



PLANNING COMMISSION

June 7, 2021

6:30 PM

Leeper Center, 3800 Wilson Avenue, Wellington, CO

Work Session Agenda

Individuals that attend the meeting in person and have not been fully vaccinated are required to wear a face covering while in attendance.

The below meeting details are for online viewing and listening only.

Please click the link below to join the webinar:

<https://zoom.us/j/92216686278?pwd=bzV5QVVPU2o5NG9qL0xqRHFwMWtadz09>

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A. ITEMS

1. Draft Comprehensive Plan Discussion



FINAL DRAFT COMPREHENSIVE PLAN

Planning Commission and Steering Committee Work Session
7 June 2021

AGENDA

1. Process & Participation Overview
2. Phase 3: Draft Plan Review Process
3. Next Steps
4. Questions & Discussion



PROCESS & PARTICIPATION OVERVIEW

Process & Participation Overview





PHASE 3: DRAFT PLAN REVIEW PROCESS

Participation & Outreach by the Numbers

DATE (2021)	EVENT	PARTICIPATION/OUTREACH
March 9	Board of Trustees Meeting	In-person comments: 9 Video views: 75
March 24	Town Hall Meeting	In-person comments: 30 Video views: 30
March 9 – April 11	Public Draft	982 public comments – from about 90 individuals (+ Staff comments to come)
March 9 – April 11	Google Form	26 public comments
March 9 – April 11	Town's posts to Facebook/ Twitter Posts (outreach)	# of posts
April 5	9NEWS Article	1 news article

OVER 1,000 PUBLIC COMMENTS



PLAN WELL
VISION FOR TOMORROW
SOLUTIONS FOR TODAY

What We Heard | Plan Review

Many Likes and Loves:

- Nearly 25% of collected comments thanked Town leadership for undertaking this effort and/or positively agreed with comments made by peer community members.

Action → Thanked the public.

Definitions/Glossary of Terms:

- Need to define various words.

Action → Definitions section added.

Introduction:

- Provide more details about community engagement, e.g., who are stakeholders.

Action → Section revised.

Community Vision and Pillars:

- Make it more concise, formal, tangible, focused.
- No need to have each statement start with Wellington.

Action → Updated version reviewed by SC.

Goals and Strategies:

- A few updates needed in different sections.

Action → Workshopped most changes with SC. Section updated.

Future Land Use Chapter:

- Provide more detail to better explain intent.

Action → Section updated.

Implementation Chapter:

- Finalize chapter.

Action → Section finalized.



NEXT STEPS

Next Steps

- **June 8th to 13th:** SC and Commission Review of Final Plan
- **June 18:** Public Release of Final Plan
- **June 22:** Board of Trustees Presentation
- **July 12:** Proposed Adoption Hearing



QUESTIONS & DISCUSSION

COMPREHENSIVE PLAN 2021

TOWN STAFF & PLANNING COMMISSION FINAL DRAFT
JUNE 6, 2021



PLAN WELL
VISION FOR TOMORROW
SOLUTIONS FOR TODAY

SPECIAL THANKS TO...

Mayor and Board of Trustees

Mayor

Troy Hamman

Board of Trustees

Ashley Macdonald

John Jerome

Jon Gaiter

Rebekka Kinney

Tim Whitehouse

Wyatt Knutson

Planning Commission

Barry Friedrichs

Bert McCaffrey

Eric Sartor

Linda Knaack

Rebekka Kinney

Tim Whitehouse

Troy Hamman

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Cody Bird, Planning Director

Elizabeth Young Winne, Planner

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Steering Committee

Dan Sattler

Gary Green

Jon Gaiter

Linda Knaack

Rebekka Kinney

Tracey Jensen

Consultants

Logan Simpson

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.

Cover Page Photo Credit: Logan Simpson, 2019.



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 Sustainable & Resilient Public Services (Facilities and Programs)		D: Phase 3 Engagement Summary*	
 Sustainable & Resilient Public Services (Transportation)			

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



Photo Credit: Logan Simpson, 2019.



PLAN AT-A-GLANCE

Overview

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

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

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

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

A Community-Driven Process



61 IN-PERSON
STAKEHOLDER INTERVIEWS



11 STEERING COMMITTEE AND
4 PLANNING COMMISSION
MEETINGS



660
QUESTIONNAIRE AND QUICK
POLL RESPONSES



4 BOARD OF TRUSTEES
PRESENTATIONS AND
1 TOWN HALL (30 ATTENDEES)



110+
SOCIAL MEDIA
PARTICIPATION (LIKES,
COMMENTS, SHARES, ETC)
ON TOWN PLATFORMS



1,008
COMMENTS ON THE PUBLIC
DRAFT & GOOGLE FORM
(FROM ABOUT 120 INDIVIDUALS)

DISTILLED THEMES



COMMUNITY CHARACTER



PROSPEROUS LOCAL
ECONOMY



VIBRANT DOWNTOWN



COMMUNITY SPACES &
EVENTS



TREASURED OUTDOOR
RECREATION & OPEN SPACES



SUSTAINABLE & RESILIENT
PUBLIC SERVICES

The Plan's Foundation

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

COMMUNITY VISION

We are an inclusive and supportive community that purposefully plans its growth to honor and protect our Town character and values while welcoming innovative ideas that enhance our quality of life.

SC provided more feedback that is still to be incorporated. To see the comparison between the previous and new community vision and pillars, please click [here](#).

COMMUNITY PILLARS



COMMUNITY PRIDE

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



VIBRANT & HISTORIC DOWNTOWN

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



THRIVING ECONOMY

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



SUSTAINABLE & RESILIENT PUBLIC SERVICES

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

Using the Community Vision and Pillars as a foundation for the Plan, the community-informed opportunities were turned into 18 Goals and 115 Strategies (see next page) 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.

Implementation

ALL NEW

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



COMMUNITY PRIDE PILLAR

WE TAKE PRIDE IN OUR COMMUNITY BY PROVIDING SAFE AND ATTRACTIVE NEIGHBORHOODS ORIENTED AROUND PARKS, TRAILS, AMENITIES, AND PUBLIC SPACES; AND BY OFFERING OPTIONS FOR OUR COMMUNITY TO SHOP, GATHER, AND CELEBRATE.

COMMUNITY PRIDE (CP) GOALS & STRATEGIES	TYPE	PRIORITY	TIMELINE	LEADER (PARTNER)	ANTICIPATED COST
CP GOAL 1. MAINTAIN AND ENHANCE THE COMMUNITY'S CHARACTER AND CULTURE.					
CP 1.1. Develop and upgrade gateways (per Future Land Use Map) and establish appropriate and recognizable signage to bring attention to the Town.	Capital Project	Low	Longer term		
CP 1.2. Update code to allow for and convertible streets that support a variety of uses including local festivals and events.					
CP 1.3. Identify, define, and protect areas that create wildlife are natural areas, and other public spaces opportunities.					
CP 1.4. Ensure design guide to celebrate and preserve the character throughout Town, making each neighborhood unique.					
CP 1.5. Continue to ensure that all actions made by the Town are in accordance with fundamental private property rights.	Program	High	Ongoing		
CP 1.6. Evaluate service capacity and facility needs for the library and senior center.	Study	Low	Longer term		
CP 1.7. Collaborate with event organizers and local businesses to support them in following ADA guidelines to ensure spaces and events are accessible to people with disabilities.	Program	High	Ongoing		
CP 1.8. Collaborate with event organizers to develop a community corps of volunteers that support Town events. Alongside this effort, develop a code of conduct for keeping Wellington Well -encouraging community members to take pride in taking care of public amenities.	Program	Medium	Ongoing		

Tables were added to the Plan-at-a-Glance and Implementation Chapters for layout purposes only. To review/comment on goals and strategies, please see the 'where we're headed' section under each pillar as there you'll be able to see what changed.

Please confirm row headers so we can finish populating the tables in Excel.

COMMUNITY PRIDE GOALS & STRATEGIES	TYPE	PRIORITY	TIMELINE	LEADER (PARTNER)	ANTICIPATED COST
CP GOAL 2. ENSURE THAT EXISTING AND FUTURE RESIDENTIAL DEVELOPMENTS CONTRIBUTE TO ENHANCING QUALITY OF LIFE.					
<i>CP. 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.</i>					
<i>CP. 2.2. Support the Wellington Housing Authority in their mission to provide affordable housing.</i>					
<i>CP. 2.3. Identify incentives to encourage new housing developments and retrofits to include energy efficient and water wise materials and practices while ensuring homes are both affordable and cost comparable to similarly sized homes built to code.</i>					
<i>CP. 2.4. Update off-site improvement requirements to include buffer yards for bicyclist and pedestrian safety and comfort.</i>					
<i>CP. 2.5. Ensure adequate park, trail, and open spaces are added to land use mix as the population grows.</i>					
<i>CP. 2.6. Identify partners and resources to build a campaign to promote air quality in and around Wellington to ensure air quality is maintained as the Wellington and the North Front Range continue to grow.</i>					
CP GOAL 3. ENHANCE, MAINTAIN, AND INCREASE RECREATIONAL SPACES AND NATURAL AMENITIES SO THEY CAN BE ENJOYED BY ALL AGES AND ABILITIES.					
<i>CP. 3.1. Update the 2015 Parks and Trails Master Plan to develop a visionary network of accessible and connected amenities.</i>					
<i>CP. 3.2. Develop criteria to create and update the level of service standards for parks and open spaces to ensure public spaces are safe, illuminated, accessible, and clean.</i>					
<i>CP. 3.3. Identify locations for larger, regional parks.</i>					
<i>CP. 3.4. Collaborate with CSU's Agricultural Sciences Department and PAB to incorporate thematic opportunities for environmental and historical education in the design of recreational areas and trails (e.g., markers that identify species, farms, and the historical significance of land).</i>					
<i>CP. 3.5. Promote the involvement of community members (of different backgrounds, ages, and abilities) in designing outdoor public spaces that can be enjoyed by all.</i>					
<i>CP. 3.6. Assess the need for a recreational facility that can offer more opportunities for recreation.</i>					
<i>CP. 3.7. Collaborate with Colorado Parks & Wildlife to increase year-round access to nearby natural areas.</i>					

COMMUNITY PRIDE GOALS & STRATEGIES	TYPE	PRIORITY	TIMELINE	LEADER (PARTNER)	ANTICIPATED COST
<i>CP. 3.8. Work with the community and the Park Advisory Board to identify a location for and build a new wheel park (for the use of skateboards, rollers blades, bicycles, wheelchairs, etc.).</i>					
CP GOAL 4. ENSURE RESIDENTS AND VISITORS ARE AND FEEL SAFE.					
<i>CP. 4.1. Provide responsive, local law enforcement at the level and in the areas necessary to ensure public safety.</i>					
<i>CP. 4.2. Identify a funding source for anticipated future law enforcement needs necessitated by growth.</i>					
<i>CP. 4.3. Identify and implement Crime Prevention through Environmental Design (CPTED) strategies in key Town areas.</i>					
<i>CP. 4.4. Collaborate with the community to ensure the provision of community spaces to host after school programs and recreational opportunities for the youth.</i>					
CP GOAL 5. ENCOURAGE DEVELOPMENT PROJECTS AND THE COMMUNITY TO EMBRACE AND SUPPORT AGRICULTURAL HERITAGE AND HEALTHY FOOD NETWORKS.					
<i>CP. 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.</i>					
<i>CP. 5.2. Collaborate with new and existing neighborhoods, school district, and other community partners to implement agricultural elements and themes in neighborhoods and facilities.</i>					
<i>CP. 5.3. Establish relationships and collaborate with local agricultural producers, community partners and the business community in order to create new opportunities to connect local residents with local agricultural products (e.g., small scale farming operations, Community Supported Agriculture, and small vegetable stands) and to develop an Agricultural</i>					



VIBRANT & HISTORIC DOWNTOWN

WE PROMOTE DOWNTOWN'S VIBRANCY AND HISTORY BY PRESERVING ITS DISTINCTIVE CHARM, SUPPORTING ITS LOCAL FLAIR, AND ENHANCING ITS ATMOSPHERE AND AMENITIES FOR RESIDENTS AND VISITORS TO CREATE MEMORABLE EXPERIENCES IN THE HEART OF OUR TOWN.

VIBRANT & HISTORIC DOWNTOWN (DT) GOALS & STRATEGIES	TYPE	PRIORITY	TIMELINE	LEADER (PARTNER)	ANTICIPATED COST
DT GOAL 1. IMPROVE THE APPEARANCE AND VITALITY OF DOWNTOWN TO ACHIEVE AND SUPPORT AN ECONOMIC, SOCIAL, AND CULTURAL CENTER FOR THE TOWN.					
<i>DT. 1.1. Undertake and implement a Downtown Master Plan.</i>					
<i>DT. 1.2. Develop Downtown Design Guidelines to reflect current community values and needs (e.g., enhanced streetscape, connectivity, gathering places, and accessibility, among others); to promote the preservation, renovation, and adaptive reuse of historic structures; and to provide clear regulatory guidance for decision-making.</i>					
<i>DT. 1.3. Apply and/or support applications for appropriate grants/funding from the National Trust for Historic Preservation.</i>					
<i>DT. 1.4. Assess and implement programs and incentives to address preservation and rehabilitation of historic buildings and landmarks at time of development review.</i>					
<i>DT. 1.5. Plan for improvement and development of parks and greenspace to increase social gathering places.</i>					
<i>DT. 1.6. Explore the redevelopment of Centennial Park as a type of 'Civic Center Park,' giving the Town a central meeting place for community wide events and activities.</i>					
<i>DT. 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, food trucks, etc.).</i>					
<i>DT. 1.8. Enhance alleys (with art, seating, plantings, pathways, lights, paving, etc.) to contribute to improving community/social gathering spaces in Downtown. Alongside this effort, identify opportunities for the community to be a part of beautification efforts.</i>					
<i>DT. 1.9. Continue the support of a variety of public art within Downtown.</i>					
<i>DT. 1.10. Expand Downtown to include Harrison Ave. and McKinley Ave. as well as connecting side streets for buildings in this area to be allowed to convert to a low impact commercial use (e.g., lawyer's office, chiropractic clinic, etc.) without altering the look of the building.</i>					



VIBRANT & HISTORIC DOWNTOWN (DT) GOALS & STRATEGIES	TYPE	PRIORITY	TIMELINE	LEADER (PARTNER)	ANTICIPATED COST
DT. 1.11. Plan for development of further pedestrian and bicycle connections within and to Downtown.					
DT. 1.12. Ensure Downtown streetscapes support ADA requirements, offering safe and accessible options for non-motorized travellers.					
DT GOAL 2. ALIGN DOWNTOWN AND ECONOMIC DEVELOPMENT EFFORTS TO ENSURE A FERTILE BUSINESS ENVIRONMENT THAT SUPPORTS EXISTING AND NEW BUSINESSES.					
DT. 2.1. Identify funding resources and work with banks to provide low interest loans to assist property owners in updating buildings to meet current code standards.					
DT. 2.2. Identify vacant and underutilized properties and work with the owners to accomplish the Downtown vision and goals. Alongside this effort, assess incentives for infill and compact development in Downtown and surrounding neighborhoods.					
DT. 2.3. Update zoning and subdivision regulations to allow mixed-use building types in and adjacent to the Downtown Core, ensuring they honor and complement the historic character.					
DT. 2.4. Collaborate with economic development efforts to identify and actively pursue boutique lodging businesses for Downtown.					
DT. 2.5. Ensure utilities like high-speed internet, water/wastewater expansion, adequate electricity capacity, and other essential needs are available for businesses to establish and maintain operations in Downtown.					
DT. 2.6. Amend parking standards for Downtown to improve vitality and economic support of businesses.					
DT GOAL 3. MITIGATE FLOODPLAIN IMPACTS TO DOWNTOWN PROPERTIES AND AMENITIES.					
DT. 3.1. Ensure Downtown stormwater infrastructure improvements as well as development and redevelopment projects are consistent with the upcoming Stormwater Master Plan.					
DT. 3.2. Evaluate reconfiguring street and parking standards along SH 1 (Cleveland Ave.) to incorporate plantings and drainage improvements.					



THRIVING ECONOMY

WELLINGTON'S THRIVING BUSINESS ENVIRONMENT SUPPORTS EXISTING AND NEW ENTERPRISES THAT OFFER NEEDED SERVICES AND LOCAL EMPLOYMENT OPPORTUNITIES, CONTRIBUTING TO OUR COMMUNITY'S SELF-SUFFICIENCY AND QUALITY OF LIFE.

THRIVING ECONOMY (TE) GOALS & STRATEGIES	TYPE	PRIORITY	TIMELINE	LEADER (PARTNER)	ANTICIPATED COST
TE GOAL 1. DIVERSIFY THE TOWN'S ECONOMIC BASE.					
TE. 1.1. Ensure land uses and supporting infrastructure and utilities are available to provide opportunities for needed services (groceries, drug store, assisted living, and similar identified service providers) and home businesses to establish their businesses in Wellington.					
TE. 1.2. Leverage activity centers (illustrated in the Future Land Use Map) to promote land uses that would capture traffic to and from nearby destinations to draw visitors to our local businesses.					
TE. 1.3. Collaborate with Economic Development efforts to ensure land uses are available for: •Hosting regional sports competitions to build pride among local youth and attract sports tourism. •Businesses that can build on regional recreation such as year-round indoor entertainment, sporting goods store, and bicycle shops. •Businesses such as hotels and restaurants to locate along the I-25 Corridor and Owl Canyon Road. •A food commissary that supports food trucks and food startups."					
TE. 1.4. Leverage the BNSF railroad spur north of Town to attract key businesses to the area.					
TE. 1.5. Evaluate a lodging tax to support local tourism and recreation programs and facilities.					
TE. 1.6. Encourage appropriately integrated lodging options throughout Town, including bed and breakfasts, motels, hotels, and others.					
TE GOAL 2. BALANCE COMMERCIAL, INDUSTRIAL, AND RESIDENTIAL LAND USES TO ENSURE A VARIETY OF CONVENIENT AMENITIES AND APPROPRIATE INFRASTRUCTURE.					
TE. 2.1. Regularly assess the need to update development impact fees that align with community needs and regional best practices to enhance amenities and appropriately cover infrastructure costs.					
TE. 2.2. Ensure land use standards accommodate a variety of businesses so small local businesses, big box, and chain stores have available options.					
TE. 2.3. Promote architecture and design aesthetics that are consistent with the Town's rural and agricultural heritage.					

THRIVING ECONOMY (TE) GOALS & STRATEGIES	TYPE	PRIORITY	TIMELINE	LEADER (PARTNER)	ANTICIPATED COST
TE. 2.4. Assess the opportunity of having a Rest Area/Travel Plaza designated for use during closure of I-25 to relieve the congestion of semi-trucks on community streets/parking areas during inclement weather.					
TE. 2.5. Ensure new industrial developments are consistent with the Infrastructure and Water Efficiency Plans.					
TE GOAL 3. PROMOTE AGRITOURISM AS A KEY SECTOR FOR WELLINGTON'S ECONOMY.					
TE. 3.1. Provide agritourism as an allowed use in appropriate zone districts.					
TE. 3.2. Highlight and align economic development programs and tools to include opportunities for local agricultural, tourism, and recreation industries. This effort should also include working with local groups to develop, establish, and maintain a repository of available resources for interested parties to engage in agritourism activities.					
TE. 3.3. Allow small-scale farming; create farmers market or work with County to expand farmers market to Wellington.					
TE. 3.4. Collaborate with existing regional efforts that support and encourage agritourism.					
TE GOAL 4. DEVELOP A SUPPORTIVE BUSINESS ENVIRONMENT THAT AIDS IN CREATING A THRIVING LOCAL ECONOMY.					
TE. 4.1. Balance residential with commercial land uses to promote local job opportunities and needed services for residents.					
TE. 4.2. Identify and address municipal and administrative barriers to business development.					
TE. 4.3. Communicate with existing businesses to understand needs and plans for expansion and retention within the community.					
TE. 4.4. Ensure appropriate land uses are available for the establishment of local organizations like non-profits, places of worship, and cultural facilities like museums, among others.					
TE. 4.5. Assess feasibility of financing and funding options such as tax increment financing, site acquisition and preparation, revolving loan funds, and tenant improvement assistance to incentivize businesses and job creation.					
TE. 4.6. Increase coordination for tourist-oriented development signage (blue signs on CDOT roads) that promote local businesses and reduce the need for very large signage.					



SUSTAINABLE & RESILIENT PUBLIC SERVICES

WELLINGTON ENSURES ITS PUBLIC SERVICES ARE SUSTAINABLE AND RESILIENT BY PURPOSEFULLY GUIDING GROWTH WHILE IMPROVING AND MAINTAINING INFRASTRUCTURE AND SERVICES IN A PROACTIVE AND FISCALLY RESPONSIBLE MANNER.

Note:

This pillar includes two table sets: one related to facilities and programs (light blue) and another related to transportation (light grey).

SUSTAINABLE & RESILIENT PUBLIC SERVICES FACILITIES & PROGRAMS (F&P) GOALS & STRATEGIES

SUSTAINABLE & RESILIENT PUBLIC SERVICES TRANSPORTATION (T) GOALS & STRATEGIES

SUSTAINABLE & RESILIENT PUBLIC SERVICES FACILITIES & PROGRAMS (F&P) GOALS & STRATEGIES	TYPE	PRIORITY	TIMELINE	LEADER (PARTNER)	ANTICIPATED COST
F&P GOAL 1. ENSURE A MAINTAINED LEVEL OF SERVICE AND EFFICIENT EXTENSION OF SERVICES WITHIN THE GMA.					
<i>F&P. 1.1. In partnership with Public Works, collaborate on an infrastructure master plan and planning documents to proactively guide and evaluate Town growth and limitations.</i>					
<i>F&P. 1.2. Ensure the expansion and upgrades of utilities, infrastructure, and amenities are consistent with Town Plans (e.g., Water Efficiency, Stormwater Management, Emergency Preparedness, Infrastructure Plan, and this Comprehensive Plan) and that key projects are included in the five-year Capital Improvements Plan.</i>					
<i>F&P. 1.3. Develop a monitoring and reporting system across all Town departments to ensure efficient upgrades and extensions of utilities and services (water, sewer, stormwater, streets, sidewalks, parks) and private service providers (cable, Internet, phone, recycling) that meet a fair rate structure.</i>					
<i>F&P. 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.</i>					
<i>F&P. 1.5. Assess options for improving and diversifying 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.</i>					
<i>F&P. 1.6. Identify criteria to ensure an appropriate level of service reaches all residents within Town limits and promote the efficient and logical extension of infrastructure services within the Town's GMA boundary (focusing first on the southern and northwest sections of the GMA).</i>					
<i>F&P. 1.7. Monitor development and growth in relationship to water supply and wastewater facility capacity.</i>					

SUSTAINABLE & RESILIENT PUBLIC SERVICES FACILITIES & PROGRAMS (F&P) GOALS & STRATEGIES	TYPE	PRIORITY	TIMELINE	LEADER (PARTNER)	ANTICIPATED COST
F&P. 1.8. <i>Ensure the Town's Landscape and Irrigation Standards assess options and locations for green stormwater infrastructure that address water runoff and supply and contribute to a more attractive and resilient urban environment. Alongside this effort, ensure guidelines are provided for residents who want to contribute to this effort (e.g., via rain gardens, permeable pavements, planter boxes, etc.).</i>					
F&P. 1.9. <i>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.</i>					
F&P. 1.10. <i>Assess opportunities and partners to develop a Wellington-specific emergency preparedness plan or guidelines to address most-likely scenarios for identified threats.</i>					
F&P. 1.11. <i>Formalize Intergovernmental Agreements with Larimer County and others to enhance and streamline joint land use planning, utilities delivery, revenue sharing, and growth boundaries among other considerations.</i>					
F&P. 1.12. <i>Identify appropriate leadership to partner and build influence at the County and State levels to ensure Wellington's needs are considered and respected.</i>					
F&P 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.					
F&P. 2.1. <i>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.</i>					
F&P. 2.2. <i>Require new utilities to be underground and support conversion of existing overhead utilities to transition to underground.</i>					
F&P. 2.3. <i>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.</i>					
F&P. 2.4. <i>Assess 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.).</i>					

SUSTAINABLE & RESILIENT PUBLIC SERVICES FACILITIES & PROGRAMS (F&P) GOALS & STRATEGIES	TYPE	PRIORITY	TIMELINE	LEADER (PARTNER)	ANTICIPATED COST
F&P. 2.5. Host regular meetings with school, fire, and parks districts to collaborate on upgrades to existing facilities and on securing locations for new facilities.					
F&P. 2.6. Review and update impact fees for all developments on a regular basis (identify time frame) so these can contribute to parks and active transportation network enhancements, among other community benefits.					
F&P. 2.7. Assess opportunities (e.g., conservation easements, Transfer of Development Rights, etc.) so landowners don't feel pressured to have to sell their land to a developer and can continue to have a working farm or open land.					
F&P GOAL 3. ENHANCE TOWN HALL FACILITIES AND SERVICES.					
F&P. 3.1. Pursue more regional, state, and federal grant opportunities and seek grant writing assistance to capitalize on funding opportunities.					
F&P. 3.2. Continue assessing the feasibility of a new Town Hall that unifies all Town services and creates a civic hub.					
F&P. 3.3. Collaborate with local and regional schools to create internship opportunities for individuals of all ages to learn about and contribute to Town affairs.					
F&P. 3.4. Advertise and promote opportunities for Boards and Commissions' positions with the community at large.					
F&P. 3.5. Share planning-related information and resources in the Town's monthly newsletter and via social media platforms."					
F&P. 3.6. Maintain and enhance transparent and timely communication of Town projects and updates to the community.					

SUSTAINABLE & RESILIENT PUBLIC SERVICES TRANSPORTATION (T) GOALS & STRATEGIES	TYPE	PRIORITY	TIMELINE	LEADER (PARTNER)	ANTICIPATED COST
T GOAL 1. CREATE AN EFFICIENT AND SAFE TRANSPORTATION SYSTEM FOR ALL MODES OF TRANSPORTATION WITHIN AND BEYOND TOWN BOUNDARIES.					
<i>T. 1.1. Finalize a Transportation Master Plan that appropriately classifies streets and develops standards for development.</i>					
<i>T. 1.2. Work with the community to develop an ADA Transition Plan which outlines how the Town will remove barriers in its transportation system that limit accessibility for people with disabilities.</i>					
<i>T. 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.</i>					
<i>T. 1.4. Add crossing gates to railroad crossings at G.W. Bush Ave. and Washington Ave.</i>					
<i>T. 1.5. Assess feasibility of grade separation at rail crossings to mitigate congestion.</i>					
<i>T. 1.6. Work with Larimer County to establish urban street standards for transition areas between Town and County jurisdictions.</i>					
<i>T. 1.7. Identify and address paving needs for roads east of I-25.</i>					
<i>T. 1.8. Adopt a Complete Streets Policy that identifies design standards that support the safety of all transportation modes on roadways.</i>					
<i>T. 1.9. 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.</i>					
<i>T. 1.10. Require new developments and develop guidelines for retrofits to provide in-road shoulders at key locations that support Emergency Services.</i>					
<i>T. 1.11. Assess needs, locations, and incentives for privately run electric vehicle charging stations. Alongside this effort, leverage the I-25 designation as an Alternative Fuels Corridor to plan for the provision of EV infrastructure.</i>					
<i>T. 1.12. Increase and improve trail connectivity and establish routes for travelling to everyday destinations.</i>					
<i>T. 1.13. Identify strategies and funding mechanisms for development of a second I-25 interchange for improved access to the Town and include design considerations for motorized and non-motorized crossings.</i>					
<i>T. 1.14. Identify strategies for improved traffic flow and safety along SH 1/CR 9 from CR 64 to CR 58.</i>					

SUSTAINABLE & RESILIENT PUBLIC SERVICES TRANSPORTATION (T) GOALS & STRATEGIES	TYPE	PRIORITY	TIMELINE	LEADER (PARTNER)	ANTICIPATED COST
<i>T. 1.15. Pursue federal, state, and regional grant funding opportunities as well as public-private partnerships to implement priority transportation improvements.</i>					
<i>T. 1.16. Work with CDOT to investigate taking on additional control of SH 1 to allow the Town more autonomy.</i>					
<i>T. 2.1. Consider developing corridor plans that identify and design bicycle and pedestrian enhancements to create greater and more direct connectivity to everyday destinations.</i>					
T GOAL 2. IMPROVE SAFETY AND CONNECTIVITY OF TRAILS AND SIDEWALKS TO PROVIDE ACTIVE TRANSPORTATION TO EVERYDAY DESTINATIONS, LIKE SCHOOLS, PARKS, DOWNTOWN, AND PLACES FOR WORK, WORSHIP, AND SHOPPING.					
<i>T. 2.2. Identify partnerships and resources for developing a Safe Routes to School program.</i>					
<i>T. 2.3. As part of a Downtown Master Plan, further evaluate cross-section improvement options for Cleveland Ave. through Downtown.</i>					
<i>T. 2.4. Improve and extend the Downtown streetscape and pedestrian amenities along Cleveland, Harrison, and McKinley Avenues, ensuring provision of ample sidewalks, seating, and landscapes, safe crosswalks, lighting, bicycle parking and amenities, and off-street vehicle parking, among other important features.</i>					
<i>T. 2.5. Identify and prioritize trail connectivity from surrounding neighborhoods to Downtown by considering off-street and on-street options for bicycle and pedestrian improvements (consider 3rd Street as a potential option).</i>					
<i>T. 2.6. Identify and evaluate enhancing ADA compliance needs for ramps, crossings, and sidewalks across Town.</i>					
<i>T. 2.7. Identify criteria to prioritize implementing ADA compliance and enhancements for key areas like Downtown, near schools, parks and recreation, health care, and grocers.</i>					
<i>T. 2.8. Assess feasibility of implementing a sidewalk/streets fund that would prioritize and implement transportation infrastructure improvements, especially for active transportation (e.g., sidewalks, ramps).</i>					
<i>T. 2.9. Identify criteria for on-street bicycle infrastructure based on roadway classification and, based on these criteria, implement an on-street bicycle network that provides greater access to everyday destinations.</i>					

SUSTAINABLE & RESILIENT PUBLIC SERVICES TRANSPORTATION (T) GOALS & STRATEGIES	TYPE	PRIORITY	TIMELINE	LEADER (PARTNER)	ANTICIPATED COST
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T GOAL 3. IMPROVE REGIONAL MULTI-MODAL TRANSPORTATION CONNECTIONS.

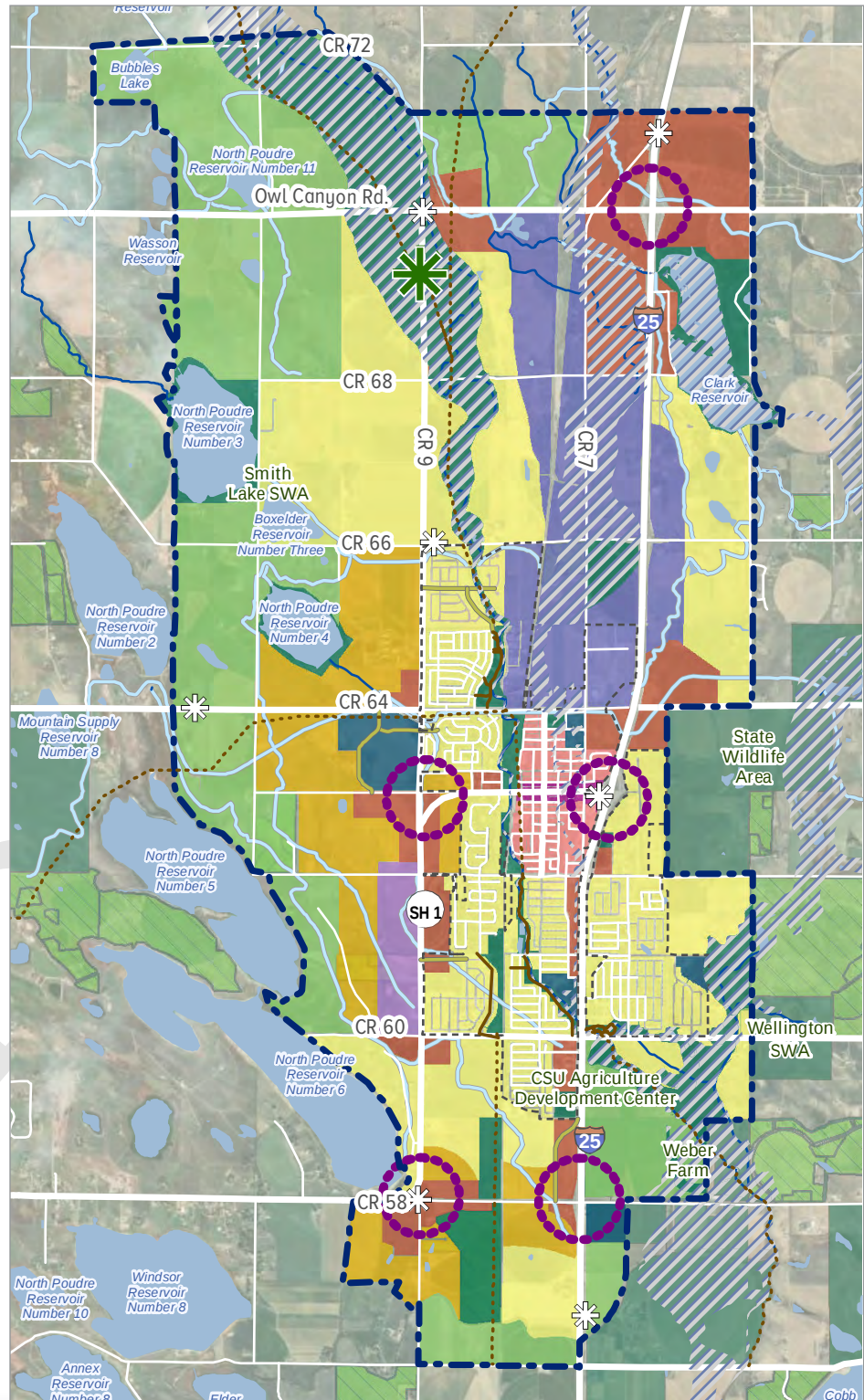
T. 3.1. Improve and connect multi-modal transportation networks, including trails and on-street bikeways to nearby recreational areas and to regional destinations.					
T. 3.2. Identify more regional active transportation connections and partner effectively to implement plans.					
T. 3.3. Continue to support privately funded transportation services for seniors and low-income residents and help identify increased transit options and locations for pick up and drop off.					
T. 3.4. Collaborate with regional agencies and adjacent communities to assess the feasibility of Wellington joining the North Front Range Metropolitan Planning Organization and/or existing regional transportation services (e.g., Transfort).					
T. 3.5. Develop amenities for regional transit systems, including transfer centers, parking areas, and first/last mile options like shared micro-mobility (i.e., bikes, scooters).					

Future Land Use Map

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—at the request of landowners. These evolving land uses will likely not occur within the life span of this planning document. However, having a road map for knowing where and how to direct growth, ensures the Town grows efficiently (balancing growth with infrastructure capacity) and purposefully (honoring the Town character and values).

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
- Future Land Use Categories**
 -  Parks and Open Space
 -  Agriculture
 -  Low Density Residential
 -  Medium Density Residential
 -  Downtown Neighborhoods
 -  Downtown Core
 -  Commercial
 -  Mixed Use
 -  Industrial/Light Industrial
 -  Civic
- Conserved Lands**
 -  Private Conservation
 -  State Owned Conservation



6/4/2021

0 0.5 1 Miles

(Source: Logan Simpson)

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Photo Credit: Shannon Helvie with Eagle-I Media.



INTRODUCTION

INTRODUCTION

Why the Plan Update?

Since the development of the 2014 Plan, the Town of Wellington has grown from 6,800 to 10,000 9,950 residents today (Colorado Department of Local Affairs (DOLA), 2019 Town of Wellington Staff estimate). This significant growth—a 47% increase—translates into increased demand for services. With new developments currently under construction and additional plans for future annexations, development pressures make it necessary to review the impacts of Town growth on public infrastructure, economic development, land uses, and community character.

This Comprehensive Plan (the Plan) update anticipates and accommodates future growth within the Town's Growth Management Area (GMA) that encompasses 14,527.3 acres. The GMA represents the area beyond Town limits that can reasonably be expected to annex (at the request of property owners) as growth continues. (For more information on the GMA, please refer to the Future Land Use Chapter). The Plan update also accommodates previously identified needs

to diversify housing types, improve infrastructure, strengthen employment opportunities, and increase the tax base for the long-term health and wellbeing of the Wellington community.

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

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

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



(Source: Questionnaire #1, Phase 1)

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 April 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.

Well over 700 1,500 community comments (were received through stakeholder—meetings questionnaire and quick poll responses, comments on the public draft, and meetings with stakeholders, the Steering Committee, the Planning Commission, and the Board of Trustees. Community input served to substantiate existing policies and inform new ones, and, ultimately, helped prioritize and direct strategic actions. More importantly, it gave Town residents an opportunity to have policies and programs shaped by them and for them.

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

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

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

PROJECT TIMELINE



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.

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.

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

Hearing all voices

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

Up until the last engagement phase (the Public Review period) the Community Vision and Pillars as well as other sections were updated to address public concerns. Some of the changes included: enhancing details about community engagement and demographics; stressing the need to balance regulations with a supportive business environment; and updating the Future Land Use Map and categories. An important addition was to make clear the Town's intention for 'purposeful

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

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. Modifications may occur in interim years whenever major policy changes occur that would impact the accuracy and direction of the elements in this Plan.

Local Planning Efforts

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

- Establishment of the Boxelder Stormwater Authority
- Attracted initial commercial services: dental, medical, and veterinary clinic; food and beverage
- Built the Boxelder Business Park
- Constructed # miles of trails
- Supported the establishment of the Downtown Main Street Program
- Established a Planning Department and an Economic Development Department
- Developed multiple studies:
 - Market Analysis and Opportunity Assessment, 2019
 - Retail Leakage and Surplus Analysis, 2019

- Municipal Water Efficiency Plan, 2018
- Parks and Trails Master Plan, 2015
- Centennial Park Concept Design, 2015
- Economic Strategic Plan, 2015

Regional Efforts & Coordination

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

Foundation for the 2021 Wellington Plan

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

Community Vision: We are an inclusive and supportive community that purposefully plans its growth to honor and protect our town character and values while welcoming innovative ideas that enhance our quality of life. .

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

 **Vibrant & Historic Downtown Pillar:** We promote Downtown's vibrancy and history by preserving its distinctive charm, supporting its local flair, and enhancing its atmosphere and amenities

for residents and visitors to create memorable experiences in the heart of our Town.

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

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

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





Photo Credit: Brian Graves, Graven Images, 2019.



COMMUNITY PRIDE

COMMUNITY PRIDE

(HOUSING, PARKS & RECREATION, AND COMMUNITY EVENTS)

NOTE: Formatting is off to show tracked changes for staff/SC review.

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). This is 4,000 more residents, 67% more, since since 2010. 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. **[Projection now in Future Land Use Chapter]**. During this time, as shown on the population breakdown below, the majority of population growth occurred in the under-18 and 35-44 (American Community Survey (ACS) 5-Year Estimate, 2019). This concentration, alongside a median age 32.6 years, confirms Wellington's reputation as a family friendly community.

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

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

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

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

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.

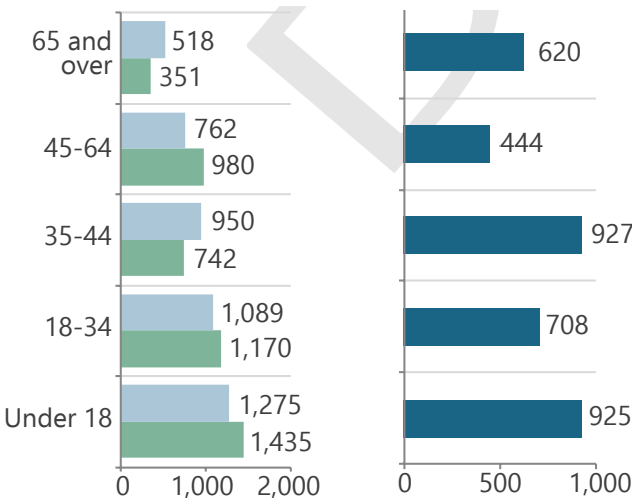
Home Ownership and Renters

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

infographic replaced

POPULATION BREAKDOWN BY AGE

2019* Breakout: ■ Female ■ Male Change 2010*-2019*



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

This table was updated to compare the same peer communities as in other sections, instead of only between Larimer County and Colorado.

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

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

(MMHI Source: ACS 5-Year Estimate, 2019; MHV Source: Zillow, 2019)

With median household incomes (the income cutoff 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 proudly call themselves homeowners. Despite this advantage, a significant percentage of Wellington households are cost-burdened.

Cost-burdened Households

These are households who pay more than 30% of their gross income on basic required housing expenses. (US Housing and Urban Development Department). In Wellington, 220% of owners and 1732% of renters are cost-burdened (ACS 5-year estimate, 20198). These are households who pay more than 30% of their gross income on basic required housing expenses. Some of these 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

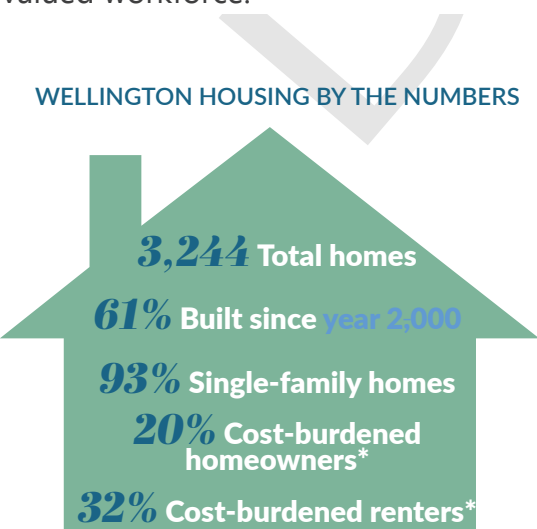
Workforce housing provides for professions such as police officers, firefighters, teachers, health care workers, retail clerks, and the like. Normally, most individuals in these professions are middle income workers who contribute greatly to communities. As Wellington continues to grow, efforts should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

Natural Resources

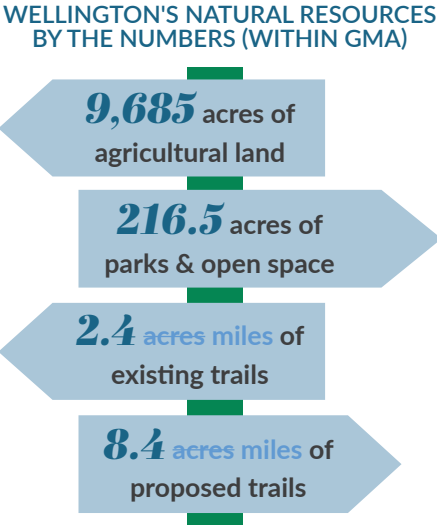
Wellington is surrounded by relatively flat land comprised primarily of active agricultural land, much of which is under conservation easements. These easements preserve both productive agricultural land and wildlife habitats. With approximately 1,275 acres of agricultural land within Town limits and 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

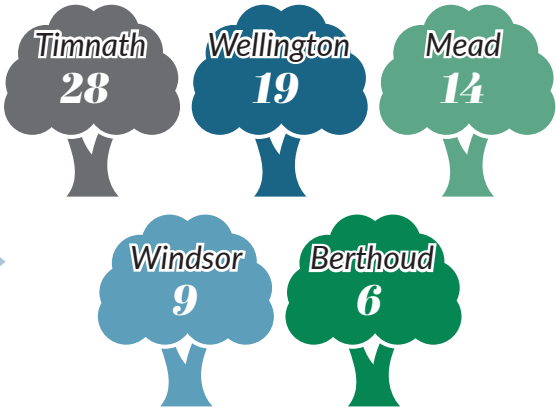
Wellington's eight parks and three open spaces within its GMA add up to 216.5 acres. The community is thankful to the Parks Advisory Board (PAB) for their advocacy in maintaining and improving Wellington's parks and open space. As shown on the Wellington's



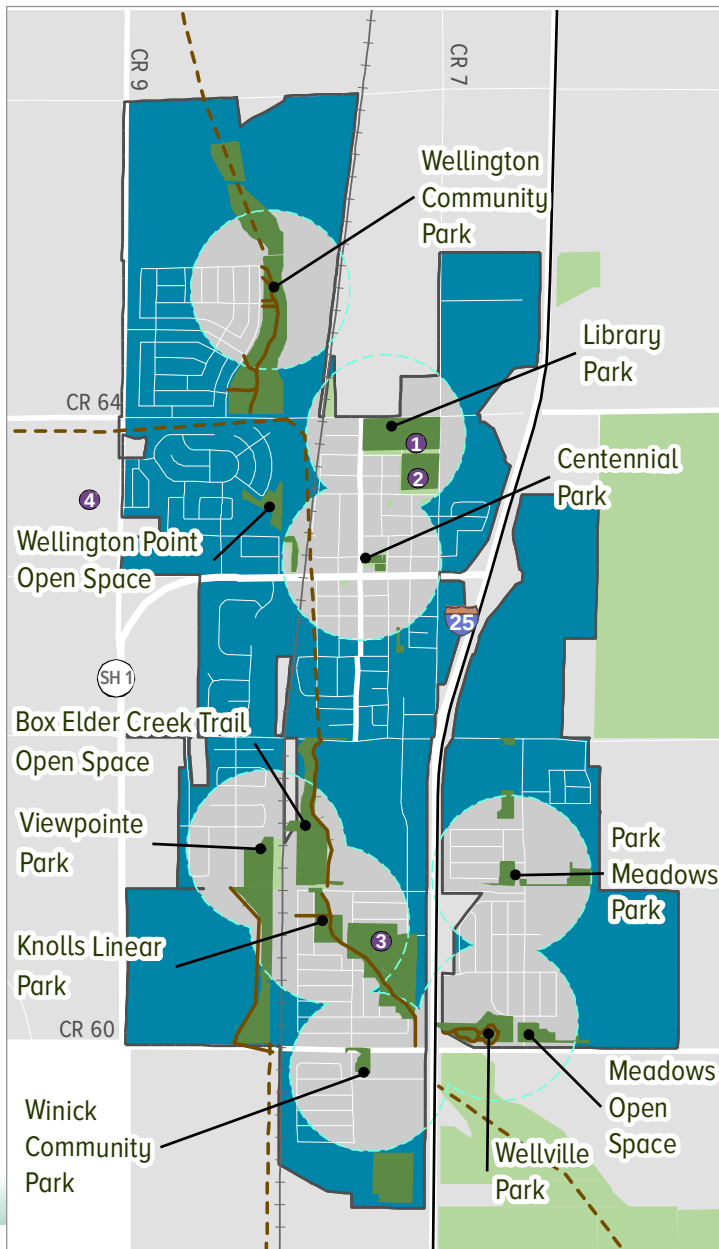
(Source: ACS 5-Year Estimate, 2019; *2018)



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



WELLINGTON'S PARKS AND OPEN SPACES MAP



(Source: Logan Simpson, 2019)

Parks and Open Spaces Map (left next page) most not all residents are within a 0.25 mile radius of a park or open space. However When visiting parks, some residents are not able to easily access these valued spaces due to poor sidewalk connectivity or road barriers (e.g., highway traffic, train tracks, insufficient underpasses, etc.) and lack of ADA infrastructure. In addition to local parks, Wellington is flanked by large swaths of conserved agricultural land to the east.

Joint Use Facilities

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

Other Nearby Recreation Areas

Wellington residents and visitors also benefit from other recreational areas not far from Town. Just 10 minutes northwest of Town, Smith Lake State Wildlife Area offers wildlife viewing, hiking, and some hunting. Other popular day-use open spaces located approximately 20 miles north of Wellington are Soapstone Prairie Natural Area and the adjoining Red Mountain Open Space. These areas are well known in the Wellington community and throughout the region for their expansive multi-use trail network, beautiful scenery, and as a place to see wild bison.

Trails

Today, Wellington has 1.9 miles of mostly paved trail within Town boundaries and 2.4 miles of existing and 8.4

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.

WELLINGTON COMMUNITY EVENTS

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

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 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 Community Park,

a 30-acre park with many recreation amenities; and the establishment of a Parks Fund, to support park development and maintenance.

With regards to community events, thanks to the support and dedication of local organizations, local events keep getting better and bigger year after year. Even in a year as unusual as 2020—due to the pandemic context—local organizations found creative ways to organize community activities and even start a new community event: the Main Street Halloween trick-or-treat event.

Key Challenges & Opportunities

While single-family homes continue to be popular in Wellington, they are not ideal for all community members, like older adults or empty nesters looking to downsize, newlyweds or workforce looking for a starter home, or individuals looking for a small unit.

As homes continue to be built (or retrofitted), efforts should be made to diversify them in terms of size, design (including universal design—for accessibility), and pricing. Some tools may include encouraging development of requiring a percentage 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 support residents who may want to retrofit their homes.

As shown in the questionnaire insights (see graphic on page 31), improvements to community facilities and parks, trails, and open space are a strong aspiration for the community. Efforts should be made to align housing developments with improvements to these treasured community assets and to ensure a safe and connected system of trails and sidewalks that is accessible to all irrespective of age or ability.

Another opportunity for the Town is to encourage the creation of winter events to ensure a consistent provision of events across all seasons; and to ensure all events and community facilities follow ADA guidelines for accessibility.

Community voices have not changed. However, they were left out of this draft to provide space for tracked changes.



COMMUNITY PRIDE PILLAR

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

WHERE WE'RE HEADED

Community Pride (CP) Goals & Strategies

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

- CP 1.1.** Develop and upgrade gateways (per Future Land Use Map) and establish appropriate and recognizable signage to bring attention to the Town.
- CP 1.2.** Update code to allow for flexible spaces and convertible streets that support a wide range of uses including local festivals and events.
- CP 1.3.** Identify, define, and promote more land uses that creates— wildlife areas, public reservoirs, natural areas, and other passive recreational opportunities. **[Maybe delete since this was already considered in the creation of the FLUM and is addressed in other strategies, like exploring TDRs, etc?]**
- CP 1.4.** Create design guidelines that celebrate and preserve distinct features throughout Town, making each area/neighborhood unique.
- CP 1.5.** Continue to ensure that land use decisions made by the Town are in accordance with fundamental private property rights.
- CP 1.6.** Evaluate service capacity and facility needs for the library and senior center.
- CP 1.7.** Collaborate with event organizers and local businesses to support them in following ADA guidelines to ensure spaces and events are accessible.
- CP 1.8.** Collaborate with event organizers to develop a community corps of volunteers that support Town events. Alongside this effort, develop a code of conduct for keeping Wellington Well—encouraging community members to take pride in taking care of public amenities.

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

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

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

- CP 3.1.** Update the 2015 Parks and Trails Master Plan to develop a visionary network of accessible and connected amenities.
- CP 3.2.** Develop criteria to create and update the level of service standards for parks and open spaces to ensure public spaces are safe, illuminated, accessible, and clean.
- CP 3.3.** ~~Explore funding opportunities to support the development and maintenance of parks.~~ **[Covered in Public Services Strategy ...]**
- CP 3.4.** Identify locations for larger, regional parks.
- CP 3.5.** Collaborate with CSU's Agricultural Sciences Department and Wellington's Parks Advisory Board to incorporate thematic opportunities for environmental and historical education in the design of recreational areas and trails (e.g., markers that identify species, farms, and the historical significance of land).
- CP 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.
- CP 3.7.** Assess the need for a recreational facility that can offer more opportunities for recreation.
- CP 3.8.** Collaborate with Colorado Parks & Wildlife to increase year-round access to nearby natural areas.
- CP 3.9.** ~~Work with the community and the Parks Advisory Board to identify a location for and build a new wheel park (for the use of skateboards, roller blades, bicycles, wheelchairs, etc.).~~

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

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

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

- CP 5.1.** ~~Update the Land Use Code zoning and subdivision regulations to encourage development to have~~ inclusion of agricultural elements and themes (e.g., orchards, community gardens, repurposing agricultural structures, etc.) into the design of development. ~~their design.~~
- CP 5.2.** Collaborate with new and existing neighborhoods, the school district, and other community partners to implement agricultural elements and themes in neighborhoods and facilities.
- CP 5.3.** Establish relationships and collaborate with local agricultural producers, community partners and the business community in order to create new opportunities to connect local residents with local agricultural products (e.g., small scale farming operations, Community Supported Agriculture, and small vegetable stands) and to develop an Agricultural Day to raise awareness of and build pride for local agriculture.
- CP 5.4.** ~~Assess the need for a Transfer of Development Rights program to preserve active agricultural land in perpetuity.~~ **[Covered in Public Services Strategy 2.7]**



Photo Credit: Brian Graves, Graven Images, 2018.



**VIBRANT & HISTORIC
DOWNTOWN**

VIBRANT & HISTORIC DOWNTOWN

WHERE WE COME FROM

Existing Conditions

As seen on the Downtown's Current 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)

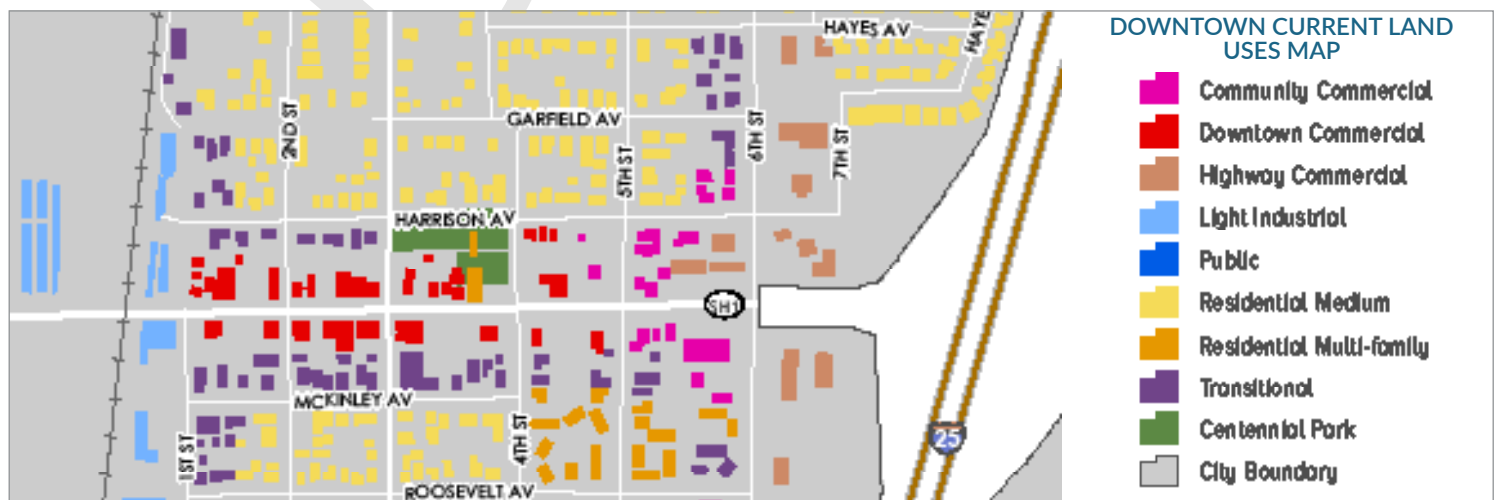
was to "have safe, pleasant, and accessible streets and spaces in Downtown." The community voiced many more desires for Downtown (see community voices at bottom right of next page).

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) ~~and in 2020 it became a Graduate Program since 2013.~~ As stated in their mission, the ~~goal of the Main Streets Program~~ "is a group of passionate citizens who champion community collaboration



(Source: Logan Simpson, 2020)

to enhance and promote downtown Wellington." is to "promote, enhance, and develop Downtown Wellington for the benefit of its inhabitants, businesses, and visitors." The map 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's leadership and the contributions of other community groups, the Downtown has benefited from various streetscape improvements like planters, murals, festivals, bicycle parking, benches, and most recently, two signs for pedestrian crossing along Cleveland Ave.—the portion of SH-1 that is at the heart 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.

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.)."

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

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

Key Challenges & Opportunities

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

Based on community'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. *Lastly, as stated in this pillar's title 'Vibrant and Historic Downtown,' the area's character should be preserved and enhanced, ensuring that new developments and retrofits complement the historic character of Downtown.*

"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."

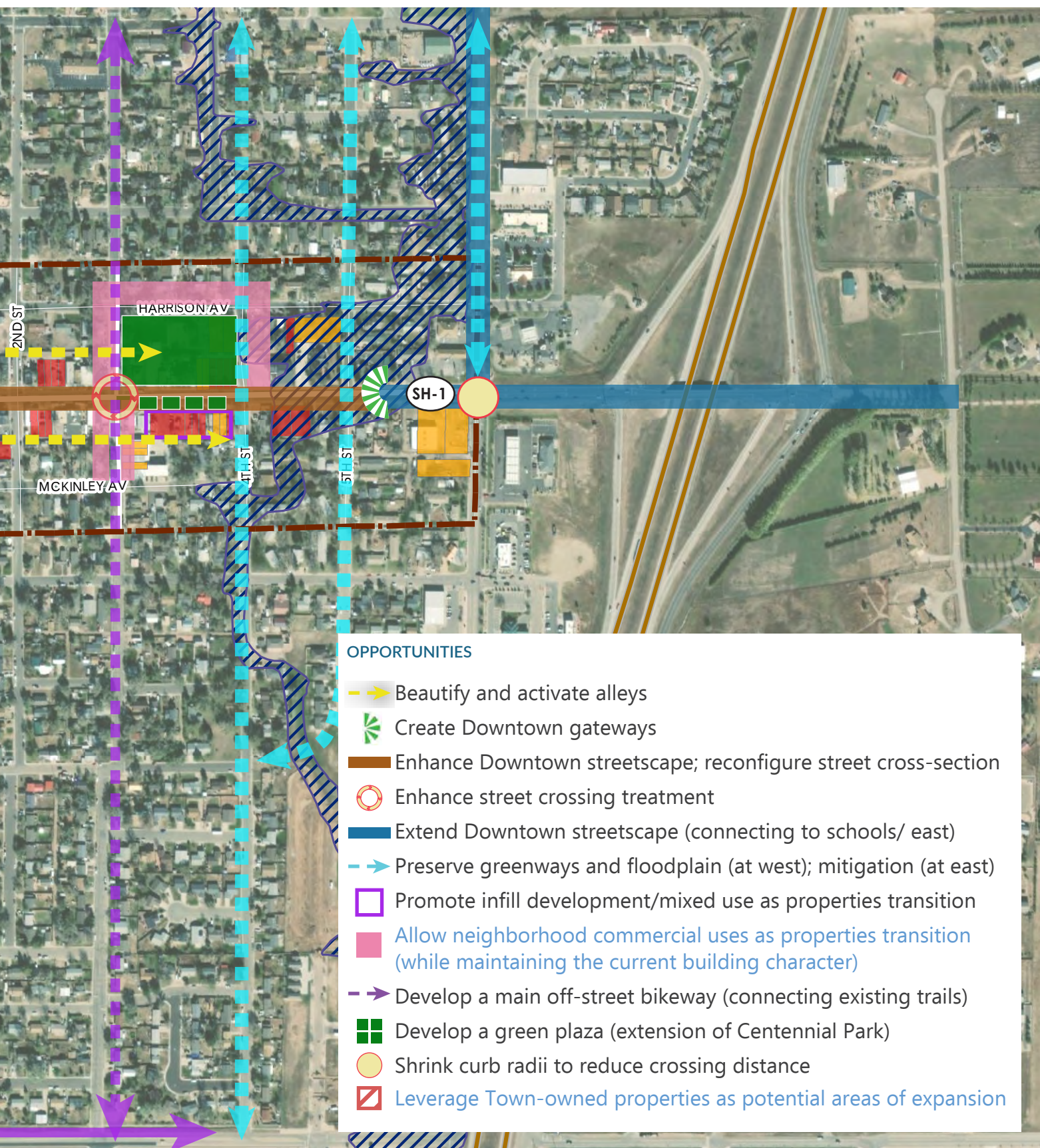
Allow and promote for "a little bit later closing time for the businesses. More of a chance to pull more people in for more cash flow for the businesses..."

"Maintain Centennial Park as an open space."

-  Centennial Park
-  Commercial node
-  Downtown limits
-  Existing trail
-  Floodplain
-  Neighborhood commercial
-  Potential areas of expansion
-  Underutilized lots (Larimer County Assessor's Data)
-  Vacant lots (Larimer County Assessor's Data)



P. 39  **PLAN WELL** VISION FOR TOMORROW, SOLUTIONS FOR TODAY





VIBRANT & HISTORIC DOWNTOWN PILLAR

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

WHERE WE'RE HEADED

Vibrant & Historic Downtown (DT) Goals & Strategies

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

- DT 1.1.** Undertake and implement a Downtown Master Plan.
- DT 1.2.** Develop Downtown Design Guidelines to reflect current community values and needs (e.g., enhanced streetscape, connectivity, gathering places, and accessibility, among others); to promote the preservation, renovation, and adaptive reuse of historic structures; and to provide clear regulatory guidance for decision-making.
- DT 1.3.** Apply and/or support applications for appropriate grants/funding from the National Trust for Historic Preservation.
- DT 1.4.** Assess and implement programs and incentives to address preservation and rehabilitation of historic buildings and landmarks at time of development review.
- DT 1.5.** Plan for improvement and development of parks and greenspace to increase social gathering places.
- DT 1.6.** Explore the redevelopment of Centennial Park as a type of 'Civic Center Park,' giving the Town a central meeting place for community wide events and activities.
- DT 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, food trucks, etc.).
- DT 1.8.** Enhance alleys (with art, seating, plantings, pathways, lights, paving, etc.) to contribute to improving community/social gathering spaces in Downtown. Identify opportunities for the community to be a part of beautification efforts.
- DT 1.9.** Continue the support of a variety of public art within Downtown.
- DT 1.10.** Expand Downtown to include Harrison Ave. and McKinley Ave. as well as connecting side streets for buildings within this area to be allowed to convert to a low impact commercial use (e.g., lawyer's office or chiropractic clinic), without altering the look of the building.
- DT 1.11.** Plan for development of further pedestrian and bicycle connections within and to Downtown.
- DT 1.12.** 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)



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

- DT 2.1.** Identify funding resources and work with banks to provide low interest loans to assist property owners in updating buildings to meet current code standards.
- DT 2.2.** Identify vacant and underutilized properties and work with the owners to accomplish the Downtown vision and goals. Alongside this effort, assess incentives for infill and compact development in Downtown and surrounding neighborhoods.
- DT 2.3.** Update ~~the land use code~~ zoning and subdivision regulations ~~to encourage~~ allow mixed-use structures and higher density housing ~~building~~ types in and adjacent to the Downtown Core Area, ~~ensuring they honor and complement the historic character.~~ **[EDIT more?]**
- DT 2.4.** Collaborate with economic development efforts to identify and actively pursue boutique lodging businesses for Downtown.
- DT 2.5.** Ensure utilities like high speed internet, water/wastewater expansion, adequate electricity capacity, and other essential needs are available for businesses to establish and maintain operations in Downtown.
- DT 2.6.** Amend parking standards for Downtown to improve vitality and economic support of businesses.

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

- DT 3.1.** Ensure Downtown stormwater infrastructure improvements as well as development and redevelopment projects are consistent with the upcoming Stormwater Master Plan.
- DT 3.2.** ~~Assess code updates and create guidelines for use of green infrastructure (storm water parks, rain gardens, etc.)~~ **[Covered in Sustainable & Resilient Public Services (Facilities & Programs) Strategy 1.8]**
- DT 3.3.** Evaluate reconfiguring street and parking standards along SH-1 (Cleveland Ave.) to incorporate plantings and drainage improvements.



Photo Credit: Logan Simpson, 2019



THRIVING ECONOMY

THRIVING ECONOMY

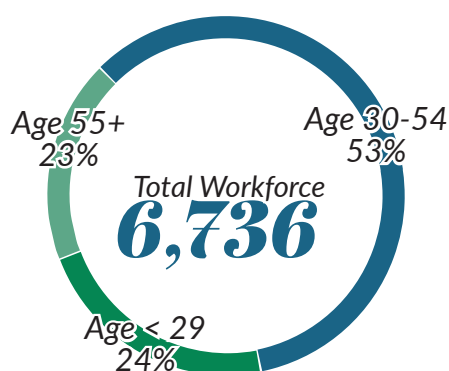
WHERE WE COME FROM

Existing Conditions

Employment Demographics

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

WORKFORCE BREAKDOWN BY AGE



(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)

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

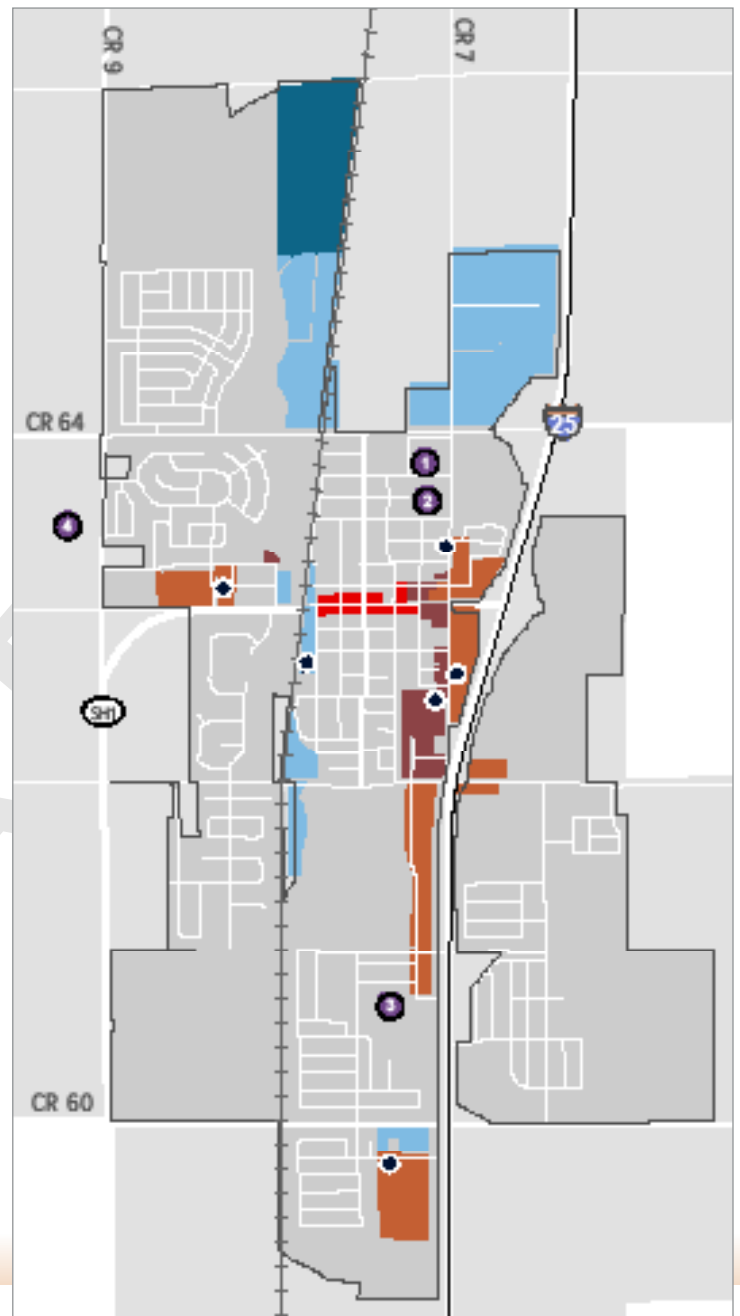
Local Businesses

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

Commercial Land Uses

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

WELLINGTON'S COMMERCIAL LAND USES MAP



LEGEND

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

(Source: Logan Simpson, 2019)

WELLINGTON INFLOW AND OUTFLOW COUNT (PRIMARY JOBS)



(Source: On the map, 2018)

Accomplishments Since the Last Plan

Since 2014, the Town has welcomed and supported the establishment of **#** 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

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

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

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

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

(Source: ESRI, 2020)

COMMUNITY VOICES

"More businesses on the east side. We feel left out of many opportunities."

"...more retail options so that residents don't have to go to Fort Collins for purchases."

"A couple [commercial] buildings large enough to have more seating for sit down family-style restaurants..."

"How about a food truck parking area inviting different ethnic styles and flavors?"

"Stop butting residential up against I-25, which would make good business locations and visibility."

Install underground utilities to catalyze commercial development.

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

"...no place for semi-truck to park (and give us their business)"

Have commercial areas that are "visually appealing with significant landscaping... Shaded seating areas. Art/sculptures sprinkled throughout would be nice."



THRIVING ECONOMY PILLAR

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

WHERE WE'RE HEADED

Thriving Economy (TE) Goals & Strategies

TE GOAL 1 | DIVERSIFY THE TOWN'S ECONOMIC BASE

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

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

- TE 2.1.** Regularly assess the need to update development impact fees that align with community needs and regional best practices to enhance amenities and appropriately cover infrastructure costs.
- TE 2.2.** Ensure land use standards accommodate a variety of businesses so small local businesses, big box, and chain stores have available options.
- TE 2.3.** Promote architecture and design aesthetics that are consistent with the Town's rural and agricultural heritage.
- TE 2.4.** Assess the opportunity of having a Rest Area/ Travel Plaza designated for use during closure of I-25 to relieve the congestion of semi-trucks on community streets/parking areas during inclement weather.
- TE 2.5.** ~~Ensure appropriate ordinances are in place for the potential introduction of marijuana dispensaries.~~
- TE 2.6.** Ensure new industrial developments are consistent with the Infrastructure and Water Efficiency Plans.



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

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

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

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



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



**SUSTAINABLE & RESILIENT
PUBLIC SERVICES**



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 on pages 36-37), a 252,652 247,500 square foot facility that will serve 1,5200 students, is scheduled to open in the fall of 2022. PSD intends to repurpose the current Wellington Middle School (likely into an intermediate school) once the new school is completed.

Fire Protection District

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

Law Enforcement

Larimer County Sheriff Office Dispatch provides the Town of Wellington with law enforcement services. Local patrol services include a sergeant, a corporal, a desk deputy and 7 5 patrol deputies. When needed, additional deputies respond from other districts in the County. Additional law enforcement services are provided to the Town from all other divisions of the Sheriff's Office.

Wilson Leeper Community Center

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

Natural Hazards Mitigation

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



WELLINGTON'S NATURAL HAZARDS & FIRE PROTECTION DISTRICT MAP

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.

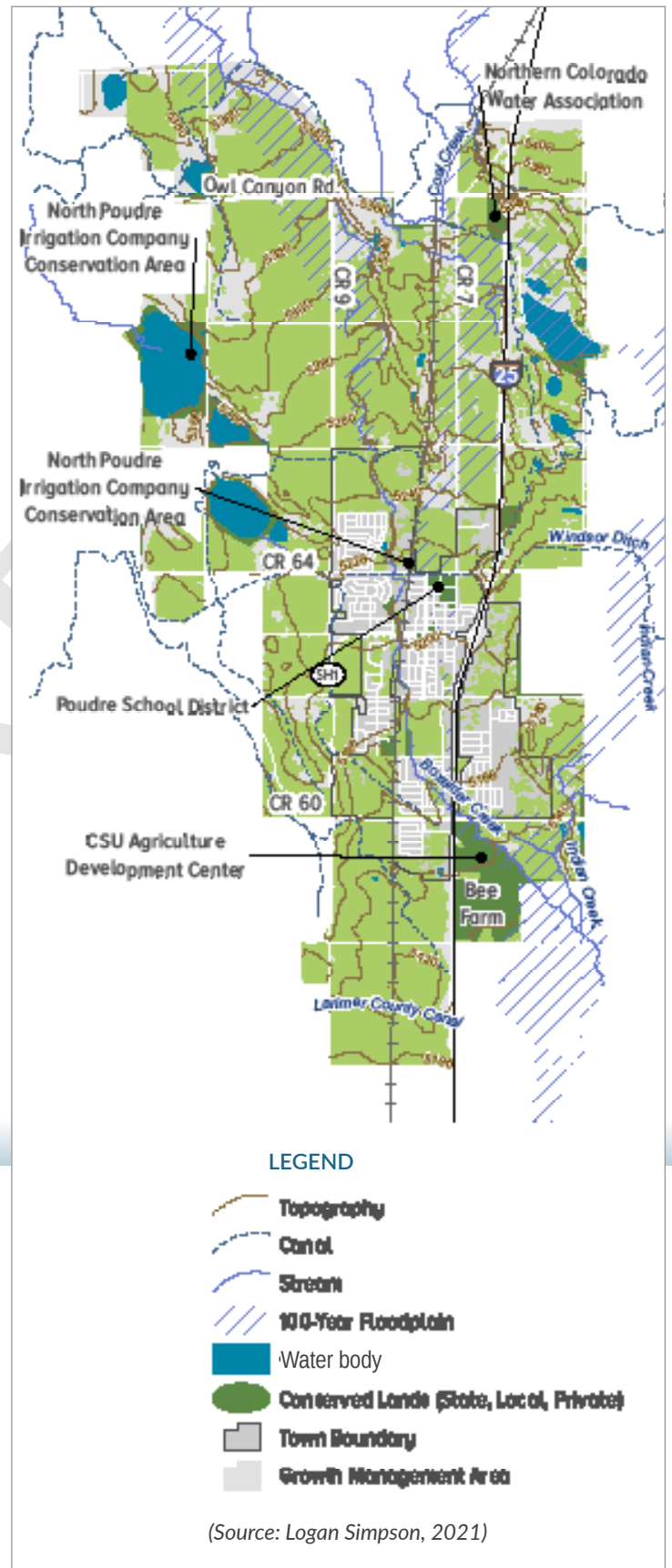
To mitigate floods, droughts, and other natural hazards, the Town of Wellington participates in preparedness planning with Larimer County and uses its Hazard Mitigation Plan. The County also operates an Emergency Operations Center, from which coordinated efforts and responses are executed to support 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 20,000 people in less than 10 years (ACS, 2019), the Town is working to improve water infrastructure and promote more efficient water use.



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

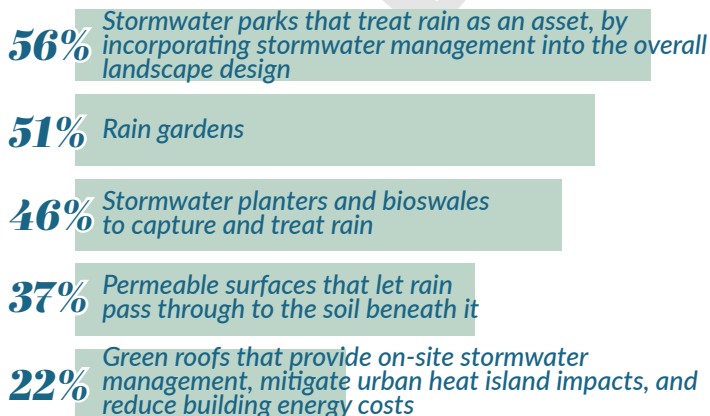
Currently, Wellington benefits from a transfer station that is owned and operated by Larimer County. The station accepts household trash only. No large items, appliances, or hazardous wastes are accepted. The County has plans for a new landfill north of Wellington (near the Rawhide Energy Station) that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

Internet & Broadband

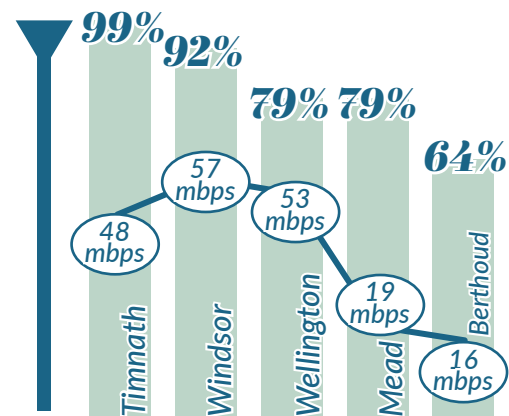
According to Broadbandnow.com, Wellington's broadband coverage of 79% and average download speed of 53 megabytes per second (mbps), are comparable with peer communities (below). The Town has eight Internet providers* with Viasat (formerly Exede) and HughesNet being the most common. Despite Internet growth, 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)

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 landscape and irrigation standards to assess how to best implement advanced metering infrastructure, improve raw water rates, and change fee structures.

Key Challenges & Opportunities

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

While the Town is already working to address water supply challenges, efforts should be maintained to ensure consistent water provision and quality at reasonable rates for the community. Part of the water provision effort includes 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 civic 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 disabled residents is not available, efforts should be made to have them represented in Town commissions to ensure a more accessible Town for all.~~

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 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.



SUSTAINABLE & RESILIENT PUBLIC SERVICES PILLAR

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

WHERE WE'RE HEADED

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

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

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

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

FP 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.

FP 2.1. Develop and promote comprehensive and predictable guidelines for developers to easily follow processes, access resources, and comply with Town requests and priorities as they complete development reviews.

FP 2.2. Require new utilities to be underground and support conversion of existing overhead utilities to transition to underground.

FP 2.3. Require new development to demonstrate how they will connect to and improve the existing networks for active transportation, vehicular traffic, open space and parks, and essential infrastructure for water and wastewater.

FP 2.4. Assess 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.). [\[EDIT?\]](#)

FP 2.5. Host regular meetings with school, fire, and parks districts to collaborate on upgrades to existing facilities and on securing locations for new facilities.

FP 2.6. Review and update impact fees for all developments on a regular basis (identify time frame) [so these can contribute to parks and active transportation network enhancements, among other community benefits.](#)

FP 2.7. Assess opportunities (e.g., [conservation easements, Transfer of Development Rights, etc.](#)) [for conservation of open space and farmlands for environmental benefits and to maintain the open and agricultural character of the Town.](#) so landowners don't feel pressured to have to sell their land to a developer and can continue to have a working farm or open land.

FP GOAL 3 | ENHANCE TOWN HALL FACILITIES AND SERVICES.

FP 3.1. Pursue more regional, state, and federal grant opportunities and seek grant writing assistance to capitalize on funding opportunities.

FP 3.2. Continue assessing the feasibility of a new Town Hall that unifies all Town services and creates a civic hub.

FP 3.3. 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.](#) **[moved to Community Pride Strategy 1.8.]**

FP 3.4. [Ensure more diversity of voices in Town Boards and Commissions, for instance from Hispanics/Latinx and people with disabilities.](#) Advertise and promote opportunities for Boards and Commissions' positions with the community at large.

FP 3.5. Share planning-related information and resources in the Town's monthly newsletter and via social media platforms." [Provide resources and information to elected and appointed officials and Town leadership to support informed decision-making.](#)

FP 3.6. Maintain and enhance transparent and timely communication of Town projects and updates [to the community.](#)

SUSTAINABLE & RESILIENT PUBLIC SERVICES (TRANSPORTATION)

WHERE WE COME FROM

Existing Conditions

General Transportation Indicators

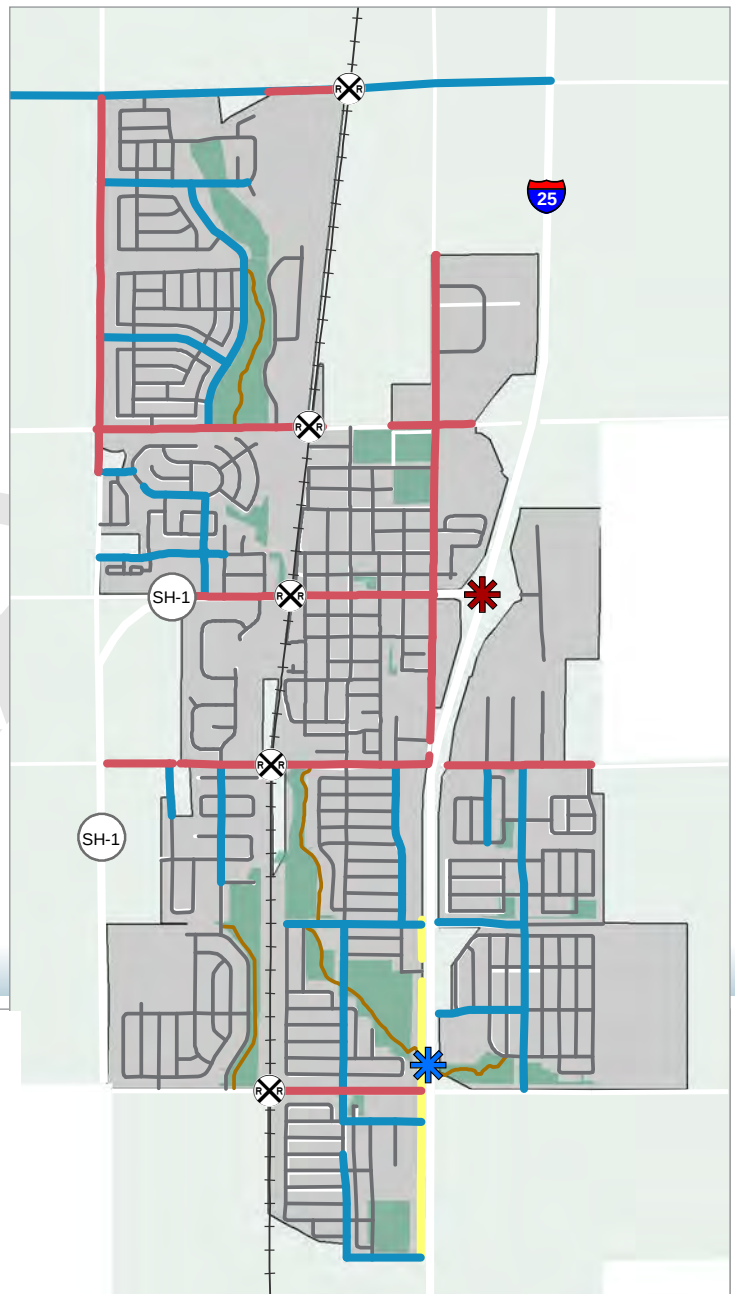
Annual average transportation costs in Wellington are just under \$14,700 (Center for Neighborhood Technology). The average Wellington household owns about two automobiles and travels over 24,000 miles per year. (For additional travel patterns, please see the Thriving Economy Chapter).

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 [G.W. Bush Ave. 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

ROADS INVENTORY MAP



(Source: Felsburg Holt & Ullevig, 2020)

LEGEND

- Arterial
- Collector
- Frontage Road
- Local
- Trails
- Parks and Open Space
- Town Boundary
- Growth Management Area
- Trail Underpass
- Street Overpass
- Railroad Crossing

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

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

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

Most of Wellington’s streets are unstriped two-lane facilities with curb and gutter, ~~and~~; SH-1 between 1st Street and ~~4th 3rd Street has an additional center turn lane 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 [G.W. Bush Ave. 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 [G.W. Bush Ave. CR-60](#) only have stop signs and railroad crossing signs. [Installation of crossing gates would be a substantial safety improvement](#).

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

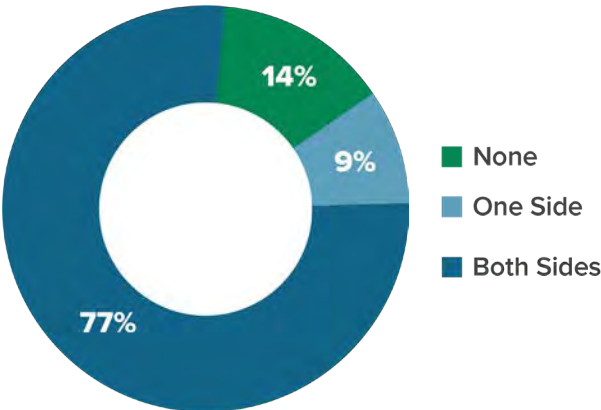
Sidewalks

As illustrated on [the](#) Sidewalk Inventory pie chart below, most streets in Wellington have sidewalks along both sides of the street, and most of these sidewalks are attached to the curb. Some blocks in the older residential neighborhoods between SH-1 and Washington Ave. lack sidewalk on either one or both sides and, those that do exist are generally

SH 1 AVERAGE DAILY TRAFFIC VOLUMES



SIDEWALK INVENTORY



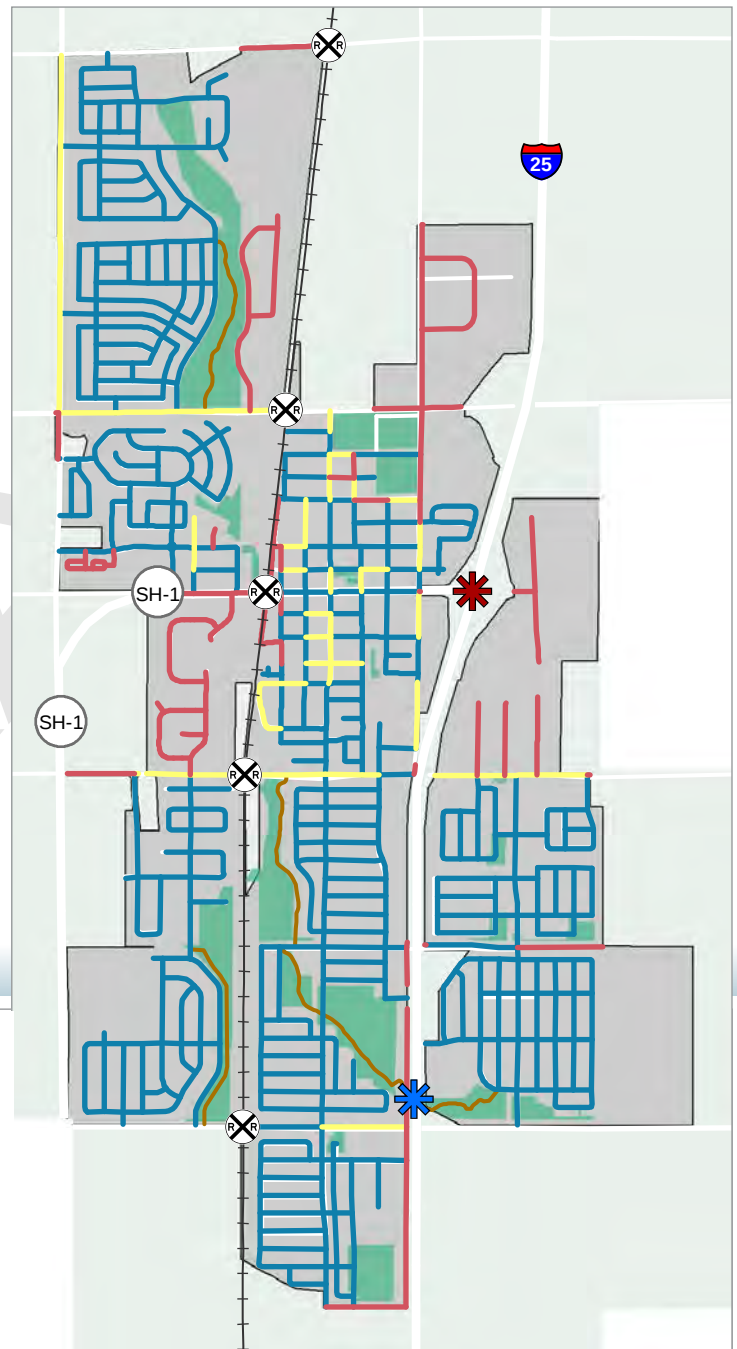
deficient in size, quality, and ramp accessibility. Additionally, Jefferson Ave.—a main east-west arterial through the Town—has long stretches of missing sidewalks, particularly along the north side.

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

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

SIDEWALK AVAILABILITY MAP



(Source: Felsburg Holt & Ullevig, 2020)

LEGEND

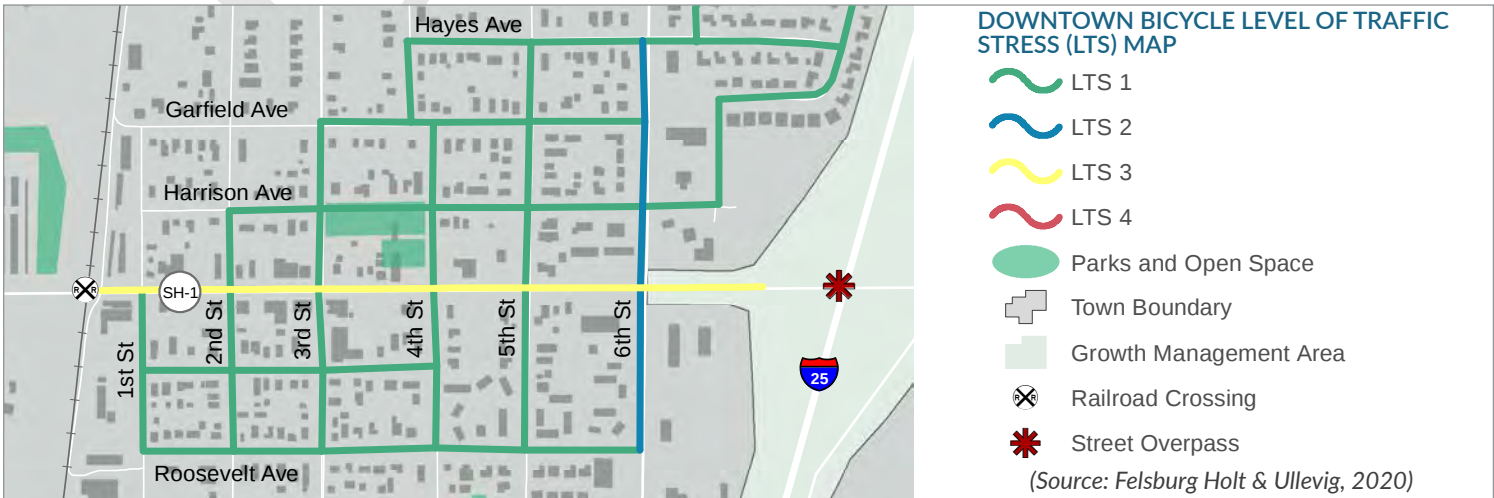
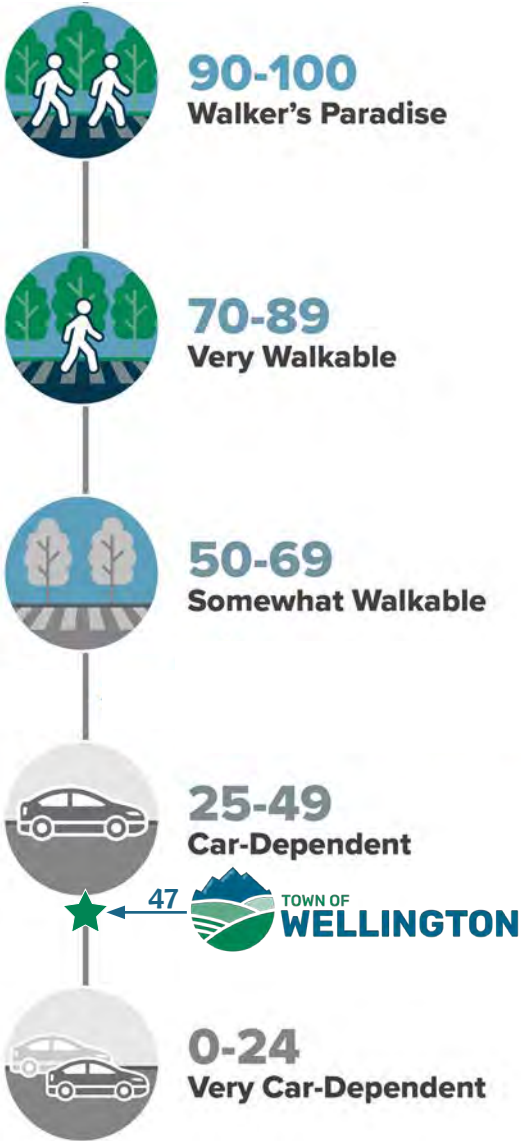
- None
- One Side
- Both Sides
- ~ Trails
- Parks and Open Space
- Town Boundary
- Growth Management Area
- ✳ Trail Underpass
- ✳ Street Overpass
- X R Railroad Crossing

traveling to local and regional destinations. For groups of people who may not be able to drive a vehicle or have consistent access to a vehicle, like older adults, people with disabilities, children, and households with limited income, safe and accessible transportation options like active transportation and public transit are particularly important.

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

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

WELLINGTON'S WALK SCORE



so a street with wide lanes will also be stressful for many bicyclists. An LTS analysis conducted for Wellington's Downtown core (see map below) showed the area to be generally comfortable for biking with the exception of SH-1, where the higher traffic speeds and additional lanes heighten the stress level.

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

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

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

Downtown

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

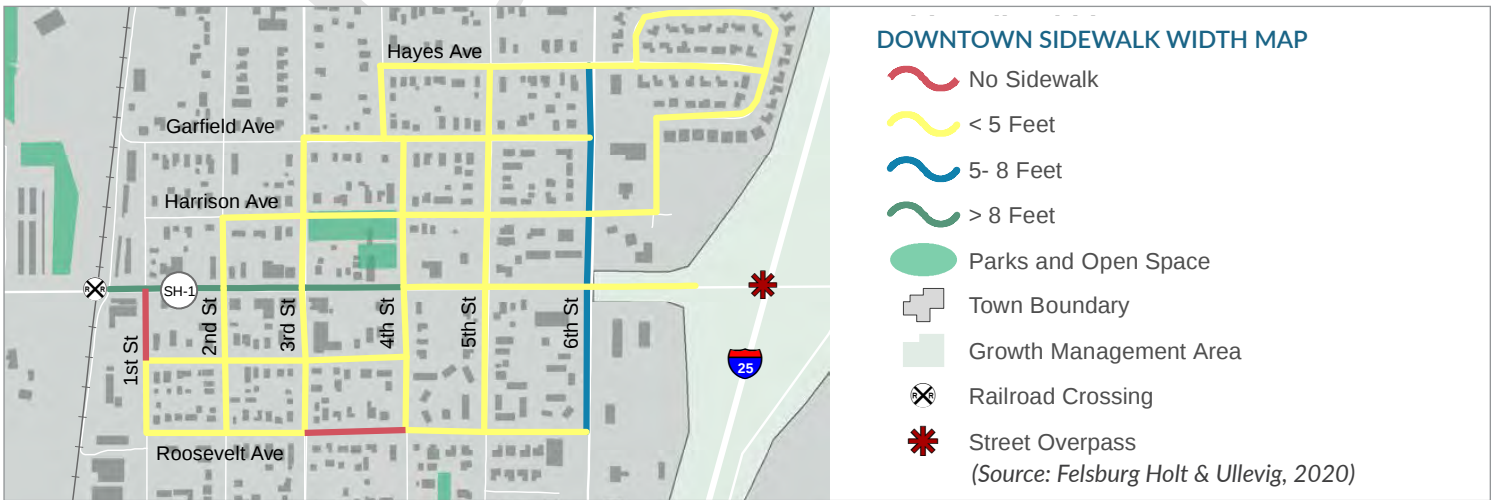
As a primary activity center, Downtown Wellington has unique transportation needs. Walkability and bikeability are particularly important to supporting the numerous shops and restaurants along Cleveland Ave. and 6th St. With limited space for parking on

and around Cleveland Ave., it is critical that people are able to safely and comfortably access the area on foot or bike 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 on-street parking, so vehicles can be parked along Cleveland Ave. for free and indefinitely; this potentially limits the amount of people who can drive to Downtown and visit the businesses on a given day.

Accomplishments Since the Last Plan

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

Key Challenges & Opportunities

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

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

While a community's transportation system is its backbone, providing the connections and opportunities people need to thrive, the 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.



Photo Credit: Shannon Helvie with Eagle-I Media.

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."

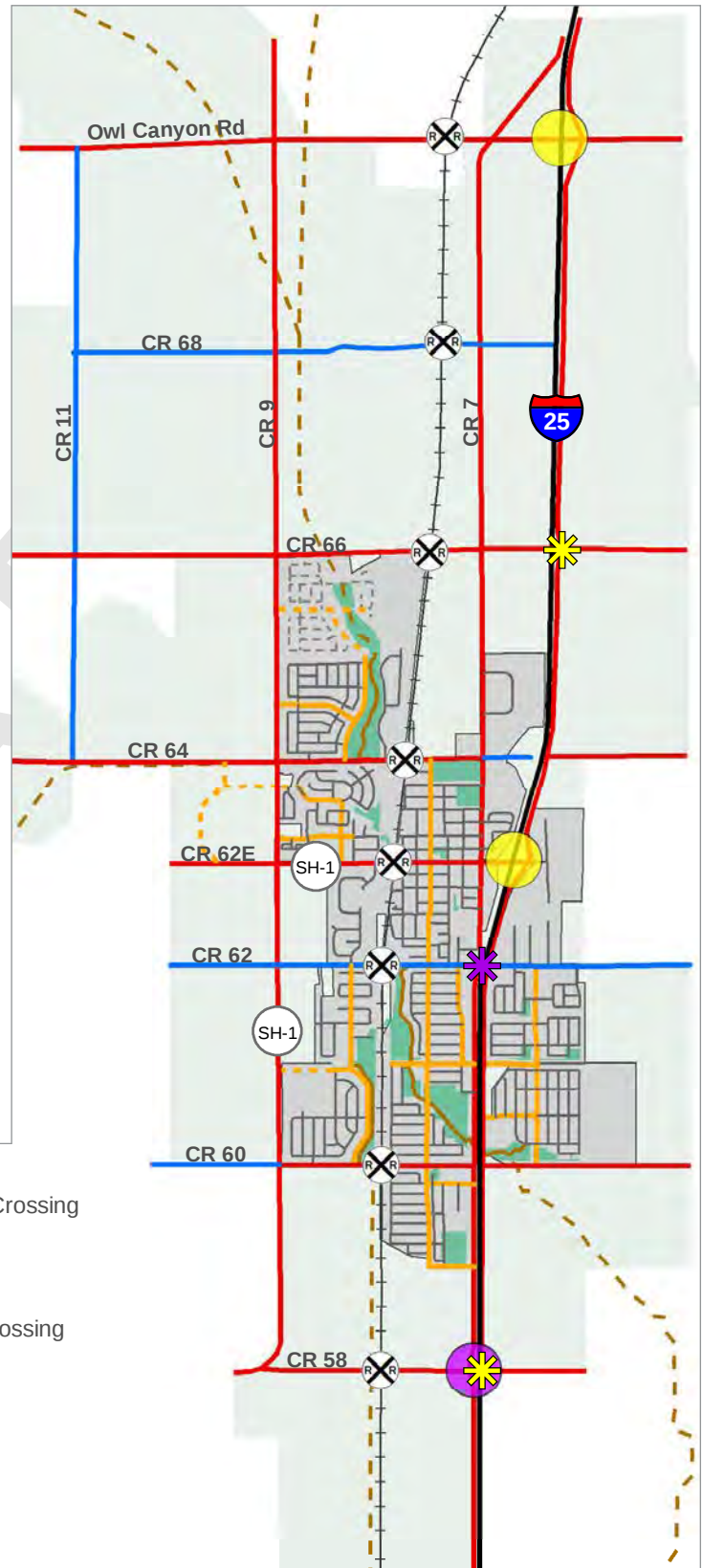
WHERE WE'RE HEADED

Streets Master Plan

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

- | | |
|--------------------------|-----------------------------------|
| Arterial | Existing Grade-separated Crossing |
| Major Collector | Existing Interchange |
| Minor Collector | Future Grade-separated Crossing |
| Minor Collector (Future) | Future Interchange |
| Local Road | Railroad Crossing |
| Local Road (Future) | Parks and Open Space |
| Trails | Town Boundary |
| Trails (Future) | Growth Management Area |

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.

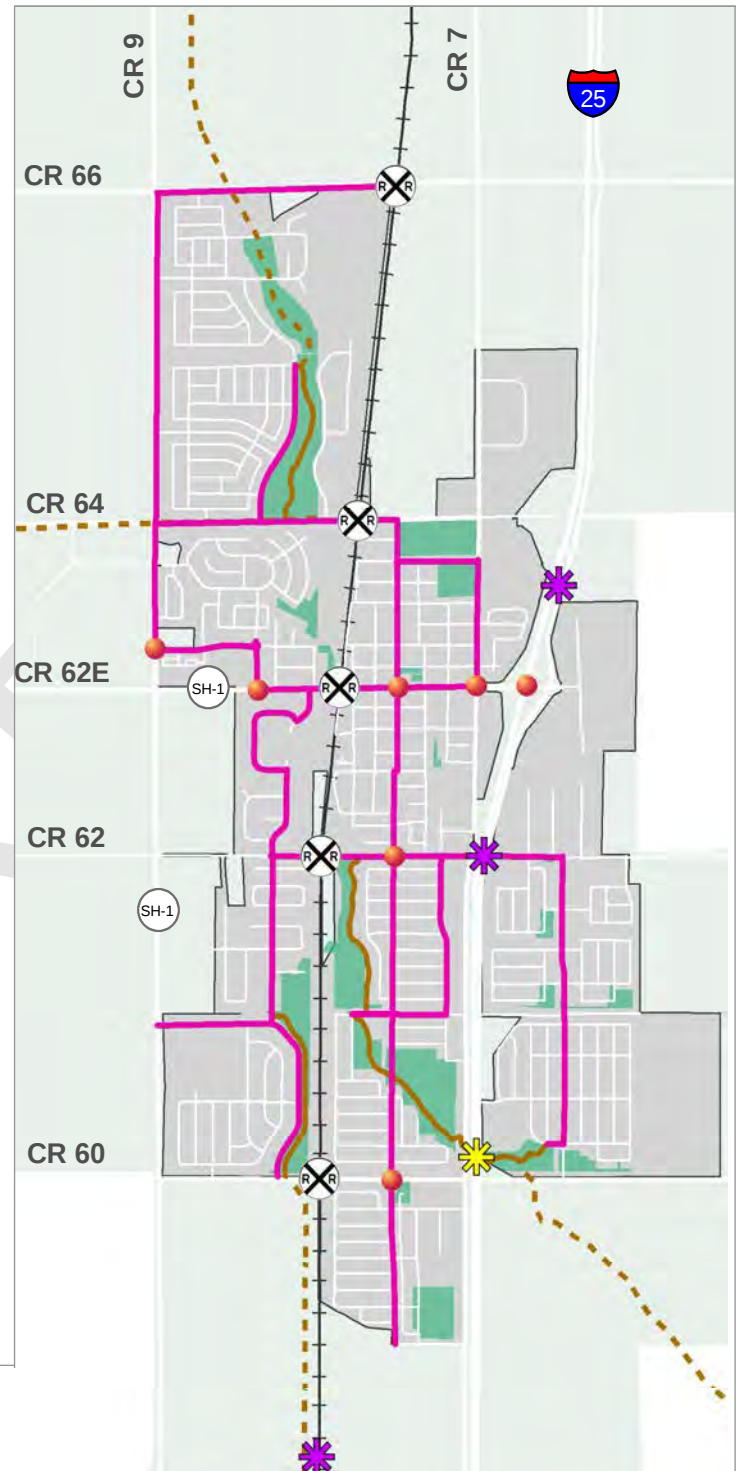
Bicycle & Pedestrian Network Recommendations

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

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

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

BICYCLE AND PEDESTRIAN RECOMMENDATIONS MAP



LEGEND

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

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

(Source: Felsburg Holt & Ullevig, 2020)

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

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

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

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

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

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

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



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

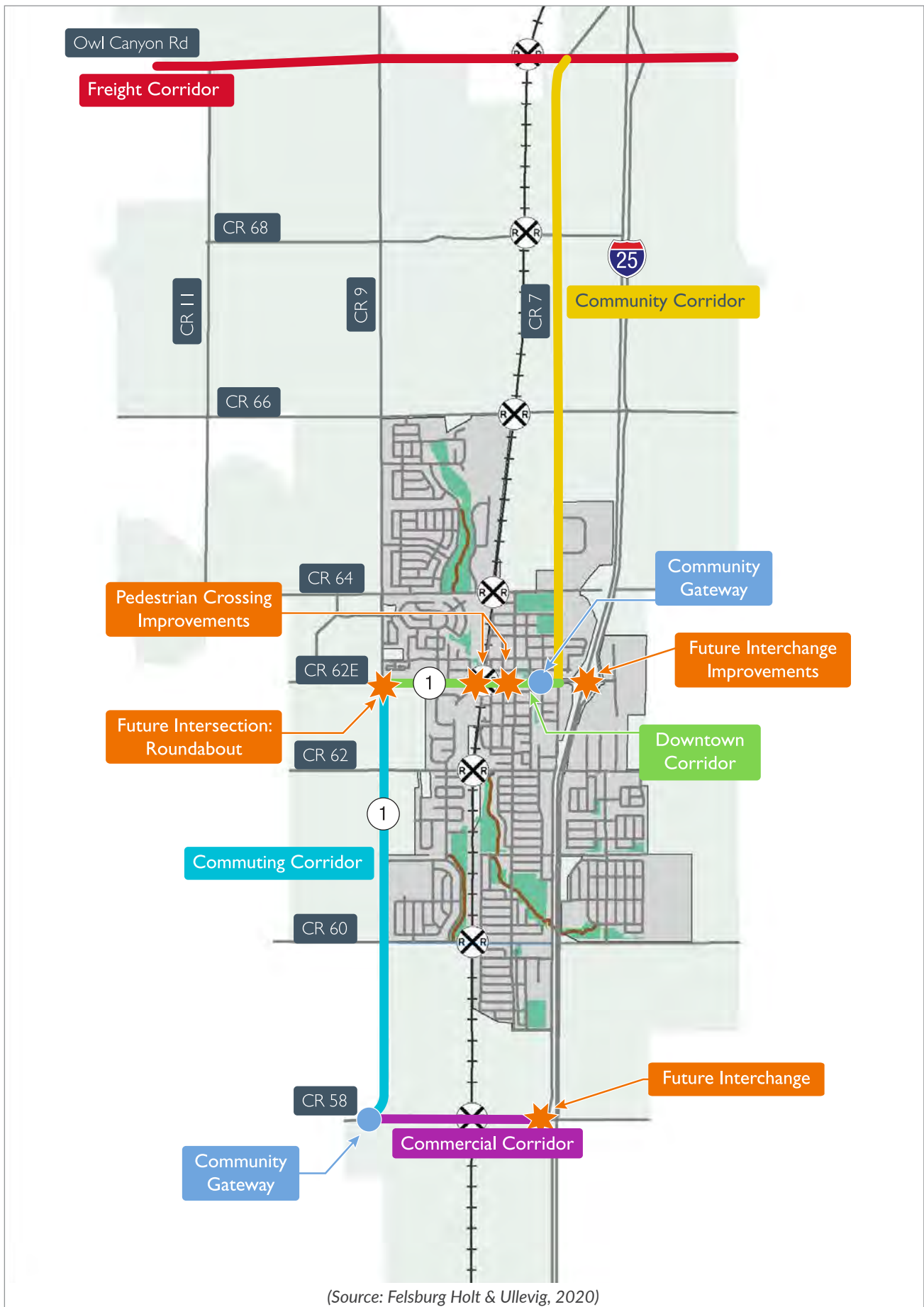
As additional development comes to the north side of Wellington, including along Owl Canyon Rd., CR 7 will become an increasingly important corridor for keeping the northern developments connected with the rest of the community

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.

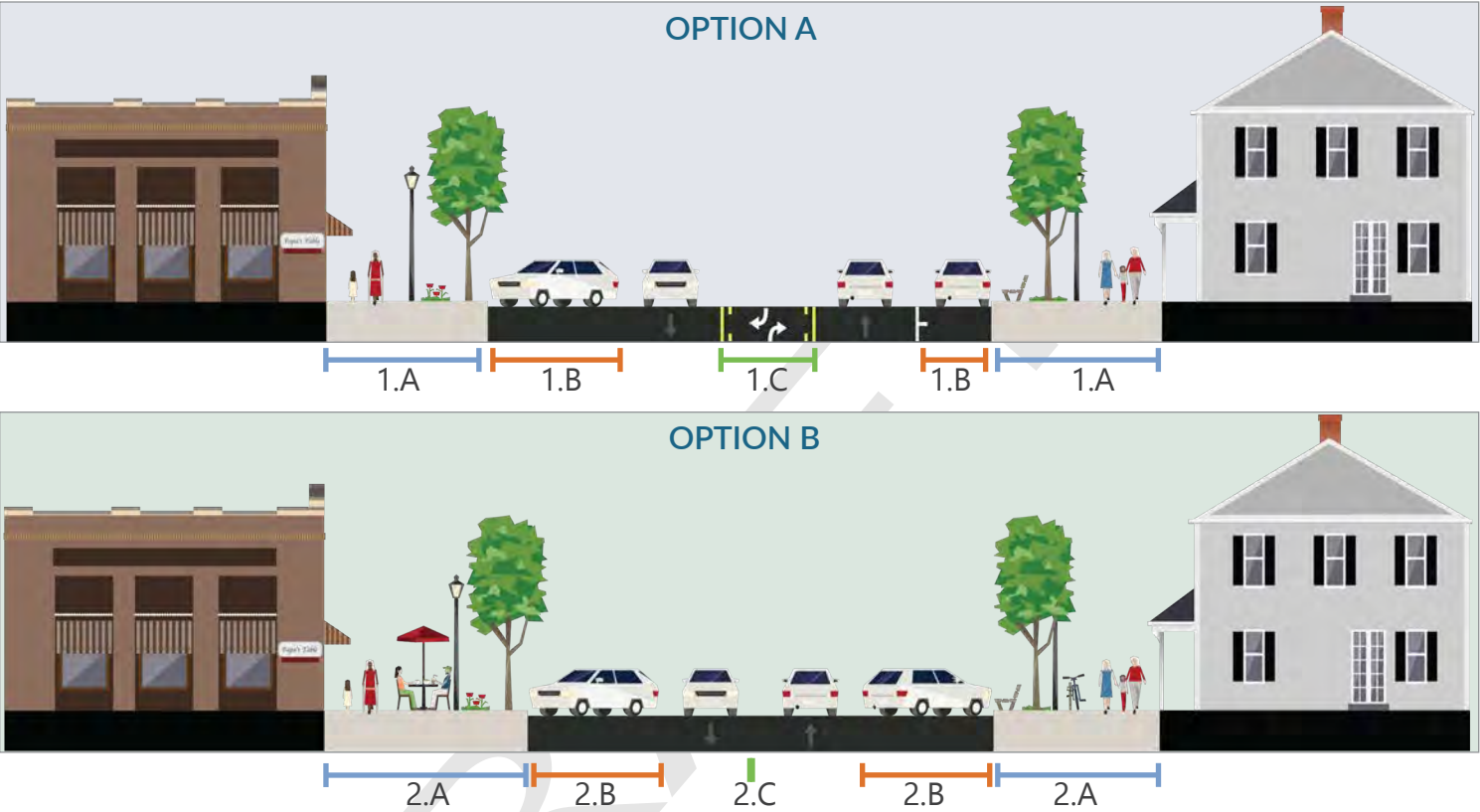
The width of Cleveland Ave. varies considerably throughout Downtown so changes to other blocks would look slightly different. Further evaluation of these options should be part of a future Downtown

KEY CORRIDORS RECOMMENDATIONS MAP



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

DOWNTOWN CORRIDOR (BLOCK BETWEEN 3RD AND 4TH ST) RECONFIGURATION OPTIONS



(Source: Felsburg Holt & Ullevig, 2020)

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.



SUSTAINABLE & RESILIENT PUBLIC SERVICES

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

Sustainable & Resilient Public Services Transportation (T) Goals & Strategies

T GOAL 1 | CREATE AN EFFICIENT AND SAFE TRANSPORTATION SYSTEM FOR ALL MODES OF TRANSPORTATION WITHIN AND BEYOND TOWN BOUNDARIES.

- T 1.1.** Finalize a Transportation Master Plan that appropriately classifies streets and develops standards for development.
- T 1.2.** [Work with the community to](#) develop an ADA Transition Plan which outlines how the Town will remove barriers in its transportation system that limit accessibility for people with disabilities.
- T 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.
- T 1.4.** [Add crossing gates to railroad crossings at G.W. Bush Ave. and Washington Ave.](#)
- T 1.5.** [Assess feasibility of grade separation at rail crossings to mitigate congestion.](#)
- T 1.6.** Work with Larimer County to establish urban street standards for transition areas between Town and County jurisdictions.
- T 1.7.** [Identify and address paving needs for roads east of I-25.](#)
- T 1.8.** Adopt a Complete Streets Policy that identifies design standards that support the safety of all transportation modes on roadways.
- T 1.9.** Prioritize the construction of high priority trails and sidewalks and work toward eliminating trail gaps and finding solutions to improve connectivity regardless of built and natural barriers, like the highway and floodplains.
- T 1.10.** Require new developments and develop guidelines for retrofits to provide in-road shoulders at key locations that support Emergency Services.
- T 1.11.** Assess needs, locations, and incentives [for privately run](#) electric vehicle (EV) charging stations. Alongside this effort, leverage the I-25 designation as an Alternative Fuels Corridor to plan for the provision of EV infrastructure.
- T 1.12.** ~~Update development impact fees to fund active transportation network enhancements to provide for an increased opportunity to use active transportation.~~ **[Covered in prev. section, Strategy 2.6]**
- T 1.13.** Increase and improve trail connectivity and establish routes for travelling to everyday destinations.
- T 1.14.** Identify strategies and funding mechanisms for development of a second I-25 interchange for improved access to the Town and include design considerations for motorized and non-motorized crossings.
- T 1.15.** Identify strategies for improved traffic flow and safety along SH-1/CR 9 from CR 64 to CR 58.
- T 1.16.** Pursue federal, state, and regional grant funding opportunities as well as public-private partnerships to implement priority transportation improvements.
- T 1.17.** Work with CDOT to investigate taking on additional control of SH-1 to allow the Town more autonomy.

T GOAL 2 | IMPROVE SAFETY AND CONNECTIVITY OF TRAILS AND SIDEWALKS TO PROVIDE ACTIVE TRANSPORTATION TO EVERYDAY DESTINATIONS, LIKE SCHOOLS, PARKS, DOWNTOWN, AND PLACES FOR WORK, WORSHIP, AND SHOPPING.

- T 2.1. Consider developing corridor plans that identify and design bicycle and pedestrian enhancements to create greater and more direct connectivity to everyday destinations.
- T 2.2. Identify partnerships and resources for developing a Safe Routes to School program.
- T 2.3. As part of a Downtown Master Plan, further evaluate cross-section improvement options for Cleveland Ave. through Downtown.
- T 2.4. Improve and extend the Downtown streetscape and pedestrian amenities along Cleveland, Harrison, and McKinley Avenues, ensuring provision of ample sidewalks, seating, and landscapes, safe crosswalks, lighting, bicycle parking and amenities, and off-street vehicle parking, among other important features.
- T 2.5. Identify and prioritize trail connectivity from surrounding neighborhoods to Downtown by considering off-street and on-street options for bicycle and pedestrian improvements (consider 3rd Street as a potential option).
- T 2.6. Identify and evaluate enhancing ADA compliance needs for ramps, crossings, and sidewalks across Town.
- T 2.7. Identify criteria to prioritize implementing ADA compliance and enhancements for key areas like Downtown, near schools, parks and recreation, health care, and grocers.
- T 2.8. Assess feasibility of implementing a sidewalk/streets fund ~~specific to Downtown~~ that would prioritize and implement transportation infrastructure improvements, especially for active transportation (e.g., sidewalks, ramps).
- T 2.9. Identify criteria for on-street bicycle infrastructure based on roadway classification and, based on these criteria, implement an on-street bicycle network that provides greater access to everyday destinations.

T GOAL 3 | IMPROVE REGIONAL MULTI-MODAL TRANSPORTATION CONNECTIONS.

- T 3.1. Improve and connect multi-modal transportation networks, including trails and on-street bikeways to nearby recreational areas and to regional destinations.
- T 3.2. Identify more regional active transportation connections and partner effectively to implement plans.
- T 3.3. Continue to support privately funded transportation services for seniors and low-income residents and help identify increased transit options and locations for pick up and drop off.
- T 3.4. Collaborate with regional agencies and adjacent communities to assess the feasibility of Wellington joining the North Front Range Metropolitan Planning Organization and/or existing regional transportation services (e.g., Transfort).
- T 3.5. Develop amenities for regional transit systems, including transfer centers, parking areas, and first/last mile options like shared micro-mobility (i.e., bikes, scooters).



Photo Credit: Logan Simpson, 2020.



FUTURE LAND USE

FUTURE LAND USE

OVERVIEW

This chapter identifies the major factors which have been considered in the development of the Future Land Use (FLU) categories and map.

Growth Management Area

The Growth Management Area (GMA) delineates the ultimate extent of Wellington's urban development and includes land within the Town boundary and adjacent unincorporated Larimer County, where an urban-level of public facilities and services can be provided for today's residents and those in the future. Properties within the GMA will be annexed at such time as they abut the Town boundary and are either the result of a petition from a property owner requesting annexation or when a property is completely encircled by land within the Town's jurisdiction.

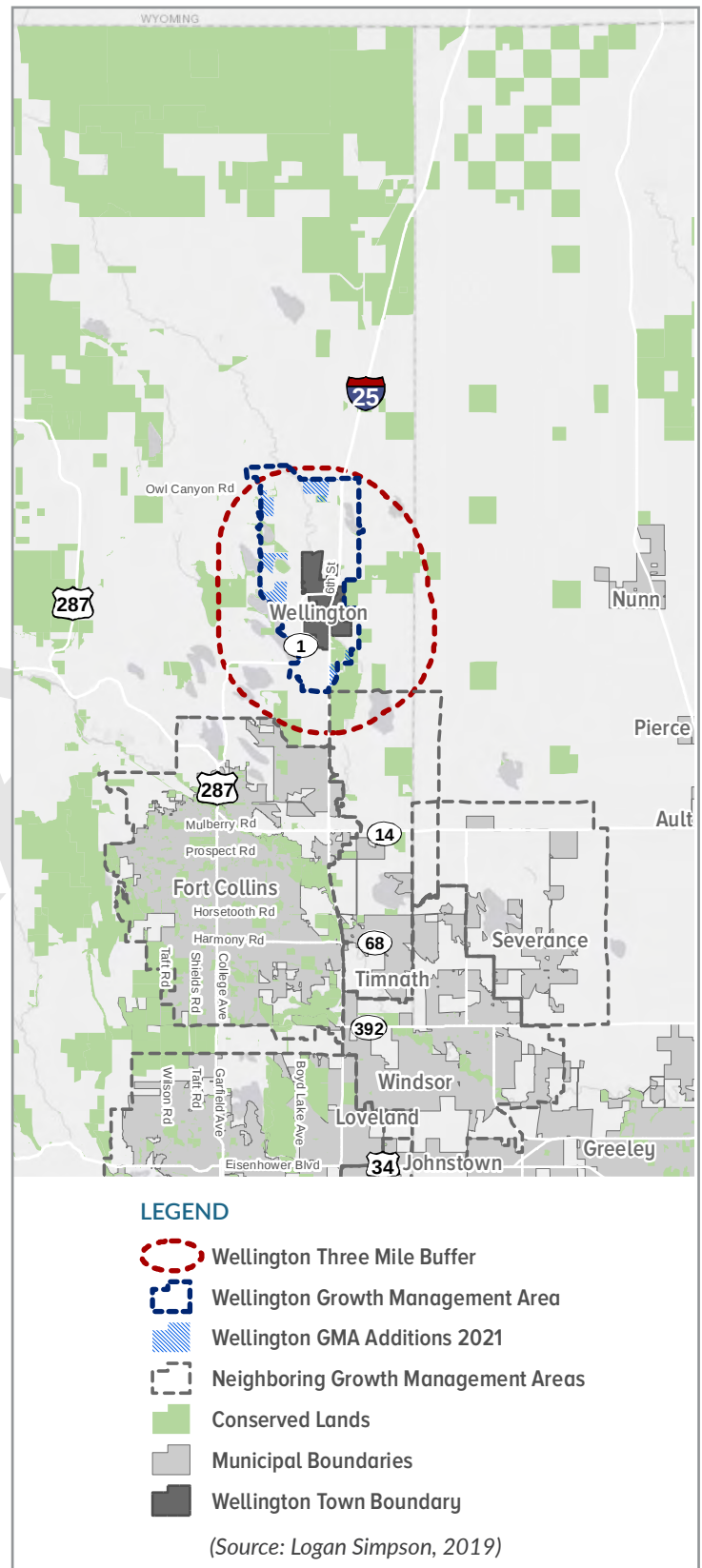
As shown on the Context Map, Wellington's Comprehensive Plan Update extended the GMA (blue hatch lines) mostly to 'square off' agricultural areas along the west and north edge of the Town. Two other small sections were added southeast of the I-25, by Weber Farms and the CSU's Agricultural Research, Development and Education Center. This revision expanded the overall GMA from 12,840 to 14527.3 acres.

The Growth Management Area boundary is paired with actions that discourage leapfrog development (when developers skip over land to obtain cheaper land further away from town, leaving areas empty between the town and new development). An intergovernmental agreement between the Town of Wellington and Larimer County will have to be developed for the purposes of implementing the Comprehensive Plan, establishing effective means of joint planning and management of urban development.

The Sustainable and Resilient Public Services (Facilities & Programs) section includes strategy 1.11. to " Formalize Intergovernmental Agreements with Larimer County and others to enhance and streamline joint land use planning, utilities delivery, revenue sharing, and growth boundaries among other considerations."

ALL NEW

CONTEXT MAP



Three-Mile Community Influence Area

The 3-Mile Community Influence Area, responds to a state requirement whereby municipalities must describe where and how they may annex land within three miles of its town boundaries.

The Context Map (previous page) shows Wellington's 3-mile area and GMA in relation to surrounding communities. Wellington's potential annexations are anticipated to occur between Town boundaries and the GMA, and fall short of the 3-mile boundary. The 3-mile area is delineated to facilitate Wellington's involvement in land use and transportation planning discussions within this area.

This Comprehensive Plan shall satisfy State requirements for the "Three Mile Plan" and the "3-Mile Community Influence " boundaries.

A NOTE ABOUT ANNEXATIONS

The Town may annex land one of two ways: By receiving a petition from a consenting property owner with land contiguous with the Town boundary, or when a property has been completely encircled by land located in the Town's jurisdiction (referred to as an "enclave") for a period of no less than three years.

ALL NEW

Purposefully Planning for Growth

Using DOLA's population estimates from 2010-2019 that revealed a population growth rate of 6.85%, it can be projected that the Wellington population could reach about 21,000 by 2030, and 41,000 by 2040. While there are variables effecting future growth (below), this projection helps the Town of Wellington plan for potential future growth, ensuring it can provide the needed land uses, sustain adequate levels of service, and generate sufficient revenues.

Variables Effecting Future Growth

- The ability of the Town of Wellington and other servicing districts to provide adequate infrastructure, particularly sewer and water.
- The costs of servicing new development.
- The price of comparable housing and the range of housing choices in neighboring communities.

In planning for future growth, the Town not only considers these variables but also the Community Vision and Pillars identified in this Comprehensive Plan. The Town's intention is to guide 'purposeful growth' —that is: thoughtful and well-planned increases in density that honor and protect our town character and values, and contribute to resilient and sustainable public services. Purposeful growth ensures that our Town's footprint is small and contained, preserves valuable surrounding farmland and open space, advances a thriving economy that makes us self-sufficient, and promotes efficiencies in infrastructure provision and maintenance.

Coordination with the Municipal Water Efficiency Plan

Wellington is highly committed to optimizing its water supplies and system through practical water conservation efforts. Any developments occurring in the Town will be carefully coordinated with the Public Works department to ensure they are in line with the Municipal Water Efficiency Plan [\[more to add?\]](#)

Future Land Use Map & Categories Development Overview

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

The location and characteristics of land uses reflect the community's desire for balancing residential with commercial uses, for being self-sufficient, and for preserving the Town's character. That is, For Wellington, this means a Town shaped by local businesses, supportive infrastructure, a reasonable cost of living, family-friendly amenities, basic services providers, a vibrant Downtown, outdoor recreation opportunities, and retention of its agricultural heritage.

In addition to community desires, the development of this map the FLUM considered constraints such as existing development, water and sewer service capacity, hydrology and floodplains, and conservation easements.

Key to the determination of the future land use pattern is the 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 allowances for:

- new infill development;
- increased Downtown vibrancy;
- additional commercial and industrial uses along the I-25 corridor;
- commercial and mixed-use growth along SH-1; and
- a balance of growth and amenities both east and west of I-25.

development and infill to increase the vibrancy of Downtown; additional commercial and industrial along I-25; commercial and mixed uses that support 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 high-priority infrastructure investments, such as sidewalks, landscaping, shading, stormwater management, pedestrian safety, lighting, parking, and motorized and non-motorized transportation options, among others.

Gateway entrances (⊕) should be constructed to welcome residents and visitors and to slow traffic well outside Town limits. These gateways should be landscaped and designed to create a cohesive and attractive entrances to the Town, and a unique and celebratory entrance to Downtown.

Low-and medium-density housing (no taller than 3 stories) is predominantly found in residential neighborhoods. 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. As ownership of existing residential properties in these centers changes, they may transition to commercial or mixed use.

The future land use categories are described on the following pages. Each land use category outlines:

- desired intent and character;
- potential uses;
- suggested intensities (floor area ratios (FAR) indicate the gross floor area divided by the lot area);
- suggested net densities (the number of units (expressed in dwelling units DU/ acre) after required infrastructure and critical areas are deducted from the gross area);
- existing zoning categories;
- community voices; and
- photos representing suggested density range, key uses, and amenities. of desired building types and character.

While not regulatory, the Future Land Use Plan forms the basis for considering rezoning or annexation applications, future zoning and for updating the 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.

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

Future Land Use Categories

- Parks and Open Space
- Agriculture
- Low Density Residential
- Medium Density Residential
- Downtown Neighborhoods
- Downtown Core
- Commercial
- Mixed Use
- Industrial/Light Industrial
- Civic

Conserved Lands

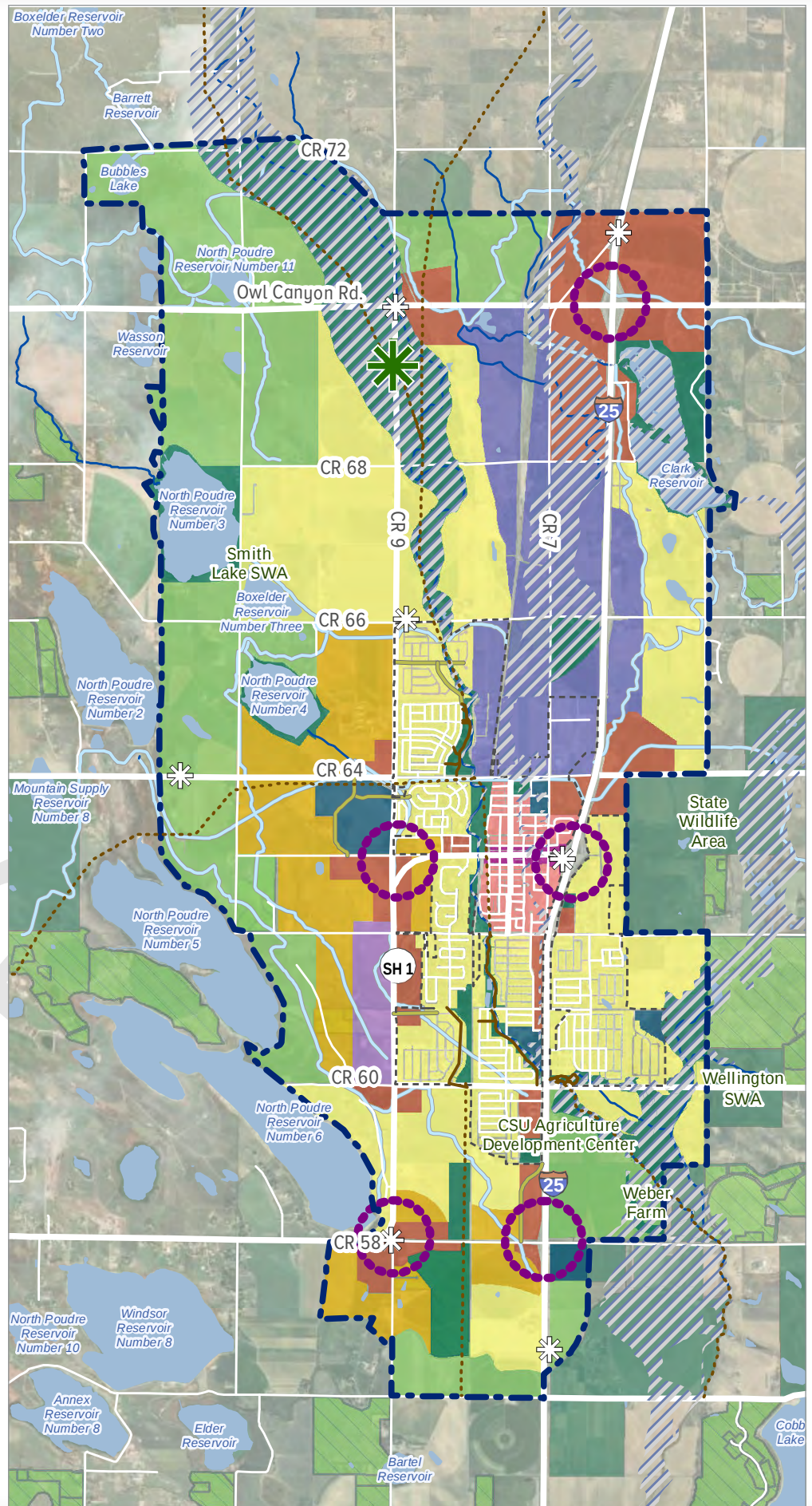
- Private Conservation
- State Owned Conservation

6/4/2021

0 0.5 1 Miles



(Source: Logan Simpson, 2021)



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 ~~that typically include~~ **include** typically linear pathways and connections between neighborhoods ~~and to~~ open space areas.

✱ This symbol identifies a general vicinity for a proposed regional park.

Areas of open space, on the other hand, provide passive recreation opportunities on undeveloped, non-irrigated lands that support the preservation of sensitive areas and large- and small-scale agricultural operations. Open spaces should be used to enhance connections for regional recreation and wildlife movement.

Potential Uses: outdoor recreation, natural open space, trails, pocket parks, playgrounds, sports fields, picnicking areas, community gardens, and water access.

Suggested Net Density Range: N/A

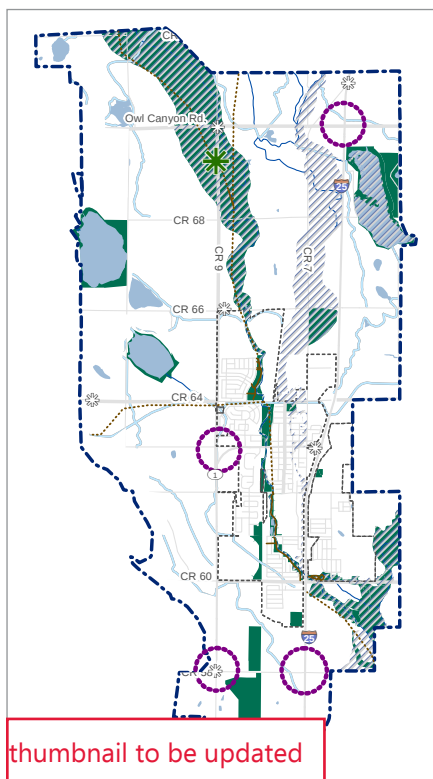
Suggested Intensity Range: N/A

Existing Zoning: P, A

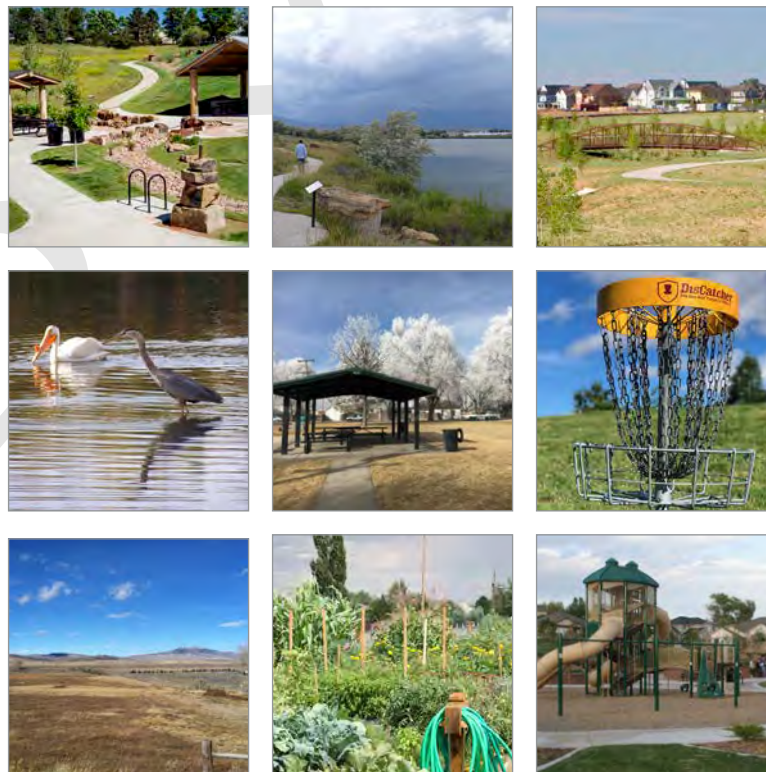
COMMUNITY VOICES:

"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."

LOCATION FOR THIS LAND USE



REPRESENTATION OF SUGGESTED DENSITY, USES, AND AMENITIES.



AGRICULTURE

Potential Uses: pastures, farms, ranches, and rural residential envisioned as large lots that preserve views, natural features, and agricultural character.

Special uses may be allowed for agritourism purposes (lodging, demonstrations, workshops, fairs, etc.) by review.

Suggested Net Density Range: Max. 4 Up to 6 DU/Acre

Suggested Intensity Range: Maximum 2.0 FAR

Existing Zoning: A, R-1

COMMUNITY VOICES:

"Positioning ourselves as a big, small town surrounded by rural agriculture."

"We need to preserve the farms..."

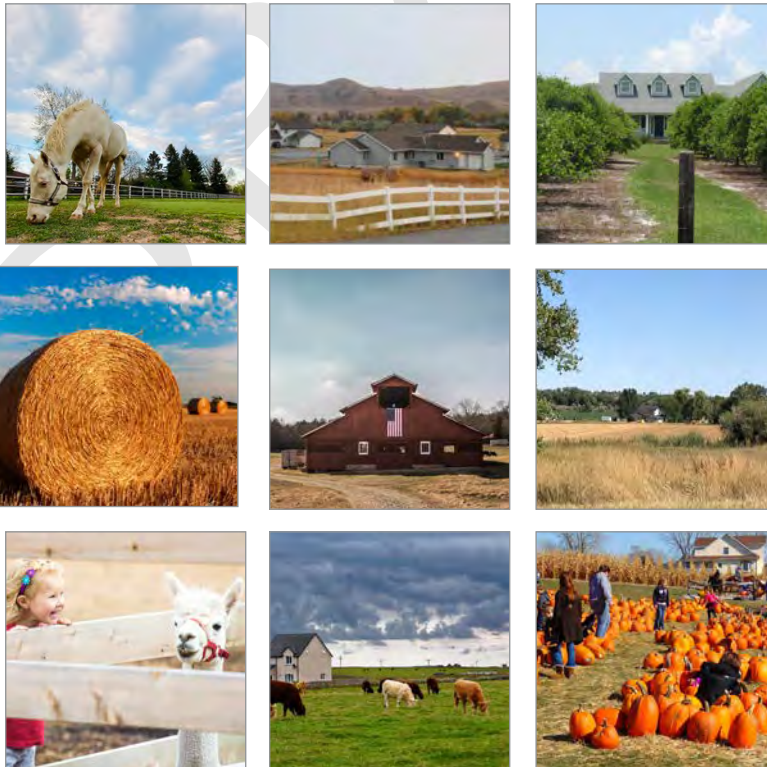
Desired Intent & Character

These areas are intended to preserve Wellington's agricultural heritage and small town character valued by so many in the community. The

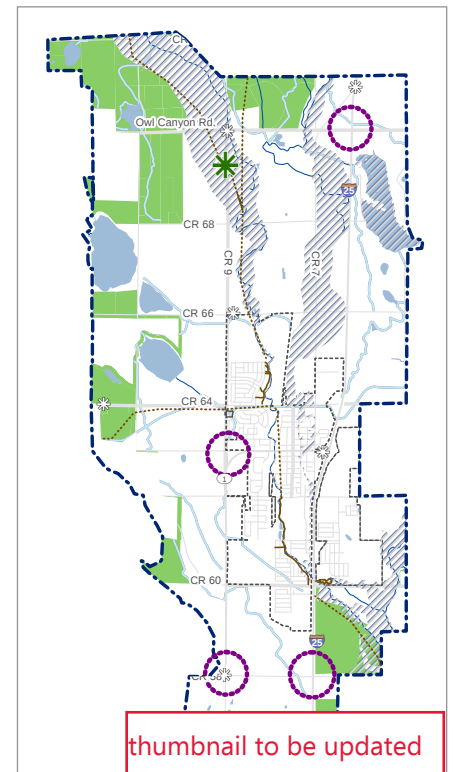
Agriculture use designation applies to areas identified as desirable to continue to support function as working agriculture (i.e., arable farming, pastures, agritourism, etc.).

As development pressures continue to grow, it is important to address opportunities for conservation and protection of these lands as natural habitat and to provide a clear separation between the more urbanized parts of the community and unincorporated county areas or neighboring towns. for environmental benefits (many species depend on this habitat) and to provide an obvious boundary between Town and unincorporated county land or neighboring towns.

REPRESENTATION OF SUGGESTED DENSITY, USES, AND AMENITIES.



LOCATION FOR THIS LAND USE



LOW DENSITY RESIDENTIAL

Desired Intent & Character

Neighborhoods composed predominantly of detached and attached single family homes that are 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 given the dispersion of housing 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. A supporting use to the principal residence 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 Net Density Range: 2- Up to 6 DU/Acre

Suggested Intensity Range: N/A

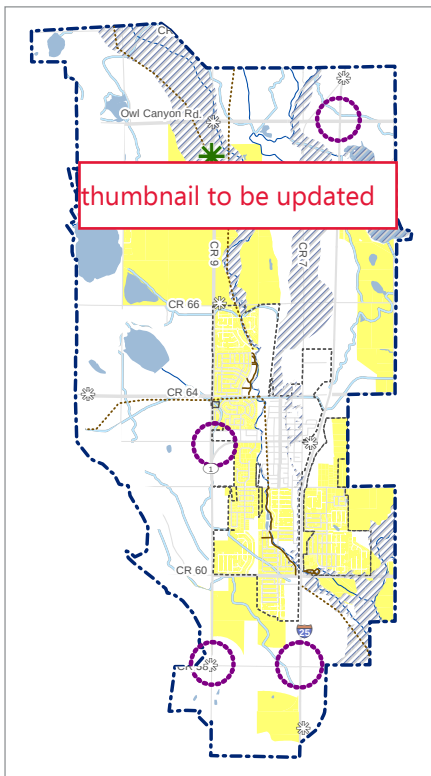
Existing Zoning: R-1, R-2, P

COMMUNITY VOICES:

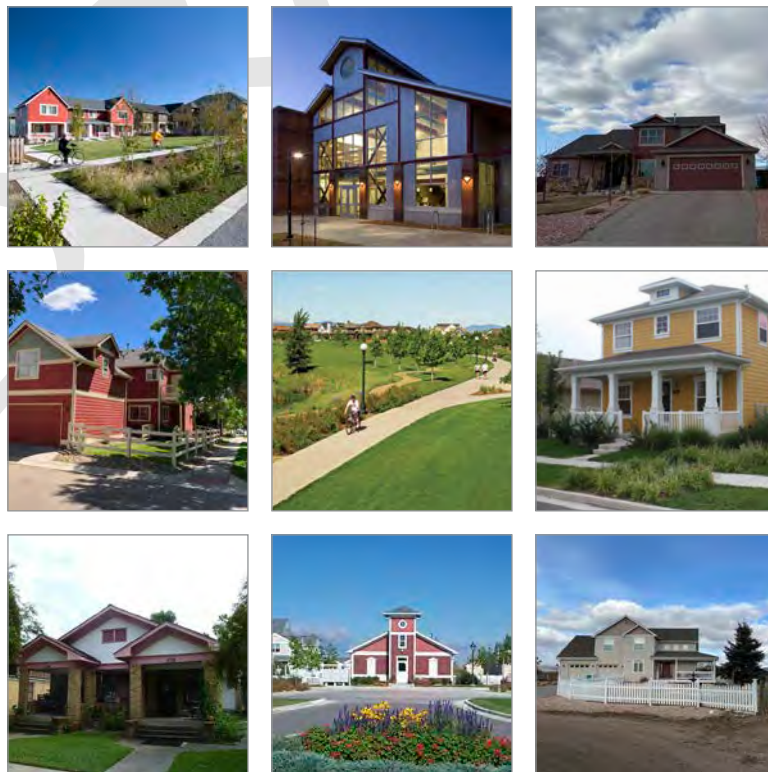
"Continue to provide good quality housing."

"Enhance trail connections throughout town."

LOCATION FOR THIS LAND USE



REPRESENTATION OF SUGGESTED DENSITY, USES, AND AMENITIES.



MEDIUM DENSITY RESIDENTIAL

Potential Uses: Primarily single-family and a variety of attached homes (e.g., townhomes, duplexes, fourplexes, cottage courts, and apartments, among others) **no taller than 3 stories. A supporting use to the principal residence** Complementary use 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 Net Density Range: 6-12 DU/Acre

Suggested Intensity Range: N/A

Existing Zoning: R-2, R-4, C-1, C-2, P

Desired Intent & Character

Single- and multi-family neighborhoods with options for home businesses, and for local corner stores and clustered commercial areas around prominent intersections. These **thoughtful and well-planned** higher density residential areas also provide access to public facilities and amenities (e.g., parks, open spaces, trails, recreation, etc.).

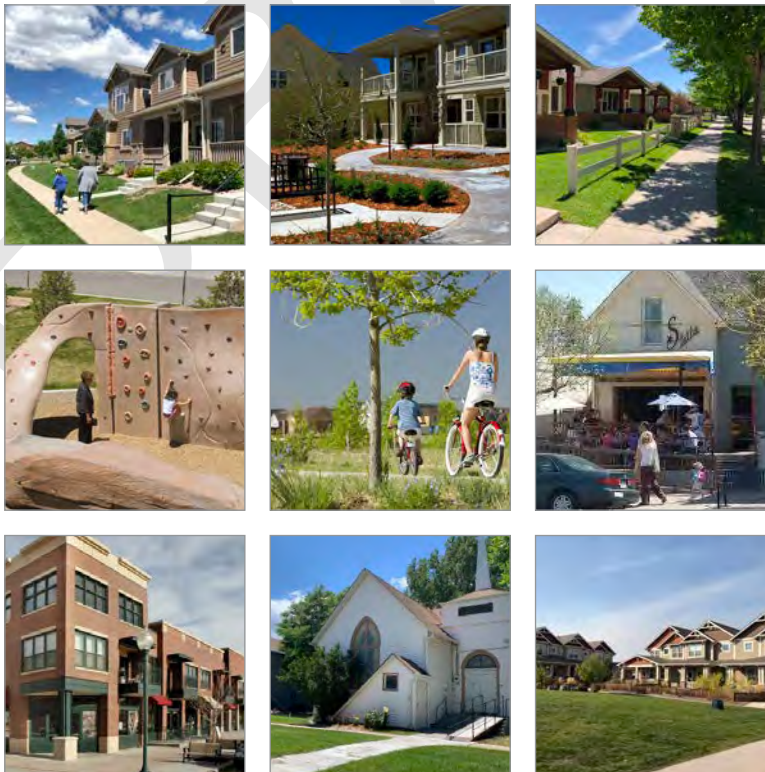
New neighborhoods, or upgrades to existing neighborhoods, would provide a walkable environment supported by motorized and non-motorized transportation options, neighborhood retail, parks, and public gathering spaces, ideal for people in all stages of life.

COMMUNITY VOICES:

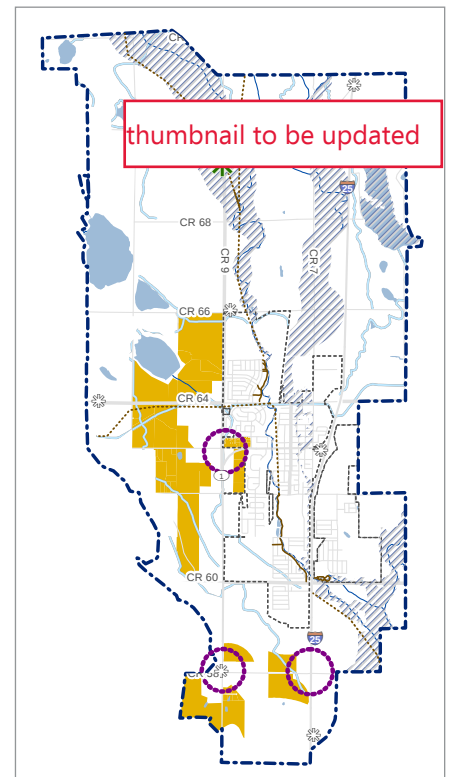
"Bring more diversity of homes (i.e., multi-family, age-in-place) to subdivisions."

"Provide more housing rental opportunities"

REPRESENTATION OF SUGGESTED DENSITY, USES, AND AMENITIES.



LOCATION FOR THIS LAND USE



COMMERCIAL

Desired Intent & Character

Located in **concentrated areas 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 footprints may be free-standing or mid-rise **and may be located within** a unified campus-like setting integrated with sidewalks, landscaped features, and public spaces and **that promote** providing access to motorized and non-motorized transportation options.

Potential Uses: Various retail and services **ranging** from shopping areas, to gyms, hospitality, lodging, entertainment, medical, and social services.

In activity centers developed as mixed use (see description on the next page), medium density residential is allowed.

Suggested Net Density Range: N/A

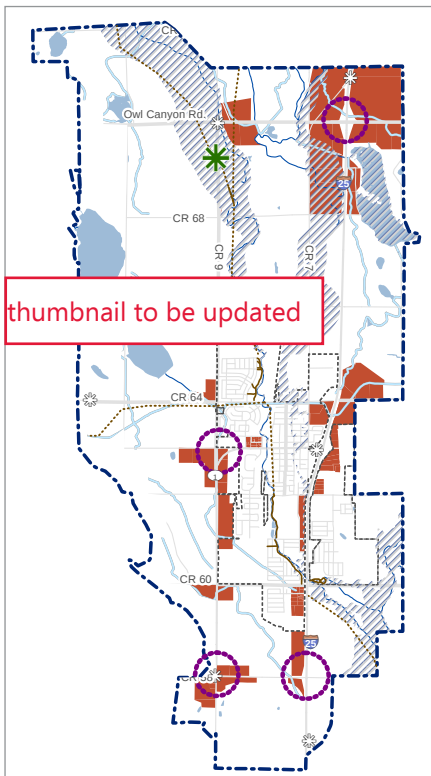
Suggested Intensity Range: 0.1 – 1.0 FAR

Existing Zoning: C-1, C-2, C3, R-4

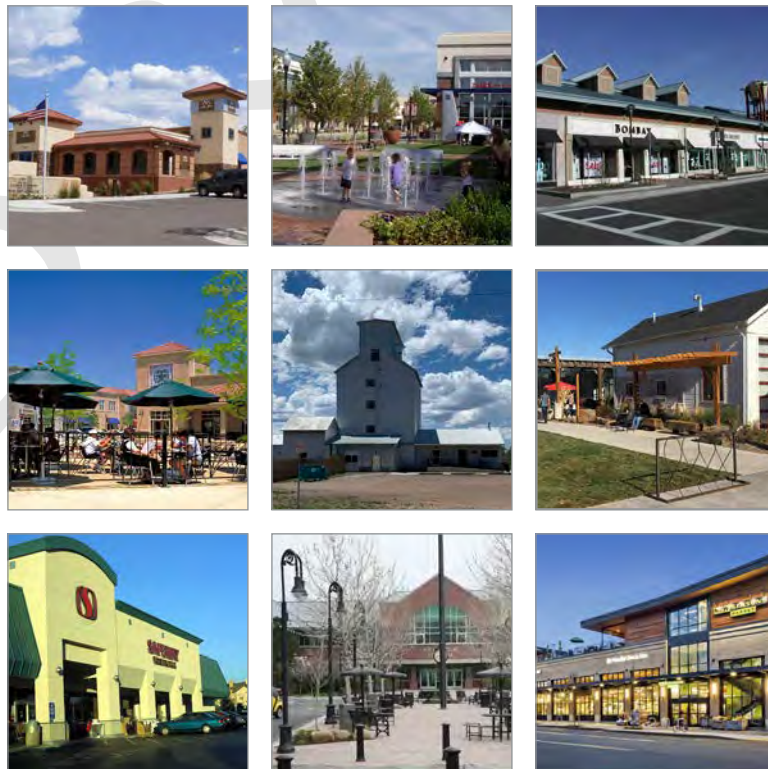
COMMUNITY VOICES:

"Balance residential and commercial development".

LOCATION FOR THIS LAND USE



REPRESENTATION OF SUGGESTED DENSITY, USES, AND AMENITIES.



MIXED USE

Desired Intent & Character

The intent is for these uses of mixed-use areas is to cluster residential and non-residential uses in a compact, walkable setting. 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 uses that are highly connected to ease of movement through both motorized and non-motorized transportation options offering convenient access for locals and visitors alike.

 **Activity Centers:** This symbol identifies areas designated as key centers to support strategic local and regional transportation networks, employment, recreation, and services. Activity centers should be built as mixed-use areas and leverage local and surrounding assets such as the Downtown, the new high school, the I-25 and CR 58 interchanges, and the future Glade Reservoir and Montava developments. As ownership of existing residential properties in these centers changes, they may transition to commercial or mixed use.

Potential Uses: Primarily restaurants, offices, live-work units, mid-rise apartments, condominiums, urban lodging, civic uses, public facilities, and cultural activities.

Suggested Net Density Range: 10 6-12 DU/Acre

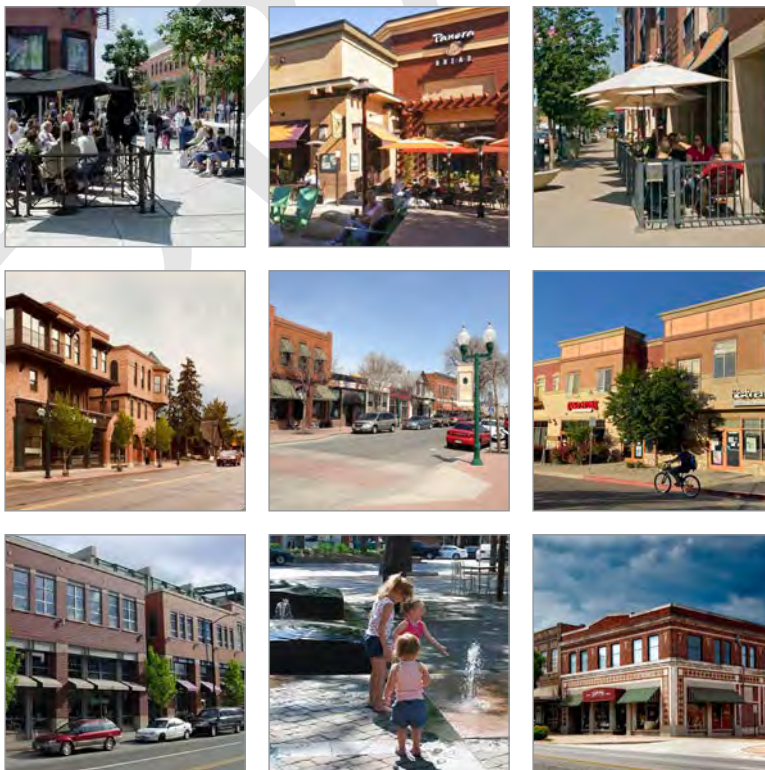
Suggested Intensity Range: 0.1 – 1.0 FAR

Existing Zoning: C-1, C-2, C3, R-4

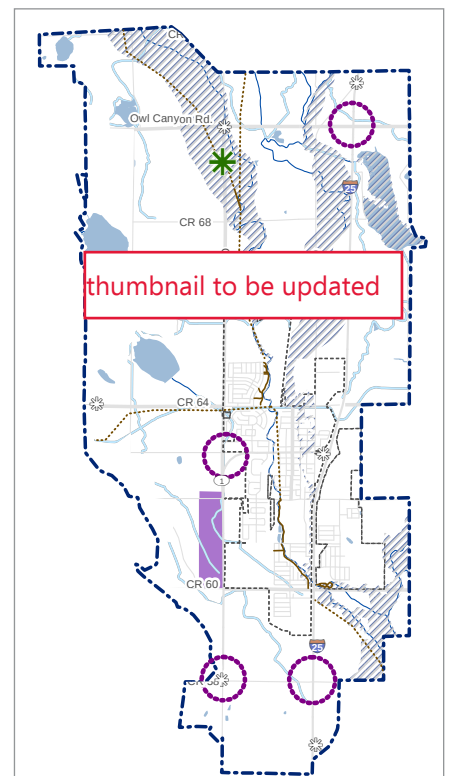
COMMUNITY VOICES:

"Give residents an opportunity to do their shopping and keep taxes in town."

REPRESENTATION OF SUGGESTED DENSITY, USES, AND AMENITIES.



LOCATION FOR THIS LAND USE



DOWNTOWN NEIGHBORHOODS

Desired Intent & Character

This category includes neighborhoods adjacent to the Downtown Core and **that are intended to support** allows for a **variety** diversity of housing types **that complement the area's character**. Future land use changes (at the request of landowners) are anticipated to be more focused on streets closest to the Downtown Core or high traffic areas (e.g., CR 9 and 6th St.) and less on interior streets.

This area is intended to be supported by a traditional, highly connected gridded street system with detached sidewalks, and **that** incorporate pocket parks and public gathering spaces. Small-scale service establishments, including small offices and restaurants, home-based businesses, and civic and community uses can be integrated within neighborhoods to add vibrancy to the overall Downtown area.

Potential Uses: Primarily detached and attached single-family homes, backyard cottages, cottage courts, duplexes to fourplexes, and townhouses, **no taller than 3 stories**.

Secondary uses may include small-format office and home-based business, neighborhood restaurant, live-work units, civic and community uses, places of worship, and neighborhood and community parks.

Suggested Net Density Range: 8-12 DU/Acre

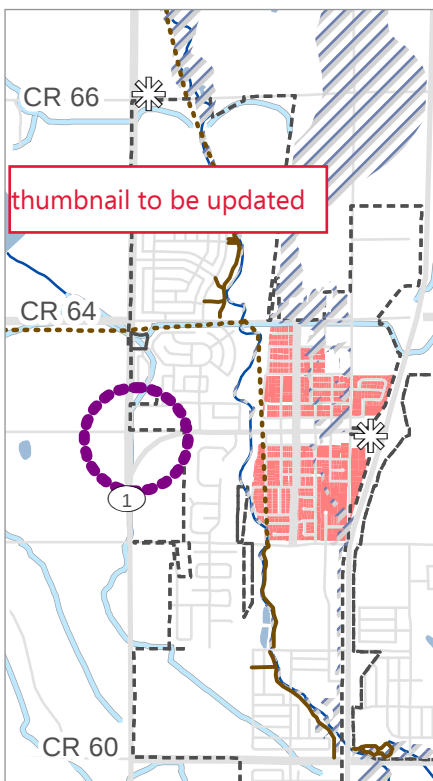
Suggested Intensity Range: 0.1 – 1.0 FAR

Existing Zoning: R-1, R-2, C-1, C-2, TR

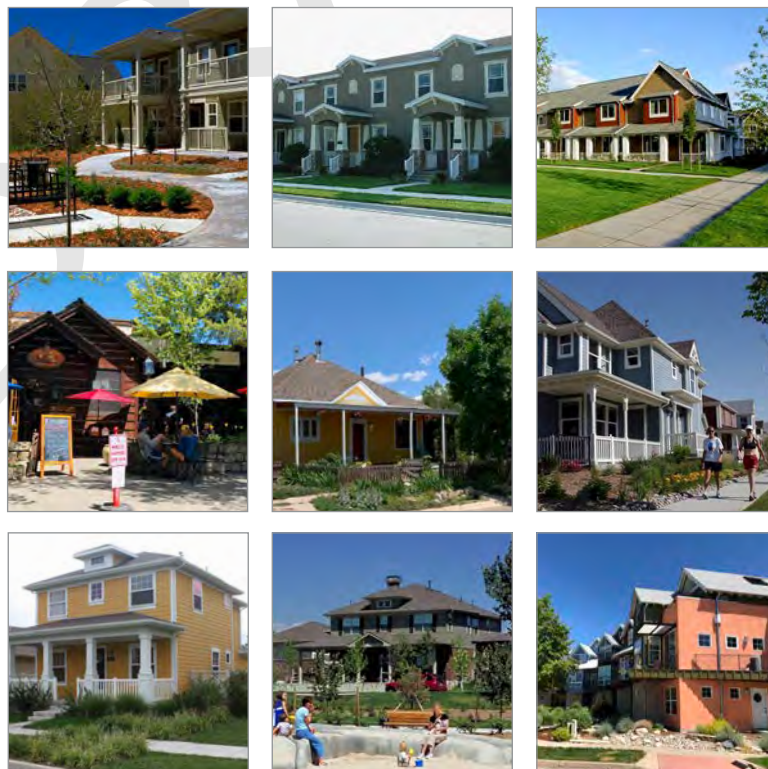
COMMUNITY VOICES:

"Balance Downtown uses to have tax-generating businesses without undermining social assets, i.e., parks, landmarks, churches, etc".

LOCATION FOR THIS LAND USE



REPRESENTATION OF SUGGESTED DENSITY, USES, AND AMENITIES.



DOWNTOWN CORE

Desired Intent & Character

As the Town's primary activity center, Downtown Wellington is intended to be highly connected to an efficient network of motorized and non-motorized connections. Its character is based on historic and civic buildings, ample and landscaped sidewalks, groomed and activated alleys, public art, and gathering spaces — all designed with a **pedestrian** 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,~~
~~As property owners choose to reinvest in the~~
~~Downtown, Main St. the uses should encourage~~
~~to fill in 'select' infill of vacant residential and~~
~~commercial areas and slightly increase the height~~
~~of existing buildings (3 stories) to support upper~~
~~level residential uses. Changes to Harrison Ave. and~~
~~McKinley Ave. should allow neighborhood-oriented~~
~~business uses that support and maintain the area's~~
~~character (i.e., that do not drastically alter the look of~~
~~existing buildings).~~

~~More Downtown dwellers will~~ These changes will result in more foot traffic for Downtown businesses, allowing them to stay open longer hours and, overall, contributing to a thriving and vibrant

Downtown economy.

Potential Uses: Primarily restaurants, specialty retail, offices, housing, urban lodging, and cultural activities, **no taller than 3 stories.**

Secondary uses may include limited multi-family residential that enhance safety, vibrancy, and retail activity.

Suggested Net Density Range: ~~Minimum 10~~ 8-12 DU/Acre

Suggested Intensity Range: 0.5 – 2.0 FAR

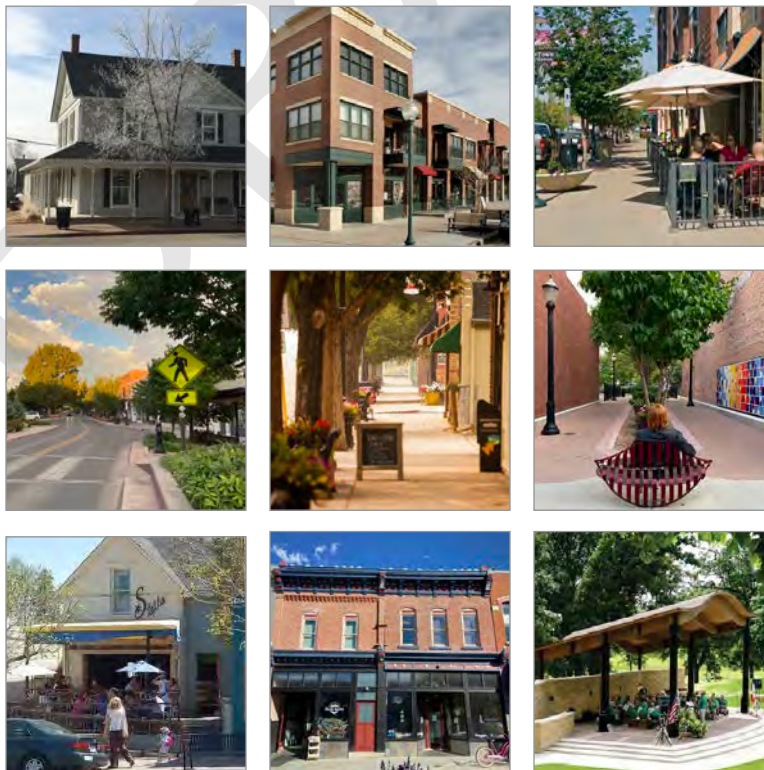
Existing Zoning: R-2, R-4, C-1, C-2, LI, TR

COMMUNITY VOICES:

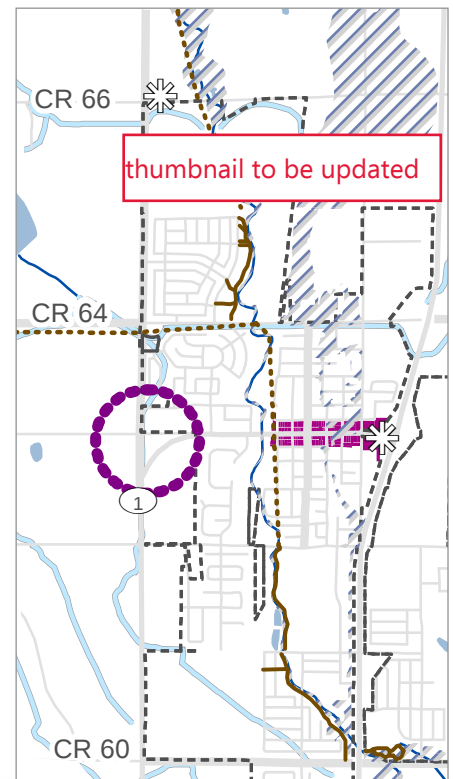
"Promote 2-3 story multi-use buildings in Downtown".

"Address walkability (sidewalks, crosswalks), parking, and streetlights".

REPRESENTATION OF SUGGESTED DENSITY, USES, AND AMENITIES.



LOCATION FOR THIS LAND USE



INDUSTRIAL/ LIGHT INDUSTRIAL

Desired Intent & Character

Industrial and light industrial areas are intended to provide a diversity of building types and sizes that support the for diverse businesses that 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 areas.

Potential Industrial Uses: Primarily large format buildings for manufacturing, assembly, warehousing, distribution, and processing. Complementary uses may include research and development.

Potential Light Industrial Uses: small-scale buildings for start-ups, small offices, and live-work flex spaces.

Suggested Net Density Range: N/A

Suggested Intensity Range: 0.1 – 1.0 FAR

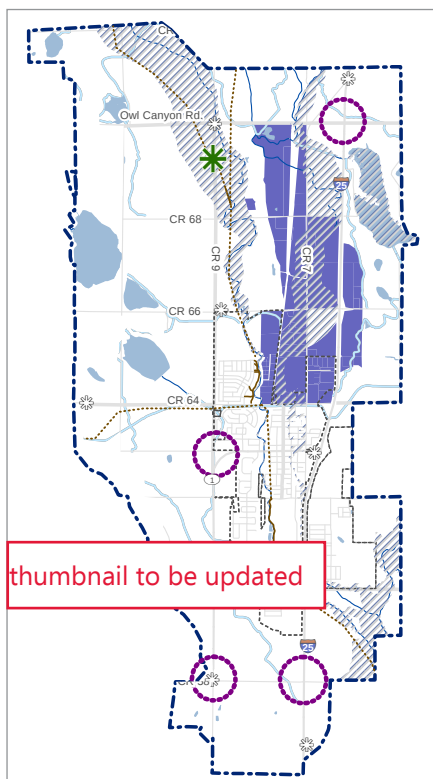
Existing Zoning: LI, I

COMMUNITY VOICES:

"We need a manufacturing base to generate tax."

"Locally owned [businesses] if possible."

LOCATION FOR THIS LAND USE



REPRESENTATION OF SUGGESTED DENSITY, USES, AND AMENITIES.



Potential Uses: Town buildings such as offices, the library, community center, and schools; government buildings such as post office and fire department; regional schools or research centers.

Suggested Net Density Range: N/A

Suggested Intensity Range: 0.25 – 2 FAR

Existing Zoning: P

Desired Intent & Character

These areas are intended to support the community with accessible walkways, public gathering spaces, and motorized and non-motorized transportation connections and parking that accommodate a large influx of car and pedestrian and traffic. Buildings may be small, mixed with other uses in Downtown, or large, providing joint facilities (library, recreation center, etc.) intermixed in residential or mixed-use areas.

Civic areas should consider building design, materials, and 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."

REPRESENTATION OF SUGGESTED DENSITY, USES, AND AMENITIES.



LOCATION FOR THIS LAND USE

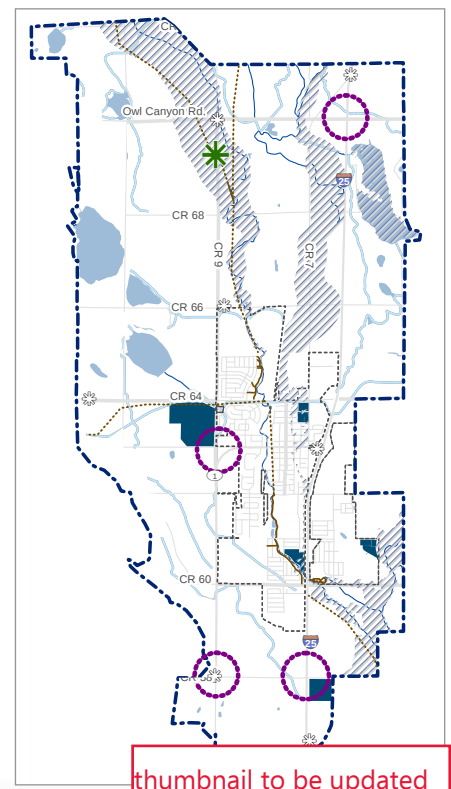




Photo Credit: Logan Simpson, 2019



IMPLEMENTATION

IMPLEMENTATION

Overview

This chapter identifies a series of specific steps to be taken by the Town and community partners to achieve the Plan's 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.

Implementation Strategies & Action Items

Building on the 2014 Comprehensive Plan, the following implementation strategies items were confirmed, refined, or expanded. Additionally, community input informed a series of opportunities that resulted in new strategies. The strategies & actions outlined in the implementation tables (over the next pages) support the Community Vision and Pillars and 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 strategy & action should be considered in conjunction with annual budgeting and capital planning.

Strategies are outlined by the following elements:

TYPE

- **Regulatory Reform:** some development regulations and standards will need to be updated to ensure consistency with the goals and strategies in this Plan.
- **Capital Projects:** these major infrastructure investments and funding partnerships are specifically relevant to the implementation of the Comprehensive Plan goals and strategies

but should be considered in conjunction with other capital improvements and related plans to determine priorities, project efficiencies, and timing of capital improvement expenditures.

- **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. These plans and studies may be done by Town Staff and/or consultants alongside an advisory committee made up of Wellington community members.
- **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 (i.e., partnerships) with local and regional organizations.

PRIORITY

This indicates the known level of priority at the moment of developing the Plan. This priority is expected to guide initial decision-making but will need to be updated as the Town leadership reassess priorities and funding opportunities year after year.

- **Low:** should be done if time permits but can be postponed.
- **Medium:** should be done as resources become available and after urgent needs are met.
- **High:** satisfies urgent needs and/or capitalizes on immediate resources (funding, partnerships, etc.) to be easily implemented.

IMPLEMENTATION TIMELINE

- **Short-term:** 0-5 years
- **Mid-term:** 5-10 years
- **Long-term:** 10-20 years or more

ANTICIPATED COST [Cody/Liz, please confirm if you want to show this or not on the public-facing doc]

- **\$:** 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. [Cody/Liz, we won't include this in the tables, but can provide a list of CO resources to your team.]

LEADERS & PARTNERS

To indicate the Town department or local or regional organization who may lead the effort or support it as a partner. Partners will be illustrated in brackets (). Potential leaders and partners may include:

- BNSF Railway
- Building & Planning
- Code Enforcement
- Colorado Department of Transportation (CDOT)
- Colorado Parks & Wildlife
- Communications Specialist
- Community Activities Commission (CAC)
- CSU's Agricultural Sciences Department
- Economic Development Director
- Larimer County
- North Front Range Metropolitan Planning Organization (NFRMPO)
- Parks & Recreation

- Parks Advisory Board (PAB)
- Planning Commission (PC)
- Poudre School District (PSD)
- Public Works
- Storm Water Authority
- Upper Front Range Transportation Planning Region (UFRTPR)
- Water & Sewer
- Wellington Housing Authority
- Wellington Main Streets Program

Prioritization Considerations

Ultimately, the Board of Trustees prioritizes the implementation of this Plan. Decisions are made based on a variety of changing conditions and priorities. Prioritization may change based on changing funding levels and/or sources (e.g., grant funding that must be used for a certain type of project); new opportunities for partnerships; and the emergence of new private development projects. The following criteria can help Board of Trustees in determining the priority of strategies to implement:

• **Health, Safety, Welfare, and Code**

Compliance: ~~strategy action~~ involves projects that improve public health, safety, welfare, or ensure code compliance.

- **Ease of Implementation:** ~~strategy 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:** ~~strategy action~~ provides benefit to a large number of people within the community, contributes to Community Vision and ~~Pillars goals~~ and to balancing needs across the community.

- **Partnerships for Funding:** ~~strategy action~~ leverages partnerships for funding (i.e., Regional Partners, federal or state grants, private sources, etc.).

- **Satisfies Urgent Need:** ~~strategy action~~ satisfies urgent needs within the community (i.e., transportation and safety improvements).
- **Completes Phasing of Current Projects:** ~~strategy 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 the land use codes, and infrastructure capacity. Additionally, the Town should work to integrate the Plan's ~~strategies 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 ~~strategies 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 ~~strategies action~~ 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~~ a separate working (Excel) file was created for Town Staff to ensure the systematic documentation of achievements, obstacles, and shortcomings and, most importantly, to correct the course of action, when needed.

Plan Updates

Though the goals and strategies ~~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.

Cody/Liz, I'm including the below note from Eric Sartor in case it helps your team in reviewing the implementation chapter. I'm hoping that the extended 'Plan at-a-Glance' addresses his concerns.

"I'm curious how Town staff will incorporate this version of the plan into the staff reports presented to the Planning Commission. Not every time, but most times, the Executive Summary section of the staff report includes a description on how any given agenda item relates back to the current Comprehensive Plan, which has a very brief, clearly defined set 5 key components. (I love this by the way.. everything reviewed in the Planning Commission SHOULD tie back to the Strategic Plan and the more ties, the better). While I do appreciate the Pillar structure of the new plan, I see a challenge in relating, hypothetically, a site plan review for a new business on 6th St back to the 'Vibrant & Historic Downtown' pillar that focuses entirely on Cleveland Ave. The vast majority of future town growth will happen off of Cleveland so this will not be just an occasional occurrence. I realize this will only ever impact the Planning Commission so again, just something to consider."

Implementation Tables

Over the next pages, color-coded tables illustrate the strategic actions and implementation elements categorized by the four community pillars.



COMMUNITY PRIDE PILLAR

WE TAKE PRIDE IN OUR COMMUNITY BY PROVIDING SAFE AND ATTRACTIVE NEIGHBORHOODS ORIENTED AROUND PARKS, TRAILS, AMENITIES, AND PUBLIC SPACES, AND BY OFFERING OPTIONS FOR OUR COMMUNITY TO SHOP, GATHER, AND CELEBRATE.

COMMUNITY PRIDE (CP) GOALS & STRATEGIES	TYPE	PRIORITY	TIMELINE	LEADER (PARTNER)	ANTICIPATED COST
CP GOAL 1. MAINTAIN AND ENHANCE THE COMMUNITY'S CHARACTER AND CULTURE.					
CP 1.1. Develop and upgrade gateways (per Future Land Use Map) and establish appropriate and recognizable signage to bring attention to the Town.	Capital Project	Low	Long term		
CP 1.2. Update code to allow for flexible spaces and convertible streets that support a wide range of uses including local festivals and events.	Regulatory Reform	Medium	Short term		
CP 1.3. Identify, define, and promote more land uses that create wildlife areas, public reservoirs, natural areas, and other passive recreational opportunities.	Regulatory Reform	Medium	Ongoing		
CP 1.4. Ensure design guidelines are in place to celebrate and preserve distinctiveness throughout Town, making each neighborhood unique.					
CP 1.5. Continue to ensure that design guidelines made by the Town are in accordance with fundamental private property rights.					
CP 1.6. Evaluate service capacity and needs for the library and senior center.					
CP 1.7. Collaborate with even more local businesses to support the Town's ADA guidelines to ensure spaces are accessible to people with disabilities.					
CP 1.8. Collaborate with event organizers to develop a community corps of volunteers that support Town events. Alongside this effort, develop a code of conduct for keeping Wellington Well -encouraging community members to take pride in taking care of public amenities.	Program	Medium	Ongoing		
CP GOAL 2. ENSURE THAT EXISTING AND FUTURE RESIDENTIAL DEVELOPMENTS CONTRIBUTE TO ENHANCING QUALITY OF LIFE.					
CP. 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.	Regulatory Reform	High	Short term		
CP. 2.2. Support the Wellington Housing Authority in their mission to provide affordable housing.	Program	High	Ongoing		

Tables were added to the Plan-at-a-Glance and Implementation Chapters for layout purposes only. To review/comment on goals and strategies, please see the 'where we're headed' section under each pillar as there you'll be able to see what changed.

Please confirm row headers so we can finish populating the tables in Excel.

COMMUNITY PRIDE GOALS & STRATEGIES	TYPE	PRIORITY	TIMELINE	LEADER (PARTNER)	ANTICIPATED COST
CP. 2.3. Identify incentives to encourage new housing developments and retrofits to include energy efficient and water wise materials and practices while ensuring homes are both affordable and cost comparable to similarly sized homes built to code.					
CP. 2.4. Update off-site improvement requirements to include buffer yards for bicyclist and pedestrian safety and comfort.					
CP. 2.5. Ensure adequate park, trail, and open spaces are added to land use mix as the population grows.					
CP. 2.6. Identify partners and resources to build a campaign to promote air quality in and around Wellington to ensure air quality is maintained as the Wellington and the North Front Range continue to grow.					
CP GOAL 3. ENHANCE, MAINTAIN, AND INCREASE RECREATIONAL SPACES AND NATURAL AMENITIES SO THEY CAN BE ENJOYED BY ALL AGES AND ABILITIES.					
CP. 3.1. Update the 2015 Parks and Trails Master Plan to develop a visionary network of accessible and connected amenities.					
CP. 3.2. Develop criteria to create and update the level of service standards for parks and open spaces to ensure public spaces are safe, illuminated, accessible, and clean.					
CP. 3.3. Identify locations for larger, regional parks.					
CP. 3.4. Collaborate with CSU's Agricultural Sciences Department and PAB to incorporate thematic opportunities for environmental and historical education in the design of recreational areas and trails (e.g., markers that identify species, farms, and the historical significance of land).					
CP. 3.5. Promote the involvement of community members (of different backgrounds, ages, and abilities) in designing outdoor public spaces that can be enjoyed by all.					
CP. 3.6. Assess the need for a recreational facility that can offer more opportunities for recreation.					
CP. 3.7. Collaborate with Colorado Parks & Wildlife to increase year-round access to nearby natural areas.					
CP. 3.8. Work with the community and the Park Advisory Board to identify a location for and build a new wheel park (for the use of skateboards, rollers blades, bicycles, wheelchairs, etc.).					
CP GOAL 4. ENSURE RESIDENTS AND VISITORS ARE AND FEEL SAFE.					
CP. 4.1. Provide responsive, local law enforcement at the level and in the areas necessary to ensure public safety.					

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

CP. 4.3. Identify and implement Crime Prevention through Environmental Design (CPTED) strategies in key Town areas.

COMMUNITY PRIDE GOALS & STRATEGIES	TYPE	PRIORITY	TIMELINE	LEADER (PARTNER)	ANTICIPATED COST
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CP. 4.4. Collaborate with the community to ensure the provision of community spaces to host after school programs and recreational opportunities for the youth.

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

CP. 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.

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

CP. 5.3. Establish relationships and collaborate with local agricultural producers, community partners and the business community in order to create new opportunities to connect local residents with local agricultural products (e.g., small scale farming operations, Community Supported Agriculture, and small vegetable stands) and to develop an Agricultural



VIBRANT & HISTORIC DOWNTOWN

WE PROMOTE DOWNTOWN'S VIBRANCY AND HISTORY BY PRESERVING ITS DISTINCTIVE CHARM, SUPPORTING ITS LOCAL FLAIR, AND ENHANCING ITS ATMOSPHERE AND AMENITIES FOR RESIDENTS AND VISITORS TO CREATE MEMORABLE EXPERIENCES IN THE HEART OF OUR TOWN.

VIBRANT & HISTORIC DOWNTOWN (DT) GOALS & STRATEGIES	TYPE	PRIORITY	TIMELINE	LEADER (PARTNER)	ANTICIPATED COST
DT GOAL 1. IMPROVE THE APPEARANCE AND VITALITY OF DOWNTOWN TO ACHIEVE AND SUPPORT AN ECONOMIC, SOCIAL, AND CULTURAL CENTER FOR THE TOWN.					
<i>DT. 1.1. Undertake and implement a Downtown Master Plan.</i>					
<i>DT. 1.2. Develop Downtown Design Guidelines to reflect current community values and needs (e.g., enhanced streetscape, connectivity, gathering places, and accessibility, among others); to promote the preservation, renovation, and adaptive reuse of historic structures; and to provide clear regulatory guidance for decision-making.</i>					
<i>DT. 1.3. Apply and/or support applications for appropriate grants/funding from the National Trust for Historic Preservation.</i>					
<i>DT. 1.4. Assess and implement programs and incentives to address preservation and rehabilitation of historic buildings and landmarks at time of development review.</i>					
<i>DT. 1.5. Plan for improvement and development of parks and greenspace to increase social gathering places.</i>					
<i>DT. 1.6. Explore the redevelopment of Centennial Park as a type of 'Civic Center Park,' giving the Town a central meeting place for community wide events and activities.</i>					
<i>DT. 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, food trucks, etc.).</i>					
<i>DT. 1.8. Enhance alleys (with art, seating, plantings, pathways, lights, paving, etc.) to contribute to improving community/social gathering spaces in Downtown. Alongside this effort, identify opportunities for the community to be a part of beautification efforts.</i>					
<i>DT. 1.9. Continue the support of a variety of public art within Downtown.</i>					
<i>DT. 1.10. Expand Downtown to include Harrison Ave. and McKinley Ave. as well as connecting side streets for buildings in this area to be allowed to convert to a low impact commercial use (e.g., lawyer's office, chiropractic clinic, etc.) without altering the look of the building.</i>					



VIBRANT & HISTORIC DOWNTOWN (DT) GOALS & STRATEGIES	TYPE	PRIORITY	TIMELINE	LEADER (PARTNER)	ANTICIPATED COST
DT. 1.11. Plan for development of further pedestrian and bicycle connections within and to Downtown.					
DT. 1.12. Ensure Downtown streetscapes support ADA requirements, offering safe and accessible options for non-motorized travellers.					
DT GOAL 2. ALIGN DOWNTOWN AND ECONOMIC DEVELOPMENT EFFORTS TO ENSURE A FERTILE BUSINESS ENVIRONMENT THAT SUPPORTS EXISTING AND NEW BUSINESSES.					
DT. 2.1. Identify funding resources and work with banks to provide low interest loans to assist property owners in updating buildings to meet current code standards.					
DT. 2.2. Identify vacant and underutilized properties and work with the owners to accomplish the Downtown vision and goals. Alongside this effort, assess incentives for infill and compact development in Downtown and surrounding neighborhoods.					
DT. 2.3. Update zoning and subdivision regulations to allow mixed-use building types in and adjacent to the Downtown Core, ensuring they honor and complement the historic character.					
DT. 2.4. Collaborate with economic development efforts to identify and actively pursue boutique lodging businesses for Downtown.					
DT. 2.5. Ensure utilities like high-speed internet, water/wastewater expansion, adequate electricity capacity, and other essential needs are available for businesses to establish and maintain operations in Downtown.					
DT. 2.6. Amend parking standards for Downtown to improve vitality and economic support of businesses.					
DT GOAL 3. MITIGATE FLOODPLAIN IMPACTS TO DOWNTOWN PROPERTIES AND AMENITIES.					
DT. 3.1. Ensure Downtown stormwater infrastructure improvements as well as development and redevelopment projects are consistent with the upcoming Stormwater Master Plan.					
DT. 3.2. Evaluate reconfiguring street and parking standards along SH 1 (Cleveland Ave.) to incorporate plantings and drainage improvements.					



THRIVING ECONOMY

OUR THRIVING BUSINESS ENVIRONMENT SUPPORTS EXISTING AND NEW ENTERPRISES THAT OFFER NEEDED SERVICES AND LOCAL EMPLOYMENT OPPORTUNITIES, CONTRIBUTING TO OUR COMMUNITY'S SELF-SUFFICIENCY AND QUALITY OF LIFE.

THRIVING ECONOMY (TE) GOALS & STRATEGIES	TYPE	PRIORITY	TIMELINE	LEADER (PARTNER)	ANTICIPATED COST
TE GOAL 1. DIVERSIFY THE TOWN'S ECONOMIC BASE.					
<i>TE. 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.</i>					
<i>TE. 1.2. Leverage activity centers (illustrated in the Future Land Use Map) to promote land uses that would capture traffic to and from nearby destinations to draw visitors to our local businesses.</i>					
<i>"TE. 1.3. Collaborate with Economic Development efforts to ensure land uses are available for:</i> <i>•Hosting regional sports competitions to build pride among local youth and attract sports tourism.</i> <i>•Businesses that can build on regional recreation such as year-round indoor entertainment, sporting goods store, and bicycle shops.</i> <i>•Businesses such as hotels and restaurants to locate along the I-25 Corridor and Owl Canyon Road.</i> <i>•A food commissary that supports food trucks and food startups."</i>					
<i>TE. 1.4. Leverage the BNSF railroad spur north of Town to attract key businesses to the area.</i>					
<i>TE. 1.5. Evaluate a lodging tax to support local tourism and recreation programs and facilities.</i>					
<i>TE. 1.6. Encourage appropriately integrated lodging options throughout Town, including bed and breakfasts, motels, hotels, and others.</i>					
TE GOAL 2. BALANCE COMMERCIAL, INDUSTRIAL, AND RESIDENTIAL LAND USES TO ENSURE A VARIETY OF CONVENIENT AMENITIES AND APPROPRIATE INFRASTRUCTURE.					
<i>TE. 2.1. Regularly assess the need to update development impact fees that align with community needs and regional best practices to enhance amenities and appropriately cover infrastructure costs.</i>					
<i>TE. 2.2. Ensure land use standards accommodate a variety of businesses so small local businesses, big box, and chain stores have available options.</i>					
<i>TE. 2.3. Promote architecture and design aesthetics that are consistent with the Town's rural and agricultural heritage.</i>					

THRIVING ECONOMY (TE) GOALS & STRATEGIES	TYPE	PRIORITY	TIMELINE	LEADER (PARTNER)	ANTICIPATED COST
TE. 2.4. Assess the opportunity of having a Rest Area/Travel Plaza designated for use during closure of I-25 to relieve the congestion of semi-trucks on community streets/parking areas during inclement weather.					
TE. 2.5. Ensure new industrial developments are consistent with the Infrastructure and Water Efficiency Plans.					
TE GOAL 3. PROMOTE AGRITOURISM AS A KEY SECTOR FOR WELLINGTON'S ECONOMY.					
TE. 3.1. Provide agritourism as an allowed use in appropriate zone districts.					
TE. 3.2. Highlight and align economic development programs and tools to include opportunities for local agricultural, tourism, and recreation industries. This effort should also include working with local groups to develop, establish, and maintain a repository of available resources for interested parties to engage in agritourism activities.					
TE. 3.3. Allow small-scale farming; create farmers market or work with County to expand farmers market to Wellington.					
TE. 3.4. Collaborate with existing regional efforts that support and encourage agritourism.					
TE GOAL 4. DEVELOP A SUPPORTIVE BUSINESS ENVIRONMENT THAT AIDS IN CREATING A THRIVING LOCAL ECONOMY.					
TE. 4.1. Balance residential with commercial land uses to promote local job opportunities and needed services for residents.					
TE. 4.2. Identify and address municipal and administrative barriers to business development.					
TE. 4.3. Communicate with existing businesses to understand needs and plans for expansion and retention within the community.					
TE. 4.4. Ensure appropriate land uses are available for the establishment of local organizations like non-profits, places of worship, and cultural facilities like museums, among others.					
TE. 4.5. Assess feasibility of financing and funding options such as tax increment financing, site acquisition and preparation, revolving loan funds, and tenant improvement assistance to incentivize businesses and job creation.					
TE. 4.6. Increase coordination for tourist-oriented development signage (blue signs on CDOT roads) that promote local businesses and reduce the need for very large signage.					



SUSTAINABLE & RESILIENT PUBLIC SERVICES

WE ENSURE OUR PUBLIC SERVICES ARE SUSTAINABLE AND RESILIENT BY PURPOSEFULLY GUIDING GROWTH WHILE IMPROVING AND MAINTAINING INFRASTRUCTURE AND SERVICES IN A PROACTIVE AND FISCALLY RESPONSIBLE MANNER.

Note:

This pillar includes two table sets: one related to facilities and programs (light blue) and another related to transportation (light grey).

SUSTAINABLE & RESILIENT PUBLIC SERVICES FACILITIES & PROGRAMS (F&P) GOALS & STRATEGIES

SUSTAINABLE & RESILIENT PUBLIC SERVICES TRANSPORTATION (T) GOALS & STRATEGIES

SUSTAINABLE & RESILIENT PUBLIC SERVICES FACILITIES & PROGRAMS (F&P) GOALS & STRATEGIES	TYPE	PRIORITY	TIMELINE	LEADER (PARTNER)	ANTICIPATED COST
F&P GOAL 1. ENSURE A MAINTAINED LEVEL OF SERVICE AND EFFICIENT EXTENSION OF SERVICES WITHIN THE GMA.					
<i>F&P. 1.1. In partnership with Public Works, collaborate on an infrastructure master plan and planning documents to proactively guide and evaluate Town growth and limitations.</i>					
<i>F&P. 1.2. Ensure the expansion and upgrades of utilities, infrastructure, and amenities are consistent with Town Plans (e.g., Water Efficiency, Stormwater Management, Emergency Preparedness, Infrastructure Plan, and this Comprehensive Plan) and that key projects are included in the five-year Capital Improvements Plan.</i>					
<i>F&P. 1.3. Develop a monitoring and reporting system across all Town departments to ensure efficient upgrades and extensions of utilities and services (water, sewer, stormwater, streets, sidewalks, parks) and private service providers (cable, Internet, phone, recycling) that meet a fair rate structure.</i>					
<i>F&P. 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.</i>					
<i>F&P. 1.5. Assess options for improving and diversifying 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.</i>					
<i>F&P. 1.6. Identify criteria to ensure an appropriate level of service reaches all residents within Town limits and promote the efficient and logical extension of infrastructure services within the Town's GMA boundary (focusing first on the southern and northwest sections of the GMA).</i>					
<i>F&P. 1.7. Monitor development and growth in relationship to water supply and wastewater facility capacity.</i>					

SUSTAINABLE & RESILIENT PUBLIC SERVICES FACILITIES & PROGRAMS (F&P) GOALS & STRATEGIES	TYPE	PRIORITY	TIMELINE	LEADER (PARTNER)	ANTICIPATED COST
F&P. 1.8. <i>Ensure the Town's Landscape and Irrigation Standards assess options and locations for green stormwater infrastructure that address water runoff and supply and contribute to a more attractive and resilient urban environment. Alongside this effort, ensure guidelines are provided for residents who want to contribute to this effort (e.g., via rain gardens, permeable pavements, planter boxes, etc.).</i>					
F&P. 1.9. <i>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.</i>					
F&P. 1.10. <i>Assess opportunities and partners to develop a Wellington-specific emergency preparedness plan or guidelines to address most-likely scenarios for identified threats.</i>					
F&P. 1.11. <i>Formalize Intergovernmental Agreements with Larimer County and others to enhance and streamline joint land use planning, utilities delivery, revenue sharing, and growth boundaries among other considerations.</i>					
F&P. 1.12. <i>Identify appropriate leadership to partner and build influence at the County and State levels to ensure Wellington's needs are considered and respected.</i>					
F&P 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.					
F&P. 2.1. <i>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.</i>					
F&P. 2.2. <i>Require new utilities to be underground and support conversion of existing overhead utilities to transition to underground.</i>					
F&P. 2.3. <i>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.</i>					
F&P. 2.4. <i>Assess 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.).</i>					

SUSTAINABLE & RESILIENT PUBLIC SERVICES FACILITIES & PROGRAMS (F&P) GOALS & STRATEGIES	TYPE	PRIORITY	TIMELINE	LEADER (PARTNER)	ANTICIPATED COST
F&P. 2.5. Host regular meetings with school, fire, and parks districts to collaborate on upgrades to existing facilities and on securing locations for new facilities.					
F&P. 2.6. Review and update impact fees for all developments on a regular basis (identify time frame) so these can contribute to parks and active transportation network enhancements, among other community benefits.					
F&P. 2.7. Assess opportunities (e.g., conservation easements, Transfer of Development Rights, etc.) so landowners don't feel pressured to have to sell their land to a developer and can continue to have a working farm or open land.					
F&P GOAL 3. ENHANCE TOWN HALL FACILITIES AND SERVICES.					
F&P. 3.1. Pursue more regional, state, and federal grant opportunities and seek grant writing assistance to capitalize on funding opportunities.					
F&P. 3.2. Continue assessing the feasibility of a new Town Hall that unifies all Town services and creates a civic hub.					
F&P. 3.3. Collaborate with local and regional schools to create internship opportunities for individuals of all ages to learn about and contribute to Town affairs.					
F&P. 3.4. Advertise and promote opportunities for Boards and Commissions' positions with the community at large.					
F&P. 3.5. Share planning-related information and resources in the Town's monthly newsletter and via social media platforms."					
F&P. 3.6. Maintain and enhance transparent and timely communication of Town projects and updates to the community.					

SUSTAINABLE & RESILIENT PUBLIC SERVICES TRANSPORTATION (T) GOALS & STRATEGIES	TYPE	PRIORITY	TIMELINE	LEADER (PARTNER)	ANTICIPATED COST
T GOAL 1. CREATE AN EFFICIENT AND SAFE TRANSPORTATION SYSTEM FOR ALL MODES OF TRANSPORTATION WITHIN AND BEYOND TOWN BOUNDARIES.					
<i>T. 1.1. Finalize a Transportation Master Plan that appropriately classifies streets and develops standards for development.</i>					
<i>T. 1.2. Work with the community to develop an ADA Transition Plan which outlines how the Town will remove barriers in its transportation system that limit accessibility for people with disabilities.</i>					
<i>T. 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.</i>					
<i>T. 1.4. Add crossing gates to railroad crossings at G.W. Bush Ave. and Washington Ave.</i>					
<i>T. 1.5. Assess feasibility of grade separation at rail crossings to mitigate congestion.</i>					
<i>T. 1.6. Work with Larimer County to establish urban street standards for transition areas between Town and County jurisdictions.</i>					
<i>T. 1.7. Identify and address paving needs for roads east of I-25.</i>					
<i>T. 1.8. Adopt a Complete Streets Policy that identifies design standards that support the safety of all transportation modes on roadways.</i>					
<i>T. 1.9. 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.</i>					
<i>T. 1.10. Require new developments and develop guidelines for retrofits to provide in-road shoulders at key locations that support Emergency Services.</i>					
<i>T. 1.11. Assess needs, locations, and incentives for privately run electric vehicle charging stations. Alongside this effort, leverage the I-25 designation as an Alternative Fuels Corridor to plan for the provision of EV infrastructure.</i>					
<i>T. 1.12. Increase and improve trail connectivity and establish routes for travelling to everyday destinations.</i>					
<i>T. 1.13. Identify strategies and funding mechanisms for development of a second I-25 interchange for improved access to the Town and include design considerations for motorized and non-motorized crossings.</i>					
<i>T. 1.14. Identify strategies for improved traffic flow and safety along SH 1/CR 9 from CR 64 to CR 58.</i>					

SUSTAINABLE & RESILIENT PUBLIC SERVICES TRANSPORTATION (T) GOALS & STRATEGIES	TYPE	PRIORITY	TIMELINE	LEADER (PARTNER)	ANTICIPATED COST
<i>T. 1.15. Pursue federal, state, and regional grant funding opportunities as well as public-private partnerships to implement priority transportation improvements.</i>					
<i>T. 1.16. Work with CDOT to investigate taking on additional control of SH 1 to allow the Town more autonomy.</i>					
<i>T. 2.1. Consider developing corridor plans that identify and design bicycle and pedestrian enhancements to create greater and more direct connectivity to everyday destinations.</i>					
T GOAL 2. IMPROVE SAFETY AND CONNECTIVITY OF TRAILS AND SIDEWALKS TO PROVIDE ACTIVE TRANSPORTATION TO EVERYDAY DESTINATIONS, LIKE SCHOOLS, PARKS, DOWNTOWN, AND PLACES FOR WORK, WORSHIP, AND SHOPPING.					
<i>T. 2.2. Identify partnerships and resources for developing a Safe Routes to School program.</i>					
<i>T. 2.3. As part of a Downtown Master Plan, further evaluate cross-section improvement options for Cleveland Ave. through Downtown.</i>					
<i>T. 2.4. Improve and extend the Downtown streetscape and pedestrian amenities along Cleveland, Harrison, and McKinley Avenues, ensuring provision of ample sidewalks, seating, and landscapes, safe crosswalks, lighting, bicycle parking and amenities, and off-street vehicle parking, among other important features.</i>					
<i>T. 2.5. Identify and prioritize trail connectivity from surrounding neighborhoods to Downtown by considering off-street and on-street options for bicycle and pedestrian improvements (consider 3rd Street as a potential option).</i>					
<i>T. 2.6. Identify and evaluate enhancing ADA compliance needs for ramps, crossings, and sidewalks across Town.</i>					
<i>T. 2.7. Identify criteria to prioritize implementing ADA compliance and enhancements for key areas like Downtown, near schools, parks and recreation, health care, and grocers.</i>					
<i>T. 2.8. Assess feasibility of implementing a sidewalk/streets fund that would prioritize and implement transportation infrastructure improvements, especially for active transportation (e.g., sidewalks, ramps).</i>					
<i>T. 2.9. Identify criteria for on-street bicycle infrastructure based on roadway classification and, based on these criteria, implement an on-street bicycle network that provides greater access to everyday destinations.</i>					

SUSTAINABLE & RESILIENT PUBLIC SERVICES TRANSPORTATION (T) GOALS & STRATEGIES	TYPE	PRIORITY	TIMELINE	LEADER (PARTNER)	ANTICIPATED COST
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T GOAL 3. IMPROVE REGIONAL MULTI-MODAL TRANSPORTATION CONNECTIONS.

T. 3.1. Improve and connect multi-modal transportation networks, including trails and on-street bikeways to nearby recreational areas and to regional destinations.

T. 3.2. Identify more regional active transportation connections and partner effectively to implement plans.

T. 3.3. Continue to support privately funded transportation services for seniors and low-income residents and help identify increased transit options and locations for pick up and drop off.

T. 3.4. Collaborate with regional agencies and adjacent communities to assess the feasibility of Wellington joining the North Front Range Metropolitan Planning Organization and/or existing regional transportation services (e.g., Transfort).

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Photo Credit: Logan Simpson, 2019



APPENDIX

GLOSSARY OF TERMS

Activity Center: a general term for mixed-use centers that integrate a range of uses and activities which complement and support each other. Typically, an activity center includes a predominant type of use, such as commercial or employment-related, that is then supported by a mix of one or more other uses, such as residential, civic, or institutional.

Americans with Disabilities Act (ADA): the ADA recognizes and protects the civil rights of people with disabilities and is modeled after earlier landmark laws prohibiting discrimination on the basis of race and gender. The ADA covers a wide range of disability, from physical conditions affecting mobility, stamina, sight, hearing, and speech to conditions such as emotional illness and learning disorders.

American Community Survey: A demographics survey program conducted by the U.S. Census Bureau. Data is collected for 1-year and 5-year periods.

Attainable Housing: decent, attractive, safe, and sanitary accommodation that is affordable for the full spectrum of the Town's residents. While a cost of no more than 30% of gross household income is a good rule of thumb for affordability, there will be some circumstances where higher or lower thresholds may be more applicable.

Arterial Streets: similar in role to arteries in human physiology, arterial streets are high-volume roadways that deliver motorized traffic between urban centers and connect local streets to highways. They are often classified as major or minor arterial streets depending on their capacity and particular functions.

At-Grade Street Crossing: an intersection where a roadway crosses the street at the same level or grade

Attainable/Affordable Housing: decent, attractive, safe, and sanitary accommodation that is affordable for the full spectrum of the Town's residents. While a cost of no more than 30% of gross household income is a good rule of thumb for affordability, there will be some circumstances where higher or lower thresholds may be more applicable.

Best Practices: methods or techniques found to be the most effective and practical means in achieving an objective (such as preventing or minimizing pollution) while making the optimum use of resources.

Buffer: 1) a strip of land, fence, or border of trees, etc., between one land use and another, which may or may not have trees and shrubs planted for screening purposes, designed to set apart one use area from another. An appropriate buffer may vary depending on uses, districts, size, etc.; 2) districts established at or adjoining commercial-residential district boundaries to mitigate potential frictions between uses or characteristics of use.

Census: an official enumeration of the population, with details as to age, sex, occupation, etc.

Civic: relating to the duties or activities of people in relation to their town, city, or local area.

Collector Road: a low-to-moderate-capacity road which serves to move traffic from local streets to arterial roads.

Compatible Land Use: a land use which may by virtue of the characteristics of its discernible outward effects, exist in harmony with an adjoining land use of differing character. Effects often measured to determine compatibility include, but are not limited to, noise, odor, light, and the presence of physical hazards such as combustible or explosive materials.

Community Vision: Developed based on community input collected throughout this planning effort, the community vision depicts what the Wellington community envisions to be in the next 20 years.

Connectivity: The degree to which roads and paths are connected and allow for direct travel between destinations.

Conservation Easements: a voluntary legal agreement between a landowner and another entity (usually a land trust) that places restrictions on the use of a piece of property. Common examples of use restrictions include prohibiting building on the property or preventing mining on the property. That said, landowners retain many of their rights, including the right to use the land (for

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purposes such as agriculture) and to sell it or pass it on to their heirs.

Cost-Burdened Households: households who pay more than 30% of their income for owning or renting a home and who may experience hardship affording necessities such as food, clothing, transportation, and medical care.

Curb Extension or Bulb-Outs: when the sidewalk extends into the parking lane to narrow the roadway and provide additional pedestrian space at key locations be it corners or mid-block)

Density: For residential areas, the number of homes per net acre of land. For non-residential areas, by floor area ratio: the number of square feet of building area per net acre of land.

Design Guidelines: written statements, explanatory material, graphic renderings and/or photographs intended to inform property owners and the public of specific examples of techniques and materials appropriate to achieve identified design goals and objectives.

Downtown: The core area of Wellington that has a mix of residential, business, and civic uses.

Economic Development: Establishing new businesses and increasing the number of economic growth practices that can grow a local economy through diversification, number, or partnerships.

Economic Profile System (EPS): a tool created by Headwaters Economics to build customized socioeconomic reports of U.S. counties, states, and regions. EPS uses published statistics from federal data sources, including the U.S. Census Bureau, Bureau of Economic Analysis, and Bureau of Labor Statistics. The Bureau of Land Management and Forest Service have made significant financial and intellectual contributions to the operation and content of EPS.

Fixed-Route: buses, vans, light rail, and other vehicles that operate on a predetermined route according to a predetermined schedule. These types of systems have printed or posted timetables and designated stops where riders are picked up and dropped off.

Goal: illustrate desired future ideals and are derived from the community vision and pillars.

Green Infrastructure: the interconnected system of parks, open space, trails, waterways and other natural areas that connect the Town to its natural environment and which provides environmental functions and benefits like mitigating stormwater runoff.

Growth: an increase in Wellington's population and/or area. The increase may be the result of natural population growth through births exceeding deaths, in-migration, or annexation.

Growth Management Area (GMA): an area beyond Town limits that can reasonably be expected to annex as growth continues. Properties within the GMA will only become a part of the municipality at the desire of the property owner, and as these areas become adjacent to an expanding Town boundary.

Growth Rate: a measure over time of the increase or decrease in Town population compared to the Town's population at a specified date. Growth rates are usually expressed as a percentage and applied to time increments of one, five, or ten years.

Hazardous Areas: areas prone to danger due to natural or man-made features. Often a floodplain is considered a hazardous area as damage to life and property can occur in the event of a flood.

Health: a state of physical, mental, and social well-being, and not merely the absence of disease or infirmity. Health is a resource for everyday life, not the objective of living. Health is a positive concept emphasizing social and personal resources, as well as physical capacities.

Human Scale: elements of the physical environment and design that match and compliment the size, scale, and speed of an individual operating as a pedestrian, and that encourage activity and interactions at an interpersonal level.

Infill Development: The development or redevelopment of vacant, abandoned, or under-utilized properties within developed areas of the Town, and where water, sewer, streets, and fire protection have already been developed and are

provided. Infill is located within land subdivided for at least 35 years.

Intensities (of Land Uses): refers to the extent to which a land parcel is developed in conformity with zoning ordinances, typically measured by the floor area ratios (FAR) to indicate the gross floor area divided by the lot area).

Intergovernmental Agreement (IGA): any agreement that involves or is made between two or more governments in cooperation to solve problems of mutual concern.

Land Use: Characteristic of the typical development or activity that occurs on the land.

Leapfrogging Development: when developers skip over land to obtain cheaper land further away from cities, thus, leaving huge areas empty between the city and the new development.

Median Household Income: the income cut-off where half of the households earn more, and half earn less.

Mitigate/Mitigation: measures required or taken to avoid, minimize, compensate for, or offset definable negative impacts of development on the environment, public facilities and services, or other issues of community concern defined by ordinance.

Mixed-Use Development: development that integrates two or more distinct land uses, such as residential, commercial, and office, with a strong pedestrian orientation.

Mobility: methods of getting from point of origin to point of destination. Monitoring: observe and check the progress or quality of (something) over a period of time; keep under systematic review

Multi-Jurisdictional: a group of cities, counties, or a combination of both.

Multi-Modal: a street or path that supports more than one type of transportation including walking, bicycling, busing, driving, or others.

Net Density: the number of units (expressed in dwelling units DU/ acre) after required infrastructure and critical areas are deducted from the gross area.

Pandemic: An outbreak of a disease that occurs over a wide geographic area and affects an exceptionally high proportion of the population.

Pedestrian-only: An area (usually a plaza or closed street or campus) that allows only walking and does not allow car or bus traffic.

Platted: Geographic boundaries that divide land into parcels.

Primary Job: the highest paying jobs for an individual worker, this includes one job per worker and may be in the public or private sector.

Public Utilities: an organization supplying the community with electricity, gas, water, Internet, or sewerage.

Purposeful Growth: thoughtful and well-planned increases in density that honor and protect our town character and values, and contribute to resilient and sustainable public services. Purposeful growth ensures that our Town's footprint is small and contained, preserves valuable surrounding farmland and open space, advances a thriving economy that makes us self-sufficient, and promotes efficiencies in infrastructure provision and maintenance.

Quality of Life: in planning terms, quality of life means the attributes or amenities that combine to make an area a good place to live. Examples include the availability of political, educational, and social support systems; good relations among constituent groups; a healthy physical environment; and economic opportunities for both individuals and businesses.

Resilient/ Resilience: The ability to change, adapt, or prepare for change that allows a return to normal to happen more quickly.

Sprawl: 1) Unplanned development of open land. 2) Urban form that connotatively depicts the movement of people from the center of town to the suburbs. Concerns associated with sprawl include loss of farmland and open space due to low-density land development, increased public service costs, and environmental degradation as well as other concerns associated with transportation.

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Stakeholders: a person or group who has a vested interest in the project.

Stormwater: the flow of water which results from precipitation and which occurs immediately following rainfall or a snowmelt.

Strategy: outlines a course of action to guide decision-making to achieve the goals.

Streetscape: the overall appearance of a street and the features related to both it and the directly associated public realm, including medians, street trees and other landscaping, street-facing building treatments, entry features, walls, fences, amenities including street furniture and public art, and associated facilities such as street lights, utilities, signage, sidewalks, and trails.

Sustainability and Sustainable Development: strategic initiatives and policies that provide both short and long-term solutions to benefit the people, environment, and economic welfare of our Wellington community. From the perspective of the physical development of the Town, development and redevelopment that meets the needs of our residents today without compromising the needs of generations tomorrow.

Tax Increment Financing (TIF): a method of supporting development or redevelopment within a special area with tax revenues used to pay for public improvements.

Three-mile Community of Influence Area: or simply the 3-mile area, corresponds to legal requirements that apply to municipalities. To lawfully annex land, State statute requires, among other things, that a municipality have a plan in place for areas they want to annex (within 3 miles of town boundaries) indicating how they will provide service in the newly annexed areas, and how they will sustain adequate levels of service throughout the rest of the municipality.

Town Character: For Wellington this means, a town character refers to a town shaped by local businesses, supportive infrastructure, a reasonable cost of living, family-friendly amenities, basic services, a vibrant Downtown, outdoor recreation opportunities, and retention of its agricultural heritage.

Transfer of Development Rights (TDR): is a voluntary, incentive based program that allows landowners to sell development rights from their land to a developer or other interested party who then can use these rights to increase the density of development at another designated location. While the seller of development rights still owns the land and can continue using it, a conservation easement is placed on the property that prevents further development. A TDR program protects land resources at the same time providing additional income to both the landowner and the holder of the development rights.

Transitional (Zoning): is a designation given to land uses that are anticipated to change from one use to another, e.g., from residential to commercial, at the time of a development reviews—upon a land owner's request.

Unincorporated County: Area within a County that is not within Town boundaries.

Universal Design: design of the built environment that promotes access, to the greatest extent feasible, for all people regardless of age, size, ability, or disability.

Walkable/Walkability: a physical design and environment with availability of safe, accessible, connected and inviting facilities that encourage and result in more pedestrian activity for a variety of purposes.