Comment ID: 2107]

Type: Comment

Agree: 3, Disagree: -1

"I charge thee before God. . . that thou observe these things without preferring one before another, doing nothing by partiality." 1 Timothy 5:21

"But if ye have respect to persons, ye commit sin, and are convinced of the law as transgressors." James 2:9

"For there is no respect of persons with God." Romans 2:11

Reply by **P & J Mortensen** on **03/24/2021** at **7:33pm** [Comment ID: 2509] - [Link](#)

Agree: 2, Disagree: 0

I like that we have Hispanics/ Latinos/ Latinas in our community, but I don't like the Political Correctness (PC) being brought into the conversation. They are not Latinexs and are equal to everyone else in the community. Their ideas should be included in how our community is run.

#157

Posted by **Hannah Michaud** on **03/24/2021** at **6:49pm** [Comment ID: 2489] - [Link](#)

Type: Suggested Revision

Agree: 1, Disagree: 0

I have worked as a caretaker and advocate for the disabled community for 13 years. I am also invisibly disabled myself.

This section should be removed.

Disabled people want to be treated like everyone else. "Strategically targeting" them is just another way to treat them differently."

Focus on accessible infrastructure, like handicapped parking.

#158

Posted by **Victoria DeHart** on **03/10/2021** at **7:22pm** [Comment ID: 2037] - [Link](#)

Type: Comment

Agree: 7, Disagree: -1

I'm sorry, but the water is ridiculous. Our water bill is \$122 a month. We are retired couple and our actual water cost out of that is \$18! There is truly no incentive to reduce water use because it doesn't affect your bill! If we used no water at all our bill would still be over \$100! This is added to the \$350 we pay for our non-potable sprinkler water. The water costs more than our electric or gas, and often more than those two COMBINED.

Reply by **Christine Gaiter** on **03/10/2021** at **11:15pm** [Comment ID: 2071] - [Link](#)

Type: Comment

Agree: 6, Disagree: -1

I agree. Water rates are too high. We need to have a low base rate and focus on tier rates to incentivize residents to use less water.

#159

Posted by **Hannah Michaud** on **03/24/2021** at **6:46pm** [Comment ID: 2488] - [Link](#)

Type: Comment

Agree: 1, Disagree: 0

I love that the plan includes encouraging people to engage in civil affairs. However, it only matters if the town listens to the people engaging! Please be willing to update this plan based on people's concerns.

#160

Posted by **Dan Homiak** on **03/11/2021** at **1:22pm** [Comment ID: 2121] - [Link](#)

Type: Suggested Revision

Agree: 5, Disagree: 0

The higher water rates make it unaffordable to waste water.
This paragraph is not needed

#161

Posted by **Christine Gaiter** on **03/10/2021** at **11:18pm** [Comment ID: 2072] - [Link](#)

Type: Comment

Agree: 13, Disagree: -1

The Town spent \$40K to hire Logan Simpson to come up with more rules and regulations to restrict residents on their outdoor water usage and landscape choices. These studies to come up with more codes and regulations is a waste of time and money and it needs to stop!

Reply by **P & J Mortensen** on **03/24/2021** at **6:41pm** [Comment ID: 2484] - [Link](#)

Agree: 3, Disagree: 0

We don't need to spend more and more tax money to be told that we need more codes, rules, regulations, zoning changes and so on.

#162

Posted by **Kathy Thornton** on **03/20/2021** at **3:24pm** [Comment ID: 2352] - [Link](#)

Type: *Comment*

Agree: 1, Disagree: 0

Updated landscaping and irrigation standards to help conserve Willington's resource(water) seems like common sense. Water is expensive and will continue to be expensive in the State of Colorado. Not addressing this subject now will lead to more problems in the future.

#163

Posted by **Christine Gaiter** on **03/10/2021** at **11:21pm** [Comment ID: 2074] - [Link](#)

Type: *Suggested Revision*

Agree: 9, Disagree: 0

This is a community voice but I don't see this represented in any goal in this plan. Create a goal to allow residents to collect rain in barrels to water their gardens. Create a goal to develop infrastructure to allow grey water to be used for outdoor watering.

Reply by **Hannah Michaud** on **03/24/2021** at **6:51pm** [Comment ID: 2490] - [Link](#)

Type: *Suggested Revision*

Agree: 4, Disagree: 0

Agreed! Empower people to be environmentally friendly on their own properties!



SUSTAINABLE & RESILIENT PUBLIC SERVICES PILLAR

Wellington strives to provide an outstanding level of public services that offer proactive infrastructure improvement and maintenance, contributing to the Community's sustainability and resilience.

WHERE WE'RE HEADED

Goals & Strategies

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

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.

1.2. Ensure the expansion and upgrades of utilities, infrastructure, and amenities are consistent with Town Plans (e.g. Water Efficiency, Storm Water Management, Emergency Preparedness, Infrastructure Plan, and this Comprehensive Plan) and that key projects are included in the five-year Capital Improvements Plan.

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.

1.4. Develop an ADA and community informed checklist for the review, maintenance, and update of streets and public spaces and ensure priority projects are included in the Town's Capital Improvements Plan.

1.5. Provide or encourage installation of 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.

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 southern and northwest sections of the GMA).

1.7. Monitor development and growth in relationship to water supply and wastewater facility capacity.

1.8. Assess options and locations for green stormwater infrastructure that address water runoff and supply and contribute to a more attractive and resilient urban environment.

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.

1.10. Assess opportunities and partners to develop a Wellington-specific emergency preparedness plan or guidelines to address most-likely scenarios for identified threats.

1.11. Formalize Intergovernmental Agreements to enhance and streamline joint land use planning, utilities delivery, revenue sharing, and growth boundaries among other considerations.

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.

#164

Posted by **Hannah Michaud** on **03/24/2021** at **6:54pm** [Comment ID: 2495] - [Link](#)

Type: Question

Agree: 0, Disagree: 0

What does Intergovernmental mean? What other governments would we collaborate with?

Reply by **Christine** on **03/25/2021** at **6:59pm** [Comment ID: 2545] - [Link](#)

Type: Comment

Agree: 0, Disagree: 0

Boxelder IGA was a disaster.

Reply by **Christine Gaiter** on **03/27/2021** at **8:23am** [Comment ID: 2558] - [Link](#)

Type: Comment

Agree: 0, Disagree: 0

Regional transportation is another example of an IGA. IGAs are for things shared by 2 or more municipalities. A public bus route going from wellington to fort collins would be an IGA where the cost would be shared by both cities.

#165

Posted by **Christine Gaiter** on **03/10/2021** at **11:23pm** [Comment ID: 2075] - [Link](#)

Type: Suggested Revision

Agree: 12, Disagree: 0

Delete the word "Provide". Government should not provide internet service (seeing they have done so well with water service, I don't want them in charge of internet). Leave internet to private companies.

Reply by **P & J Mortensen** on **03/24/2021** at **7:59pm** [Comment ID: 2514] - [Link](#)

Agree: 3, Disagree: 0

Agree. Leave the internet to private entities.

#166

Posted by **Hannah Michaud** on **03/24/2021** at **6:53pm** [Comment ID: 2493] - [Link](#)

Type: Suggested Revision

Agree: 3, Disagree: 0

The government providing the internet has gone sideways in a lot of other places. We don't need it here. Let commercial internet providers do their work. The town doesn't need to be saddled with the long term cost of providing a poor service.



GOAL 2 | ENSURE NEW DEVELOPMENTS CONTRIBUTE TO COMMUNITY SERVICES AND INFRASTRUCTURE, INCLUDING BUT NOT LIMITED TO THE INTEGRATION OF SCHOOLS, STREETS, SEWER, TRAILS, PARKS, AND OPEN SPACE NETWORKS.

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.

178. Require new utilities to be underground and support conversion of existing overhead utilities to transition to underground.

177. 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 and wastewater.

176 177 181. community desire to update land use and building codes that would require (or incentivize) development to meet updated quality, sustainability, and infrastructure standards (e.g. universal design, green and solar infrastructure, radon mitigation, etc.).

2.5 174. Most regular meetings with school, fire, and parks districts to collaborate on upgrades to existing facilities and on securing locations for new facilities.

2.6. 173. Review and update impact fees for all developments on a regular basis (identify time frame).

175. Assess opportunities (e.g. easements, Transfer of Development Rights etc.) for conservation of open space and farmlands for environmental benefits and to maintain the open and agricultural character of the Town.

GOAL 3 | ENHANCE TOWN HALL FACILITIES AND SERVICES.

171. Pursue more regional, state, and federal grant opportunities and seek grant writing assistance to capitalize on funding opportunities.

3.2. 169. Continue assessing the feasibility of a new Town Hall that unifies all Town services and creates a civic hub.

170. Collaborate with local and regional schools to create a civic leadership curriculum and internship opportunities for individuals of all ages to learn about and contribute to Town affairs. Alongside this effort, develop a community corps of volunteers that support Town events.

3.4. Ensure more diversity of voices in Town Boards and Commissions, for instance from Hispanics/Latinx and people with disabilities.

3.5. Provide resources and information to elected and appointed officials and Town leadership to support informed decision-making.

3.6. Maintain and enhance transparent and timely communication of Town projects and updates.

#167

Posted by **Jon Gaiter** on **03/10/2021** at **1:39am** [Comment ID: 2027] - [Link](#)

Type: Suggested Revision

Agree: 14, Disagree: -4

This needs to be removed. This implies that minorities are not capable of serving without government assistance. This is not a problem in our town and I don't want to create one.

Reply by **Christine Gaiter** on **03/10/2021** at **11:32pm** [Comment ID: 2082] - [Link](#)

Type: Suggested Revision

Agree: 8, Disagree: -3

Get rid of this racist goal. We don't want Affirmative Action here. People should be elected and appointed to boards based on their merit and value they bring to that board, not on their race.

Reply by **Christine Gaiter** on **03/11/2021** at **11:23am** [Comment ID: 2108]
- [Link](#)

Type: Comment

Agree: 5, Disagree: -3

"I charge thee before God. . . that thou observe these things without preferring one before another, doing nothing by partiality." 1 Timothy 5:21

"But if ye have respect to persons, ye commit sin, and are convinced of the law as transgressors." James 2:9

"For there is no respect of persons with God." Romans 2:11

#168

Posted by **Brian Michaud** on **03/24/2021** at **6:57pm** [Comment ID: 2498] - [Link](#)

Type: Suggested Revision

Agree: 3, Disagree: 0

Remove this point. This does not belong in a planning document for the town.

#169

Posted by **Christine Gaiter** on **03/13/2021** at **2:43pm** [Comment ID: 2189] - [Link](#)

Type: Suggested Revision

Agree: 10, Disagree: -3

Build a new town hall without taking out a loan or increasing residents taxes

Reply by **P & J Mortensen** on **03/24/2021** at **11:03pm** [Comment ID: 2528] - [Link](#)

Agree: 4, Disagree: 0

Great idea!

#170

Posted by **Christine Gaiter** on **03/10/2021** at **11:29pm** [Comment ID: 2081] - [Link](#)

Type: Comment

Agree: 12, Disagree: -2

I don't want the government developing a school curriculum, that is not under their authority. More taxpayer money.

Reply by **P & J Mortensen** on **03/24/2021** at **11:11pm** [Comment ID: 2529] - [Link](#)

Agree: 3, Disagree: 0

The government has all kinds of bad ideas that show up in required curriculum. It costs too much money and is not their job. When the government is far from the people, the less they know what is going on and the less control they have over it.

#171

Posted by **Christine Gaiter** on **03/10/2021** at **11:28pm** [Comment ID: 2080] - [Link](#)

Type: Suggested Revision

Agree: 11, Disagree: -2

Grants come with strings attached that may require the town to spend more money to hire more staff to fulfill the grant requirements. If the town can't afford it without grants or loans, then they don't need it.

Reply by **Hannah Michaud** on **03/24/2021** at **7:22pm** [Comment ID: 2507] - [Link](#)

Agree: 3, Disagree: 0

Agree

Reply by **Phyllis Mortensen** on **03/27/2021** at **11:08pm** [Comment ID: 2578] - [Link](#)

Agree: 1, Disagree: 0

Agree!

#172

Posted by **Hannah Michaud** on **03/11/2021** at **1:34pm** [Comment ID: 2129] - [Link](#)

Type: Suggested Revision

Agree: 8, Disagree: -2

You can give up any dreams of having small, local, mom and pop shops if you pile on so many restrictions and high demands. The only people with enough resources to open a business here will be large corporations. You can have a healthy and sustainable community without all these added pressures on small businesses.

Reply by **P & J Mortensen** on **03/24/2021** at **10:31pm** [Comment ID: 2520] - [Link](#)

Agree: 3, Disagree: 0

Exactly right.

#173

Posted by **Hannah Michaud** on **03/24/2021** at **6:58pm** [Comment ID: 2499] - [Link](#)

Type: Suggested Revision

Agree: 3, Disagree: 0

If by "update" you mean increase fees, this goal should be removed. We don't want to increase cost of living or having businesses.

Reply by **P & J Mortensen** on **03/24/2021** at **10:53pm** [Comment ID: 2524] - [Link](#)

Agree: 2, Disagree: 0

I agree. It depends on what we mean by the word "update."

#174

Posted by **Hannah Michaud** on **03/11/2021** at **1:35pm** [Comment ID: 2132] - [Link](#)

Type: Comment

Agree: 2, Disagree: 0

This is a good call. So many schools etc. are forced to cope with outdated facilities and resources. These are the types of things that should have priority access to town funds.

#175

Posted by **Christine Gaiter** on **03/10/2021** at **11:26pm** [Comment ID: 2079] - [Link](#)

Type: Suggested Revision

Agree: 8, Disagree: -2

I don't want public open spaces, I want privately owned open spaces such as farms or large residential homes.

Reply by **P & J Mortensen** on **03/24/2021** at **10:59pm** [Comment ID: 2525] - [Link](#)

Agree: 4, Disagree: 0

Agree. The government already owns a lot of the land in the United States especially in the west.

#176

Posted by **Christine Gaiter** on **03/10/2021** at **11:25pm** [Comment ID: 2078] - [Link](#)

Type: Suggested Revision

Agree: 7, Disagree: -3

more regulations to drive up the cost of housing and the barrier of entry for businesses. Get rid of this goal.

#177

Posted by **Christine Gaiter** on **03/10/2021** at **11:24pm** [Comment ID: 2077] - [Link](#)

Type: Suggested Revision

Agree: 11, Disagree: -2

More regulations to drive up the cost of living and the barrier to entry for businesses. Delete goal.

Reply by **Hannah Michaud** on **03/11/2021** at **9:25pm** [Comment ID: 2171] - [Link](#)

Type: *Suggested Revision*

Agree: 6, Disagree: -1

Walmart will have a whole legal team to do their demonstrating. A unique local mom and pop store won't. Which would you rather have in your town?

Reply by **Anonymous** on **03/19/2021** at **4:46am** [Comment ID: 2296] - [Link](#)

Agree: 3, Disagree: -3

New development should pay for these improvements so existing residents don't

Reply by **P & J Mortensen** on **03/24/2021** at **10:29pm** [Comment ID: 2519] - [Link](#)

Agree: 3, Disagree: 0

Appears to be more red tape and regulation. Will cost more money. We don't need this.

#178

Posted by **Christine Gaiter** on **03/10/2021** at **11:24pm** [Comment ID: 2076] - [Link](#)

Type: *Suggested Revision*

Agree: 12, Disagree: -2

Delete goal. More regulations drive up the cost of housing and increase the barrier to entry for businesses to come to Wellington. This is the opposite effect that we want in this town.

Reply by **Hannah Michaud** on **03/11/2021** at **9:24pm** [Comment ID: 2170] - [Link](#)

Type: *Suggested Revision*

Agree: 6, Disagree: -1

Deliberately driving up costs is something to avoid whenever possible. If you want a diverse town, things must be affordable to people of different incomes.

Reply by **P & J Mortensen** on **03/24/2021** at **8:16pm** [Comment ID: 2516] - [Link](#)

Agree: 3, Disagree: 0

Good thoughts.

#179

Posted by **Dawn Galaviz** on **03/16/2021** at **1:24pm** [Comment ID: 2228] - [Link](#)

Type: *Comment*

Agree: 2, Disagree: 0

Good way to keep communication lines open.

Reply by **P & J Mortensen** on **03/24/2021** at **10:51pm** [Comment ID: 2523] - [Link](#)

Agree: 0, Disagree: 0

Good idea.

#180

Posted by **AB** on **03/22/2021** at **11:15pm** [Comment ID: 2393] - [Link](#)

Type: *Comment*

Agree: 0, Disagree: -3

I agree with this goal. Seems like it would be safer, protect them from extreme weather or downed tree limbs, and it looks so much better!

#181

Posted by **Ben** on **03/31/2021** at **2:21am** [Comment ID: 2615] - [Link](#)

Type: *Suggested Revision*

Agree: 0, Disagree: 0

This is the sort of thing that can only backfire. Strongly disagree with this idea. Remove this goal.

SUSTAINABLE & RESILIENT PUBLIC SERVICES (TRANSPORTATION)

WHERE WE COME FROM

Existing Conditions

General Transportation Indicators

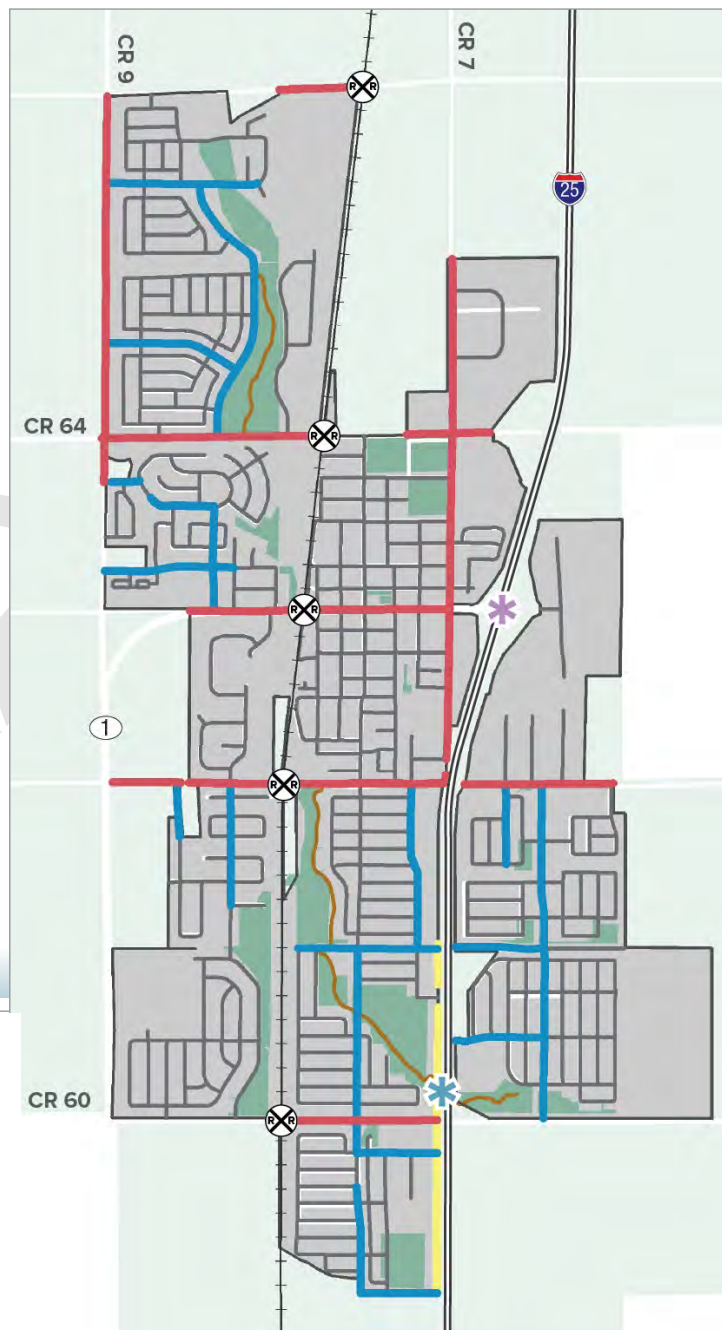
Annual average transportation costs in Wellington are just under \$14,700 (Center for Neighborhood Technology). The average Wellington household owns about two automobiles and travels over 24,000 miles per year. (For additional travel patterns, please see the Thriving Economy Chapter).

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 CR 60; 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

ROADS INVENTORY MAP



(Source: Felsburg Holt & Ullevig, 2020)

LEGEND

- Arterial
- Collector
- Frontage Road
- Local
- Trails
- Railroad
- Parks and Open Space
- Town Boundary
- Growth Management Area
- ★ Trail Underpass
- ★ Street Overpass
- ⊗ Railroad Crossing

Reservoir. ¹⁸³ It 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 ¹⁸²

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, and SH 1 between 1st Street and 3rd Street is the only four-lane section. 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 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 CR 60. 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 and Jefferson Ave. both have gates and signals, but those at Washington Ave. and CR 60 only have stop signs and railroad crossing signs.

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.

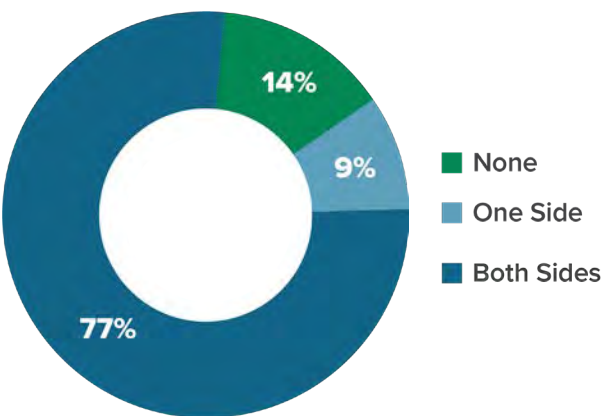
Sidewalks

As illustrated on 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.

SH 1 AVERAGE DAILY TRAFFIC VOLUMES



SIDEWALK INVENTORY



#182

Posted by **Thomas Schroeder** on **03/29/2021** at **2:59pm** [Comment ID: 2592] - [Link](#)

Type: *Comment*

Agree: 0, Disagree: 0

The interface between SH 1 and CR 62 is also getting dangerous and needs either a stoplight or roundabout. With the new school going in just north of there and additional residential developments south along SH 1, this will only get worse.

#183

Posted by **Tom** on **03/27/2021** at **10:06am** [Comment ID: 2559] - [Link](#)

Type: *Technical Edit*

Agree: 0, Disagree: 0

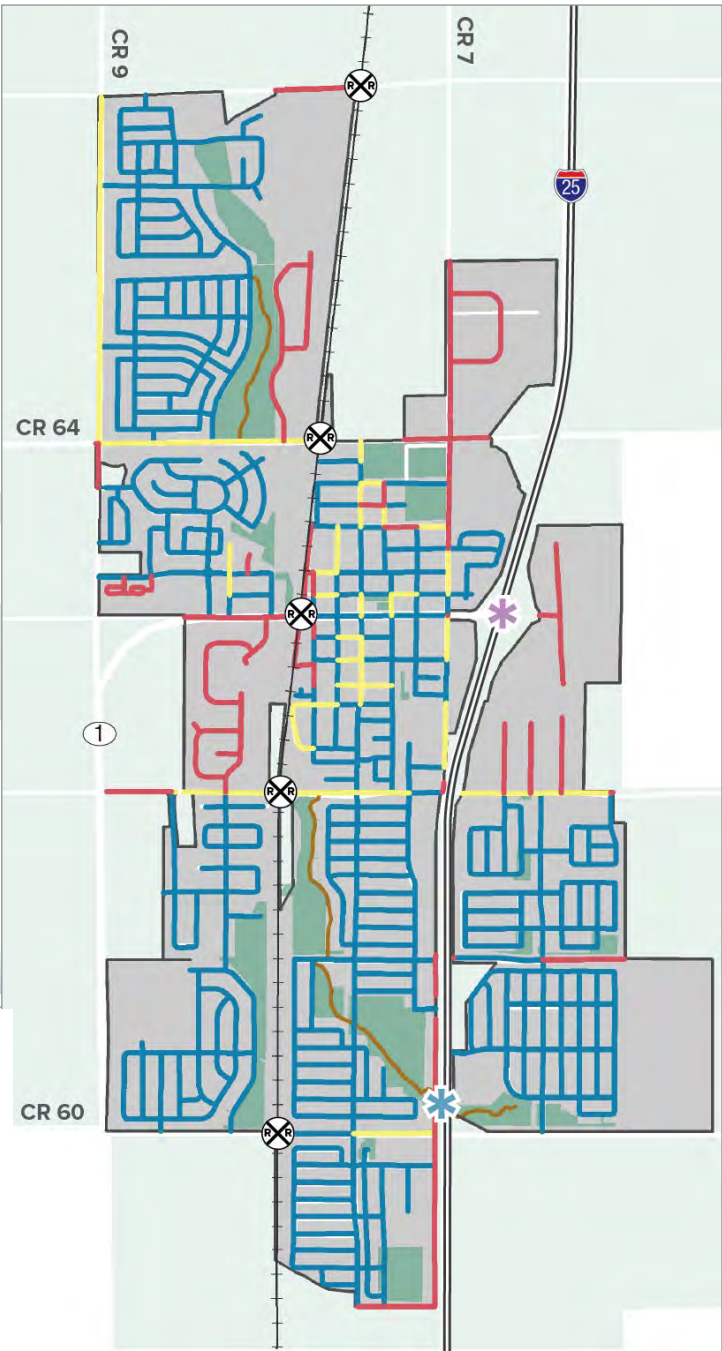
"West" of downtown,

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 facility throughout the entire Town.

Alternative 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 alternative 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.

SIDEWALK AVAILABILITY MAP



(Source: Felsburg Holt & Ullevig, 2020)

LEGEND

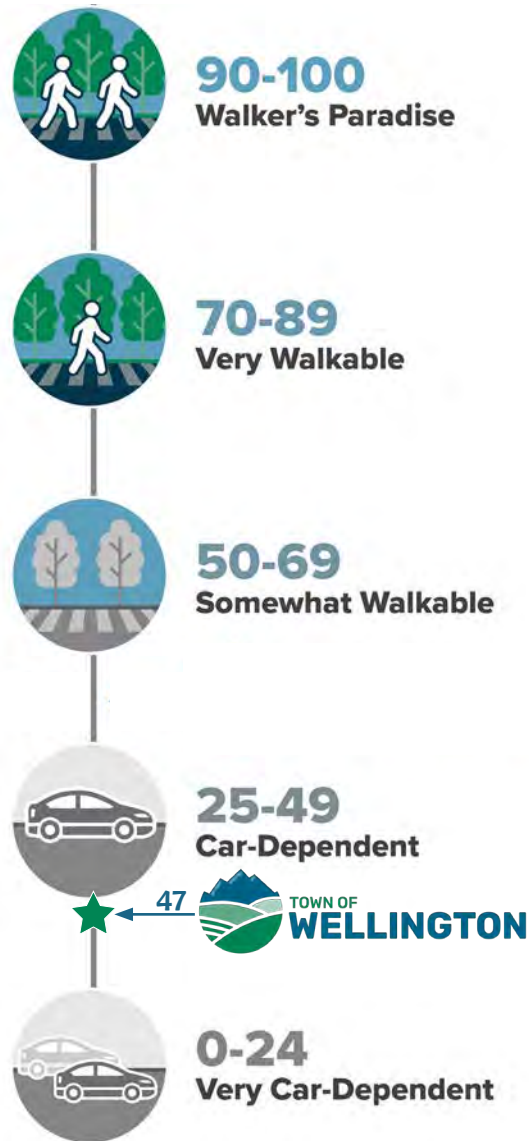
- None
- One Side
- Both Sides
- ~ Trails
- +—+—+— Railroad
- Parks and Open Space
- Town Boundary
- Growth Management Area
- ★ Trail Underpass
- ★ Street Overpass
- ⊗ Railroad Crossing

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 attach¹⁸⁴ 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. 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.

WELLINGTON'S WALK SCORE



#184

Posted by **AB** on **03/22/2021** at **11:29pm** [Comment ID: 2397] - [Link](#)

Type: *Comment*

Agree: 0, Disagree: 0

I agree with this being a problem. All the sidewalks that just slope down into the street are so frustrating. it puts me (and my kids) closer to the cars, people constantly park on them, and as my kids run around, they have fallen on that sloped curb. I prefer a wide sidewalk with grass (or sustainable landscape option) on both sides.

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 as well.

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. Cleveland Ave. has sidewalks in good condition along its entirety through Downtown; however, ramps and pedestrian crossings are insufficient. 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 who are physically challenged.

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 187-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

(to come)

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 ubiquity 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 ensuring leaders use those resources effectively and efficiently.



#185

Posted by **Hannah Michaud** on **03/24/2021** at **7:08pm** [Comment ID: 2502] - [Link](#)

Type: Suggested Revision

Agree: 2, Disagree: 0

Realistically, in a climate as cold as ours, walking and biking are only viable for part of the year. It's reasonable to promote vehicles above other options when vehicles are the only safe choice during the winter months.

I am strongly in favor of walking and biking, but things must be in perspective. Prioritize vehicles.

#186

Posted by **Christine Gaiter** on **03/10/2021** at **11:37pm** [Comment ID: 2084] - [Link](#)

Type: Comment

Agree: 8, Disagree: -5

Another government solution to a problem they caused. There wouldn't be traffic concerns if we keep the density of Downtown as it is, low density housing. We don't need public transportation. See Cheyenne as an example. It costs the town a lot of money and very few people use it. Bad idea for this town.

Reply by **Kallie Cooper** on **03/11/2021** at **11:55am** [Comment ID: 2113] - [Link](#)

Agree: 6, Disagree: -1

Actually, bike share programs are very low cost to communities, and many are run by privately-owned companies. By including public transportation options, you reduce the need for downtown parking.

Reply by **Louise Norris** on **03/11/2021** at **1:40pm** [Comment ID: 2134] - [Link](#)

Type: Comment

Agree: 8, Disagree: -2

As the town grows, downtown traffic will increase regardless of the housing density in that area. We need a plan to manage it (encouraging non-motorized transportation is a great first step).

#187

Posted by **Christine Gaiter** on **03/10/2021** at **11:34pm** [Comment ID: 2083] - [Link](#)

Type: Comment

Agree: 11, Disagree: -3

Another government solution for the problem they created. They want to increase the density of our downtown housing which will increase cars parked in downtown, so now they have to have metered parking to solve the density problem. My solution is to leave our Downtown as it is, low density housing, and then you won't need to put in metered parking. I don't want metered parking in front of my house.

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.

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."

WHERE WE'RE HEADED

Streets Master Plan

189

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; it 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 inexorably 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 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

MASTER STREET PLAN MAP



(Source: Felsburg Holt & Ullevig, 2020)

LEGEND

- | | |
|--------------------------|-----------------------------------|
| Interstate | Existing Grade-separated Crossing |
| Arterial | Existing Interchange |
| Major Collector | Future Grade-separated Crossing |
| Minor Collector | Future Interchange |
| Minor Collector (Future) | Railroad Crossing |
| Local Road | Parks and Open Space |
| Local Road (Future) | Town Boundary |
| Trails | Growth Management Area |

188

#188

Posted by **Darren Long** on **03/10/2021** at **3:18pm** [Comment ID: 2030] - [Link](#)

Type: Question

Agree: 0, Disagree: 0

Does this mean an on/off ramp access to I-25?

Reply by **Anonymous** on **03/19/2021** at **4:57am** [Comment ID: 2299] - [Link](#)

Agree: 2, Disagree: 0

If yes, I support this.

#189

Posted by **Tracey Jensen** on **03/16/2021** at **6:44pm** [Comment ID: 2240] - [Link](#)

Type: Comment

Agree: 2, Disagree: 0

The Streets Master Plan needs to include traffic congestion mitigation at rail crossings.

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 continuing and 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.
- **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.

#190

Posted by **Anonymous** on **03/31/2021** at **2:08pm** [Comment ID: 2620] - [Link](#)

Type: Question

Agree: 0, Disagree: 0

So this is a done deal?

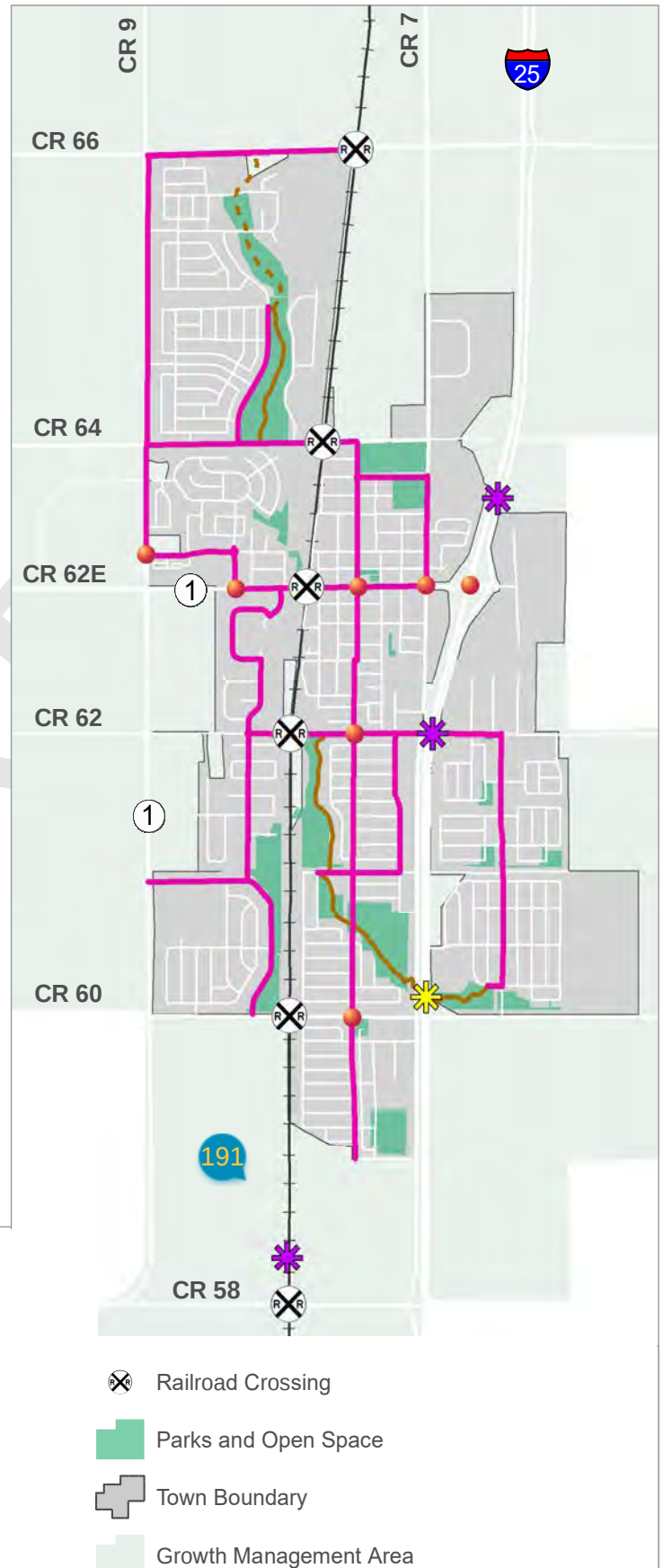
Bicycle & Pedestrian Network Recommendations

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)

#191

Posted by **Anonymous** on **03/16/2021** at **7:20pm** [Comment ID: 2244] - [Link](#)

Type: *Suggested Revision*

Agree: 1, Disagree: -1

Connect to some identified regional trails on map

- **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.



ATTACHED SIDEWALK



DETACHED SIDEWALK

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 comprise 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

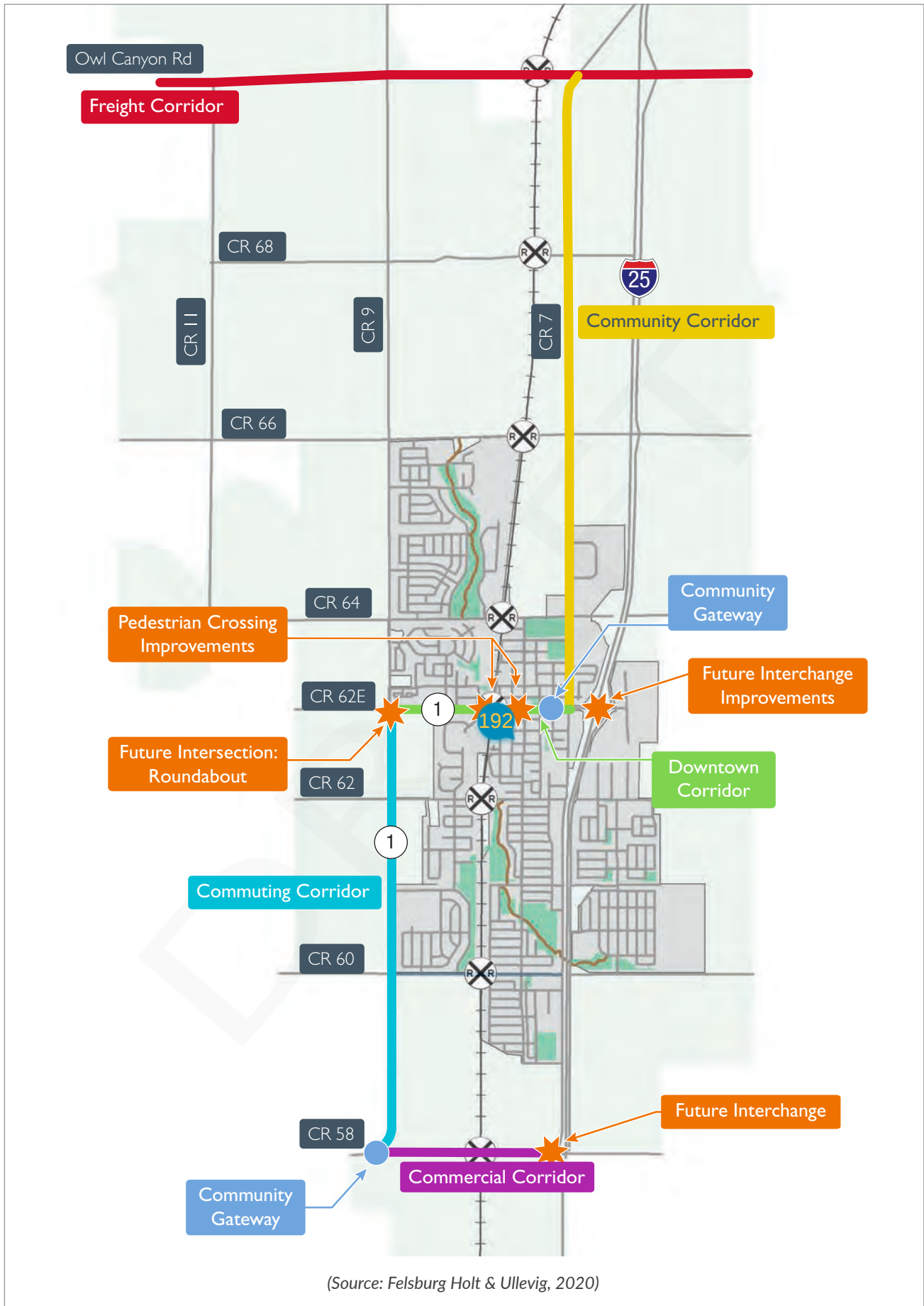
As additional development comes to the north side of Wellington, including along Owl Canyon Rd., CR 7 will become an increasingly important corridor for keeping the northern developments connected with the rest of the community

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

KEY CORRIDORS RECOMMENDATIONS MAP



#192

Posted by **Tracey Jensen** on **03/16/2021** at **6:40pm** [Comment ID: 2238] - [Link](#)

Type: Question

Agree: 0, Disagree: 0

How would a roundabout work at a rail crossing?

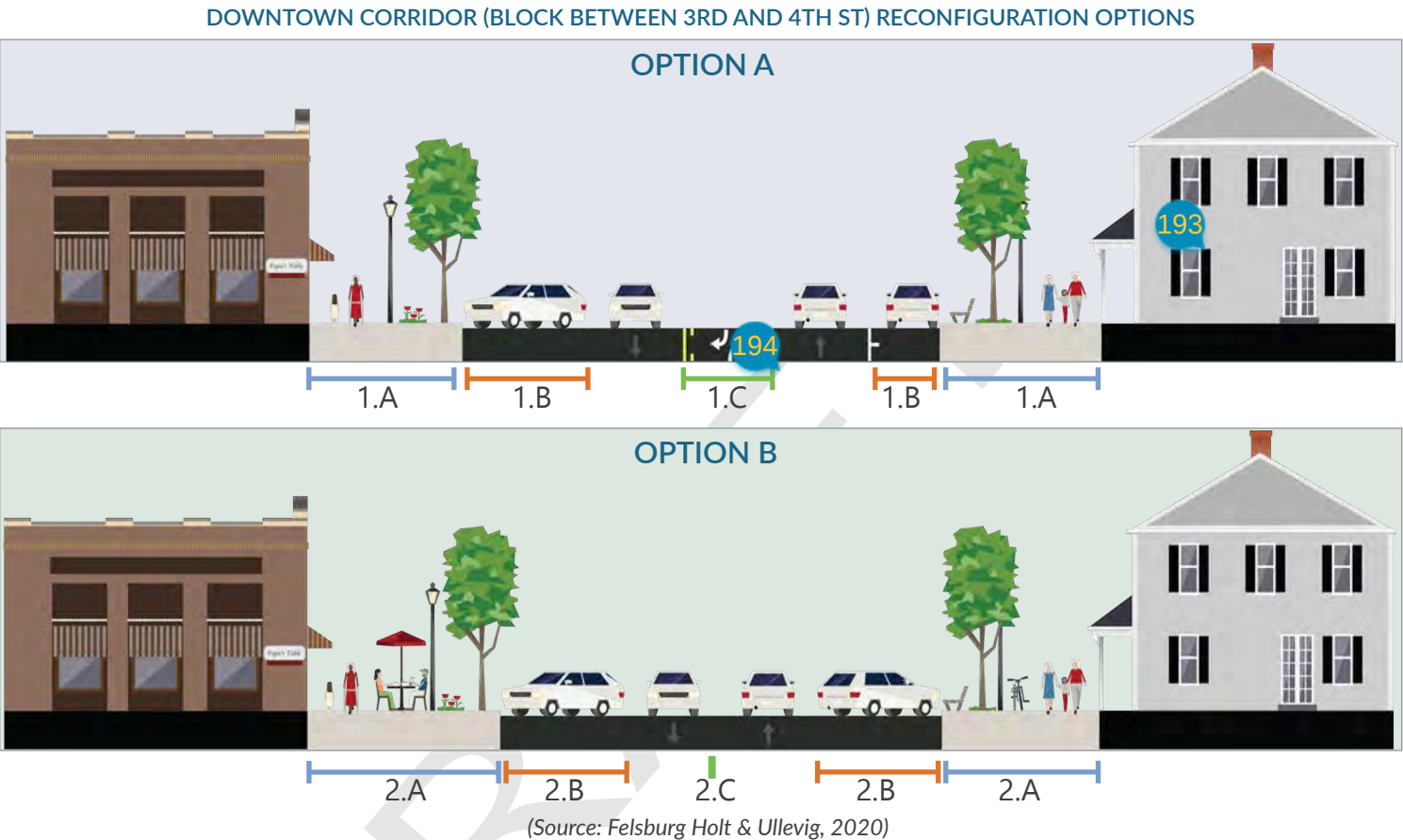
Reply by **Tracey Jensen** on **03/16/2021** at **6:41pm** [Comment ID: 2239] - [Link](#)

Type: Comment

Agree: 0, Disagree: 0

My mistake - I now see this is Pedestrian crossing improvements.
Improvements at the rail crossings are needed for bicycles and vehicles as well.

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.



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.

#193

Posted by **Kallie Cooper** on **03/09/2021** at **9:27pm** [Comment ID: 2011] - [Link](#)

Type: Comment

Agree: 0, Disagree: 0

Option A is better for future growth, however, I would prefer option B for the downtown draw

Reply by **Anonymous** on **03/19/2021** at **5:01am** [Comment ID: 2301] - [Link](#)

Agree: 0, Disagree: 0

Agree, but what about turn lanes at intersections?

#194

Posted by **Christine** on **03/25/2021** at **6:52pm** [Comment ID: 2544] - [Link](#)

Type: Comment

Agree: 0, Disagree: 0

I would like to keep left turn lane so traffic doesn't get backed up behind someone who is turning left.



SUSTAINABLE & RESILIENT PUBLIC SERVICES

Wellington strives to provide an outstanding level of public services that offer proactive infrastructure improvement and maintenance, contributing to the Community's sustainability and resilience.

Goals & Strategies

GOAL 1 | CREATE AN EFFICIENT AND SUSTAINABLE TRANSPORTATION SYSTEM FOR ALL MODES OF TRANSPORTATION WITHIN AND BEYOND TOWN BOUNDARIES.

201. Finalize a Transportation Master Plan that appropriately classifies streets and develops standards for development.

200 Develop an ADA Transition Plan which outlines how the Town will remove barriers in its transportation system that limit accessibility for people with disabilities.

1.3. Pursue Quiet Zone designations for the Town's railroad crossings, which would allow trains to pass through without sounding all of 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.

1.4. Work with Larimer County to establish urban street standards for transition areas between Town and County jurisdictions.

1.5. Adopt a Complete Streets Policy that identifies design standards that support the safety of all transportation modes on roadways.

1.6. Prioritize the construction of high priority trails and sidewalks and work toward eliminating trail gaps and finding solutions to improve connectivity regardless of built and natural barriers, like the highway and floodplains.

1.7. Require new developments and develop guidelines for retrofits to provide in-road shoulders at key locations that support Emergency Services.

1.9. Assess needs, locations, and incentives for 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.

1.9. Update development impact fees to fund active transportation network enhancements to provide for an increased opportunity to use active transportation.

1.10. Increase and improve trail connectivity and establish routes for travelling to everyday destinations.

1.11. 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.

1.12. Identify strategies for improved traffic flow and safety along SH 1/CR 9 from CR 64 to CR 58.

1.13. Pursue federal, state, and regional grant funding opportunities as well as public-private partnerships to implement priority transportation improvements.

1.14. Work with CDOT to investigate taking on additional control of SH 1 to allow the Town more autonomy.

#195

Posted by **Louise Norris** on **03/11/2021** at **1:45pm** [Comment ID: 2136] - [Link](#)

Type: Comment

Agree: 5, Disagree: -7

It would be really beneficial for the town to offer an EV charging station for people traveling on I-25. It would be the first option that people reach upon entering the state from the north, and would likely encourage more people to stop in the town, especially as EV use increases sharply in the coming years.

Reply by **Anonymous** on **03/19/2021** at **5:06am** [Comment ID: 2304] - [Link](#)

Agree: 3, Disagree: -5

Agree. Placement consideration would allow visitors to patronize downtown businesses while their vehicle is charging.

#196

Posted by **Hannah Michaud** on **03/11/2021** at **1:59pm** [Comment ID: 2139] - [Link](#)

Type: Suggested Revision

Agree: 4, Disagree: -2

This is yet another example of making it harder for someone to start their own company. With every new fee and regulation you are deterring local people from opening their own businesses. This will not effect corporations, but will keep mom and pop type stores from opening.

Developers will pass these property costs on to buyers, and it will become nearly impossible for anyone to afford a commercial company.

#197

Posted by **Hannah Michaud** on **03/11/2021** at **1:59pm** [Comment ID: 2140] - [Link](#)

Type: Comment

Agree: 1, Disagree: 0

This is wonderful news! It's rough on our town that we don't have ownership of our own roads. Thanks for working on this.

#198

Posted by **Hannah Michaud** on **03/12/2021** at **11:17pm** [Comment ID: 2182] - [Link](#)

Type: Suggested Revision

Agree: 8, Disagree: -2

K&G (Gas station on the south eastern side of 6th and Cleveland) already has electric vehicle charging stations.

Logan Simpson has been serving the Wellington community for 1 year. K&G has been here for 17 years.

I trust K&G to be in tune with the community needs. The town does not need to get involved.

If the town puts in vehicle charging stations the citizens will be stuck with the high cost

of maintaining them.
This section should be removed.

Reply by **Hannah Michaud** on **03/14/2021** at **8:19pm** [Comment ID: 2201] - [Link](#)

Type: Comment

Agree: 0, Disagree: 0

Sorry for the awkward phrasing. The terms of service pegged the gas station name as a bad word.

#199

Posted by **Christine Gaiter** on **03/10/2021** at **11:40pm** [Comment ID: 2087] - [Link](#)

Type: Suggested Revision

Agree: 12, Disagree: -6

Town should not be spending taxpayer money on electric vehicle charging stations. Let private businesses do this.

Reply by **Mark** on **03/11/2021** at **5:10pm** [Comment ID: 2154] - [Link](#)

Agree: 3, Disagree: -1

And that is working so well.

#200

Posted by **Christine Gaiter** on **03/10/2021** at **11:39pm** [Comment ID: 2086] - [Link](#)

Type: Suggested Revision

Agree: 7, Disagree: -2

Use a volunteer citizen committee to develop an ADA Transition Plan.

Reply by **Dawn Galaviz** on **03/16/2021** at **1:36pm** [Comment ID: 2231] - [Link](#)

Type: Comment

Agree: 2, Disagree: -1

They probably need their legal team develop that plan to ensure that it complies with government regulations.

Reply by **Anonymous** on **03/19/2021** at **5:04am** [Comment ID: 2303] - [Link](#)

Agree: 3, Disagree: -2

Most citizens don't know the needs of ADA. This is best left to professionals.

Reply by **Ben** on **03/31/2021** at **2:10am** [Comment ID: 2614] - [Link](#)

Type: Comment

Agree: 0, Disagree: 0

It would be easy enough to have the project begin by researching needs and regulations. Does not seem like a strong reason not to use a volunteer committee.

#201

Posted by **Christine Gaiter** on **03/10/2021** at **11:39pm** [Comment ID: 2085] - [Link](#)

Type: *Suggested Revision*

Agree: 5, Disagree: -3

Use a volunteer citizen committee to finalize a Transportation Master Plan with no public transportation.

Reply by **Mark** on **03/11/2021** at **5:09pm** [Comment ID: 2153] - [Link](#)

Agree: 0, Disagree: 0

What is the point of a master plan if no public trans? Oh.

Reply by **Anonymous** on **03/19/2021** at **5:03am** [Comment ID: 2302] - [Link](#)

Agree: 3, Disagree: -1

Most citizens don't have experience in understanding or designing roadways. This is best left to professionals.

#202

Posted by **Tracey Jensen** on **03/16/2021** at **6:38pm** [Comment ID: 2237] - [Link](#)

Type: *Comment*

Agree: 0, Disagree: -1

The rail crossings need to be addressed for vehicles, bicycles and pedestrians. There needs to be distinct plan for mitigating congestion as our traffic/bike/pedestrian traffic increases at these crossings.

#203

Posted by **AB** on **03/22/2021** at **11:41pm** [Comment ID: 2398] - [Link](#)

Type: *Comment*

Agree: 1, Disagree: -1

Agree

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.

2.1. Consider developing corridor plans that identify and design bicycle and pedestrian enhancements to create greater and more direct connectivity to everyday destinations.

2.2. Identify partnerships and resources for developing a Safe Routes to School program.

2.3. As part of a Downtown Master Plan, further evaluate cross-section improvement options for Cleveland Ave. through Downtown.

209 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.

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).

2.6. Identify and evaluate enhancing ADA compliance needs for ramps, crossings, and sidewalks across Town.

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.

208 Assess feasibility of implementing a sidewalk/streets fund specific to Downtown that would prioritize and implement transportation infrastructure improvements, especially for active transportation (e.g., sidewalks, ramps).

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.

GOAL 3 | IMPROVE REGIONAL MULTI-MODAL TRANSPORTATION CONNECTIONS.

3.1. Improve and connect multi-modal transportation networks, including trails and on-street bikeways to nearby recreational areas and to regional destinations.

207 Identify more regional active transportation connections and partner effectively to implement plans.

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.

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).

206 Develop amenities for regional transit systems, including transfer centers, parking areas, and first/last mile options like shared micro-mobility (i.e. bikes, scooters).

#204

Posted by **Hannah Michaud** on **03/24/2021** at **7:13pm** [Comment ID: 2503] - [Link](#)

Type: Suggested Revision

Agree: 1, Disagree: 0

I come from a town that added a bus system when they should not have. It became incredibly burdensome to the town, and almost no one used it. A bus system should be carefully considered and implemented. Not mandatory.

I do believe a shuttle from Wellington to Fort Collins would be a great start.

#205

Posted by **Lisa** on **03/22/2021** at **4:06pm** [Comment ID: 2372] - [Link](#)

Type: Comment

Agree: 1, Disagree: 0

I work for Transfort and get calls from people who need to get to Wellington and there are no service options to get them there other than Taxi, Uber, Lyft, etc. Some type of shuttle service to and from the downtown transit center in Ft Collins would be helpful.

#206

Posted by **Christine Gaiter** on **03/10/2021** at **11:43pm** [Comment ID: 2090] - [Link](#)

Type: Suggested Revision

Agree: 2, Disagree: -2

I don't want public transportation. Costs too much and too few people use it.

#207

Posted by **Christine Gaiter** on **03/10/2021** at **11:43pm** [Comment ID: 2089] - [Link](#)

Type: Suggested Revision

Agree: 5, Disagree: -4

No public transportation. Costs too much and too few people use it.

#208

Posted by **Christine Gaiter** on **03/10/2021** at **11:44pm** [Comment ID: 2091] - [Link](#)

Type: Suggested Revision

Agree: 7, Disagree: -2

Don't tie up money in a fund that can't be used for other needs in the town.

Reply by **Hannah Michaud** on **03/11/2021** at **5:49pm** [Comment ID: 2156] - [Link](#)

Type: Comment

Agree: 3, Disagree: -1

I agree. making funds use specific leads to some departments wastefully spending money because they have to "use it or lose it" while other important projects go without funding.

#209

Posted by **Christine Gaiter** on **03/10/2021** at **11:42pm** [Comment ID: 2088] - [Link](#)

Type: Suggested Revision

Agree: 9, Disagree: -3

Delete Harrison and McKinley Ave. Keep Downtown on Cleveland. I live between Harrison and McKinley and I don't want my house and my street to become part of Downtown.

#210

Posted by **C. Harris** on **03/13/2021** at **7:55pm** [Comment ID: 2199] - [Link](#)

Type: Comment

Agree: 4, Disagree: -1

I appreciate the forward thinking and planning for a strong infrastructure for the future! So many of the issues facing our town now are due to massive mistakes made decades ago and not investing in an adaptable infrastructure. This is our chance to look forward and plan accordingly. Every VIBRANT small town in Colorado and elsewhere is looking intently on the future and viability. The status quo and limiting of type of house, amenities, greenscapes, downtown entities is damaging. Growth is going to happen regardless because Colorado is unique and desirable. I fear the sentiment I continue to see in that "I moved here and now it's my way and I don't want anyone else moving here." I think it is pretty safe to say that many residents have come from somewhere else and I hope we work hard to attract people from ALL walks of life.

Reply by **Anonymous** on **03/19/2021** at **5:10am** [Comment ID: 2305] - [Link](#)

Agree: 1, Disagree: -1

Agree

Reply by **Kathy Thornton** on **03/20/2021** at **3:54pm** [Comment ID: 2353] - [Link](#)

Type: Comment

Agree: 0, Disagree: -1

Thank you for your comments. I agree.

Reply by **AB** on **03/22/2021** at **11:43pm** [Comment ID: 2399] - [Link](#)

Type: Comment

Agree: 0, Disagree: 0

Well said!



Photo Credit: Logan Simpson, 2020



FUTURE LAND USE

#211

Posted by **Amy Campbell** on **03/10/2021** at **4:12pm** [Comment ID: 2032] - [Link](#)

Type: Question

Agree: 0, Disagree: 0

Where is this path?

FUTURE LAND USE MAP

- Gateway
- Proposed Regional Park
- Existing Trails
- Proposed Trails
- Future Roads
- Canal
- Streams
- Activity Center
- 100 Year Floodplain
- Town Boundary
- Growth Management Area (GMA)
- New GMA areas
- Previous GMA Boundary

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

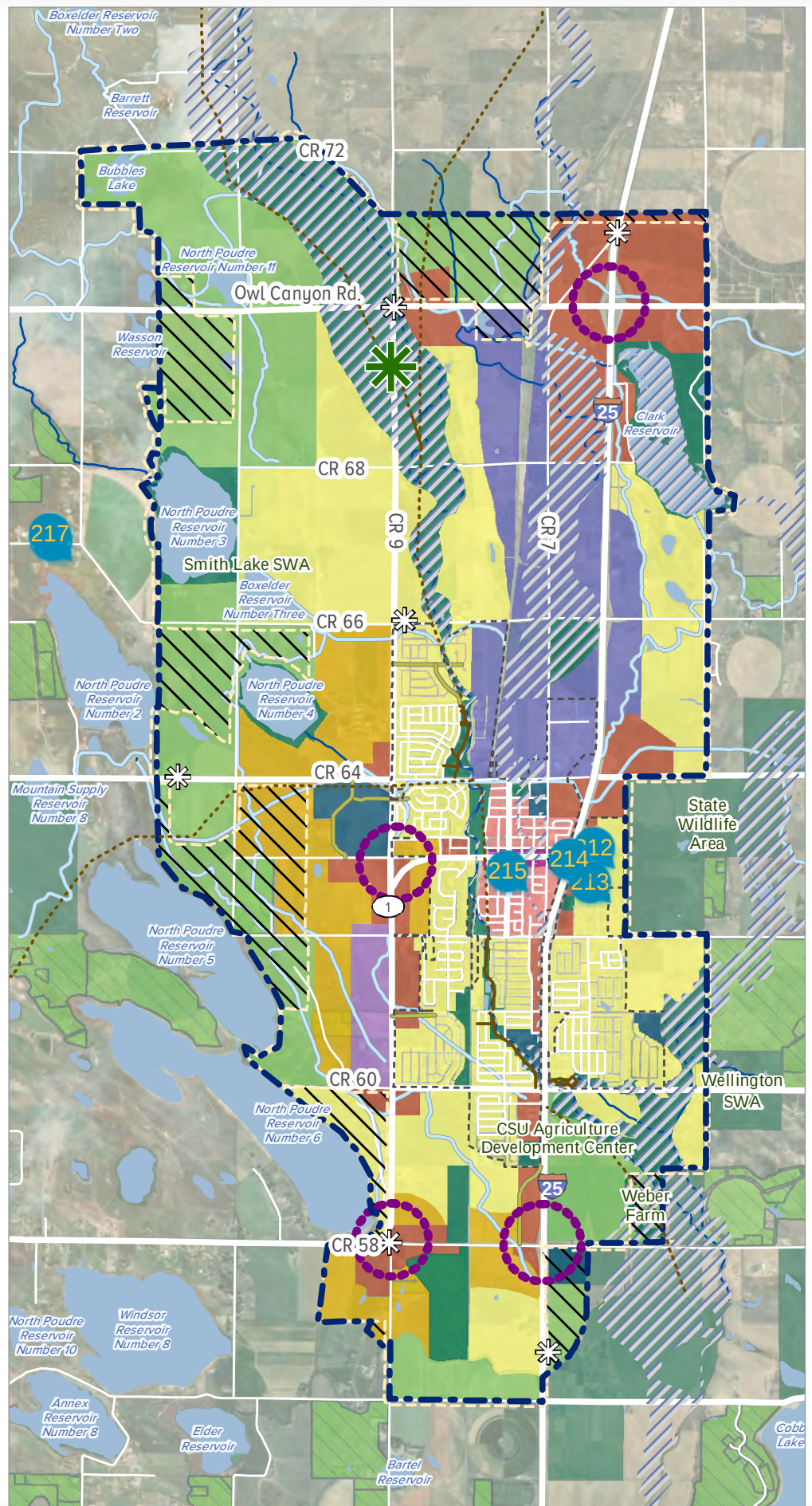
- Private Conservation
- State Owned Conservation

3/3/2021

0 0.5 1 Miles



(Source: Logan Simpson, 2021)



#212

Posted by **Jeanne Marri Choun** on **03/23/2021** at **10:18pm** [Comment ID: 2419] - [Link](#)

Type: Comment

Agree: 0, Disagree: 0

This is a residential neighborhood with existing family homes. What is the reasoning and intent for rezoning this area? Whose interest does this zoning change serve?

#213

Posted by **Michele Dalton** on **03/23/2021** at **2:35pm** [Comment ID: 2410] - [Link](#)

Type: Suggested Revision

Agree: 0, Disagree: 0

This is a residential neighborhood on Pheasant Run Lane - homes of families raising children. Not commercial space. How could the town change our residential homes into commercial space???

#214

Posted by **Anonymous** on **03/23/2021** at **10:19pm** [Comment ID: 2420] - [Link](#)

Type: Comment

Agree: 1, Disagree: 0

Any development in this area would form even greater congestion to the already dangerous situation of traffic exiting the highway from the south.

#215

Posted by **Christine Gaiter** on **03/16/2021** at **1:28pm** [Comment ID: 2230] - [Link](#)

Type: Suggested Revision

Agree: 1, Disagree: -1

2014 comprehensive plan land use map did not change any land use in the town limits, it only had land use for the GMA. I don't think the plan should change existing residents land. Please get rid of colors and land use changes to existing land in the town. Only have land use for future town growth areas

#216

Posted by **Karl Zeller** on **03/31/2021** at **9:09pm** [Comment ID: 2624] - [Link](#)

Type: Suggested Revision

Agree: 0, Disagree: 0

The Wellington Management Area is infringing on Waverly and taking land from Waverly. Wellington west boundary must NOT go beyond CR-11 except for the water storage property between CR-66 & CR-70 on NPIC Lake #3 just west of CR-11.

REQUIRED REVISION: MOVE WEST BOUNDARY BACK TO CR 11 WERE IT BELONGS!!!

#217

Posted by **Karl Zeller** on **03/31/2021** at **9:10pm** [Comment ID: 2625] - [Link](#)

Type: *Suggested Revision*

Agree: 1, Disagree: 0

The Wellington Management Area is infringing on Waverly and taking land from Waverly. Wellington west boundary must NOT go beyond CR-11 except for the water storage property between CR-66 & CR-70 on NPIC Lake #3 just west of CR-11.

REQUIRED REVISION: MOVE WEST BOUNDARY BACK TO CR 11 WERE IT BELONGS!!!

#218

Posted by **Brian Michaud** on **03/24/2021** at **6:55pm** [Comment ID: 2497] - [Link](#)

Type: *Suggested Revision*

Agree: 1, Disagree: 0

Merge the residential zones to give the market space to adjust to future changes.

FUTURE LAND USE MAP & CATEGORIES

Overview

The future land use map 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 as development and redevelopment occur.

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. That is, a town shaped by local businesses, supporting infrastructure, a reasonable cost of living, family friendly amenities, basic service providers, a vibrant Downtown, outdoor recreation, and its agricultural heritage.

In addition to community desires, the development of this map considered constraints such as existing development, water and sewer service capacity, hydrology and floodplain, and conservation easements.

Key to the determination of land uses is size and extent based on anticipated and accelerated population growth, local and regional connections, and preservation of open space and farmland as development occurs. Other considerations include allowing for: development and infill to increase the vibrancy of Downtown; additional commercial and industrial along I-25; commercial and mixed uses that support intentional development along SH 1; and balancing growth and amenities west and east 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 most-needed future infrastructure, such as sidewalks, landscaping, shading, storm water 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 a cohesive and attractive entrance to the Town and a unique and celebratory entrance to Downtown.

Emphasis in neighborhoods is on low and medium density residential developments, 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.

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 densities (dwelling units per acre);
- existing zoning categories;
- community voices; and
- photo examples of desired building types and character.

While not regulatory, the Future Land Use Plan forms the basis for future zoning and municipal code updates and changes. 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.

#219

Posted by **Christine Gaiter** on **03/10/2021** at **11:51pm** [Comment ID: 2093] - [Link](#)

Type: Comment

Agree: 7, Disagree: -3

I don't want medium density or mixed use in this town. This will make our town into a big city. I want to keep our small town atmosphere by spreading people out with low density housing.

Reply by **Mark** on **03/11/2021** at **5:14pm** [Comment ID: 2155] - [Link](#)

Agree: 0, Disagree: 0

Lotta Is.

Reply by **Kelly Cordova** on **03/17/2021** at **11:12pm** [Comment ID: 2249] - [Link](#)

Type: Comment

Agree: 3, Disagree: -1

I agree with this 100%! We don't want any medium density housing.

#220

Posted by **Christine Gaiter** on **03/10/2021** at **11:49pm** [Comment ID: 2092] - [Link](#)

Type: Comment

Agree: 11, Disagree: -3

Let's not base our town on expected population growth, let's decide what we want our town to be like and let the growth fill in the way we want. I would like more rural properties, like Wellington West homes where each home is on 1-3 acres. This will spread people out and reduce the population growth.

Reply by **Hannah Michaud** on **03/11/2021** at **2:01pm** [Comment ID: 2141] - [Link](#)

Type: Comment

Agree: 5, Disagree: 0

The story on the tortoise and the hare comes to mind. Growing WELL is more important than growing FAST. Lets grow in a controlled fashion, and not let things get away from us.

Reply by **Anonymous** on **03/19/2021** at **5:19am** [Comment ID: 2311] - [Link](#)

Agree: 2, Disagree: -2

Larger lots and fewer residents will increase costs for all residents.

Reply by **Ben** on **03/24/2021** at **6:28pm** [Comment ID: 2479] - [Link](#)

Type: Comment

Agree: 0, Disagree: 0

Ah, yes. Because the places with the highest cost of living tend to have large properties with big yards... oh wait... no they don't.

PARKS AND OPEN SPACE

Desired Intent & Character

Parks and open spaces should be evenly dispersed throughout the community ensuring equitable access for all. 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 include typically linear pathways and connections between neighborhoods to open space areas.

✱ This symbol identifies a general vicinity for a proposed regional park.

222221 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.

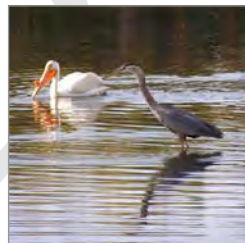
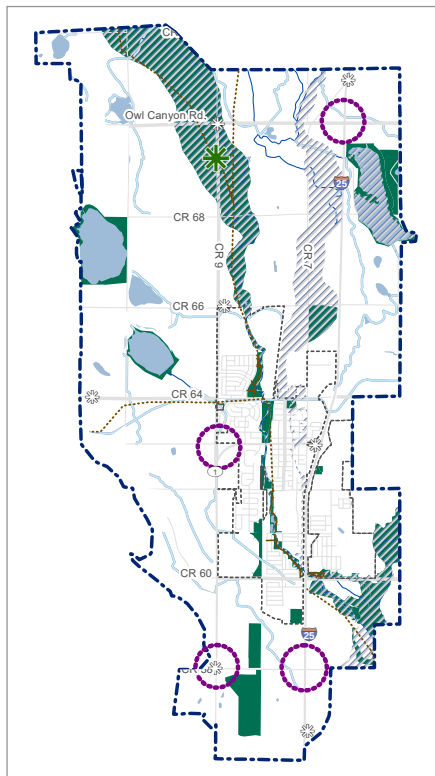
Suggested Density Range: N/A

Suggested Intensity Range: N/A

Existing Zoning: P, 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."



#221

Posted by **Hannah Michaud** on **03/11/2021** at **2:03pm** [Comment ID: 2142] - [Link](#)

Type: *Suggested Revision*

Agree: 4, Disagree: -1

I think this should be a lower priority then things like fixing the water, improving roads, keeping roads plowed etc. Safety before recreation.

Reply by **Dalton** on **03/20/2021** at **6:22pm** [Comment ID: 2356] - [Link](#)

Type: *Comment*

Agree: 4, Disagree: 0

Could not agree more. Town priorities seem a little backwards

#222

Posted by **Christine Gaiter** on **03/10/2021** at **11:53pm** [Comment ID: 2094] - [Link](#)

Type: *Comment*

Agree: 5, Disagree: -4

Open space is publicly owned which is a communist ideal. I want privately owned open spaces such as farms, ranches, residential on acres of land.

AGRICULTURE

Desired Intent & Character

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 Density Range: 227im2264 DU/Acre

Suggested Intensity Range: Maximum 2.0 FAR

Existing Zoning: A, R-1

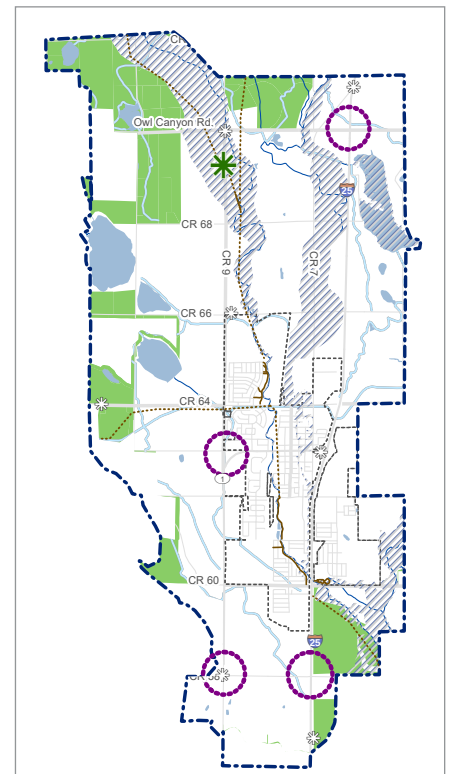
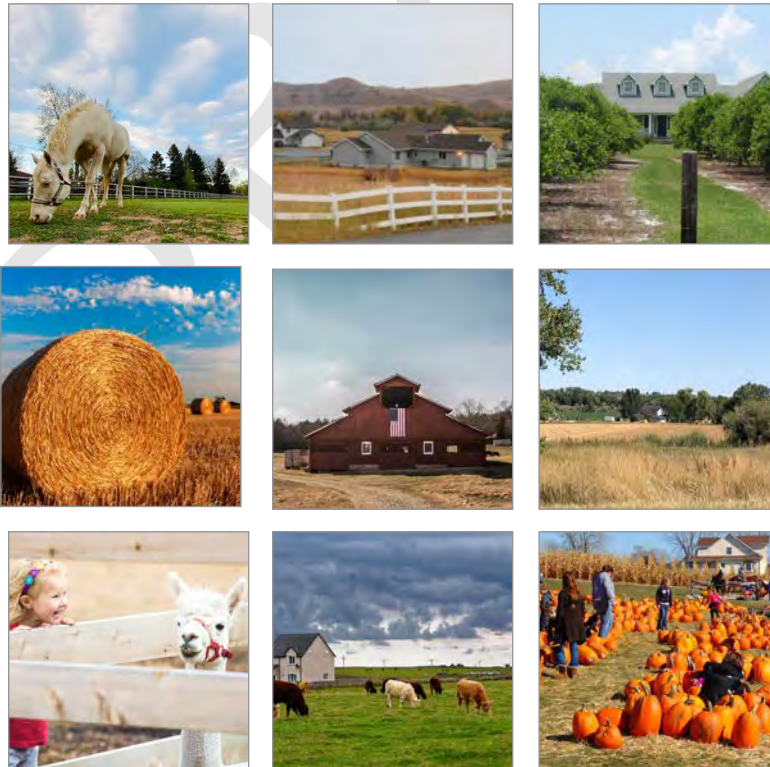
These areas are intended to preserve Wellington's agricultural heritage and small town character valued by so many in the community. Agriculture applies to areas identified as desirable to continue to function as working agriculture (i.e. arable farming, pastures, agritourism, etc.).

As development pressures continue to grow, it is important to address opportunities for conservation and protection of these lands for environmental benefits (many species depend on this habitat) and to provide an obvious boundary between Town and unincorporated county land or neighboring town

COMMUNITY VOICES:

"Positioning ourselves as a big, small town surrounded by rural agriculture."

"We need to preserve the farms..."



#223

Posted by **William L Van Pelt** on **03/23/2021** at **10:30pm** [Comment ID: 2422] - [Link](#)

Type: Comment

Agree: 2, Disagree: 0

As Fort Collins continues to spread north, It will be important that our rural areas and farms continue to provide not only employment opportunities and agri. products, but make a hedge around Wellington to protect it from encroachment.

#224

Posted by **Hannah Michaud** on **03/24/2021** at **7:16pm** [Comment ID: 2504] - [Link](#)

Type: Suggested Revision

Agree: 1, Disagree: 0

We need to stand for our farmers, and make sure they are able to keep doing everything they need to do. Please add protecting farm land as a priority.

#225

Posted by **Christine** on **03/25/2021** at **6:33pm** [Comment ID: 2542] - [Link](#)

Type: Suggested Revision

Agree: 0, Disagree: 0

I would like to see more estate type homes like wellington west and pheasant run, which would fit into this category, closer to the city limits on the land use map.

#226

Posted by **Christine Gaiter** on **03/10/2021** at **11:54pm** [Comment ID: 2095] - [Link](#)

Type: Suggested Revision

Agree: 2, Disagree: -1

4 DU/Ac is a smaller lot than Wellington West. Max should be 1 DU/Ac.

#227

Posted by **Anonymous** on **03/31/2021** at **1:51pm** [Comment ID: 2619] - [Link](#)

Type: Comment

Agree: 0, Disagree: 0

What kind of real farm operates on 1/4 acre? What good is an ag designation with no plans, ideas, or vehicles to maintain existing ag land of farmers and ranchers who would like to protect their land, whether irrigated or range land?

Desired Intent & Character

These neighborhoods are composed of single-family homes of interspersed attached and detached units supported by neighborhood amenities and public facilities.

While these areas may be more reliant on vehicles due to their sparse character, 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. Complementary use to principal structure may include accessory dwelling units (ADUs).

Other uses include places of worship, schools, parks, recreation, open spaces, and civic uses.

Suggested Density Range: 2-6 DU/Acre

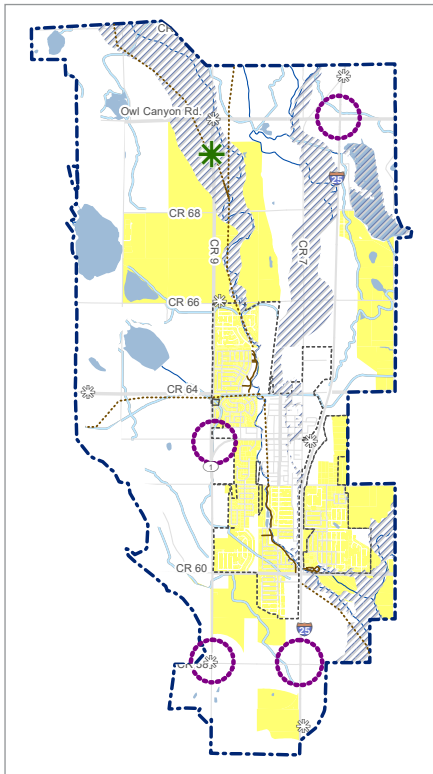
Suggested Intensity Range: N/A

Existing Zoning: R-1, R-2, P

COMMUNITY VOICES:

"Continue to provide good quality housing."

"Enhance trail connections throughout town."



#228

Posted by **Christine** on **03/25/2021** at **6:38pm** [Comment ID: 2543] - [Link](#)

Type: *Suggested Revision*

Agree: 0, Disagree: 0

I would say keep low density like Buffalo creek which is 3 DU/ac. Medium density could be like downtown at 5 DU/Ac.

#229

Posted by **Brian Michaud** on **03/24/2021** at **6:53pm** [Comment ID: 2494] - [Link](#)

Type: *Suggested Revision*

Agree: 3, Disagree: 0

Residential is residential. No planning committee can guess the future needs of the city. We must loosen up control so that the market has the freedom to adjust to unexpected future situations.

Reply by **Brian Michaud** on **03/24/2021** at **6:54pm** [Comment ID: 2496] - [Link](#)

Type: *Comment*

Agree: 3, Disagree: 0

To be clear, the suggestion is to merge all the residential zones.

Reply by **Ben** on **03/31/2021** at **1:58am** [Comment ID: 2613] - [Link](#)

Type: *Comment*

Agree: 0, Disagree: 0

Merge them and remove the restrictions.

MEDIUM DENSITY RESIDENTIAL

Desired Intent & Character

Potential Uses: Primarily single-family and a variety of attached homes (e.g. townhomes, duplexes, fourplexes, cottage courts, and apartments, among others). Complementary uses to principal structure 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 Density Range: 6-12 DU/Acre

Suggested Intensity Range: N/A

Existing Zoning: R-2, R-4, C-1, C-2, P

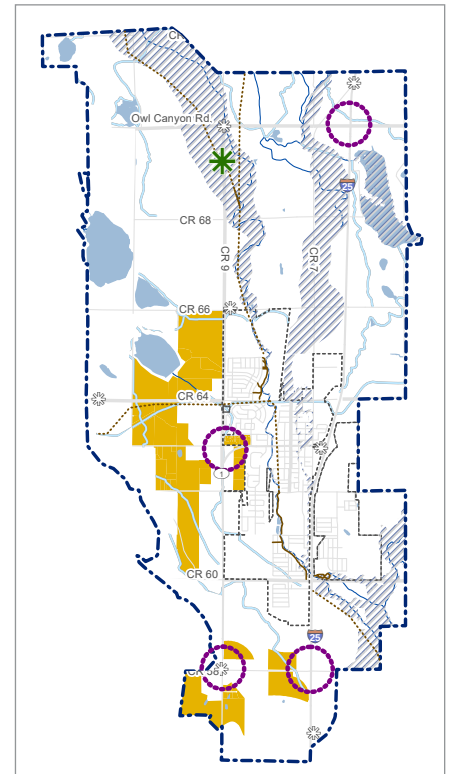
Single- and multi-family neighborhoods with options for home businesses and for local corner stores and clustered commercial areas around prominent intersections. These higher density residential areas also provide access to public facilities and amenities (e.g. parks, open spaces, trails, recreation, 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.

COMMUNITY VOICES:

"Bring more diversity of homes (i.e. multi-family, age-in-place) to subdivisions."

"Provide more housing rental opportunities"



#230

Posted by **William L Van Pelt** on **03/23/2021** at **10:39pm** [Comment ID: 2424] - [Link](#)

Type: Comment

Agree: 2, Disagree: 0

We would need more infrastructure for higher density housing. I don't believe many of want either.

#231

Posted by **Christine Gaiter** on **03/10/2021** at **11:55pm** [Comment ID: 2096] - [Link](#)

Type: Comment

Agree: 7, Disagree: -2

I don't want medium density. I want to keep our town small. I don't want apartments.
Max 5 DU/ac

Reply by **Ben** on **03/31/2021** at **1:57am** [Comment ID: 2612] - [Link](#)

Type: Comment

Agree: 0, Disagree: 0

Seems like the property owners ought to be able to make this decision.

COMMERCIAL

Desired Intent & Character

Located in nodes 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 footprint may be free-standing or mid-rise in a unified campus-like setting integrated with sidewalks, landscaped features, and public spaces and providing access to motorized and non-motorized transportation options.

Potential Uses: Various retail and services 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.

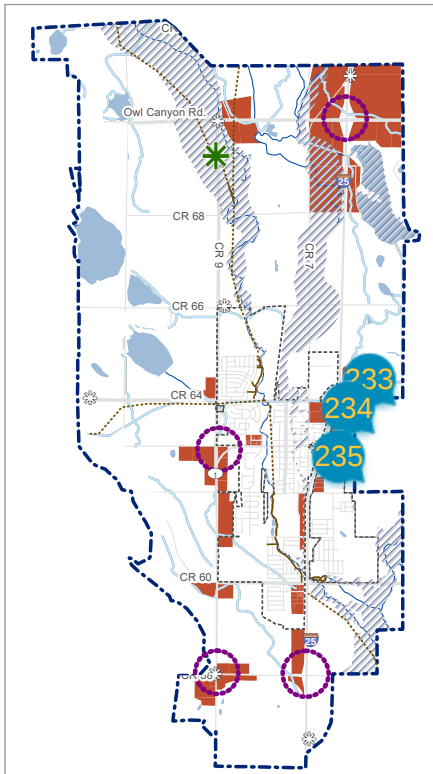
Suggested Density Range: N/A

Suggested Intensity Range: 0.1 – 1.0 FAR

Existing Zoning: C-1, C-2, C3, R-4

COMMUNITY VOICES:

"Balance residential and commercial development".



#232

Posted by **Christine Gaiter** on **03/26/2021** at **3:05pm** [Comment ID: 2554] - [Link](#)

Type: Comment

Agree: 0, Disagree: 0

Not a fan of these modern Plaza type commercial centers. I would prefer a more old fashion rustic small town look to the buildings to keep in character with our town.

#233

Posted by **Jeanne Marri Choun** on **03/23/2021** at **10:25pm** [Comment ID: 2421] - [Link](#)

Type: Comment

Agree: 1, Disagree: 0

All residents of Pheasant Run Lane are fervently apposed to changing this from a residential zone to a commercial zone. This whole area to the east of the highway marked for commercial zoning is already developed and is NOT undeveloped land next to the highway. These are residential homes.

#234

Posted by **Michele Dalton** on **03/23/2021** at **2:27pm** [Comment ID: 2408] - [Link](#)

Type: Suggested Revision

Agree: 1, Disagree: 0

Why would you change a residential neighborhood on Pheasant Run Lane into commercial land? There are HOMES there, of families raising kids. We are not bulldozing our homes to make room for commercial space. How could you change a neighborhood?

#235

Posted by **Christine Gaiter** on **03/10/2021** at **11:56pm** [Comment ID: 2097] - [Link](#)

Type: Comment

Agree: 1, Disagree: 0

Don't change Pheasant Run residential homes to commercial. Have you asked them if they want this? I have, and they don't want half their neighborhood to become commercial. Don't change already developed neighborhoods.

MIXED USE

Potential Uses: Primarily restaurants, offices, live-work units, apartments, condominiums, urban lodging, civic uses, public facilities, and cultural activities.

Suggested Density Range: 10-12 DU/Acre

Suggested Intensity Range: 0.1 – 1.0 FAR

Existing Zoning: C-1, C-2, C3, R-4

238

COMMUNITY VOICES:

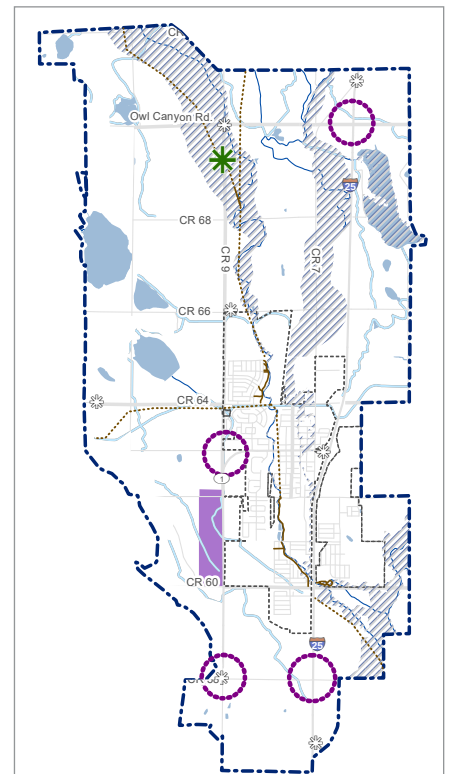
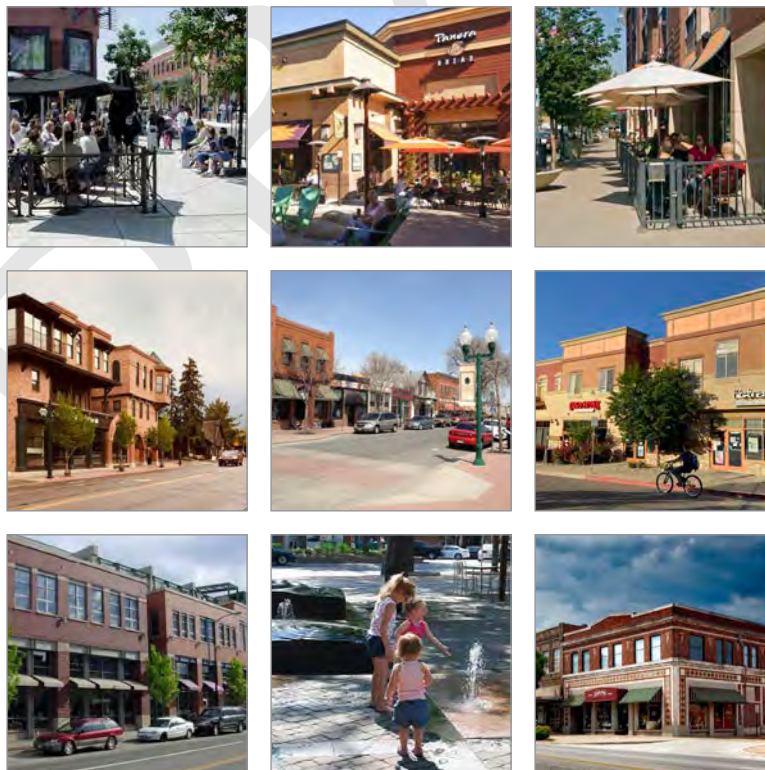
"Give residents an opportunity to do their shopping and keep taxes in town."

Desired Intent & Character

The intent is for these uses to cluster potential destinations, encouraging people to walk between destinations and drawing more foot traffic to stores. These areas provide an optimal combination of multi-family residential and small to medium scale commercial use²³⁶ that are highly connected to 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 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.

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#236

Posted by **William L Van Pelt** on **03/23/2021** at **11:05pm** [Comment ID: 2426] - [Link](#)

Type: Comment

Agree: 3, Disagree: 0

Will this hurt our downtown and existing shopping areas by spreading out business areas? one advantage of keeping Wellington small is that it is easy and fast to get where you want to go.

#237

Posted by **Christine Gaiter** on **03/10/2021** at **11:57pm** [Comment ID: 2098] - [Link](#)

Type: Comment

Agree: 8, Disagree: -2

I don't want this big city type of buildings. This will destroy our small town feel.

#238

Posted by **Christine Gaiter** on **03/26/2021** at **3:02pm** [Comment ID: 2552] - [Link](#)

Type: Comment

Agree: 0, Disagree: 0

I like live-work units which to me means the owner of the business lives behind or above their business. What i don't like is apartments above retail where the residents are not the owners of the business. I think this promotes short term residential living in our town where as I believe the strength of our town is in the long term residents that bring a community together. Pheasant Run neighborhood is a great example of a close knit community because of the longevity of the residents there. There isn't very little turn over. This promotes community, neighborhood relationships, and that small town feel.

#239

Posted by **Christine Gaiter** on **03/26/2021** at **3:03pm** [Comment ID: 2553] - [Link](#)

Type: Suggested Revision

Agree: 0, Disagree: 0

I would like less modern looking retail buildings and more small town charm type of buildings for retail and commercial.

Desired Intent & Character

This category includes neighborhoods adjacent to the Downtown Core and allows for a diversity of housing types. This area is intended to be supported by a traditional, highly connected grid system, with detached sidewalks, and 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.

Secondary uses may include small-format office and home-based business; neighborhood restaurant; live-work units; civic and community uses; places of worship, neighborhood and community parks. ²⁴⁰

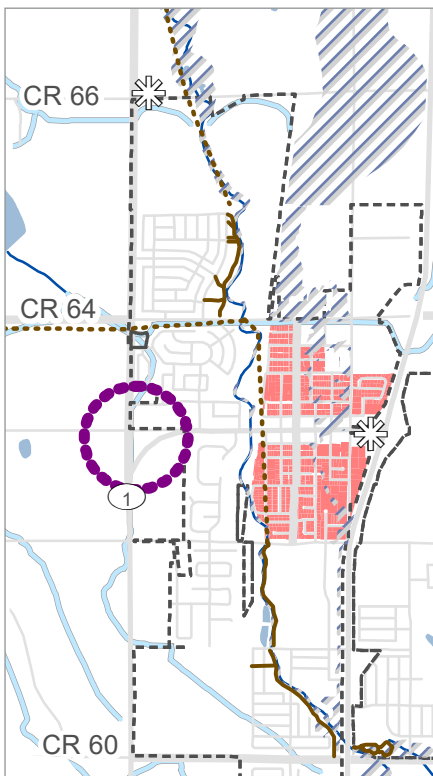
Suggested Density Range: 8-12 DU/Acre

Suggested Intensity Range: 0.1 – 1.0 FAR

Existing Zoning: R-²⁴³-2, C-1, C-2, ²⁴¹

COMMUNITY VOICES:

"Balance Downtown uses to have tax-generating businesses without undermining social assets, i.e. parks, landmarks, churches, etc".



#240

Posted by **Kallie Cooper** on **03/09/2021** at **9:34pm** [Comment ID: 2012] - [Link](#)

Type: Comment

Agree: 6, Disagree: -1

There should be some verbiage in this document to consider the historic nature of downtown buildings as well as their preservation. The most economical building is the one that is already built

#241

Posted by **Thomas Schroeder** on **03/29/2021** at **3:13pm** [Comment ID: 2595] - [Link](#)

Type: Comment

Agree: 0, Disagree: 0

Leave transitional zoning in place, please.

#242

Posted by **Christine Gaiter** on **03/10/2021** at **11:59pm** [Comment ID: 2099] - [Link](#)

Type: Comment

Agree: 3, Disagree: -1

I live in this neighborhood. Don't change my neighborhood. Don't change existing neighborhoods. Leave us alone. My neighbor doesn't like how loud the neighborhood has gotten. This will make it worse. We like our quiet small neighborhood. Don't let people from other neighborhoods change our neighborhood.

#243

Posted by **Ben** on **03/31/2021** at **1:53am** [Comment ID: 2610] - [Link](#)

Type: Comment

Agree: 0, Disagree: 0

I think we should simplify this and allow all residential zoning to be under the same category and let the owner of the property decide what to build and whether to live there or rent it out.

Potential Uses: Primarily restaurants, specialty retail, offices, housing, urban ²⁴⁵ding, and cultural activities.

Secondary uses may include limited multi-family residential that enhance safety, vibrancy, and retail activity.

Suggested Density Range: Minimum 10 DU/Acre

Suggested Intensity Range: 0.5 – 2.0 FAR

Existing Zoning: R-2, R-4, C-1, C-2, LI, TR

Desired Intent & Character

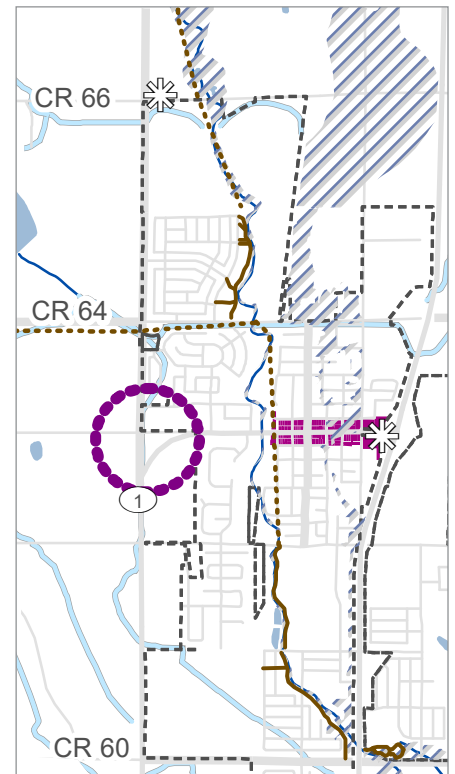
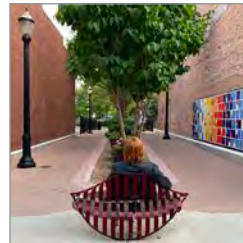
As the Town's primary activity center, Downtown Wellington is intended to be highly connected to an efficient network of motorized and non-motorized connections. Its character is based on historic and civic buildings, ample and landscaped sidewalks, groomed and activated alleys, public art, and gathering spaces, all designed with a human-scale perspective that gives the Downtown a unique sense of place and contributes to community pride.

In an effort to make Downtown more vibrant, the uses should encourage to fill in vacant residential and commercial areas and increase the height of existing buildings to support upper level residential uses. More Downtown dwellers 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.

COMMUNITY VOICES:

"Promote 2-3 story multi-use buildings in Downtown".

"Address walkability (sidewalks, crosswalks), parking, and streetlights



#244

Posted by **Christine Gaiter** on **03/11/2021** at **12:01am** [Comment ID: 2100] - [Link](#)

Type: *Comment*

Agree: 4, Disagree: 0

I live in this neighborhood. Don't change my neighborhood. Don't change existing neighborhoods. Leave us alone. My neighbors don't want our streets to become an activity center with restaurants and retail instead of our homes.

#245

Posted by **Christine Gaiter** on **03/26/2021** at **2:52pm** [Comment ID: 2550] - [Link](#)

Type: *Suggested Revision*

Agree: 0, Disagree: 0

If we could separate Cleveland from McKinley and Harrison. So Cleveland has the restaurants and retail and McKinley and Harrison have the service business offices utilizing the existing houses to keep the downtown charm. What i don't want is homes being rebuilt as a modern commercial looking building.

Reply by **Christine Gaiter** on **03/26/2021** at **2:56pm** [Comment ID: 2551] - [Link](#)

Type: *Suggested Revision*

Agree: 0, Disagree: 0

Also I like the idea of live-work homes where the owner of the business lives in the home behind the business. It reminds me of how it use to be in the olden days and it keeps that small town charm in our downtown community. So I'm OK with downtown homes having this live-work option for their houses.

INDUSTRIAL/ LIGHT INDUSTRIAL

Desired Intent & Character

Industrial and light industrial areas are intended to provide a diversity of building types and sizes for diverse businesses to 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.

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 Density Range: N/A

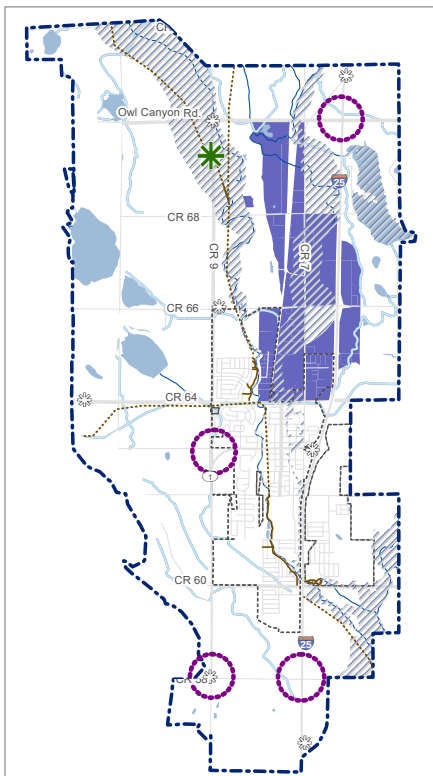
Suggested Intensity Range: 0.1 – 1.0 FAR

Existing Zoning: LI, I

COMMUNITY VOICES:

"We need a manufacturing base to generate tax."

"Locally owned [businesses] if possible."



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 Density Range: N/A

Suggested Intensity Range: 0.25 – 2 FAR

Existing Zoning: P

Desired Intent & Character

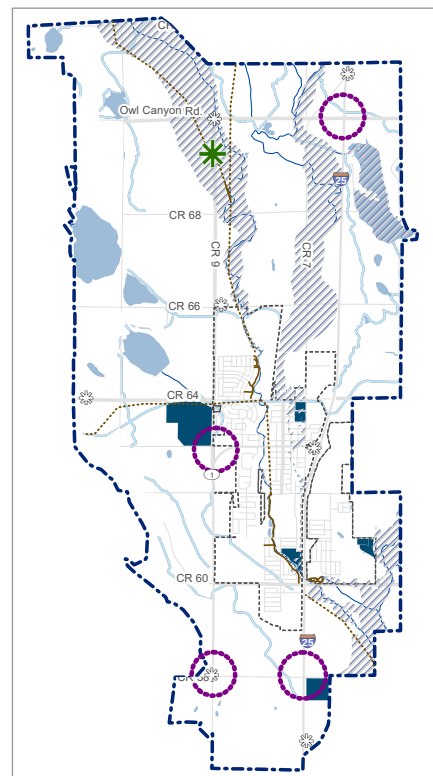
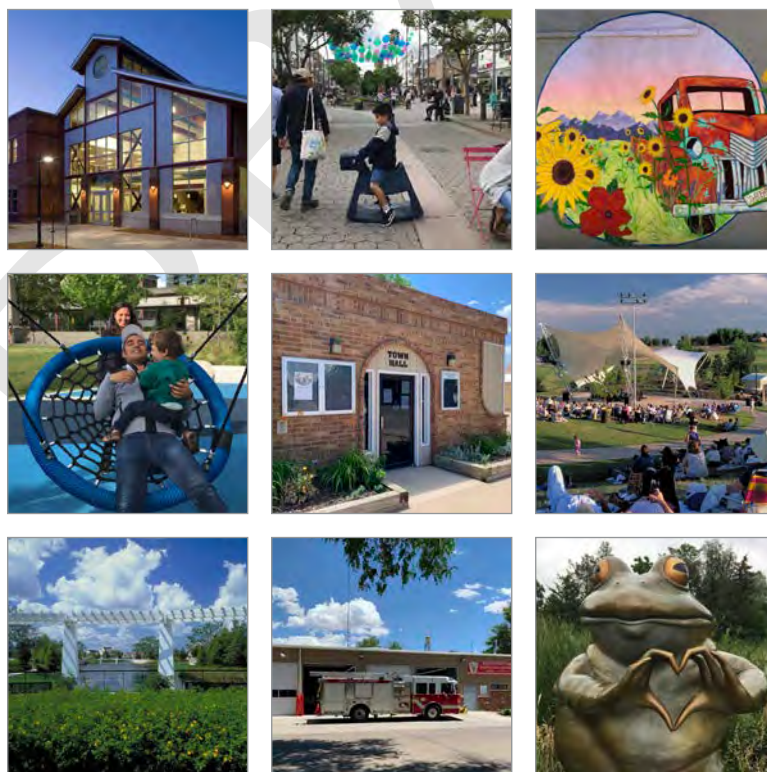
These areas are intended to support the community with accessible walkways, gathering spaces, and motorized and non-motorized transportation connections and parking that accommodate a large influx of car and pedestrian and traffic. Buildings may be small, mixed with other uses in Downtown, or large, providing joint facilities (library, recreation center, etc.) intermixed in residential or mixed use areas.

Civic area 246 should consider building design, materials, and sustainability; 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.

COMMUNITY VOICES:

"Add community/social gathering spaces in and around Downtown."

"Construct a new Town Hall."



#246

Posted by **Dan Homiak** on **03/11/2021** at **3:42pm** [Comment ID: 2147] - [Link](#)

Type: Question

Agree: 3, Disagree: -3

Need to consolidate the buildings we presently have into one large civic area such as Broomfield has done. Would like this near Highway 1 if feasible.



Photo Credit: Logan Simpson, 2019



IMPLEMENTATION

IMPLEMENTATION PLAN

OVERVIEW

248

This chapter identifies a series of specific steps to be taken by the Town and community partners to achieve the Plan's vision and pillars, and its respective 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.

Strategic Action Items

Building on the 2014 Comprehensive Plan, the following strategic items were confirmed, refined, or expanded. Additionally, community input informed a series of opportunities that resulted in new strategies. The strategic actions in the implementation table are intended to influence future zoning and regulation changes, suggest potential financing tools, leverage partnerships, prioritize capital investments, and establish new programs and services. The resources and partnerships required for each strategic action should be considered in conjunction with annual budgeting and capital planning.

Strategic action items 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.
- **Plans and Studies:** 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.
- **Programs and Resources:** 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 with local and regional organizations.

#247

Posted by **Hannah Michaud** on **03/11/2021** at **5:52pm** [Comment ID: 2157] - [Link](#)

Type: Comment

Agree: 8, Disagree: -1

How much to these studies cost? I've heard numbers as high as \$40,000 for ONE study. The town needs to build income streams before this can happen. Citizens cannot foot a bill like that.

Reply by **Christine Gaiter** on **03/13/2021** at **3:02pm** [Comment ID: 2191] - [Link](#)

Type: Comment

Agree: 6, Disagree: -1

I agree

#248

Posted by **Peter Pronko** on **03/20/2021** at **3:01pm** [Comment ID: 2349] - [Link](#)

Type: Comment

Agree: 5, Disagree: 0

This is probably the most important section of the entire document and yet it is essentially blank. These kinds of strategic studies has been done before, in various forms over the last dozen years, with observations and recommendations. They have all ended up on a shelf somewhere in the town office with no real action being taken. Usually yet another study is commissioned at a later date and ends up covering much the same ground. It is crucially important that this study, if it is going to have any real value, be accompanied by specific action plans and time lines for implementation. This section alludes to such things but only in a very generalized way with no specifics. All these blank tables need to be filled out and opened up for discussion as soon as possible. The entire document will be a waste of time and money if that is not done soon and effectively.

Reply by **Brian Michaud** on **03/24/2021** at **7:07pm** [Comment ID: 2501] - [Link](#)

Type: Comment

Agree: 1, Disagree: 0

Furthermore, the prior section of this document is vague enough that many pieces could be either good or bad depending on implementation....

#249

Posted by **Hannah Michaud** on **03/11/2021** at **5:54pm** [Comment ID: 2158] - [Link](#)

Type: Suggested Revision

Agree: 8, Disagree: -2

We should minimize all regulation, but especially for development. If by "update" you mean remove regulations, I am all for it. If you mean to add regulations, I think we should reconsider.

Reply by **Christine Gaiter** on **03/13/2021** at **3:01pm** [Comment ID: 2190] - [Link](#)

Type: Comment

Agree: 5, Disagree: -2

I agree

Reply by **Dawn Galaviz** on **03/16/2021** at **2:49pm** [Comment ID: 2232] - [Link](#)

Type: Comment

Agree: 1, Disagree: -2

I am sure it is add regulation. Add apartments, homes, and cottages that require a HOA and tear out the homes that have no HOA. I am sure that you all noticed that the "transitional" homes are the ones without HOA's.

LEADERS & PARTNERS

A table with full names and acronyms will be created upon finalizing the implementation table (following the Public Review period).

DRAFT

IMPLEMENTATION TIMELINE

- **Short-term:** 0-5 years
- **Mid-term:** 5-10 years
- **Long-term:** 10-20 years or more

ANTICIPATED COST

- **\$:** an anticipated cost less than \$20,000
- **\$\$:** an anticipated cost of \$20,000 - \$100,000
- **\$\$\$:** an anticipated cost over \$100,000

ALTERNATIVE FUNDING SOURCES

This section will list any known existing and potential sources at the time of developing the plan. Efforts should be made to continue exploring and securing funding sources.

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 actions to implement:

- **Health, Safety, Welfare, and Code Compliance:** Action involves projects that improve public health, safety, welfare, or ensure code compliance.
- **Ease of Implementation:** Action capitalizes on opportunities to be easily implemented (i.e., low cost with large gains, staff capacity, development-ready projects, available property, etc.).
- **Community Significance:** Action provides benefit to a large number of people within the community, contributes to community vision and goals and to balancing needs across the community.
- **Partnerships for Funding:** Action leverages partnerships for funding (i.e., Regional Partners, federal or state grants, private sources, etc.).
- **Satisfies Urgent Need:** Action satisfies urgent needs within the community (i.e. transportation and safety improvements).
- **Completes Phasing of Current Projects:** Action completes 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, development regulations, and land use codes. Additionally, the Town should work to integrate the Plan's actions 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 actions 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 actions that steer away from identified priorities, targets, or resources. For this reason, a series of keystone indicators are provided below. It is recommended that annual, or semi-annual, audits involve tracking indicators to ensure the systematic documentation of achievements, obstacles, and shortcomings and, most importantly, to correct the course of action, when needed.

- Indicators

To be developed in consultation with Town Staff once strategies are finalized (following the Public Draft period).



Plan Updates

Though the goals, strategies, and actions 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 Pillars should continue to provide the foundation for the Plan.

Implementation Table

To be developed in consultation with Town Staff once strategies are finalized (following the Public Draft period).

DRAFT

DRAFT