



BOARD OF TRUSTEES

March 9, 2021

6:30 PM

Leeper Center, 3800 Wilson Avenue, Wellington, CO

Regular Meeting Agenda

Due to social distancing and limited seating, individuals that wish to appear in person at the meeting will need to register by March 9, 2021 at 4:00 p.m. by sending an email to euckerkk@wellingtoncolorado.gov. Once seating is full, registration will be closed.

Individuals attending in person will need to arrive at the meeting by 6:20 p.m. and will be required to wear masks.

Individuals wishing to attend the meeting virtually can view and participate in the meeting at the link below or by calling into the phone numbers listed below:

<https://zoom.us/j/94394805124?pwd=SmEvSGU5TUh5V2tzC9EaVRiUTRoQT09>

Passcode: 149004

Webinar ID: 943 9480 5124

Or iPhone one-tap :

US: +16699009128,,94394805124# or +12532158782,,94394805124#

Or Telephone:

US: +1 669 900 9128 or +1 253 215 8782 or +1 346 248 7799 or +1 646 558 8656

Members of the public may also provide public comment or comment on a specific agenda item by sending an email to euckerkk@wellingtoncolorado.gov. The email must be received by 4:00 p.m. Tuesday March 9, 2021 and will be read into the record during public comment or public comment for the agenda item.

A. CALL TO ORDER

1. Pledge of Allegiance
2. Roll Call
3. Amendments to Agenda
4. Conflict of Interest

B. COMMUNITY PARTICIPATION

1. Public Comment
2. Presentation
 - a. Comprehensive Plan - Draft Plan Presentation

- Staff Presentation: Cody Bird, Planning Director

C. CONSENT AGENDA

1. Minutes of the February 23, 2021 Board of Trustees Meeting

D. ACTION ITEMS

1. Public Hearing - Ordinance No. 03-2021 - Conditional Use for Human Bean Drive Thru in the C1 Zoning District at 8121 6th St.

- Staff presentation: Cody Bird, Director of Planning

2. Ordinance No. 01-2021 - An Emergency Ordinance Amending the Municipal Code to Allow Water Dedications to be Treated as Appurtenant to Lots

- Staff presentation: Brad March, Town Attorney

3. Ordinance No. 02-2021 - An Ordinance Modifying Required Initiative Ordinance Signatures

- Staff presentation: Brad March, Town Attorney

4. Strategic Plan - Update

- Staff Presentation: Mahalia Henschel, Communications Specialist

5. Resolution 08-2021 - A Resolution Approving the Town Administrator's Administrative Plan of Organization

- Staff presentation: Patti Garcia, Town Administrator

6. Board Policy - Planning Commission Referral Items

- Staff presentation: Brad March, Town Attorney

E. REPORTS

1. Town Attorney
2. Town Administrator
3. Staff Communications
 - a. Report of Bills
4. Board Reports

F. ADJOURN

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



Board of Trustees Meeting

Date: March 9, 2021
Submitted By: Cody Bird, Planning Director
Subject: Comprehensive Plan - Draft Plan Presentation

- **Staff Presentation: Cody Bird, Planning Director**

EXECUTIVE SUMMARY

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

The Town began an update to the Comprehensive Plan starting in 2020 and is pleased to present the draft plan for public review and comments. The draft plan is attached with this report. The draft plan will also be available online and hard copies will be available for in-person review at Town Hall and at the Library.

Public comments are welcomed and encouraged. The public comment period will be open for one month. The official location to leave comments is on the online platform, Konveio where the draft plan is hosted.

BACKGROUND / DISCUSSION

STAFF RECOMMENDATION

ATTACHMENTS

1. Draft Plan Presentation
2. Comprehensive Plan Public Review Draft



DRAFT COMPREHENSIVE PLAN

Board of Trustees Presentation
9 March 2021

AGENDA

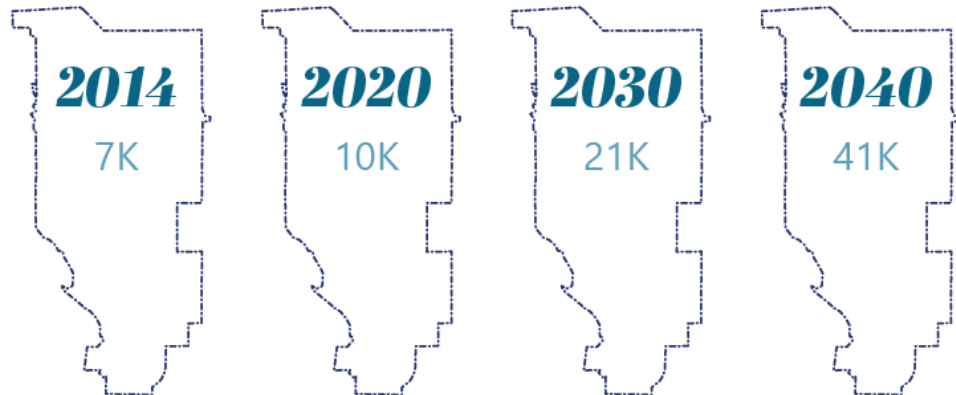
- I. Plan Overview & Purpose
- II. Plan's Development
- III. Community Feedback
- IV. Plan's Foundation & Organization
- V. Overall Goals
- VI. Future Land Use
- VII. Next Steps



PLAN OVERVIEW & PURPOSE

Plan Overview

An ‘advisory’ document to guide decision-making for Town leadership to anticipate and prepare for projected growth within the Town’s Growth Management Area.



Plan Purpose

Long range plan for short term growth

Or, as per the Plan's slogan:

Vision for tomorrow; solutions for today



What the Plan does NOT do

What the Plan doesn't do:

- ✗ Change Town Boundary
- ✗ Change underlying zoning
- ✗ Require development

Only possible at the request of property owners, via:

- ✓ Annexation requests
- ✓ Zoning requests
- ✓ Development requests



PLAN'S DEVELOPMENT

Plan Process & Timeline





COMMUNITY FEEDBACK



WHAT DO YOU VALUE MOST ABOUT WELLINGTON AND WHY?

Get involved in shaping your town's future!
Have policies and programs shaped *'by & for you'.*



PLAN WELL
VISION FOR TOMORROW
SOLUTIONS FOR TODAY

Town of Wellington, Colorado
May 13, 2019

To answer the quick poll, click below:
<https://www.townofwellington.com/451>

If you have more to say about our town's challenges and opportunities and how you envision our growth, please answer this 10-min questionnaire:
<https://www.surveymonkey.com/r/TownOfWellington>

#ComprehensivePlan #TownNews #GROWWELL

6 Comments · 0 Shares

Like Comment Share

Most Relevant

Town of Wellington, Colorado
Thank you all for your feedback! Keep the suggestions coming! Please make sure you are taking the 10-minute questionnaire to voice your ideas.
<https://www.surveymonkey.com/s/2162217/TownOfWellington-Questionnaire-1>
Twitter: @WellingtonCO1905 Facebook: @WellingtonCO1905 See More

PLAN WELL
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PLAN WELL
VISION FOR TOMORROW
SOLUTIONS FOR TODAY

The Town of Wellington is updating its COMPREHENSIVE PLAN & LAND USE CODE

Did you know?

The Comprehensive Plan is the primary document for the Town.

This guiding document serves to inform the Town's decision-making on topics, including but not limited to: growth management, land use, commercial development (including development and redevelopment of downtown); infrastructure and facilities, resource allocation (including looking at recommendations to maximize water supply); transportation; park and open space management; and regional coordination.

Get Involved!

Listening to and responding to you, the Town's residents, is key to enhancing this planning effort. Your involvement will help identify and articulate a shared community vision as well as the objectives that will set the roadmap for the Town's growth from now into 2040.





PLAN WELL
VISION FOR TOMORROW
SOLUTIONS FOR TODAY

Did you know? The Comprehensive Plan is the primary document for the Town. This guiding document serves to inform the Town's decision-making on topics, including but not limited to: growth management, land use, commercial development (including development and redevelopment of downtown); infrastructure and facilities, resource allocation (including looking at recommendations to maximize water supply); transportation; park and open space management; and regional coordination.

Get involved! The Town of Wellington invites you to get involved in updating this document. Your involvement will help identify and articulate a shared community vision as well as the objectives that will set the roadmap for the Town's growth from now into 2040.

Have policies and programs shaped *'by & for you'.*




For more information and to get involved, visit:
www.TownOfWellington.com/451
Facebook @WellingtonCO1905 | Twitter @WellingtonColo



Do these elements appropriately reflect our community character?



Reimagine Downtown...



Our Cherished Downtown is a key piece in our Town's ongoing efforts to update the Comprehensive Plan (the Plan). While the Plan informs decision-making on topics affecting the Town overall, special attention is given to Downtown's development and redevelopment.

Share your feedback on Downtown opportunities based on over 600 community submissions received through outreach efforts to date.



PLAN WELL
VISION FOR TOMORROW | SOLUTIONS FOR TODAY



Phase 2 Touch Points

What to expect in Phase 3...

- ✓ Interactive Review Platform
- ✓ Social Media Posts
- ✓ Quick Polls

Community Participation to Date



What We Heard: Community Values

Proximity to neighboring towns
Schools Family friendly
Local, friendly businesses
Community events
Small Town Charm
Friendly & caring neighbors
Agricultural Land, Open Space & Views
Supportive community Being greeted by familiar faces
Downtown Safety Reasonable cost of living
Outdoor Recreation

What We Heard:

In 2040 we want Wellington to have or be...

Distinct
Diversified Businesses
Enhanced Parks & Open Space
Preserved Town Character
Family Friendly
Regional Collaboration
Self-Sufficient
Great Water
Supporting Infrastructure
Agricultural Pride
Safe Sustainable
Inclusive & Welcoming
Vibrant Downtown

Topics included...

Opportunities and Challenges for:

- Downtown
- Commercial Areas
- Parks and Recreation
- Transportation (including trails and sidewalks)
- Community Amenities
- Water Conservation
- Overall Quality of Life



www.townofwellington.com/451/Comprehensive-Plan

Comprehensive Plan

Business License

[Home](#) > [Our Town](#) > [Departments](#) > [Building and Planning](#) > [Comprehensive Plan](#)

Comprehensive Plan & Land Use Code Update

Get Involved!

The Town is updating its Comprehensive Plan and Land Use Code to identify and articulate the community vision and objectives that will set the road map for the Town's growth from now into 2040. For more information on this process and timeline, see the bottom of this page.

Listening to and responding to you, the Town's residents, is key to enhancing this planning effort. For this reason, as illustrated on the project timeline further below, there will be many opportunities for you to get involved. Your involvement means that the Town's policies and programs are shaped 'by you' and 'for you'.

Phase 1 & Phase 2 Engagement Series are now closed! Thanks to everyone who participated and contributed to over 600 submissions.

Other ways to get involved... To stay informed about project updates and other involvement opportunities, please be sure to follow us on Facebook @WellingtonCo1905 or come back to this website often.

See what we've heard so far...

- [Phase 1 Engagement Summary](#)
- [Phase 2 Engagement Summary](#)



PLAN'S FOUNDATION & ORGANIZATION



Plan Organization

COMMUNITY VISION

Our friendly and supportive community welcomes you with a smile. Together, we take pride in celebrating and protecting our town character and values while welcoming forward-thinking ideas that enhance our health and wellbeing. Our dreams take root and blossom in Wellington.

COMMUNITY PILLARS





COMMUNITY PRIDE

Wellington focuses on our community, providing safe and attractive neighborhoods oriented around parks, amenities, and public spaces; and offering options for our community to shop, gather, and celebrate.

Wellington is a place we are proud to call Home!



VIBRANT & HISTORIC DOWNTOWN

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



THRIVING ECONOMY

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



SUSTAINABLE & RESILIENT PUBLIC SERVICES

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



GOALS & STRATEGIES

TO DIRECT THE FUTURE OF THE TOWN

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

Strategies outline a course of action to guide decision-making to achieve the goals.

WHERE WE'RE HEADED

Goals & Strategies

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

1.1. Undertake and implement a Downtown Master Plan.

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.

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

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

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

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

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.).

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

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

1.10. Expand Downtown to include Harrison Ave. and McKinley Ave. as well as connecting side streets.

1.11. Plan for development of further pedestrian and bicycle connections within and to Downtown.

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)

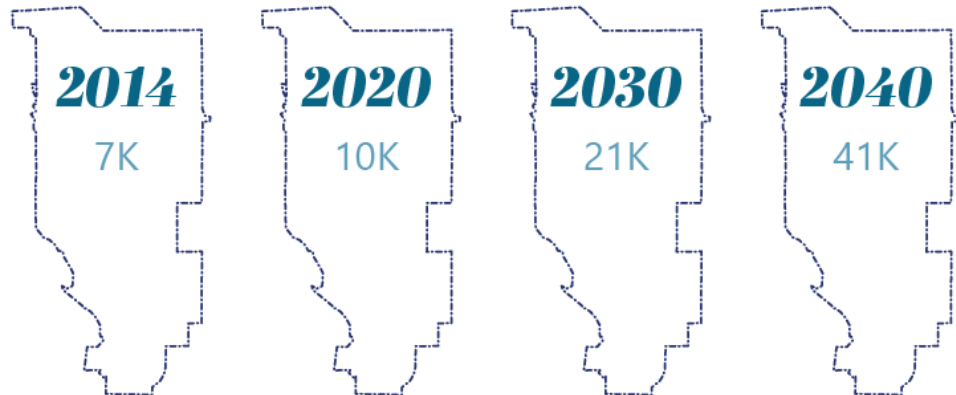
Goals and Strategies: Downtown Example



FUTURE LAND USE

Future Land Use Map (FLUM) Purpose

To guide decision-making for Town leadership to anticipate and prepare for projected growth within the Town's Growth Management Area.



Wellington Future Land Use

- Gateway
- Regional Park
- Existing Trails
- Proposed Trails
- Future Roads
- Canal
- Streams
- Activity Center
- 100 Yr Floodplain
- Town Boundary
- Growth Management Area
- New GMA areas
- Previous GMA Boundary

Future Land Use

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

3/3/2021

0 0.5 1 Miles



This is a reference map.

Actual map will be shown on a larger format.

AGRICULTURE

Desired Intent & Character

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

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

Suggested Density Range: Maximum 4 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..."

These areas are intended to preserve Wellington's agricultural heritage and small town character valued by so many in the community. Agriculture applies to areas identified as desirable to continue to function as working agriculture (i.e. arable farming, pastures, agritourism, etc.).

As development pressures continue to grow, it is important to address opportunities for conservation and protection of these lands for environmental benefits (many species depend on this habitat) and to provide an obvious boundary between Town and unincorporated county land or neighboring towns.



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). Complementary uses to principal structure may include accessory dwelling units (ADUs).

Complementary uses in this land use category may include places of worship, schools, parks, recreation, open spaces, live/work units, home businesses (including child care and group care facilities) and civic uses, as well as commercial/retail at prominent intersections.

Suggested Density Range: 6-12 DU/Acre

Suggested Intensity Range: N/A

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

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 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"





NEXT STEPS

Next Steps

Engagement Opportunities:

- Online Review (Konveio Platform)
- In person (copies at Library & Town Hall)

Engagement period/timeline

- One month, from March to April, 2021.

For more details:

- Visit our website: www.townofwellington.com/451/
- Follow us on social media: www.facebook.com/WellingtonCo1905/



www.townofwellington.com/451/Comprehensive-Plan

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Comprehensive Plan & Land Use Code Update

Get Involved!

The Town is updating its Comprehensive Plan and Land Use Code to identify and articulate the community vision and objectives that will set the road map for the Town's growth from now into 2040. For more information on this process and timeline, see the bottom of this page.



COMPREHENSIVE PLAN 2021

PUBLIC DRAFT
MARCH 4, 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

Bert McCaffrey

Barry Friedrichs

Eric Sartor

Linda Knaack

Rebekka Kinney

Troy Hamman

Tim Whitehouse

Town Staff

Cody Bird, Planning Director

Elizabeth Young Winne, Planner

Steering Committee

Dan Sattler

Gary Green

Jon Gaiter

Linda Knaack

Rebekka Kinney

Tracey D Jensen

Consultants

Logan Simpson Design Inc.

Felsburg Holt & Ullevig

Community Members

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

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Foundation & Organization for the 2021 Wellington Plan		Plan Integration	
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*Available on the Town of Wellington website.

COMPREHENSIVE PLAN AT-A-GLANCE

A Community-Driven Process



61

IN-PERSON
STAKEHOLDER
INTERVIEWS



660

QUESTIONNAIRE
AND QUICK POLL
RESPONSES



10

STEERING
COMMITTEE
MEETINGS



100+

FACEBOOK
PARTICIPATION (LIKES,
COMMENTS, SHARES, ETC)



4

BOARD OF TRUSTEES
WORKSHOP
PRESENTATIONS

DISTILLED THEMES



COMMUNITY CHARACTER



PROSPEROUS LOCAL
ECONOMY



VIBRANT DOWNTOWN



COMMUNITY SPACES &
EVENTS



TREASURED OUTDOOR
RECREATION & OPEN SPACES



SUSTAINABLE & RESILIENT
PUBLIC SERVICES

COMPREHENSIVE PLAN AT-A-GLANCE

The Result...

COMMUNITY VISION

Our friendly and supportive community welcomes you with a smile. Together, we take pride in celebrating and protecting our town character and values while welcoming forward-thinking ideas that enhance our health and wellbeing. Our dreams take root and blossom in Wellington.

COMMUNITY PILLARS



COMMUNITY PRIDE

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



THRIVING ECONOMY

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



SUSTAINABLE & RESILIENT PUBLIC SERVICES

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

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



Photo Credit: Town of Wellington Facebook Page, 2020



INTRODUCTION

INTRODUCTION

Why the Plan Update?

Since the development of the 2014 Plan, the Town of Wellington has grown from 6,800 to 9,950 residents today (Town of Wellington Staff estimate). This significant growth—a 46% increase—translates into increased demand for services. With new developments currently under construction and additional plans for future annexations, development pressures make it necessary to review the impacts of Town growth on public infrastructure, economic development, land uses, and community character.

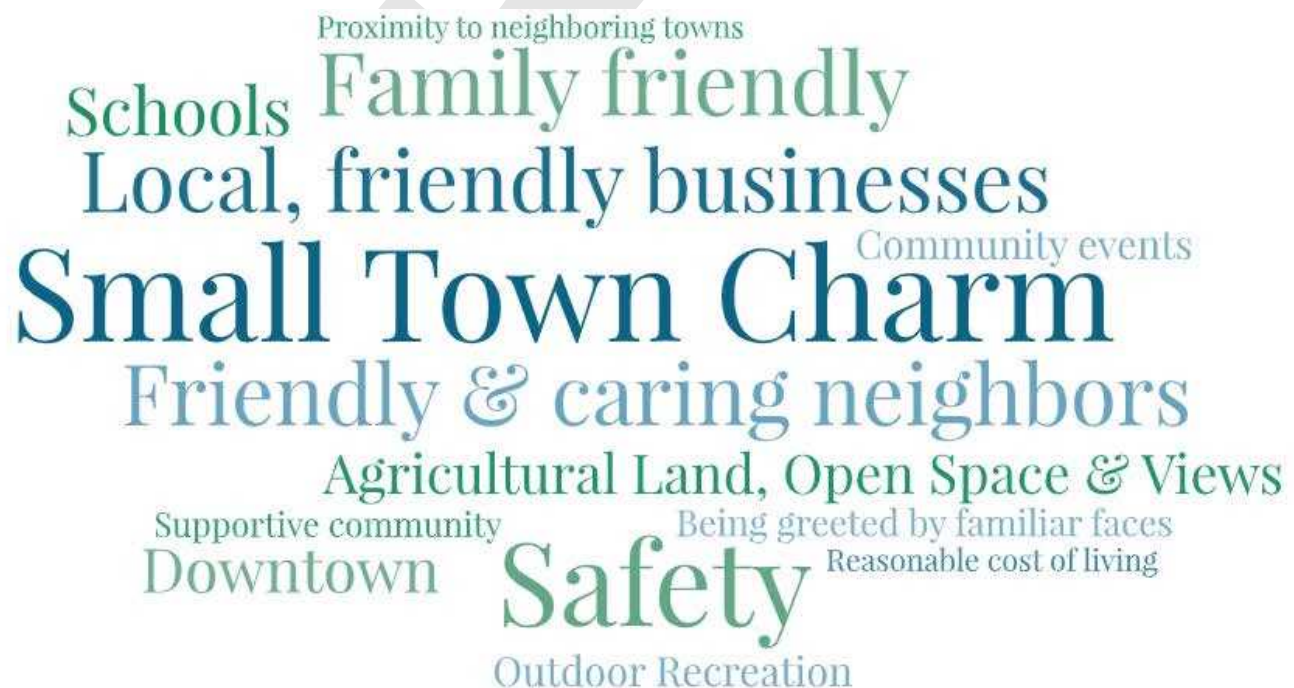
This Comprehensive Plan (the Plan) update anticipates and accommodates future growth within the Town's Growth Management Area (GMA) that encompasses # acres. The GMA refers to the area adjacent to the Town and identified for future urban development according to a community plan in an Intergovernmental Agreement with Larimer County. The Plan update also accommodates previously identified needs to diversify 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 DURING



(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 2021. As illustrated in the Project Timeline below, all phases included public events to involve the community in the process. Due to the COVID pandemic, in-person engagement was limited, however, the community came together in an impressive show of engagement online.

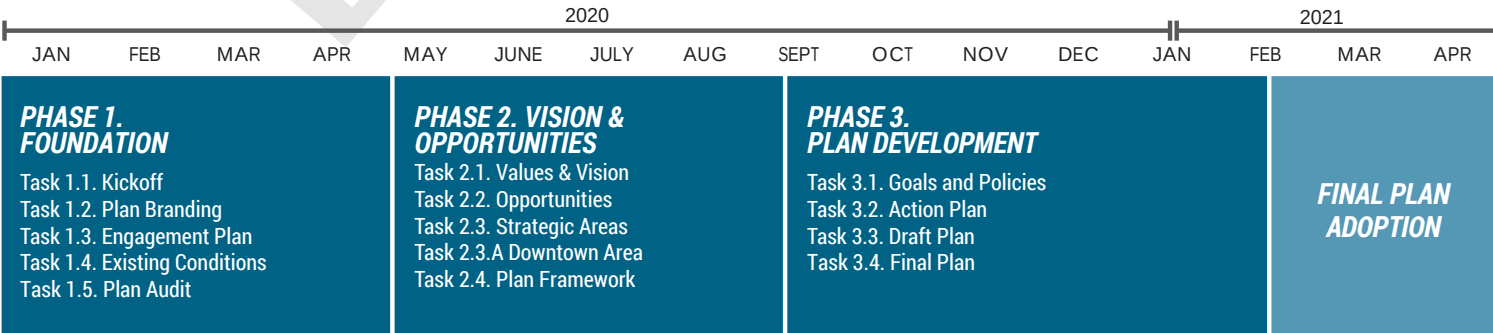
ENGAGEMENT SUMMARIES

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

Over 700 community comments (received through stakeholder meetings, questionnaire and poll responses, steering committee meetings, among others) served to substantiate existing policies and inform new ones, and, ultimately, helped prioritize and direct strategic actions. More importantly, it gave Town residents an opportunity to have policies and programs shaped by them and for them.

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

PROJECT TIMELINE



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

Another group that played an instrumental role in supporting the development of the Plan, was the Steering Committee (SC) who ensured that every step of the process was consistent with the character of the community. The SC were active participants throughout the planning process; providing invaluable feedback, weighing-in on decisions, collaborating with other groups, and reviewing the final Plan.

STEERING COMMITTEE MEMBERS

NAME	ASSOCIATION
Tracey D. Jensen	Business Owner; Wellington Main Street Program Board member
Rebekka Kinney	Planning Commission; Board of Trustees
Linda Knaack	Planning Commission; Business Owner
Jon Gaiter	Board of Trustees
Gary Green	Wellington Fire Protection District Chief
Dan Sattler	Business Owner, Former Board of Trustees

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

Local Planning Efforts

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

- Establishment of the Boxelder Stormwater Authority
- Attracted initial commercial services: dental, medical, and veterinary clinic; food and beverage
- Built the Boxelder Business Park
- Constructed # miles of trails
- Supported the establishment of the Downtown Main Street Program
- Established a Planning Department and an Economic Development Department
- Developed multiple studies:
 - Market Analysis and Opportunity Assessment, 2019
 - Retail Leakage and Surplus Analysis, (year?)
 - 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 and North Front Range Metropolitan Planning Organizations, and adjacent municipalities, and communities like Fort Collins and Waverly, among others, should be considered to

PLANNING IN UNCERTAIN TIMES

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

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 preliminary Community Vision and Pillars (below). Finalizing these foundational components took a series of iterations with contributions from the steering committee, Town leadership, and the overall community.

Community Vision: Our friendly and supportive community welcomes you with a smile. Together, we take pride in celebrating and protecting our town character and values while welcoming forward-thinking ideas that enhance our health and wellbeing. Our dreams take root and blossom in Wellington.

Community Pillars:



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



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



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



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

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





Photo Credit: Brian Graves GravelImages 2019



COMMUNITY PRIDE

COMMUNITY PRIDE

(HOUSING, PARKS & RECREATION, AND COMMUNITY EVENTS)

WHERE WE COME FROM

Existing Conditions

Population Demographics

Total population in the Town of Wellington is 10,000 (Colorado Department of Local Affairs (DOLA), 2019). Using DOLA's population estimates from 2010-2019 that reveal a population growth rate of 6.85, it can be projected that Wellington population could reach 21,000 by 2030 and 31,000 by 2040.

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

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

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

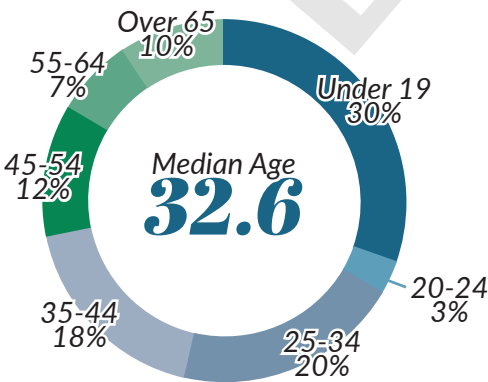
Housing Stock

Of the 3,244 homes in the Town, over 57% have been built since the year 2000, making Wellington's housing stock fairly new (ACS 5-Year Estimate, 2019). Most of these homes (93%) are single-family homes, and median number of rooms for all homes is 6.1, offering enough bedrooms for the 2.9 people per household. While single homes continue to be popular, they are not ideal for all, like older adults or empty nesters looking to downsize, newlyweds looking for a starter home, or individuals (i.e. singles) looking for a small unit. In fact, community feedback revealed a desire for more diversity of homes, in terms of size, design, and pricing.

Home Owners and Renters

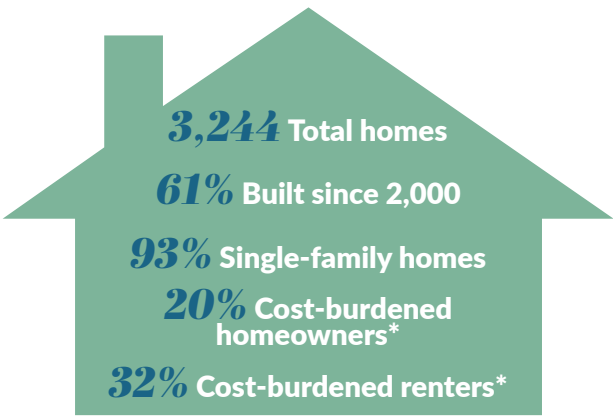
With median household incomes (the income cut-off where half of the households earn more, and half earn less) and median home values more favorable than in nearby Fort Collins or Larimer

POPULATION BREAKDOWN BY AGE



(Source: ACS 5-Year Estimate, 2019)

WELLINGTON HOUSING BY THE NUMBERS



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

County overall (see table below), 89% of Wellington households proudly call themselves homeowners. Despite this advantage, a significant percentage of Wellington households are cost-burdened.

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

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

(Source: ACS 5-Year Estimate, 2019)

Cost-burdened Households

In Wellington, 20% of owners and 32% renters are cost-burdened (ACS 5-year estimate, 2018). These are households who pay more than 30% of their gross income on basic required housing expenses. Cost-burdened households benefit from the Wellington Housing Authority that subsidizes 28 family units and 14 senior units. However, other households that may experience difficulty finding housing to fit their lifestyle but do not qualify for housing subsidies are Wellington's valued workforce.

Workforce Housing

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

Natural Resources

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

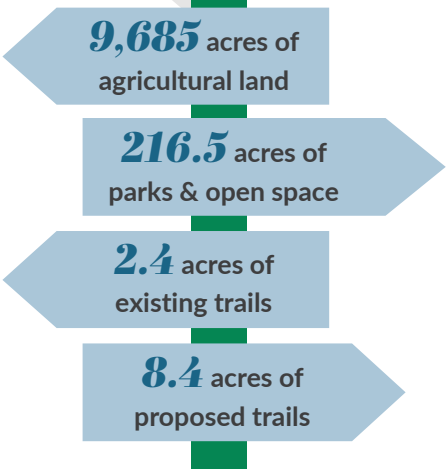
Wellington Parks & Open Spaces

Wellington's eight parks and three open spaces within its GMA add up to 216.5 acres. The community is thankful to the Parks Advisory Board (PAB) for their advocacy in maintaining and improving Wellington's parks and open space. As shown on the Wellington's Parks and Open Spaces Map (next page) most residents are within a 0.25 mile of a park or open space. However, some are not able to easily access these valued spaces due to poor sidewalk connectivity or road barriers (e.g. highway traffic, train tacks, insufficient underpasses, etc). In addition to local parks, Wellington is flanked by large swaths of conserved agricultural land to the east.

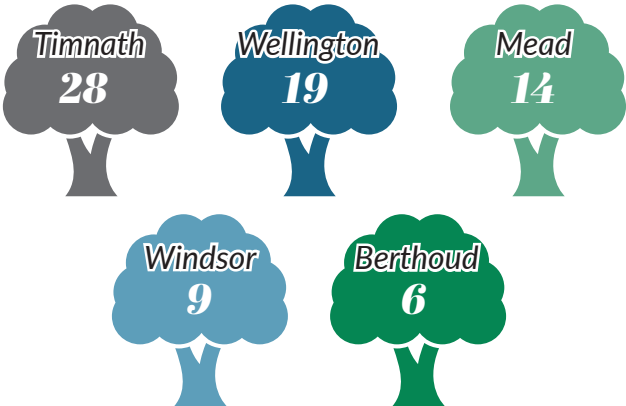
Joint Use Facilities

To augment Wellington's existing Park and Recreation programs such as flag football, volleyball, dodgeball and basketball, the Town and the school system have an agreement to share some facilities

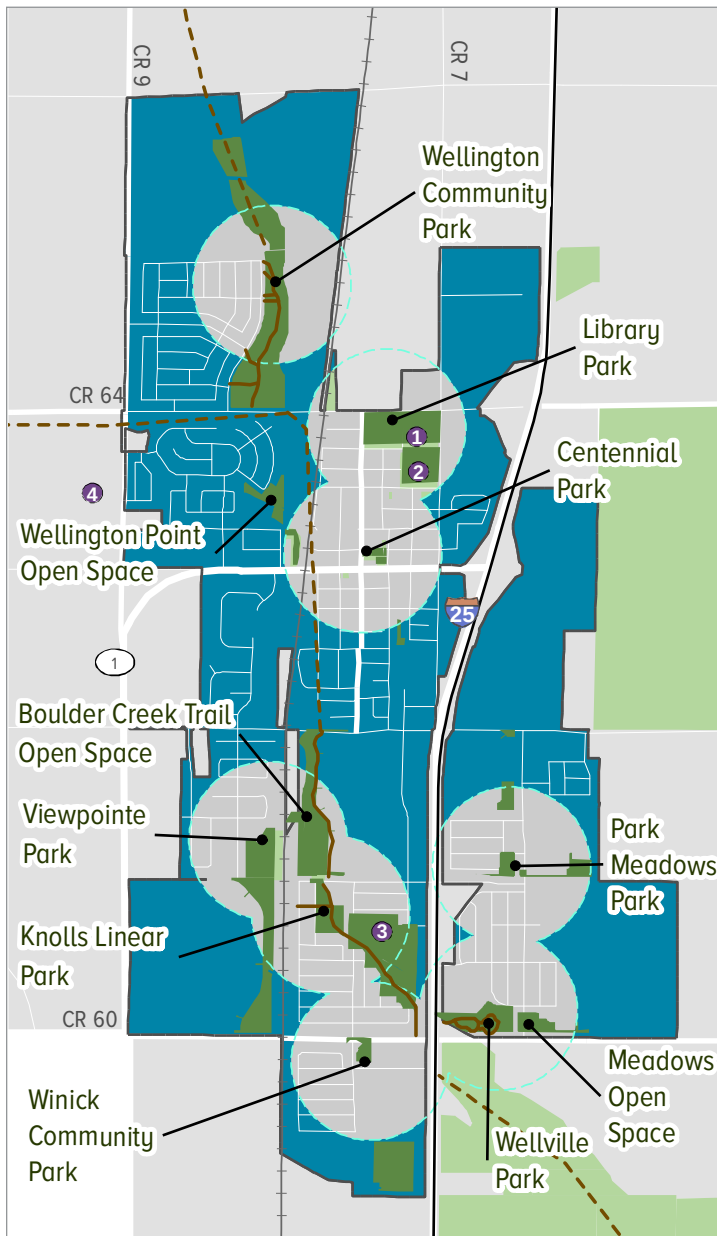
WELLINGTON'S NATURAL RESOURCES BY THE NUMBERS (WITHIN GMA)



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



WELLINGTON'S PARKS AND OPEN SPACES MAP



(Source: Logan Simpson, 2019)

and maximize the operations and maintenance costs. Less formal but greatly beneficial partnerships also exist with the Wellington Community Church to share use of their recreational facilities.

Other Nearby Recreation Areas

Wellington residents and visitors also benefit from other recreational areas not far from Town. Just 10 minutes northwest of Town, Wellington Reservoir #4 offers wildlife viewing, picnicking and open fishing including ice fishing. A few more minutes north, Smith Lake State Wildlife Area offers wildlife viewing, hiking, and some hunting.

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

Trails

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

More 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

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

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

As homes continue to be built (or retrofitted), efforts should be made to diversify them in terms of size, design, and pricing. Some tools may include 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 retrofit homes.

As shown in the questionnaire insights (see graphic on page 11), improvements to community facilities and parks, trails, and open space are a strong aspiration for the community. Efforts should be made to align housing developments with improvements to these treasured community assets and to ensure a safe a connected system of trails and sidewalks that is accessible to all irrespective of age or ability.

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

COMMUNITY VOICES

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

Work with HOAs (via training and communications) to ensure they respond to residents' needs and support neighborhood livability.

"It would be nice to have sidewalks everywhere."

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

"...Preserve open spaces... Eventually linking with Fort Collins trail system in the distant future."

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

Have "more community programs on the east side. We feel left out of many opportunities."

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



COMMUNITY PRIDE PILLAR

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

WHERE WE'RE HEADED

Goals & Strategies

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

- 1.1. Develop and upgrade gateways (per Future Land Use Map) and establish appropriate and recognizable signage to bring attention to the Town.
- 1.2. Update code to allow for flexible spaces and convertible streets that support a wide range of uses including local festivals and events.
- 1.3. Identify, define, and promote more land use that creates wildlife areas, public reservoirs, natural areas, and other passive recreational opportunities.
- 1.4. Celebrate and preserve distinct features throughout Town, making each area/neighborhood unique.
- 1.5. Continue to ensure that land use decisions made by the Town are in accordance with fundamental private property rights.
- 1.6. Evaluate service capacity and facility needs for the library and senior center.

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

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

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

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

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

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

3.4. Identify locations for larger, regional parks.

3.5. Incorporate thematic opportunities for environmental and historical education in the design of recreational areas and trails (e.g. markers that identify species, farms, and the historical significance of land).

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

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

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

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

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

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

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

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

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

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

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

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



Photo Credit: Brian Graves GravelImages 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)

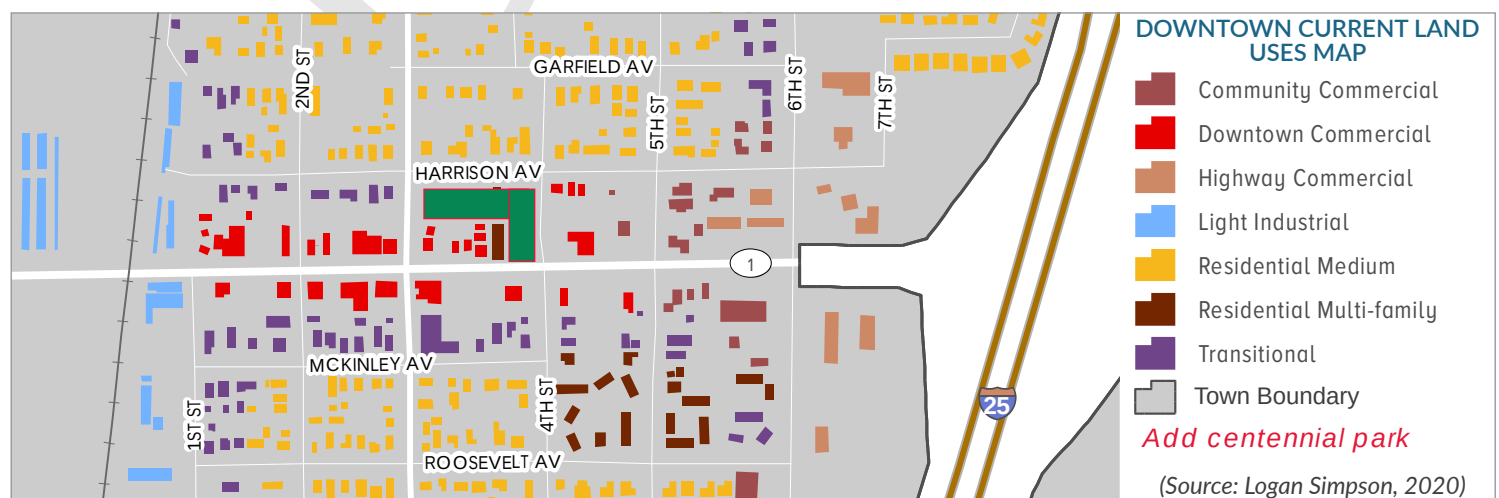
was to "have safe, pleasant, and accessible streets and spaces in Downtown." The community voiced many more desires for Downtown (see community voices at bottom right of next page).

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) since 2013. The goal of the Main Streets Program is to "promote, enhance, and develop Downtown Wellington for the benefit of its inhabitants, businesses, and visitors." The map



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

Thanks to the Main Streets Program leadership and the contributions of other community groups, the Downtown has benefited from various streetscape improvements like planters, murals, festivals, bicycle parking, benches, and most recently, two signs for pedestrian crossing along Cleveland Ave.—the portion of SH 1 that is at the hear of Wellington, from Wellington Blvd. to Pheasant Run Ln.

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

Another accomplishment since the last Plan that is worth highlighting was the 2015 creation of a concept design for Centennial Park. The document's

recommendations (below) are still relevant today as echoed in the community input received during the development of the 2021 Comprehensive Plan:

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

Key Challenges & Opportunities

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

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

COMMUNITY VOICES

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

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

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

"Flashing lights by the new crosswalk signs."

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

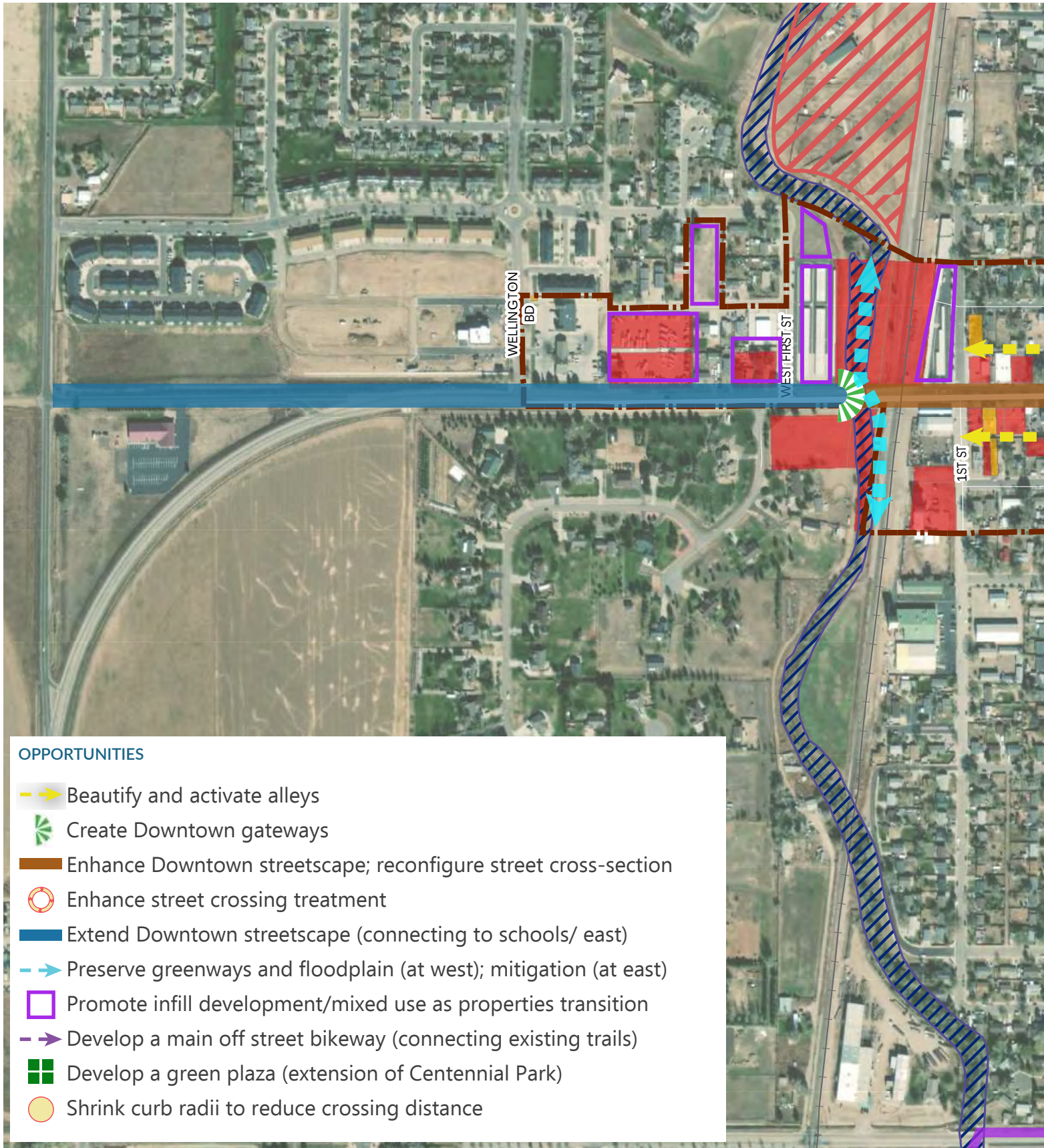
"Assess impacts of power being one-phase in Downtown"

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

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

"Maintain Centennial Park as an open space."

DOWNTOWN OPPORTUNITIES MAP



(Source: Logan Simpson, 2020)



0 250 500 1,000 Feet





VIBRANT & HISTORIC DOWNTOWN PILLAR

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

WHERE WE'RE HEADED

Goals & Strategies

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

1.1. Undertake and implement a Downtown Master Plan.

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.

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

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

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

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

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.).

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

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

1.10. Expand Downtown to include Harrison Ave. and McKinley Ave. as well as connecting side streets.

1.11. Plan for development of further pedestrian and bicycle connections within and to Downtown.

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)



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

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.

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.

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

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

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

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

Goal 3 | MITIGATE FLOODPLAIN IMPACTS TO DOWNTOWN PROPERTIES AND AMENITIES

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

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

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



Photo Credit: Logan Simpson 2019



THRIVING ECONOMY

THRIVING ECONOMY

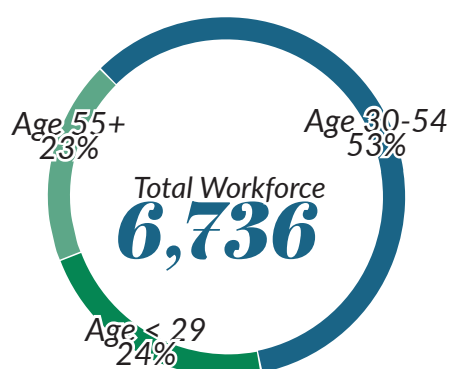
WHERE WE COME FROM

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.

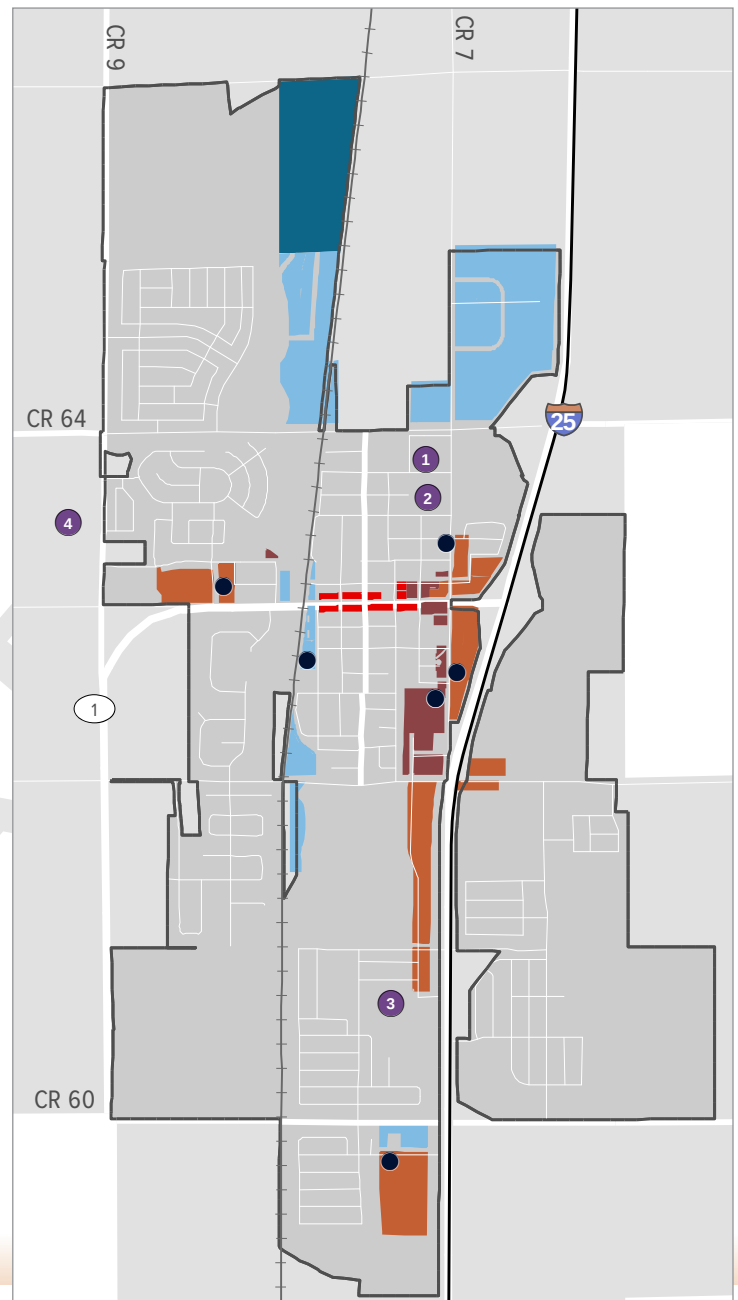
Local Businesses

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

Commercial Land Uses

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

WELLINGTON'S COMMERCIAL LAND USES MAP



LEGEND

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

(Source: Logan Simpson, 2019)

WELLINGTON INFLOW AND OUTFLOW COUNT (PRIMARY JOBS)



(Source: On the map, 2018)

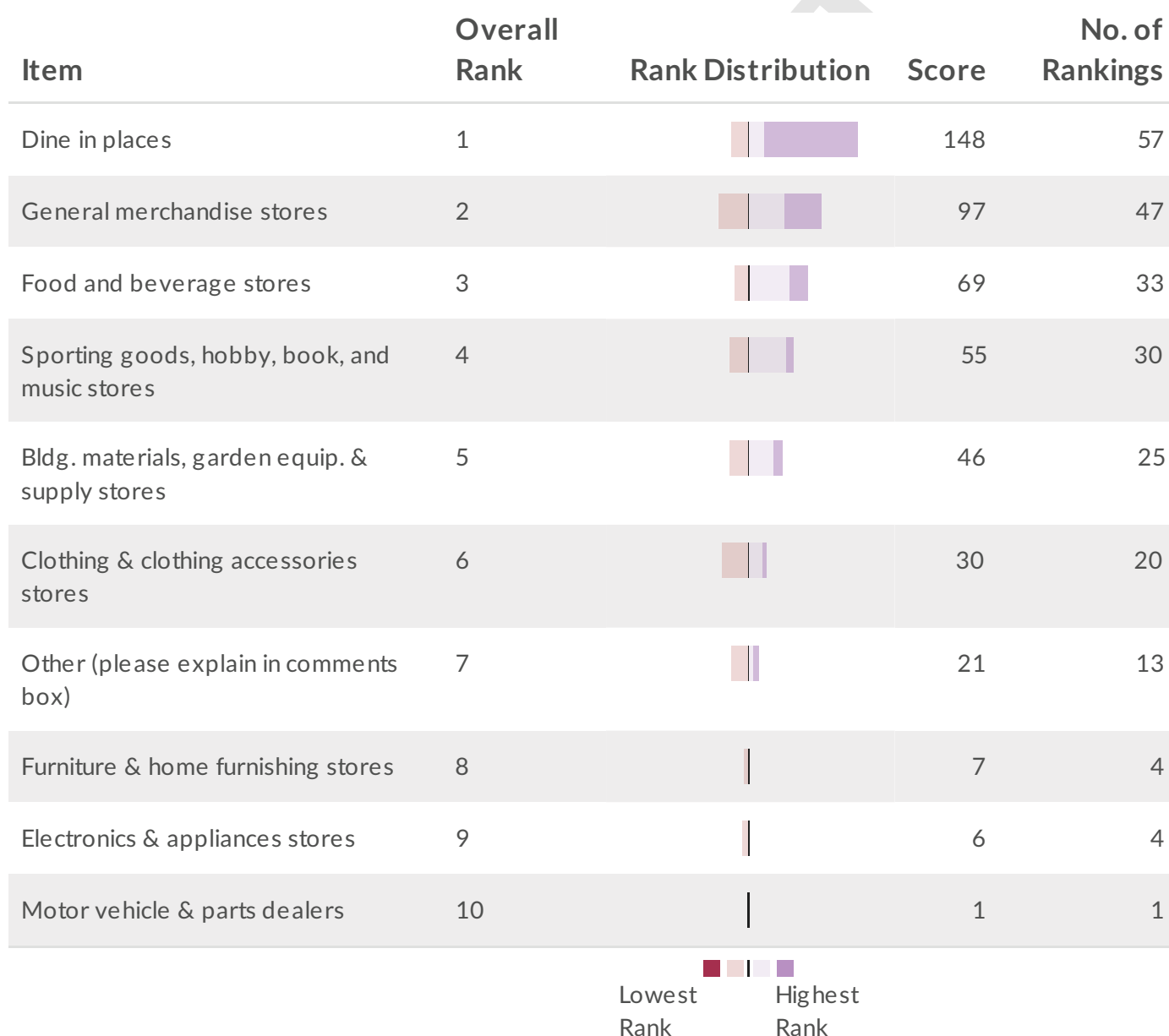
Accomplishments Since the Last Plan

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?



Key Challenges & Opportunities

Currently, over 90% of the employed residents in Wellington commute for work. When commuters are traveling to other cities for work, they are likely spending money on groceries and goods before returning home to Wellington. A Market Analysis completed for the Town in 2019 indicated that the general retail and merchandise leakage is approximately \$48 million. In order to maintain a vibrant economy that increases services and jobs for residents and tax revenue for the Town, Wellington must continue to identify additional business opportunities. Some ideas suggested in the Market Analysis include businesses that will enhance recreation, entertainment, lodging, and basic needs (e.g. grocery store), among others. Also, insights (below) from a questionnaire done as part of this Plan Update revealed the community's preference for the top three retail options. Further community input also suggested opportunities for additional health care and other social assistance industries like childcare, for instance.

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

As shown on the Commercial Land Uses Map (page 26), Wellington's land uses for economic activity are mainly on the west side of the I-25 corridor, leaving east Wellington residents without convenient access to goods or services.

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

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

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

(Source: ESRI, 2020)

COMMUNITY VOICES

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

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

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

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

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

Install underground utilities to catalyze commercial development.

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

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

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



THRIVING ECONOMY PILLAR

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

WHERE WE'RE HEADED

Goals & Strategies

Goal 1 | DIVERSIFY THE TOWN'S ECONOMIC BASE

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

1.2. Leverage activity centers (illustrated in the Future Land Use Map) to promote land uses that would capture traffic to and from nearby destinations to draw visitors to our local businesses.

1.3. Collaborate with Economic Development efforts to ensure land uses are available for:

- Hosting regional sports competitions to build pride among local youth and attract sports tourism.
- Businesses that can build on regional recreation such as sporting goods store and bicycle shops.
- Businesses such as hotels and restaurants to locate along the I-25 Corridor and Owl Canyon Road.

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

1.5. Evaluate a lodging tax to support local tourism and recreation programs and facilities.

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

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

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

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

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

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

2.5. Ensure appropriate ordinances are in place for the potential introduction of marijuana dispensaries.

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



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

3.1. Provide agritourism as an allowed use in appropriate zone districts.

3.2. Highlight and align economic development programs and tools to include opportunities for local agricultural, tourism, and recreation industries. This effort should also include working with local groups to develop, establish, and maintain a repository of available resources for interested parties to engage in agritourism activities.

3.3. Allow small-scale farming; create farmers market or work with County to expand farmers market to Wellington.

3.4. Collaborate with existing regional efforts that support and encourage agritourism.

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

4.1. Balance residential with commercial land uses to promote local job opportunities and needed services for residents.

4.2. Identify and address municipal and administrative barriers to business development.

4.3. Communicate with existing businesses to understand needs and plans for expansion and retention within the community.

4.4. Ensure appropriate land uses are available for the establishment of local organizations like non-profits, places of worship, and cultural facilities like museums, among others.

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.

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
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 247,500 square foot facility that will serve 1,200 students, is scheduled to open in the fall of 2022. PSD intends to repurpose the current Wellington Middle School (likely into an intermediate school) once the new school is completed.

Fire Protection District

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

Law Enforcement

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

Wilson Leeper Community Center

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

Natural Hazards Mitigation

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



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.

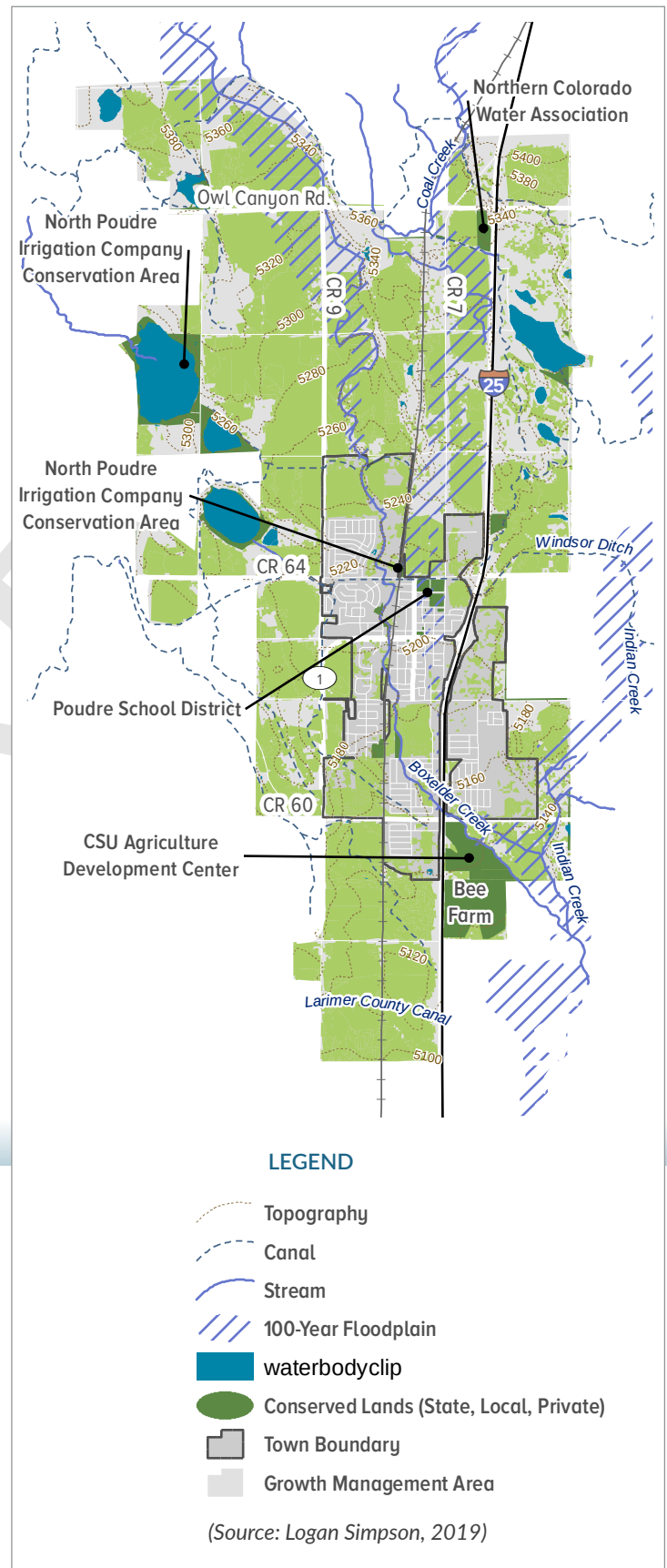
Water Supply

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.

WELLINGTON'S NATURAL HAZARDS & FIRE PROTECTION DISTRICT MAP



Water & Wastewater Infrastructure

The Town has two water treatment plants, three municipal wells, two treated water storage tanks, and a water distribution system. According to the 2018 Municipal Water Efficiency Plan, the water treatment plants currently have a combined capacity of 7 million gallons per day (MGD). The Town also has a wastewater treatment plant with a current capacity of 0.45 MGD and with plans to expand to 1.2 MGD in the next few years.

Stormwater

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

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

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

GREEN INFRASTRUCTURE, STORMWATER, AND WATER QUALITY AND SUPPLY

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

Waste Management Diversion

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

Internet & Broadband

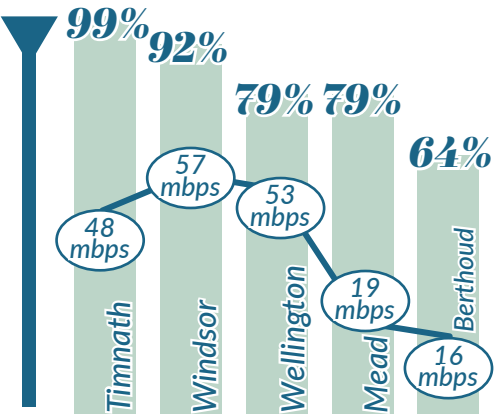
According to Broadbandnow, Wellington's broadband coverage of 79% and average download speed of 53 megabytes per second (mbps), are comparable with peer communities (below). The Town has eight Internet providers* with Viasat (formerly Exede) and HughesNet being the most common. Despite Internet growth, however, a surprising 21% of residents are limited to one Internet service choice.

*Some may be "double entries" as many incumbent providers market residential service and business service separately.

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



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



(Source: www.Broadbandnow.org, 2020)

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

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

WHERE WE'RE HEADED

Goals & Strategies

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

1.1. In partnership with Public Works, collaborate on an infrastructure master plan and planning documents to proactively guide and evaluate Town growth and limitations.

1.2. Ensure the expansion and upgrades of utilities, infrastructure, and amenities are consistent with Town Plans (e.g. Water Efficiency, Storm Water Management, Emergency Preparedness, Infrastructure Plan, and this Comprehensive Plan) and that key projects are included in the five-year Capital Improvements Plan.

1.3. Develop a monitoring and reporting system across all Town departments to ensure efficient upgrades and extensions of utilities and services (water, sewer, stormwater, streets, sidewalks, parks) and private service providers (cable, Internet, phone, recycling) that meet a fair rate structure.

1.4. Develop an ADA and community informed checklist for the review, maintenance, and update of streets and public spaces and ensure priority projects are included in the Town's Capital Improvements Plan.

1.5. Provide or encourage installation of broadband and/or other high performance networks to encourage professional and technical companies to locate in Wellington and to offer improved services to residents and schools.

1.6. Identify criteria to ensure an appropriate level of service reaches all residents within Town limits and promote the efficient and logical extension of infrastructure services within the Town's GMA boundary (focusing first on the southern and northwest sections of the GMA).

1.7. Monitor development and growth in relationship to water supply and wastewater facility capacity.

1.8. Assess options and locations for green stormwater infrastructure that address water runoff and supply and contribute to a more attractive and resilient urban environment.

1.9. Identify and define natural hazards and sensitive areas and recommended setbacks or mitigation to more appropriately incorporate these areas into planning efforts (e.g. hazard mitigation, environmental conservation, recreation and access) and to reference them in development reviews.

1.10. Assess opportunities and partners to develop a Wellington-specific emergency preparedness plan or guidelines to address most-likely scenarios for identified threats.

1.11. Formalize Intergovernmental Agreements to enhance and streamline joint land use planning, utilities delivery, revenue sharing, and growth boundaries among other considerations.

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



Goal 2 | ENSURE NEW DEVELOPMENTS CONTRIBUTE TO COMMUNITY SERVICES AND INFRASTRUCTURE, INCLUDING BUT NOT LIMITED TO THE INTEGRATION OF SCHOOLS, STREETS, SEWER, TRAILS, PARKS, AND OPEN SPACE NETWORKS.

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

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

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.

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.).

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.

2.6. Review and update impact fees for all developments on a regular basis (identify time frame).

2.7. Assess opportunities (e.g. easements, Transfer of Development Rights etc.) for conservation of open space and farmlands for environmental benefits and to maintain the open and agricultural character of the Town.

Goal 3 | ENHANCE TOWN HALL FACILITIES AND SERVICES.

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

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

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.

3.4. Ensure more diversity of voices in Town Boards and Commissions, for instance from Hispanics/Latinx and people with disabilities.

3.5. Provide resources and information to elected and appointed officials and Town leadership to support informed decision-making.

3.6. Maintain and enhance transparent and timely communication of Town projects and updates.

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 Map #, Wellington is situated along I-25 with one interchange at SH 1 providing access to the Town. The majority of both the Town's development and street network is on the west side of I-25. However, there is a large residential development on the east side between Jefferson Ave. and CR 60; a trail underpass at Wellville Park provides bicycle and pedestrian access beneath I-25, but the SH 1 interchange (the only street crossing) is not comfortable for active travel and over a mile away from the furthest south development on the east side.

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

ROADS INVENTORY MAP



(Source: Felsburg Holt & Ullevig, 2020)

LEGEND

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

Reservoir. 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 3rd Street is the only four-lane section. The unstriped streets are generally 32 feet wide. This presents an opportunity for enhanced bicycle and pedestrian accommodation because two travel lanes only require 20-24 feet of space, leaving up to 12 feet of excess space along these streets that is currently only being used by parked cars.

CDOT maintains two automatic traffic count stations within Wellington, at the intersections of SH 1 and 2nd and 6th Streets. As seen on the chart below, in 2018, average daily traffic volumes at the 2nd Street intersection were 6,200 vehicles, and 10,000 vehicles at the 6th Street intersection (Online Transportation Information Systems, CDOT). These totals represent increases of 24% and 10% since 2014, consistent with the Town’s overall growth. I-25 carried approximately 25,000 vehicles per day through Wellington in 2018, an increase of approximately 14% since 2014.

Railway

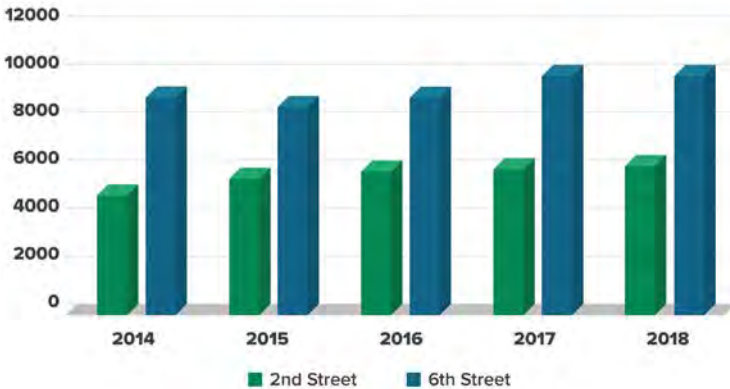
A BNSF Railway track runs north-south through the western portion of Wellington and there are four at-grade street crossings within the Town’s borders: Washington Ave., SH 1, Jefferson Ave., and CR 60. At-grade crossings refer to crossings that are at the same level or grade as the railroad track (i.e. not an underpass or overpass). The crossings at SH 1 and Jefferson Ave. both have gates and signals, but those at Washington Ave. and CR 60 only have stop signs and railroad crossing signs.

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

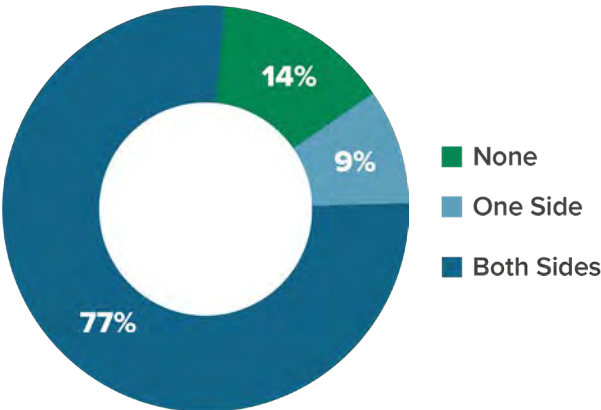
Sidewalks

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

SH 1 AVERAGE DAILY TRAFFIC VOLUMES



SIDEWALK INVENTORY

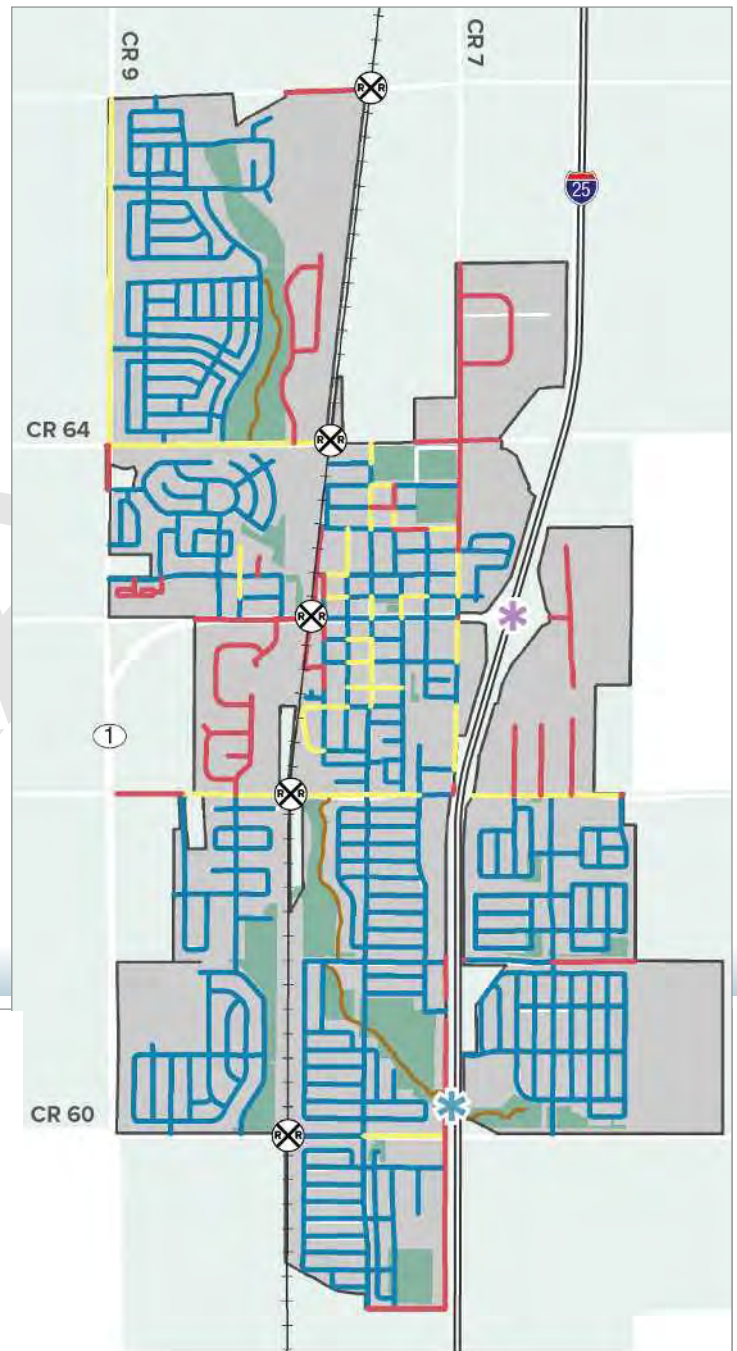


Wellington's existing trail network within Town boundaries consists of approximately 1.9 miles of mostly concrete trails split into two main segments, one through Wellington Community Park on the north side of Town and one through Boxelder Creek open space, Knolls Linear Park, and Wellville Park on the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

Alternative Transportation Options

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

SIDEWALK AVAILABILITY MAP



(Source: Felsburg Holt & Ullevig, 2020)

LEGEND

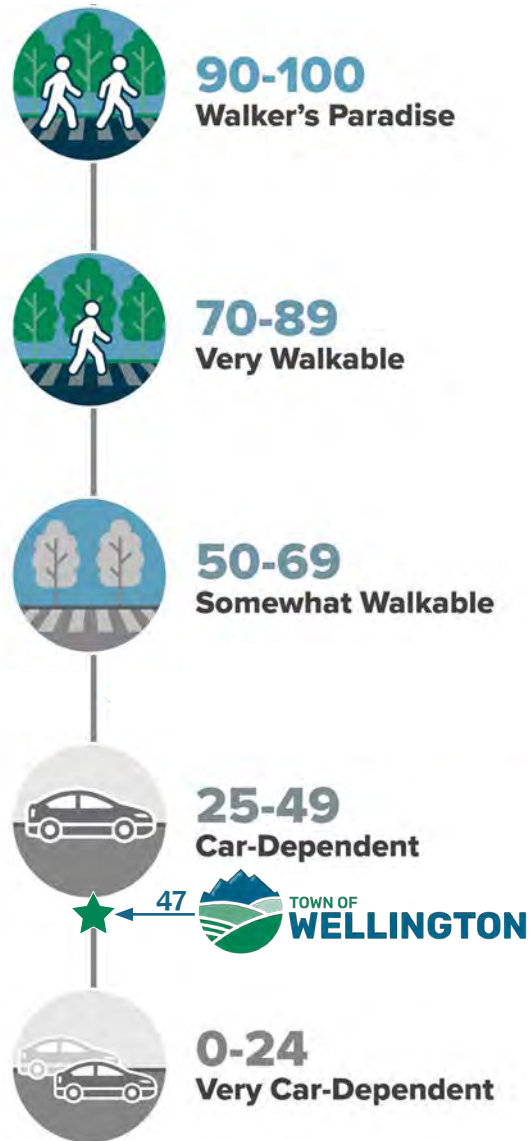
- None
- One Side
- Both Sides
- ~ Trails
- +—+—+—+— Railroad
- Parks and Open Space
- ▭ Town Boundary
- ▭ Growth Management Area
- ★ Trail Underpass
- ★ Street Overpass
- X Railroad Crossing

The Walk Score tool (Walkscore.com) assesses walking conditions based on distance to amenities such as schools, parks, and grocery stores. As seen on the right, Wellington has a Walk Score of 47 out of 100, indicating that cars are necessary for most errands. Although most streets in Wellington have sidewalk on both sides, most of those sidewalks are narrow and 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. Streets with high speeds and/or high traffic volumes are generally less comfortable because biking close to a lot of fast-moving motor vehicles is a stressful experience for many people; drivers tend to go faster the wider a lane is (they feel less constrained), so a street with wide lanes will also be stressful for many bicyclists. An LTS analysis conducted for Wellington's Downtown core (see map below) showed the area to be generally comfortable for biking with the exception of SH 1, where the higher traffic speeds and additional lanes heighten the stress level.

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

WELLINGTON'S WALK SCORE



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 SIDEWALK WIDTH MAP

- No Sidewalk
 - < 5 Feet
 - 5 - 8 Feet
 - > 8 Feet
 - Railroad
 - Parks and Open Space
 - Town Boundary
 - Growth Management Area
 - * Street Overpass
 - X Railroad Crossing
- (Source: Felsburg Holt & Ullevig, 2020)

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

[to come]

Key Challenges & Opportunities

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

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

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



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."

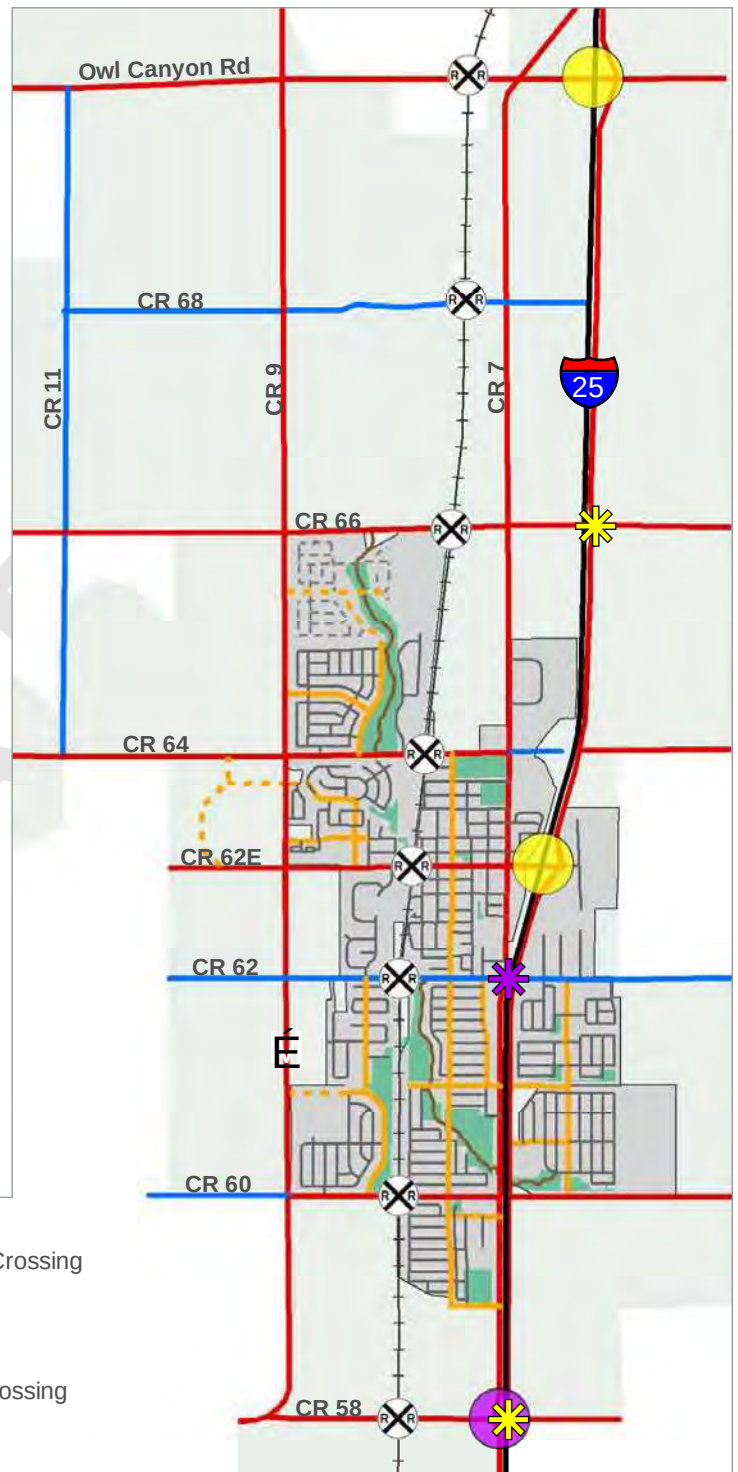
WHERE WE'RE HEADED

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

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

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.

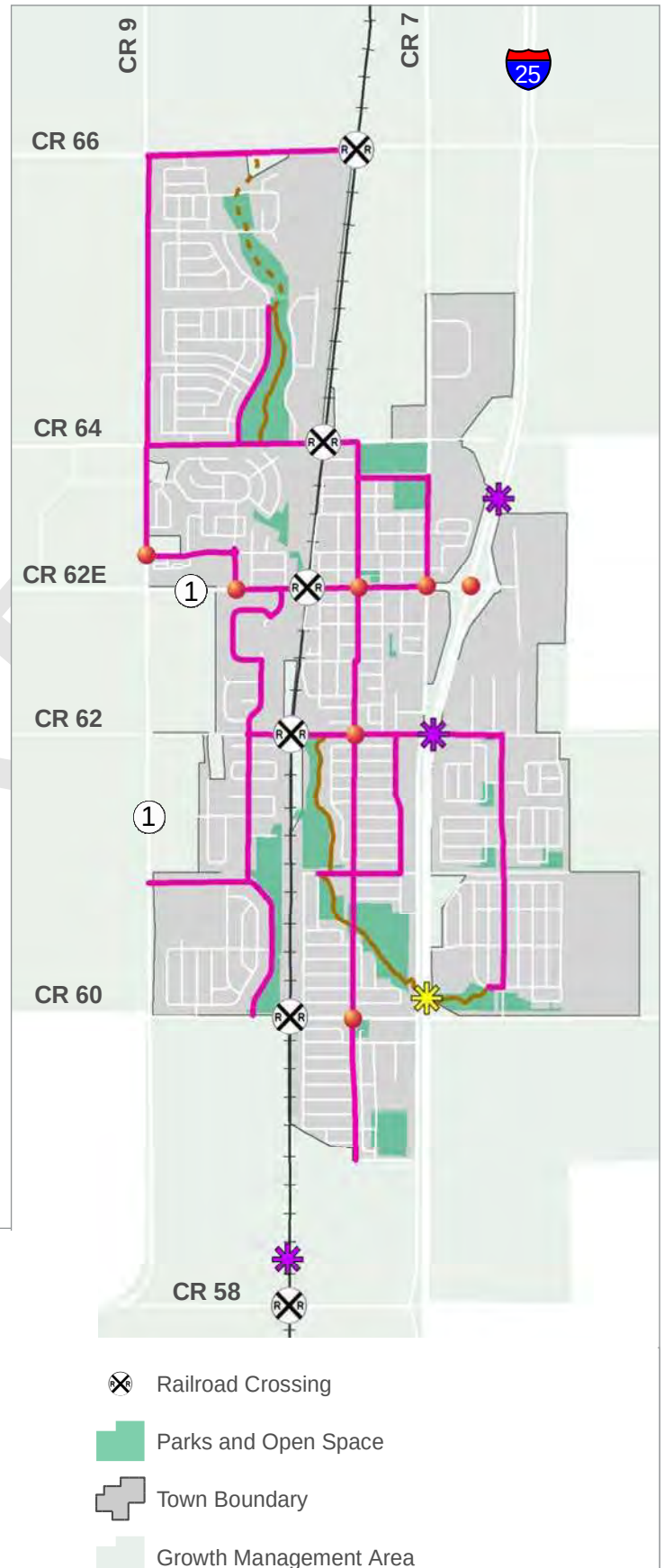
In developing a vision for bicycle and pedestrian connectivity throughout the Town, the following factors were taken into consideration:

- **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.

LEGEND

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

BICYCLE AND PEDESTRIAN RECOMMENDATIONS MAP



(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.

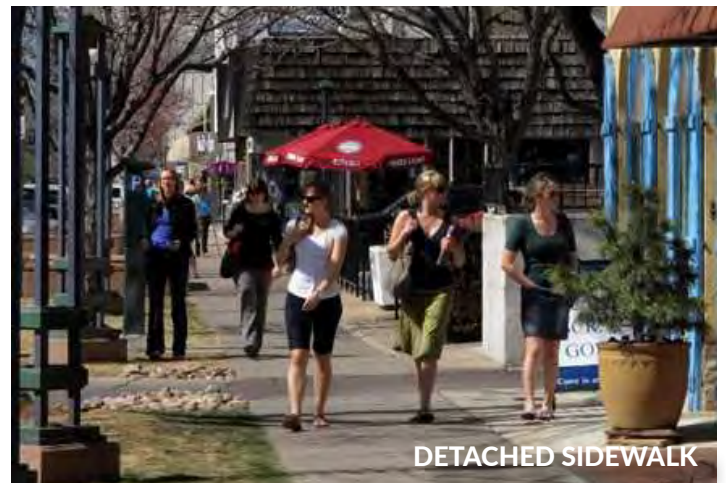
Intersections are often the most stressful part of a biking or walking trip because they introduce additional points of conflict between active users and motor vehicles. Most intersections in Wellington are unsignalized, which can be more difficult for bicyclists and pedestrians to maneuver since they 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

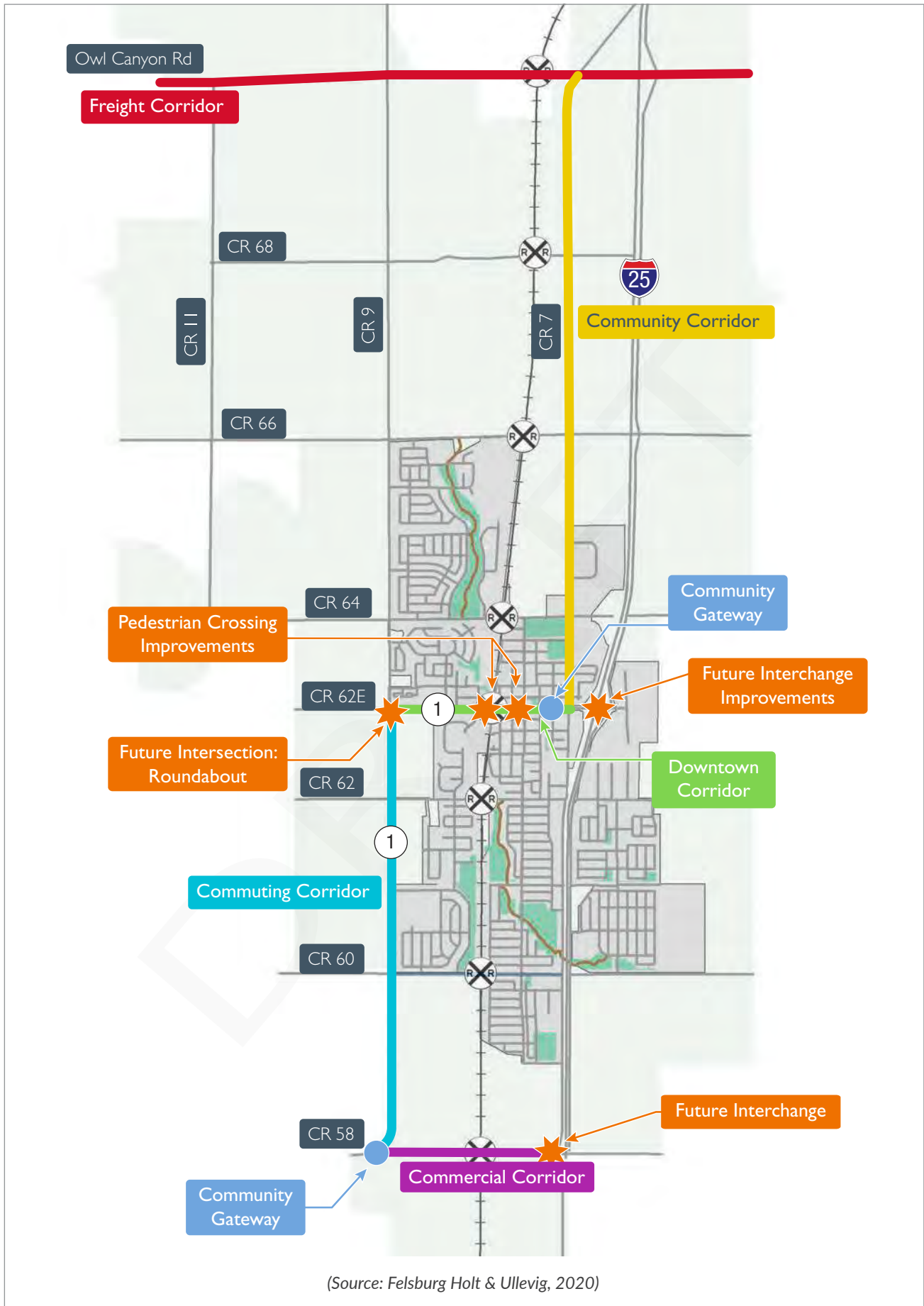
As additional development comes to the north side of Wellington, including along Owl Canyon Rd., CR 7 will become an increasingly important corridor for keeping the northern developments connected with the rest of the community.

Downtown Corridor: Cleveland Avenue (part of SH 1)

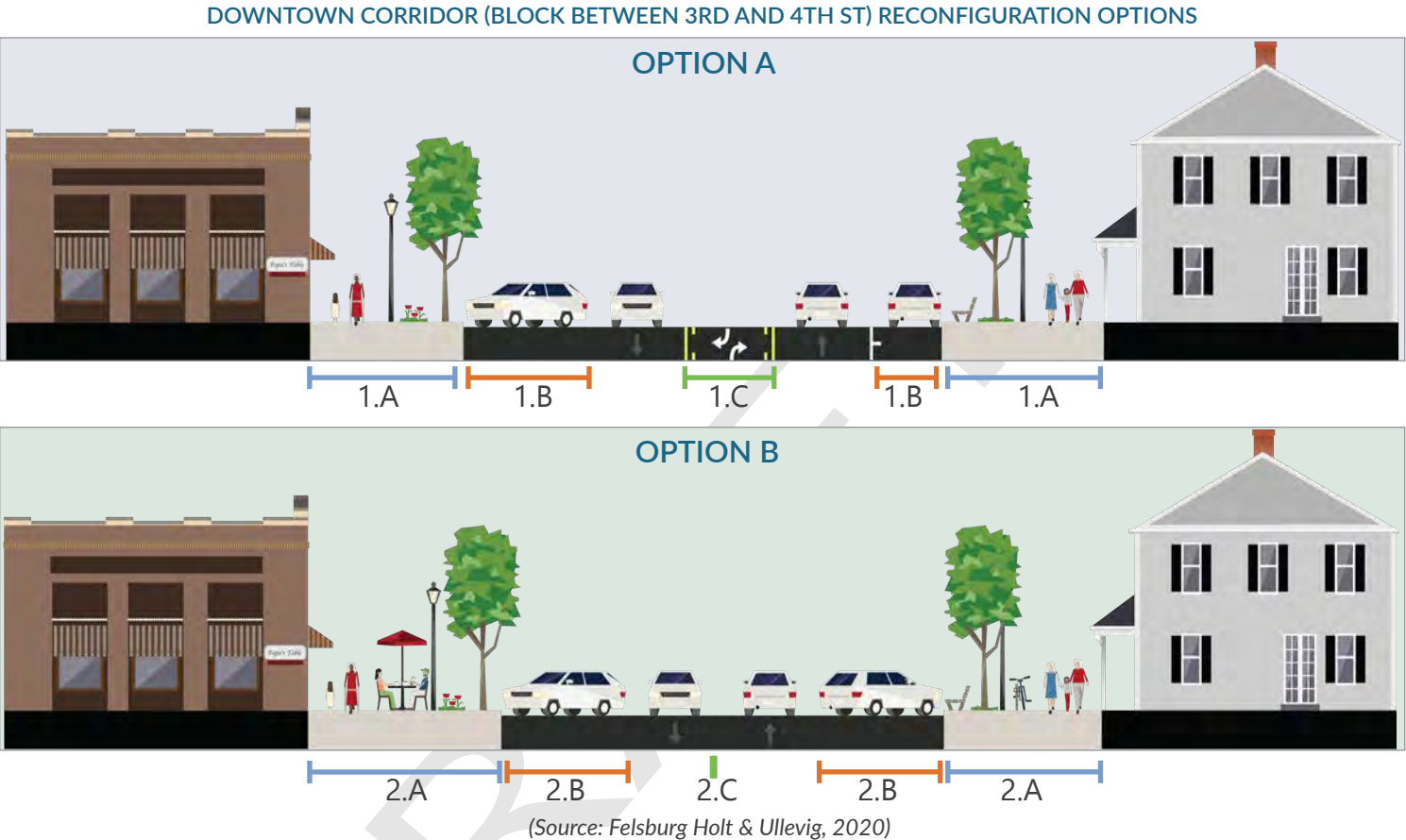
Cleveland Ave. is the portion of SH 1 that runs from Wellington Boulevard (western part of Downtown) to Pheasant Run Lane (east of the I-25 interchange). Cleveland Ave., specifically between 1st and 6th Streets, is the core of Wellington's Downtown area. In order to establish a more pedestrian-oriented 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.



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

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

Goals & Strategies

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

1.1. Finalize a Transportation Master Plan that appropriately classifies streets and develops standards for development.

1.2. Develop an ADA Transition Plan which outlines how the Town will remove barriers in its transportation system that limit accessibility for people with disabilities.

1.3. Pursue Quiet Zone designations for the Town's railroad crossings, which would allow trains to pass through without sounding all of their sirens. Minimum requirements from the Federal Railroad Administration for a Quiet Zone include active grade-crossing devices (i.e. signals and gates) and appropriate warning signage.

1.4. Work with Larimer County to establish urban street standards for transition areas between Town and County jurisdictions.

1.5. Adopt a Complete Streets Policy that identifies design standards that support the safety of all transportation modes on roadways.

1.6. Prioritize the construction of high priority trails and sidewalks and work toward eliminating trail gaps and finding solutions to improve connectivity regardless of built and natural barriers, like the highway and floodplains.

1.7. Require new developments and develop guidelines for retrofits to provide in-road shoulders at key locations that support Emergency Services.

1.8. Assess needs, locations, and incentives for electric vehicle charging stations. Alongside this effort, leverage the I-25 designation as an Alternative Fuels Corridor to plan for the provision of EV infrastructure.

1.9. Update development impact fees to fund active transportation network enhancements to provide for an increased opportunity to use active transportation.

1.10. Increase and improve trail connectivity and establish routes for travelling to everyday destinations.

1.11. Identify strategies and funding mechanisms for development of a second I-25 interchange for improved access to the Town and include design considerations for motorized and non-motorized crossings.

1.12. Identify strategies for improved traffic flow and safety along SH 1/CR 9 from CR 64 to CR 58.

1.13. Pursue federal, state, and regional grant funding opportunities as well as public-private partnerships to implement priority transportation improvements.

1.14. Work with CDOT to investigate taking on additional control of SH 1 to allow the Town more autonomy.

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

2.1. Consider developing corridor plans that identify and design bicycle and pedestrian enhancements to create greater and more direct connectivity to everyday destinations.

2.2. Identify partnerships and resources for developing a Safe Routes to School program.

2.3. As part of a Downtown Master Plan, further evaluate cross-section improvement options for Cleveland Ave. through Downtown.

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.

2.5. Identify and prioritize trail connectivity from surrounding neighborhoods to Downtown by considering off-street and on-street options for bicycle and pedestrian improvements (consider 3rd Street as a potential option).

2.6. Identify and evaluate enhancing ADA compliance needs for ramps, crossings, and sidewalks across Town.

2.7. Identify criteria to prioritize implementing ADA compliance and enhancements for key areas like Downtown, near schools, parks and recreation, health care, and grocers.

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).

2.9. Identify criteria for on-street bicycle infrastructure based on roadway classification and, based on these criteria, implement an on-street bicycle network that provides greater access to everyday destinations.

Goal 3 | IMPROVE REGIONAL MULTI-MODAL TRANSPORTATION CONNECTIONS.

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

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

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

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

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 MAP

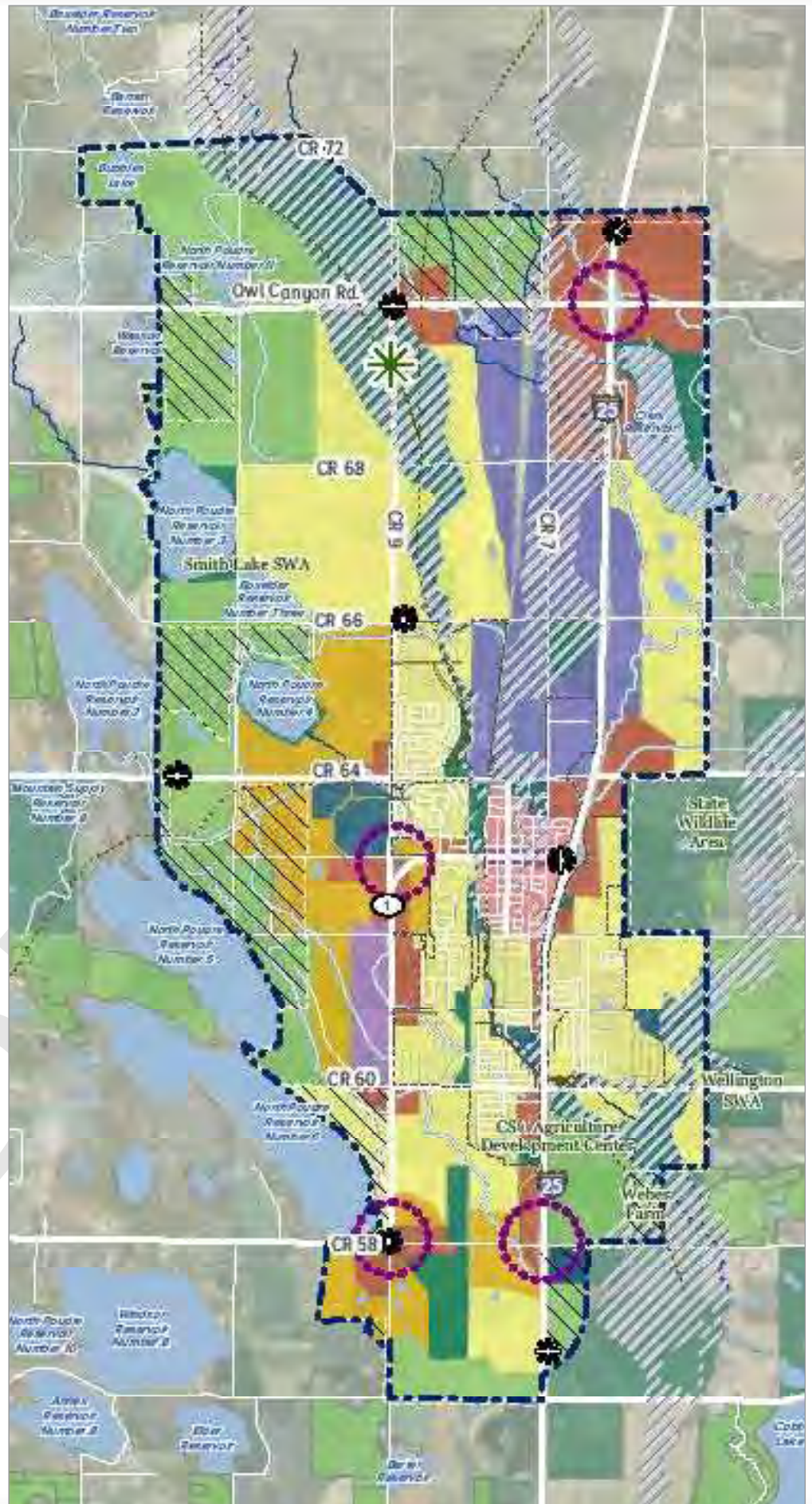
-  **Gateway**
-  **Proposed Regional Park**
-  **Existing Trails**
-  **Proposed Trails**
-  **Future Roads**
-  **Canal**
-  **Streams**
-  **Activity Center**
-  **100 Year Floodplain**
-  **Town Boundary**
-  **Growth Management Area**
-  **New GMA areas**
-  **Previous GMA Boundary**
- Future Land Use**
 -  **Parks and Open Space**
 -  **Agriculture**
 -  **Low Density Residential**
 -  **Medium Density Residential**
 -  **Downtown Neighborhoods**
 -  **Downtown Core**
 -  **Commercial**
 -  **Mixed Use**
 -  **Industrial/Light Industrial**
 -  **Civic**
- Conserved Lands**
 -  **Private Conservation**
 -  **State Owned Conservation**

3/3/2021

0 0.5 1 Miles



(Source: Logan Simpson, 2021)



FUTURE LAND USE MAP & CATEGORIES

Overview

The future land use map illustrates desired growth patterns by identifying the characteristics and location of land use within the Town. The future land use plan should be used to guide zoning changes as development and redevelopment occur.

The location and characteristics of land uses reflect the community's desire for balancing residential with commercial uses, for being self sufficient, and for preserving the town's character. That is, a town shaped by local businesses, supporting infrastructure, a reasonable cost of living, family friendly amenities, basic service providers, a vibrant Downtown, outdoor recreation, and its agricultural heritage.

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

Key to the determination of land uses is size and extent based on anticipated and accelerated population growth, local and regional connections, and preservation of open space and farmland as development occurs. Other considerations include allowing for: development and infill to increase the vibrancy of Downtown; additional commercial and industrial along I-25; commercial and mixed uses that support intentional development along SH 1; and balancing growth and amenities west and east of I-25.

Land use decisions should support the character and connection of Town-owned open spaces, gateway

entrances, and Downtown, and should specify essential and most-needed future infrastructure, such as sidewalks, landscaping, shading, storm water management, pedestrian safety, lighting, parking, and motorized and non-motorized transportation options, among others.

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

Emphasis in neighborhoods is on low and medium density residential developments, but mixed uses are possible in activity centers (🚶) —areas designated as key centers to support strategic local and regional transportation networks, employment, recreation, and services.

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

- desired intent and character;
- potential uses;
- suggested intensities (floor area ratios (FAR) indicate the gross floor area divided by the lot area);
- suggested densities (dwelling units per acre);
- existing zoning categories;
- community voices; and
- photo examples of desired building types and character.

While not regulatory, the Future Land Use Plan forms the basis for future zoning and municipal code updates and changes. Zoning districts regulate allowed uses on a parcel level and identify development and design requirements. Future land use categories recommend desired use types and development patterns as areas develop or redevelop. While the 2040 Future Land Use Plan expresses a desirable land use, Wellington's Zoning Regulations indicate the permitted use of the property in accordance with the Town's regulations and guidelines.

PARKS AND OPEN SPACE

Desired Intent & Character

Parks and open spaces should be evenly dispersed throughout the community ensuring equitable access for all. Parks differ from open spaces as they are regularly maintained and provide active recreation opportunities on civic facilities. Parks should offer year round recreational options for all ages and abilities; maintain design standards that are cohesive with the surrounding land uses; and include typically linear pathways and connections between neighborhoods to open space areas.

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

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.

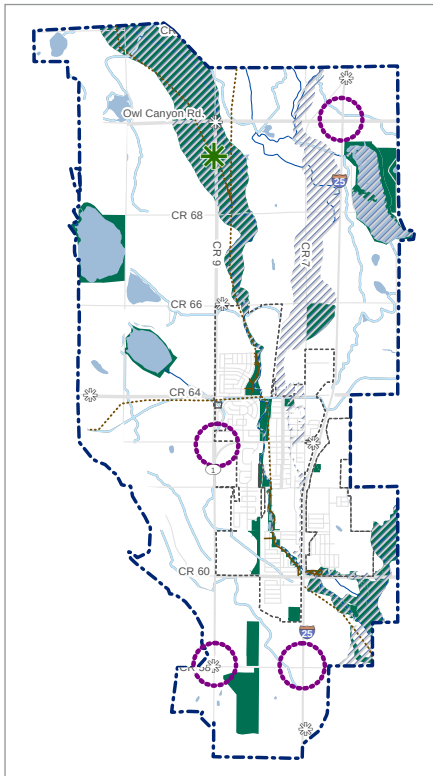
Suggested Density Range: N/A

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."



AGRICULTURE

Desired Intent & Character

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

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

Suggested Density Range: Maximum 4 DU/Acre

Suggested Intensity Range: Maximum 2.0 FAR

Existing Zoning: A, R-1

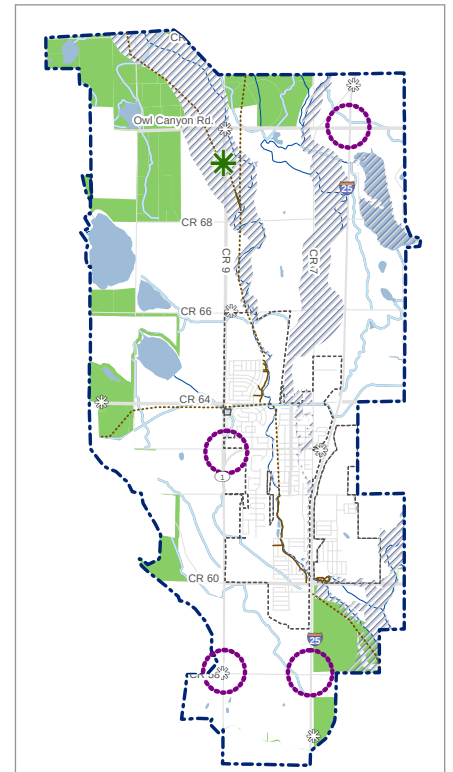
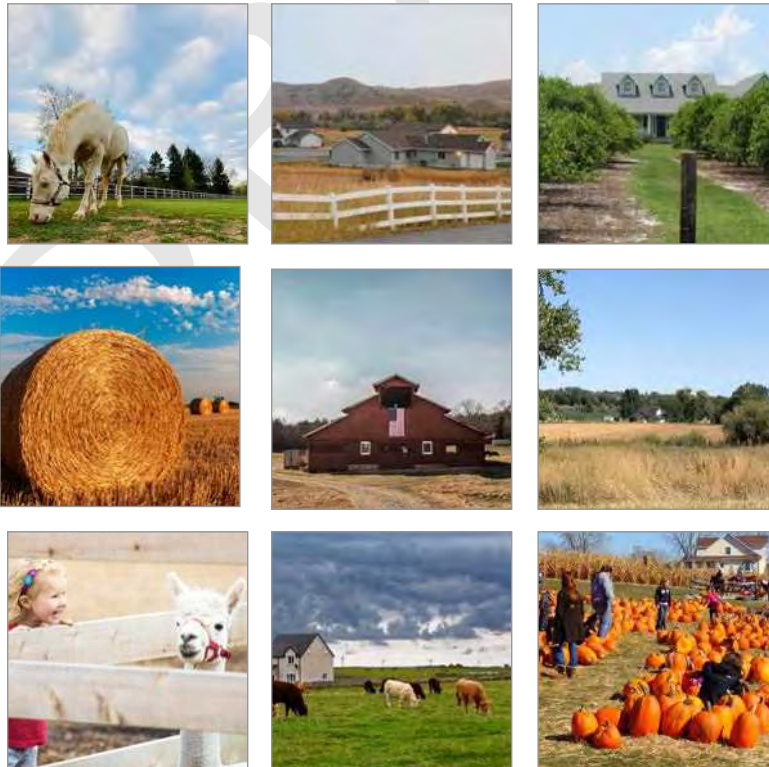
COMMUNITY VOICES:

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

"We need to preserve the farms..."

These areas are intended to preserve Wellington's agricultural heritage and small town character valued by so many in the community. Agriculture applies to areas identified as desirable to continue to function as working agriculture (i.e. arable farming, pastures, agritourism, etc.).

As development pressures continue to grow, it is important to address opportunities for conservation and protection of these lands for environmental benefits (many species depend on this habitat) and to provide an obvious boundary between Town and unincorporated county land or neighboring towns.



LOW DENSITY RESIDENTIAL

Desired Intent & Character

These neighborhoods are composed of single-family homes of interspersed attached and detached units supported by neighborhood amenities and public facilities.

While these areas may be more reliant on vehicles due to their sparse character, they should still be connected to the Town's trail network providing safe and active means to access jobs, services, schools, and parks, and connecting to the larger, regional trail system.

Potential Uses: Single-family attached and detached homes. Complementary use to principal structure may include accessory dwelling units (ADUs).

Other uses include places of worship, schools, parks, recreation, open spaces, and civic uses.

Suggested Density Range: 2-6 DU/Acre

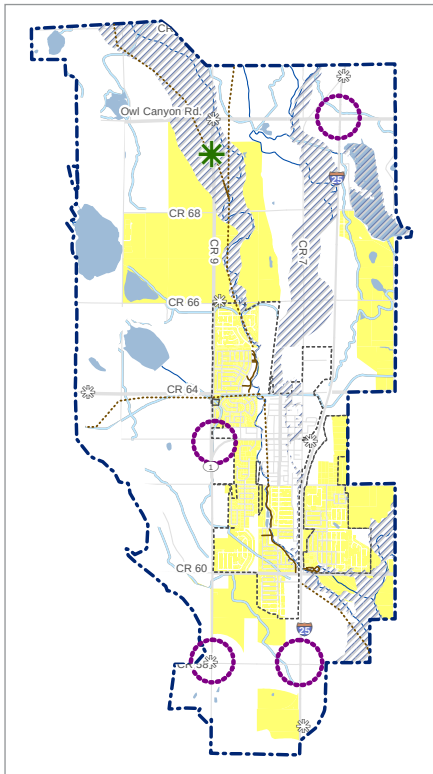
Suggested Intensity Range: N/A

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

COMMUNITY VOICES:

"Continue to provide good quality housing."

"Enhance trail connections throughout town."



MEDIUM DENSITY RESIDENTIAL

Desired Intent & Character

Potential Uses: Primarily single-family and a variety of attached homes (e.g. townhomes, duplexes, fourplexes, cottage courts, and apartments, among others). Complementary uses to principal structure may include accessory dwelling units (ADUs).

Complementary uses in this land use category may include places of worship, schools, parks, recreation, open spaces, live/work units, home businesses (including child care and group care facilities) and civic uses, as well as commercial/retail at prominent intersections.

Suggested Density Range: 6-12 DU/Acre

Suggested Intensity Range: N/A

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

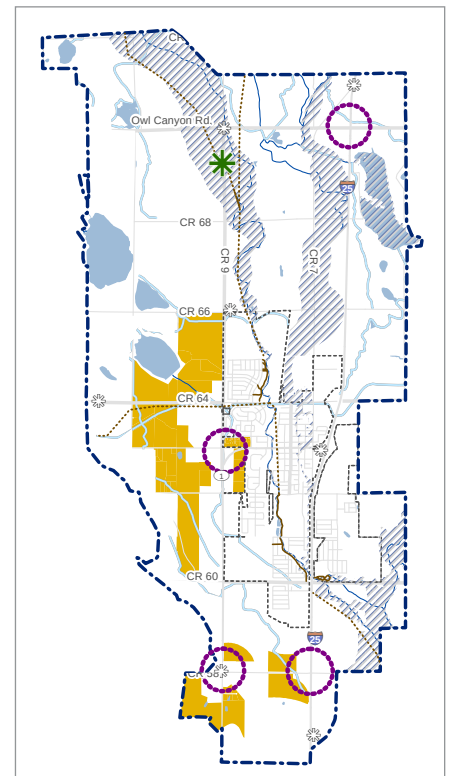
Single- and multi-family neighborhoods with options for home businesses and for local corner stores and clustered commercial areas around prominent intersections. These higher density residential areas also provide access to public facilities and amenities (e.g. parks, open spaces, trails, recreation,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

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

COMMUNITY VOICES:

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

"Provide more housing rental opportunities"



COMMERCIAL

Desired Intent & Character

Located in nodes and along I-25 and SH 1, these areas include a variety of businesses that provide employment opportunities and support the retail and service needs of the community. Building footprint may be free-standing or mid-rise in a unified campus-like setting integrated with sidewalks, landscaped features, and public spaces and providing access to motorized and non-motorized transportation options.

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

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

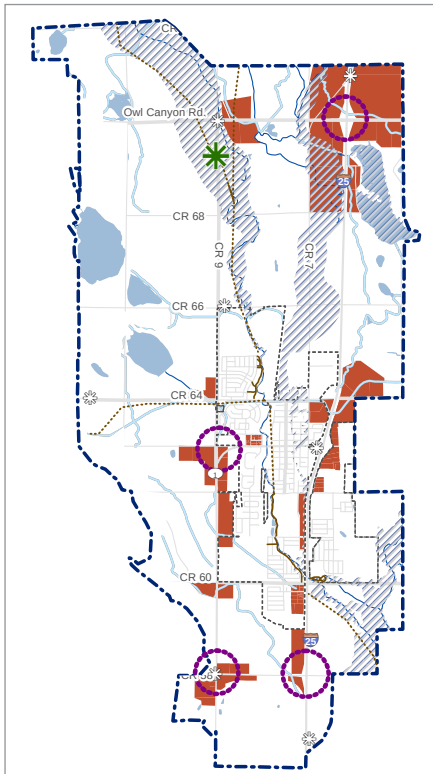
Suggested Density Range: N/A

Suggested Intensity Range: 0.1 – 1.0 FAR

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

COMMUNITY VOICES:

"Balance residential and commercial development".



MIXED USE

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

Suggested Density Range: 10-12 DU/Acre

Suggested Intensity Range: 0.1 – 1.0 FAR

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

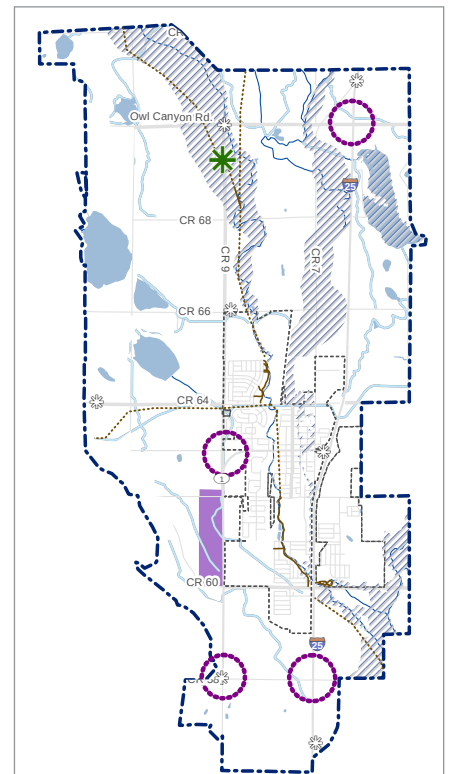
Desired Intent & Character

The intent is for these uses to cluster potential destinations, encouraging people to walk between destinations and drawing more foot traffic to stores. These areas provide an optimal combination of multi-family residential and small to medium scale commercial uses that are highly connected to motorized and non-motorized transportation options offering convenient access for locals and visitors alike.

COMMUNITY VOICES:

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

Activity Centers: This symbol identifies areas designated as key centers to support strategic local and regional transportation networks, employment, recreation, and services. Activity centers should be built as mixed use and leverage local and surrounding assets such as the Downtown, the new high school, the I-25 and CR 58 interchanges, and the future Glade Reservoir and Montava developments.



DOWNTOWN NEIGHBORHOODS

Desired Intent & Character

This category includes neighborhoods adjacent to the Downtown Core and allows for a diversity of housing types. This area is intended to be supported by a traditional, highly connected grid system, with detached sidewalks, and incorporate pocket parks and public gathering spaces. Small-scale service establishments, including small offices and restaurants, home-based businesses, and civic and community uses can be integrated within neighborhoods to add vibrancy to the overall Downtown area.

Potential Uses: Primarily detached and attached single-family homes, backyard cottages, cottage courts, duplexes to fourplexes, and townhouses.

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

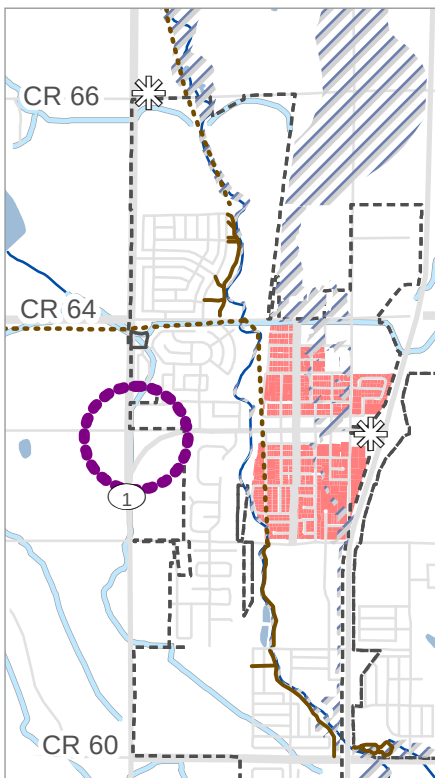
Suggested Density Range: 8-12 DU/Acre

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".



DOWNTOWN CORE

Desired Intent & Character

Potential Uses: Primarily restaurants, specialty retail, offices, housing, urban lodging, and cultural activities.

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

Suggested Density Range: Minimum 10 DU/Acre

Suggested Intensity Range: 0.5 – 2.0 FAR

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

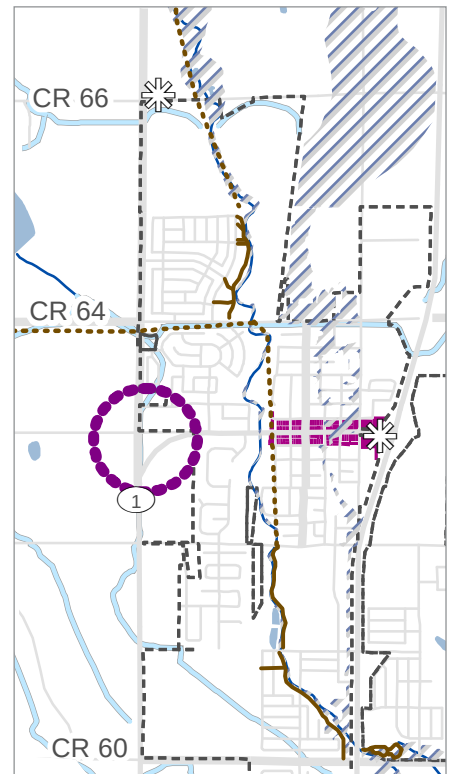
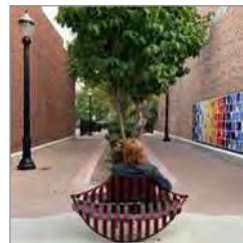
As the Town's primary activity center, Downtown Wellington is intended to be highly connected to an efficient network of motorized and non-motorized connections. Its character is based on historic and civic buildings, ample and landscaped sidewalks, groomed and activated alleys, public art, and gathering spaces, all designed with a human-scale perspective that gives the Downtown a unique sense of place and contributes to community pride.

In an effort to make Downtown more vibrant, the uses should encourage to fill in vacant residential and commercial areas and increase the height of existing buildings to support upper level residential uses. More Downtown dwellers will result in more foot traffic for Downtown businesses, allowing them to stay open longer hours and, overall, contributing to a thriving and vibrant Downtown economy.

COMMUNITY VOICES:

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

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



INDUSTRIAL/ LIGHT INDUSTRIAL

Desired Intent & Character

Industrial and light industrial areas are intended to provide a diversity of building types and sizes for diverse businesses to contribute to Wellington's economy. These areas should provide sufficient hard surface to allow for movement of goods and should have convenient access to truck routes, railroads, and other major thoroughfares. They should also provide pedestrian connectivity and green space, offering visual relief and natural protection from adjacent uses.

Industrial areas should generally be located interior to the large block of industrial/ light industrial areas as identified on the future land use map.

Light industrial areas differ from traditional industrial areas as these are intended to support light manufacturing jobs that create minimal noise, smell, and road traffic. Typically, light industrial areas should serve as a separator between heavier industrial and surrounding land uses, such as residential and commercial.

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

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

Suggested Density Range: N/A

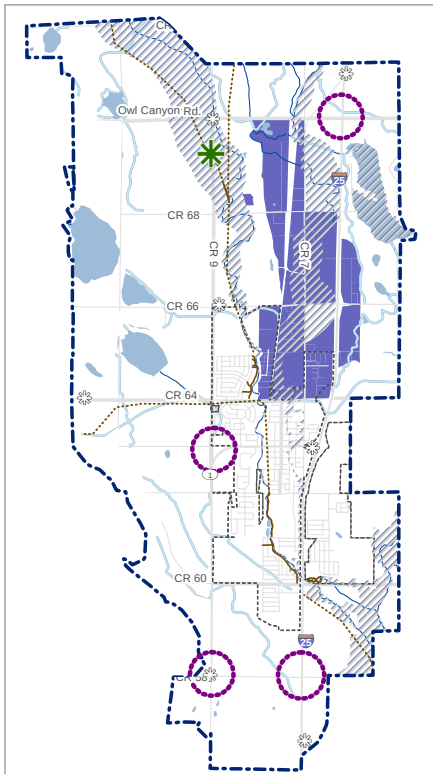
Suggested Intensity Range: 0.1 – 1.0 FAR

Existing Zoning: LI, I

COMMUNITY VOICES:

"We need a manufacturing base to generate tax."

"Locally owned [businesses] if possible."



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

Suggested Density Range: N/A

Suggested Intensity Range: 0.25 – 2 FAR

Existing Zoning: P

Desired Intent & Character

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

Civic 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."

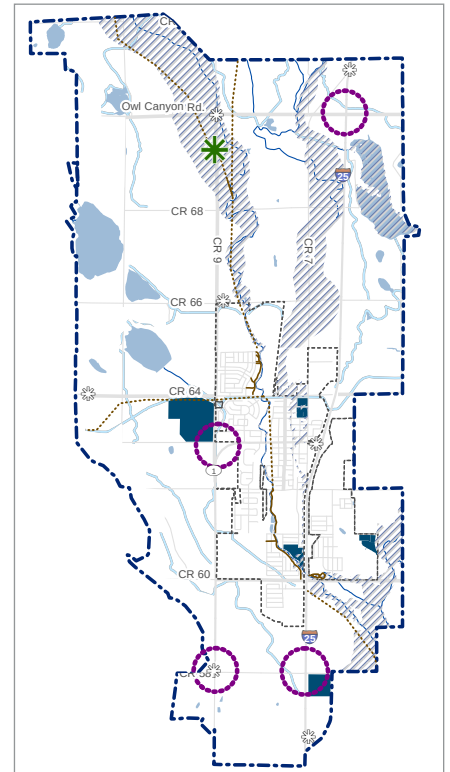




Photo Credit: Logan Simpson, 2019



IMPLEMENTATION

IMPLEMENTATION PLAN

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.

Strategic Action Items

Building on the 2014 Comprehensive Plan, the following strategic items were confirmed, refined, or expanded. Additionally, community input informed a series of opportunities that resulted in new strategies. The strategic actions in the implementation table are intended to influence future zoning and regulation changes, suggest potential financing tools, leverage partnerships, prioritize capital investments, and establish new programs and services. The resources and partnerships required for each strategic action should be considered in conjunction with annual budgeting and capital planning.

Strategic action items are outlined by the following elements:

TYPE

- **Regulatory Reform:** Some development regulations and standards will need to be updated to ensure consistency with the goals and strategies in this Plan.
- **Capital Projects:** These major infrastructure investments and funding partnerships are specifically relevant to the implementation of the Comprehensive Plan goals and strategies but should be considered in conjunction with other capital improvements and related plans to determine priorities, project efficiencies, and timing of capital improvement expenditures.
- **Plans and Studies:** Specific locations or initiatives that may require direction at a more detailed level than what is established in this Comprehensive Plan. These include site-specific development guidelines, master and/or subarea plans, and feasibility or funding studies.
- **Programs and Resources:** These may include developing an educational program, marketing campaign, or a repository of resources to inform the public, encourage civic engagement, and overall, invite the community to contribute to the success of the Comprehensive Plan efforts. Programs and resources may also involve seeking or continuing collaborative efforts with local and regional organizations.

A table with full names and acronyms will be created upon finalizing the implementation table (following the Public Review period).

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

- \$: an anticipated cost less than \$20,000
- \$\$: an anticipated cost of \$20,000 - \$100,000
- \$\$\$: an anticipated cost over \$100,000

This section will list any known existing and potential sources at the time of developing the plan. Efforts should be made to continue exploring and securing funding sources.

Prioritization Considerations

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

- **Health, Safety, Welfare, and Code Compliance:** Action involves projects that improve public health, safety, welfare, or ensure code compliance.
- **Ease of Implementation:** Action capitalizes on opportunities to be easily implemented (i.e., low cost with large gains, staff capacity, development-ready projects, available property, etc.).
- **Community Significance:** Action provides benefit to a large number of people within the community, contributes to community vision and goals and to balancing needs across the community.
- **Partnerships for Funding:** Action leverages partnerships for funding (i.e., Regional Partners, federal or state grants, private sources, etc.).
- **Satisfies Urgent Need:** Action satisfies urgent needs within the community (i.e. transportation and safety improvements).
- **Completes Phasing of Current Projects:** Action completes phases of current projects that are yet to be completed.

Plan Integration

Town Leadership and the staff should ensure consistency between the Comprehensive Plan and development proposals, development regulations, and land use codes. Additionally, the Town should work to integrate the Plan's actions into the Town's Capital Improvement Plans to ensure implementation. For this reason, the development of an annual workplan is recommended.

- **Annual Workplan**

Each year, Town Leadership including the Town Administrator and Planning and Public Works Directors, among others, should jointly develop a workplan with key actions for the year. Using the Implementation Table in this Plan as a guiding document, the group should assess any changing and pressing priorities and capitalize on known resources and partners for the year.

Monitoring Progress

Tracking progress over time is crucial to ensuring the success of this Plan. It can be easy to lose track of how many improvements are made over time or to focus on actions that steer away from identified priorities, targets, or resources. For this reason, a series of keystone indicators are provided below. It is recommended that annual, or semi-annual, audits involve tracking indicators to ensure the systematic documentation of achievements, obstacles, and shortcomings and, most importantly, to correct the course of action, when needed.

- Indicators

To be developed in consultation with Town Staff once strategies are finalized (following the Public Draft period).



Plan Updates

Though the goals, strategies, and actions contained in this Plan were developed to guide the Town’s decision-making into 2040, the Plan is intended to be flexible and adapt to changing conditions. The Plan should be reviewed and updated at least every 5 years. Minor modifications may occur in interim years whenever major demographic shifts or policy changes occur that would impact the accuracy and direction of the elements in this Plan. As change occurs, however, the Plan’s Community Vision and Pillars should continue to provide the foundation for the Plan.

Implementation Table

To be developed in consultation with Town Staff once strategies are finalized (following the Public Draft period).

DRAFT

DRAFT



Board of Trustees Meeting

Date: March 9, 2021
Submitted By: Krystal Eucker, Town Clerk
Subject: Minutes of the February 23, 2021 Board of Trustees Meeting

EXECUTIVE SUMMARY

BACKGROUND / DISCUSSION

STAFF RECOMMENDATION

ATTACHMENTS

1. February 23, 2021 Draft BOT Minutes



BOARD OF TRUSTEES

February 23, 2021

6:30 PM

Leeper Center, 3800 Wilson Avenue, Wellington, CO

MINUTES

A. CALL TO ORDER

Mayor Hamman called the meeting to order at 6:30 p.m.

1. Pledge of Allegiance

Mayor Hamman asked that all rise for the pledge of allegiance.

2. Roll Call

Mayor Troy Hamman

Mayor Pro Tem Wyatt Knutson

Trustee Jon Gaiter

Trustee John Jerome

Trustee Rebekka Kinney

Trustee Ashley Macdonald

Trustee Tim Whitehouse

Also Present:

Patti Garcia, Town Administrator

Brad March, Town Attorney

Dan Sapienza, Town Attorney

Judi Tippetts, Finance Director

Cody Bird, Director of Planning

Hallie Sheldon, Management Analyst

Bob Gowing, Director of Public Works

Krystal Eucker, Town Clerk

DJ Jones, Water Treatment Superintendent

Corporal Russell Downing, Larimer County Sheriff's Office

Lori Woodruff, Human Resources Manager

Mahalia Henschel, Communications Specialist

Dean Campos, Parks and Recreation Manager

Ross Lagenese, Library Manager

Dave Myer, Engineer

Liz Young-Winne, Planner

Mike Flores, WWTP Lead Operator

Darla Roselle, Human Resources Administrative Coordinator

3. Amendments to Agenda

Mayor Hamman asked if there were any amendments to this evening's agenda to which there was none.

4. Conflict of Interest

Mayor Hamman asked if there were any conflicts of interest on this evening's agenda.

Trustee Gaiter stated he did listen to the Planning Commission meeting when they discussed agenda item D.2 but does not feel it will be any issue.

B. COMMUNITY PARTICIPATION

1. Public Comment

Mayor Hamman opened the meeting up for public comment.

Christine Gaiter, 8132 4th Street, Wellington, CO commented that she came from California that was very populated and there were no breaks between municipalities; the open space is what drew her to the area along with the homes on large lots which give the area a small-town feel. Ms. Gaiter feels the land use map along Highway 1 and the downtown area will take the small-town feel away and feel too crowded with higher density. Ms. Gaiter stated she does not like the map and would like to see housing on bigger lots as well as maintain walkability within the community.

Kathy Wydallis, 3405 Revere Court, Wellington, CO stated the minutes for the meeting have been terrific as they are now more detailed. Ms. Wydallis stated she said something at the last meeting that she would like to clarify as she does get nervous during public comment. She does not feel the Town is the biggest problem when it comes to watering as there are a lot of non-potable systems in Town. Ms. Wydallis commented that the Public Works Department does a lot of hard work and they are terrific at it.

2. Presentation

a. Parks and Recreation Manager Introduction - Dean Campos

Dean Campos, Manager of Parks and Recreation introduced himself to the Board and stated he appreciates the opportunity to be a part of Wellington and thanked the Board for approving the merger of parks and recreation.

Mr. Campos informed the Board that he has 10 plus years of experience within the parks and recreation industry, specifically surrounding strategic planning, operations management, and program management. Mr. Campos has taught in higher education at the University of Northern Colorado and has worked in the private sector as well as municipal government.

Mr. Campos has worked with a number of professionals and different companies, but his true passion is with parks and recreation. There is so much potential for the Parks and Recreation Department in the Town of Wellington and we are barely scratching the surface. The goal is to be the best town in the state and that can be achieved through strategic planning, and programs and events while maintaining financial responsibility. The Department is currently working through a cost recovery process with the merging of parks and recreation although things look really good. The Department is looking at things differently and implementing a new innovative strategy to make sure that we are not only supporting the revenues that will be coming in with the current programs that we have, but also to support a potential facility coming in.

Mr. Campos believes the Parks and Recreation Department is the heartbeat of the Town of Wellington and wants to make sure that as we start moving forward and building this Department that the Community is heard from.

Mr. Campos also stated he is a big advocate for staff development and making sure that he is doing everything to ensure that staff have the skills necessary to not only be amazing human beings but also amazing professionals. Mr. Campos is also a big believer in servant leadership.

b. Library Manager Introduction - Ross Lagenese

Ross Lagenese, Library Manager introduced himself to the Board and informed them he has been with the Town for approximately two months.

Mr. Lagenese stated he has a background in middle level education and also in business although his main focus is living in Wellington and raising two children here. Mr. Lagenese stated he really cares about what happens in Wellington because it is part of a legacy for his children; they are his driving force.

Mr. Lagenese grew up in Fort Collins and attended city council meetings with his father. Mr. Lagenese is passionate about the Library and the number one priority is to make sure that every single resident is honored by the library, and that there are resources available to honor the changing demographics. The Library wants to honor the past but also look to the future and make sure that the Library is a safe place for everyone.

Mr. Lagenese stated there are a lot of libraries that are struggling right now, and some are actually being shut down; our library is increasing in numbers. The Library is working on programs in a financially responsible way. Mr. Lagenese is working on creating relationships with businesses in Town also.

The Library was lacking the mission and vision statement so that has been created:

MISSION STATEMENT

The Wellington Public Library, in cooperation with The Town of Wellington, honors our history with focused intent on the future. Our mission is to serve and reflect every member of our community in an enlightened, democratic, and unified approach.

Our guiding ideals are
Community. Connection. Curiosity.

VISION STATEMENT

The Wellington Public Library abides by the vision to promote curiosity, knowledge, and exploration through access to a myriad of global and innovative media applications and programs that foster a safe and inclusionary place to share and connect with our community.

Ms. Garcia addressed the Board and commented that she appreciates Mr. Campos and Mr. Lagenese being here tonight. This is the caliber of talent that Wellington is acquiring and appreciates the Board of Trustees approving the personnel budget that was presented because it was bigger, and we were dreaming big. The personnel budget has allowed us to be competitive to acquire some great talent. The Town has some Civil Engineers that were recently retained and they come with great municipal experience.

C. **CONSENT AGENDA**

1. Minutes of the February 9, 2021 Board of Trustees Meeting

Trustee Gaiter moved to approve the consent agenda; Mayor Pro Tem Knutson seconded the motion. Roll call on the vote resulted as follows:

Yeas – Gaiter, Jerome, Kinney, Macdonald, Whitehouse, Knutson, Hamman
Nays – None
Motion carried.

D. ACTION ITEMS

1. WWTP Expansion - Update and CMAR Delivery Method Presentation

Mr. Myer informed the Board that this evening staff will be providing a presentation and update on the Wastewater Treatment Plant (WWTP). There will be four areas that staff will be presenting: project overview, update on the contractor selection, next steps, and CMAR delivery method.

Mr. Gowing informed the Board that a lot of this information was documented in the master plan. The original plant was built in 2004 and the capacity of that was about a half million gallons (MGD) per day. The expansion in 2016 almost doubled the capacity to .9 MGD. The current expansion will double the capacity again to 1.8 MGD. The future phase will double that capacity again to 2.7 MGD. The master plan wanted to plan around all the expansions from here moving forward to an ultimate population of about 35,000 people. Staff took the difference between where the Town is now with a population of roughly 11,000 and the number of what the Town is predicted to be at of about 35,000; split it in half and into two phases so that the design is completed with the future expansion in mind. The amount of flow that is received at the WWTP goes up proportional to the population so the discussion regarding the WWTP is integral to growth. The plant is not exceeding capacity although the level of capacity is at the point where the Town is required by the State to begin design and move into construction.

Mr. Myer stated there are some limitations on the existing plant that were identified in the master plan. Most of these limitations at the existing plant are related to capacity along with some operation and maintenance issues and operator safety concerns. One of the biggest and most costly issues that is needed quickly is the head works building as the current building is at capacity, the equipment is aged and has reached its operational lifespan.

Before the holidays, the Town initiated design with Jacobs and the 10% design meeting was held last week. The conceptual design report was issued and is being reviewed by staff. The Town is progressing with weekly design meetings along with the wastewater utility plan which is a requirement for the expansion. It is being anticipated that 90% and 100% designs will be completed by December and January of next year, construction is slated to begin in May of 2022 and completion in January of 2024. That is ahead of the water treatment plant commissioning which is scheduled for spring of 2024. It is critical for the WWTP to be online prior to the start of the new water treatment plant.

Mr. Flores informed the Board that the contractor selection was an intensive process. There was a committee of eight town staff members and one representative from Jacobs that reviewed the five proposals that were received in December. The proposals were narrowed down to three finalists. From there, a second committee was formed of six town staff members and a member from Jacobs. There was a long and dedicated process to select the top contractor which was Moltz Construction.

Mr. Myer informed the Board that the next steps include contract negotiations with Moltz. Staff would like to have Moltz under contract before reaching the 30% design schedule. Staff is estimating the contract will be before the Board at the March 9th or March 23rd meeting. Weekly design meetings will continue as well as updates for the Board at 30%, 60%, 90% and 100%. The site plan is a little different than what the Board has seen in the past; it includes an expanded treatment facility and preliminary piping layouts. One item that was mentioned in a previous Board

meeting was the plan for the new administrative building. The details of the administrative building are still being worked on. The majority of the administrative building will be used for the UV system and the laboratory. It is being planned to enlarge the laboratory during the project as there is only a single bathroom and a shower for all the operators. The office spaces are cramped and there is no space for lunch facilities which raises sanitary issue concerns.

Mr. Myer informed the Board that the definition of CMAR is a project delivery method with a contractor on board during design and delivers a Guaranteed Maximum Price GMP based on construction drawings and specifications at the time of the GMP.

The Design-Bid-Build is probably the more traditional delivery method; an engineer would be hired to produce the design documents and then bid out the construction to contractors. A disadvantage to this method is that there is little to no collaboration between the designer and contractor.

Another delivery method that has been used in the past is the Design-Build. In this scenario, there would be one contract, usually with the contractor and the contractor would hire the engineer. A disadvantage to this method is the reduced opportunity for the owner to collaborate with the design.

The CMAR delivery method is basically a hybrid between Design-Bid-Build and the Design-Build method. We would be in contract with an engineer and in contract with the contractor. A disadvantage to this method would be an additional cost of bringing in the contractor during the design process although the costs is relatively small in comparison to the overall project.

Mr. Gowing informed the Board that the management of risk is a huge part of any project for an owner, especially on a \$30 or \$40 million project. The CMAR delivery method typically takes little bit longer and that is due to the built-in cost estimates that the CMAR provides; that provides feedback to the engineer and the owner during the design process so that we can build engineering into it instead of waiting until after it is built out and awarded to a contractor. That alone mitigates a lot of risk for the owner. It is believed that construction will go a little bit faster because the contractor has been on board since at least the 30%. The contractor has seen the plans evolve so they are much more familiar with the design plans and have a plan to move forward once construction begins. In relation to the GMP, at some point in the design process, the owner will ask the CMAR for guaranteed maximum price, and that would be based on the construction documents that are prepared at that time. The owner, designer and the CMAR will talk about what is the appropriate contingency so everyone is on the same page in terms of where the risk is of estimating early for that project so the GMP can be developed at any stage of the project. Jon Tucker with Moltz Construction is on the meeting this evening to answer any questions that the Board may have.

Jon Tucker with Moltz Construction stated he did like the CMAR method as it really does bring collaboration on the project and the ability to work in a team to get the project built. It makes it so the project came be completed on budget with the 30%, 60% and 90%. Moltz has been doing CMAR projects on the front range for over 20 years and it seems to be the way a lot of municipalities are going.

Mr. Gowing commented that the CMAR delivery could also be looked at as a fixed fee plus a profit. One of the benefits is that the books are open to so we can see what the contractor's expenses are and then there is kind of built in overhead and that is the fee that goes on top of the fixed expenses of the project.

Mr. Myer commented that a number of municipalities along the front range have been using this

delivery method. The Town of Wellington did use this approach in 2003 for the WWTP with Hydro Construction. Staff feels that the CMAR delivery method is an excellent choice for the WWTP expansion from a time collaboration and cost savings perspective. It does void the messiness of bidding, unknowns, change orders and it is less of a risk for everyone.

Trustee Jerome inquired if Moltz and Jacobs successfully completed similar projects together in the past.

Steve Tamburin stated they have done multiple projects in the past with Moltz across Colorado.

Trustee Macdonald commented that she does have concerns with the contractor as she received a complaint regarding a facility that they worked on recently. Trustee Macdonald would like to tour that facility before making a decision and would also like to review the committee's selection documentation.

Mr. Myer stated he can provide the decision matrix that was generated through the process. In regard to the issue with Moltz, that can be looked into further.

Trustee Gaiter commented that he did not have an issue with CMAR or the contractor although at this point, he would like to get that information once available. Trustee Gaiter did inquire if it is possible to push some of the expansion items to phase four as the Town is already dealing with water rate increase and is concerned about wastewater increases.

Mr. Gowing stated staff has been looking at that to identify some items that we may be able to push but the challenge to that is that the wastewater capacity needs to coincide with the water plant capacity. The Town growth rate over the last 10 years is roughly approximately 6% and the last expansion was about five years ago. The Town has already used that capacity up as a function of the extremely high growth rate that Wellington has experience. The water plant cannot run without having corresponding capacity in the wastewater plant. There is no point in building in additional capacity in the water side if you do not have the ability to treat the wastewater.

Trustee Jerome commented that back in 2016 it was mentioned that there were some shortcuts on that expansion as it related to the budget which has in part put the Town in the position they are in now.

Mr. Gowing commented that is correct; when things are not done correctly the first time, they will come back at some point.

Mayor Hamman opened the meeting for public comment.

Christine Gaiter, 8132 4th Street, Wellington, CO asked that once the contract comes before the Board, if they could estimate how much the sewer base rate would be.

Mayor Hamman commented that there will be a lot to study on that issue and there are other ways of financing; this agenda item is related to the CMAR process.

2. Public Hearing - Conditional Use for Human Bean Drive Thru in C1 Community Commercial Zone District

Mr. Bird informed the Board that a public hearing was scheduled for tonight's meeting for the Human Bean Drive through coffee shop request for a conditional use. When staff advertises these public hearings, both the Planning Commission public hearing and the Board of Trustees public hearings are advertised. The Planning Commission heard this conditional use at the first of the month. There was still some additional information that was needed regarding the traffic

engineering, so the Planning Commission had requested that item be tabled to a later date. Subsequently, there is not a recommendation to pass onto the Board of Trustees. Staff felt it was prudent and it was typical for the Board of Trustees to wait for that advisory body to provide the recommendation. Staff is recommending tabling this item to the March 9, 2021 regular meeting.

Trustee Gaiter commented that he understands the desire to table this item, although as a Board Member he feels he does not have enough information to make a decision as he has only been presented the information necessary to table the item. Trustee Gaiter believes that it is an issue with process but believes after talking with staff that there is a solution that can fix the issue. Trustee Gaiter will be abstaining from the vote this evening.

Mr. March stated he has had conversations with Trustee Gaiter surrounding his concerns which are in part, centered on, having a meeting that has been published for the public and the public having an expectation that a presentation will be made although staff unilaterally recommending the matter be tabled based on issues with the Planning Commission. The suggestion that was made to resolve this, with the Boards approval, putting together a policy that simply says that in the event the Board does not have a Planning Commission Recommendation, the matter will be tabled. This would avoid having to publish the matter again which would slow down development. Also, knowing that a presentation would not need to be made would free up staff time.

Trustee Macdonald inquired as to the discussion at the Planning Commission and why they decided they could not make a recommendation on this item.

Trustee Kinney stated there were some significant concerns related to traffic patterns associated with the location. The applicant's traffic engineers stated the traffic was satisfactory, yet their site plans did not comply with those recommendations. The Planning Commission asked the applicant to provide a new site plan with the traffic feedback. The Planning Commission could not make a decision without those site plans available so that is why the item was tabled.

Trustee Whitehouse stated he understood the traffic impact was not available, complete or staff did not have time to review.

Mr. Bird stated at the time of the Planning Commission meeting, the information that staff was reviewing was mostly complete. What was missing was the applicants traffic engineers were making suggestions that 6th Street lane markings be reconfigured to a different arrangement to accommodate traffic onto and off of the site. That recommendation or suggestion was made without showing what it would look like. As of right now, we do not have a complete traffic impact study and site plan that corresponds to that to evaluate if that site suggestion that they made at the planning Commission meeting would work.

Mr. March stated the Board could approve this project although it is not the normal to do so without the Planning Commission's recommendation. That being said, it seemed logical to create a policy that says the Board will not do that, although the Board can always override its policy.

Trustee Gaiter stated that would address his concern because his concern is not the tabling, the concern is the role of what the Board does and what the role of staff is. The Board Members that are not on the Planning Commission have no information as to why this item is being tabled, we only have the staff recommendation. By putting this policy in place, we are setting a policy, so it is us following our own policy so then it is fine for staff not to include information about the item.

Trustee Kinney commented that she would like to see the policy.

Trustee Macdonald moved to table the public hearing for the Conditional Use for Human Bean Drive Thru in C1 Community Commercial Zone District to the March 9, 2021 meeting; Mayor Pro Tem Knutson seconded the motion. Roll call on the vote resulted as follows:

Yeas – Jerome, Kinney, Macdonald, Whitehouse, Knutson, Hamman

Nays – None

Abstain – Gaiter

Motion carried.

3. Ordinance No. 01-2021 - An Emergency Ordinance Amending the Municipal Code to Allow Water Dedications to be Treated as Appurtenant to Lots

Mr. March stated that based on the increases in water costs, the Board has shifted the policy by urging developers to bring water to the table. Water has been difficult to come by and it has become more and more expensive. The Board has tried to encourage having shares contributed. The concern is that when a developer buys shares, those shares will provide for a number of units. The developer will generally turn those units in and take credits. When the developer buys water, they usually are able to buy a block of shares. Then that block of shares is turned over to the Town all at once as opposed to by the share. The result, there is a large investment that is now sitting with the Town. The Town does not want to give that back to developers trying to finance their project, and they have a substantial investment that is tied up in what has been contributed. Traditionally, what would happen is the developer would get a tap and that tap would be attached to or appurtenant to the land that is being developed.

If a developer buys 10 shares of water, at \$200,000 a share that is \$2 million that is contributed to the Town's water bank and the developer cannot borrow against that. One of the things that has been requested is that the developer be allowed to contribute that and attach that water to specific lots. The developer can then go back to their lenders and they can get the lender to give them the loan on that lot inclusive of the water. This will allow the contribution in treating the water as attached to the lot before the actually tap is issued.

Mr. March stated there was a small change made to the Ordinance on Friday in the fourth whereas clause; it previously said, the cost of water has risen, and availability of raw water has increased, it was supposed to say demand for raw water is increased.

Trustee Whitehouse stated this seems normal and customary and inquired of this request come from conversations with developers in our community.

Mr. March stated he is not sure if this is normal and customary although the request did come from a developer's lender and there has been a fairly large contribution of water. The lender was concerned that what they would normally do is take a security interest against specific lots and their concern further was what they were loaning on was a lot with the tap. Until the tap was issued, the lender could not get a lien against this water because it has been contributed to the Town. If this is approved, the developer will contribute the water and then they will issue water certificates. When an individual builds a house, that water certificate is turned into the Town, and in doing so, the raw water requirement is fulfilled.

Trustee Macdonald inquired if the certificates will be recorded against the property.

Mr. March stated we are not recommending issuing certificates. What this ordinance would do is allow the developer to say I want these certificates attached to this specific lot or lots. The Town would issue a letter saying the certificate is now treated as an appurtenant to the lot meaning it is attached to the lot. That would be permanently attached to lot unless the

builder comes in and gets Town Board approval to the contrary and lender approval. Discussion have taken place with the lender and they are comfortable with doing it that way.

Trustee Macdonald confirmed that this came from the developer's lender.

Mr. March stated it came from the developer's lender saying they could not provide financing with the current arraignment and this was a solution that the Town came up with to solve the problem.

Trustee Kinney inquired as to what would happen if there's foreclosure.

Mr. March stated the thought would be the water would stay with the foreclosed lot. There is not a certificate although it is in the Town of Wellington's records if the water was satisfied. The other thing that was recognized was that there may be a future increase in the amount of water that is required to satisfy the water needs for a lot, the water is applied against a lot, but it does not satisfy the requirements that lot. Instead, what it does is it applies against whatever the requirement is at the time they request a building permit.

Trustee Macdonald commented that she did not feel like she has enough information on this and would like to talk to Mr. March a little further about this. Trustee Macdonald would like to table this item.

Mayor Hamman inquired if there is a problem pushing this item out.

Mr. March stated there is no problem.

Trustee Jerome inquired if there were any water issue that took place when Mountain View Estates went through foreclosure and is this to accommodate one lender or is this an industry wide issue.

Mr. March stated that was discussed at length among staff; was this something that was somehow providing preferential treatment. Initially, Mr. Bird was very reluctant to do this. Over the last 10 years, there has been a lot of development, the Town has a relatively new change in that we are asking for North Poudre shares. The Town is asking the developer to go out to the market, find shares and purchase them. The lender is not going to want the developer to turn those shares over to the Town while there is a lien against them unless they can place a lien against the lot as a substitute with the shares on it. As larger developments are created, it is being anticipated that this will be a common practice.

Trustee Whitehouse inquired as to what Mr. Bird's perspective is of this.

Mr. Bird stated there have been some significant changes to the Town's development policies in that we have raised the raw water contribution requirement. The Town is requiring the developers bring water shares instead of pay cash, which has been the historic practice. You couple those things with the desire to limit the number of permits to stay within our water treatment capacity over the next couple of years, so the Town has put some constraints on builders. The Town was approached by one lender on this topic, but this is something that could really be applying to any developer who is struggling with financing their projects. Mr. Bird commented that he did initially push back on this concept but once it was worked through, it is in good interest of the of the Town to find a solution that provides some flexibility for development to work within the constraints that the Town has put upon them.

Trustee Macdonald moved to table Ordinance 01-2021 to the March 9, 2021 meeting; Trustee Jerome seconded the motion. Roll call on the vote resulted as follows:

Yeas – Gaiter, Jerome, Kinney, Macdonald, Whitehouse, Knutson, Hamman

Nays – None
Motion carried.

4. Resolution No. 07-2021 - A Resolution Confirming Appointment of the Municipal Court Clerk
Mr. March informed the Board that Crystal Smith serves as the Municipal Court Clerk. As a result of restructuring, Crystal Smith's part time position with the Town was terminated. The Wellington Municipal Code states that the Municipal Court Clerk is appointed by both the Municipal Judge and the Board of Trustees. This resolution appoints Michelle Sowder as Crystal Smith's successor.

Trustee Gaiter inquired as to why Michelle Sowder will do a good job in that position.

Mr. March stated Ms. Sowder is very competent, the Municipal Judge and the Town Attorney rely on staff for those recommendations.

Mayor Hamman opened the meeting up for public comment to which there was none.

Trustee Gaiter moved to approve Resolution 07-2021; Mayor Pro Tem Knutson seconded the motion. Roll call on the vote resulted as follows:

Yeas – Gaiter, Jerome, Kinney, Macdonald, Whitehouse, Knutson, Hamman

Nays – None

Motion carried.

5. Agreement for Legal Services by Town Attorney 2021 & Town Attorney Goals for 2021
Ms. Woodruff informed the Board that this is a follow up to earlier conversations regarding the Town Attorney evaluation and also goals for 2021. The agreement that was currently in place with the Town Attorney had been established in 2016 so it was time for the Town to reevaluate that agreement and make any necessary updates.

Staff completed research across many municipalities on contracts that were for in-house legal services and contract legal services. A new agreement was drafted for the Town Attorney which will provide legal services and what the costs for those services will be. The draft was presented to the Town Attorney for his evaluations as well as the Town Administrator. The agreement is for the 2021 calendar year.

In addition to the contract, there have been goals set for the Town Attorney for the upcoming year. One of those goals was succession planning.

Trustee Gaiter inquired as to an explanation of item four and who that town designated representative is as it seems that if a Trustee had something that he would like to talk to the Town Attorney about, that would need to go through the Mayor or Town Administrator.

Ms. Woodruff stated that is not her understanding of that.

Mr. March stated he really does appreciate this process as it has been interesting but revealing process. There was a question raised if the Town Attorney was able to call and talk with individual Boards Members and it was Mr. March's understanding that was not intended to preclude him from speaking with any of the Board Members. Mr. March does not feel that this contract is going to change a lot of the way things have been done in the past. One of the things that has been recognized is that the Town's needs have grown, and succession planning is something that needs to be discussed so that is one reason Dan Sapienza has joined the meeting this evening. The Town may not be ready to hire an in-house attorney but that may be coming soon.

Trustee Gaiter confirmed that item four is not saying that the individual Trustees cannot speak to the

Town Attorney outside of the Board Meetings.
Mayor Hamman stated that is what he heard.

Trustee Whitehouse inquired if there are any guidelines or regulation that are involved in regard to a Trustee contacting the Town Attorney.

Mr. March stated he does not think there is a need for the Town to approve conversations and/or expenditures between the Trustees and the Attorney.

Ms. Garcia stated what has been witnessed in previous municipalities is that the public should not be reaching out to our Town Attorney as those would be billable hours for the Town; that is what item number four is addressing. This also allows for policies to be put in place, should a Board Member excessively utilize the Town Attorney's time which could exceed the budget for legal services. The intention is not to prohibit the Trustees from contracting the Town Attorney.

Trustee Macdonald commented that the clause does provide a check and balance in the event we have a rogue Board Member. Wellington is a growing Community and with that we know that our legal needs are growing, so this is going to give us the ability to see what those needs are over the next few years and project into the future. Mr. March provides invaluable historical knowledge for this community that is irreplaceable.

Trustee Kinney commented that the objectives and goals match the need and requirements of Wellington.

Mayor Hamman opened the meeting for public comment to which there was none.

Trustee Macdonald moved to approve the Agreement for Legal Services by Town Attorney 2021 & Town Attorney Goals for 2021; Trustee Whitehouse seconded the motion. Roll call on the vote resulted as follows:

Yeas – Gaiter, Jerome, Kinney, Macdonald, Whitehouse, Knutson, Hamman

Nays – None

Motion carried.

Mayor Hamman closed the regular meeting at 8:42 and opened the Liquor License Authority.

E. LIQUOR LICENSE AUTHORITY

Roll Call

Mayor Troy Hamman

Mayor Pro Tem Wyatt Knutson

Trustee Jon Gaiter

Trustee John Jerome

Trustee Rebekka Kinney

Trustee Ashley Macdonald

Trustee Tim Whitehouse

1. Annual Renewal - Ridley's Family Market

Ms. Eucker informed the Board that Ridley's Family Markets Inc has submitted their annual renewal for their Liquor Store liquor license. A review of the application found the establishment is in good standing with the Colorado Secretary of State, the establishment is current with sales tax and the Larimer County Sheriff's Office reported no issues directly related to the establishment's liquor license.

Mayor Hamman opened the meeting for public comment to which there was none.

Mayor Pro Tem Knutson moved to approve the Annual Renewal for Ridley's Family Market; Trustee Kinney seconded the motion. Roll call on the vote resulted as follows:

Yeas – Gaiter, Jerome, Kinney, Macdonald, Whitehouse, Knutson, Hamman

Nays – None

Motion carried.

Mayor Hamman closed the Liquor License Authority at 8:44 and resumed the regular meeting.

F. REPORTS

1. Town Attorney

Mr. March informed the Board that he will put together a policy that says the Board will not review land use applications without the recommendation of the Planning Commission.

Trustee Kinney commented that she is concerned about that the Board has the authority to approve something that the Planning Commission has not given a recommendation on.

Trustee Gaiter stated this is an underlying issue that the Board is the one setting the policy that causes an item be tabled or postponed versus the table/postponement happening because staff does not want to give out inaccurate information. The Board is basically forced into a decision because we have no information to make a decision from.

Trustee Macdonald confirmed that in the event there is no recommendation from the Planning Commission, then the item is automatically tabled until a recommendation is made to the Board of Trustees by the Planning Commission.

Mr. March suggested using the phrase final action from the Planning Commission instead of recommendation from the Planning Commission.

2. Town Administrator

Ms. Garcia thanked the Board for their participation in the retreat.

A Doodle Poll was sent out for preferred dates for the Town Hall meeting.

An invite will be sent out soon for the joint meeting with the Larimer County Commissioners.

3. Staff Communications

None.

4. Board Reports

Trustee Gaiter informed the Board that the Community Activities Commission (CAC) had a work session this evening to discuss moving from Centennial Park to Wellington Community Parks. The decision regarding moving the event should take place at their March meeting. Another item that was brought up for discussion was shifting the time and would it be possible to move the AV station and some items surrounding the fireworks to the Community Park.

Since the Board makes the decision on fireworks, the CAC would like to know where the Board stands on moving the fireworks to Community Park. Trustee Gaiter would like to gather some information on that for the CAC's meeting in March.

Trustee Whitehouse inquired if it is being suggested to move the video portion of the fireworks or the launch location of the fireworks.

Trustee Gaiter commented that he would prefer moving the video location although it was

mentioned to move the launch location as well.

Mayor Hamman commented that his personal opinion is to leave it where it is because there is one more year left on the contract and then it is going out to bid.

Trustee Macdonald commented that this warrants a deeper discussion and would like to ask that this be a future agenda item and invite Captain Pettit and the Sheriff's Office to share their concerns.

Trustee Kinney commented that the Board should empower the CAC to complete the research and bring a recommendation to the Board.

Trustee Gaiter stated the CAC is working on the pros and cons of the parade and the location of the parade.

Trustee Kinney gave a reminder to support local businesses.

G. ADJOURN

Upon a motion duly made, the meeting was adjourned at 9:00 p.m.

Krystal Eucker, Town Clerk

Planning Commission Meeting

Date: March 9, 2021
Submitted By: Cody Bird, Planning Director
Subject: Public Hearing - Ordinance No. 03-2021 - Conditional Use for Human Bean Drive Thru in the C1 Zoning District at 8121 6th St.

- **Staff presentation: Cody Bird, Director of Planning**

EXECUTIVE SUMMARY

- Human Bean Northern Colorado is requesting a conditional use approval to allow a coffee shop with two drive-thru windows and one walk up window on the property located at 8121 6th Street.
- The property is zoned C1 - Community Commercial District. Within the Community Commercial District, drive thru facilities require conditional use approval.
- The Planning Commission held a required public hearing on March 1, 2021 to consider the conditional use request. Following the public hearing and deliberations, the Planning Commission voted unanimously to recommend approval of the conditional use to allow the drive thru facilities with conditions of approval. The basis for the Planning Commission's recommendation is included in the "background / discussion" section of this report.
- When considering a conditional use, the Board of Trustees may approve the conditional use, may approve the conditional use with conditions, or may deny the conditional use.
- Conditions of approval are recommended by the Planning Commission and Town staff. Proposed conditions of approval are identified in the "background / discussion" section of this report and in the draft ordinance.
- Approval of a conditional use requires adoption of an ordinance. A draft ordinance was prepared based on the recommendations of the Planning Commission and Town staff and is attached with this report. If the Board of Trustees desires to approve the conditional use, the Board may require changes to the draft ordinance as determined necessary.

BACKGROUND / DISCUSSION

Section 16-7-30 of the Municipal Code provides review criteria for conditional uses. By recommending approval of the conditional use, the Planning Commission determined that the applicable review criteria have been satisfied, or can be satisfied by conditions of approval. Below is a summary of the findings of the Planning Commission (the complete Planning Commission staff report is attached for reference):

1. Applicable provisions of Chapter 16 (Zoning) and Chapter 17 (Subdivision Regulations) are satisfied or conditions of approval are recommended that would satisfy the regulations. No variance is being requested.
2. The proposed conditional use for two drive thru windows and one walk up window within the C1 - Community Commercial zone district may be found to be consistent with the Comprehensive Plan based on the following:
 - o The project is a redevelopment project and is within the existing service area of the Town.
 - o The project will result in a positive fiscal impact by bringing in a new business and creating more opportunity for business support from those using the highway network or passing through.

- o The project encourages automobile oriented commercial services along Sixth Street and near the interstate.
 - o The site plan encourages pedestrian and bicycle access by providing sidewalks, safe parking lot crossings, and bicycle racks.
 - o The drive thru request is proposed near similar businesses with drive-thru lanes and therefore, it is not expected to have major negative impacts on surrounding business uses.
 - o The new business may minimize "leakage" of consumer dollars to neighboring towns and may provide job opportunities for youth and other residents.
3. The property requesting the conditional use has adequate public services available to it, and approval of the conditional use will not result in a significant increase in demand for public services that cannot be accommodated with existing resources. Impacts to public roadways are expected and are proposed to be mitigated through site design and proposed public roadway improvements as follows:
- o 6th St. is proposed to be re-striped to include a center left turn lane. The shared turn lane will better accommodate vehicle movements to the alley for north bound traffic and to the Kum & Go driveway for southbound traffic. The re-striping plan needs to be provided for the connections north to Cleveland Ave. and south to Roosevelt Ave. and show how the re-striping ties into existing. The re-striping plan must be approved by the Town Engineer.
 - o The 6th St. driveway entrance was originally proposed to allow full movements. The revised site plans are proposing the driveway be limited to a right out exit only. The exit only addresses staff's concerns for conflicting left turn movements across from the Kum & Go access and proximity to the alley access. Additional signage is proposed at the exit to reinforce "exit only" and "do not enter" for 6th St. traffic.
 - o The alley access is proposed to continue to allow full turning movements to facilitate access to the site and the adjacent business north of the alley. Center line striping within the alley is proposed to designate lanes that will help keep the alley open for entering vehicles.
 - o Additional signage and pavement markings are proposed at the Human Bean driveway to/from the alley to encourage commercial traffic to utilize the 6th St. access and limit traffic going west to 5th St. where there are existing residences. The alley west of the site will also be marked for local traffic only.
4. Approval of the conditional use will not substantially alter the basic character of the C1 Community Commercial District or adjacent properties. The 6th St. corridor at this location is primarily developed for commercial uses that are automobile oriented. The commercial businesses in this area provide retail and dining for residents of the Town as well as visitors traveling on the interstate. Multiple other drive thru establishments are located in close proximity to the proposed site. Proposed site design features are included that mitigate potential adverse impacts (traffic control, pedestrian lighting, screening and landscaping to mitigate light from vehicle headlights).
5. Some concerns were discussed by the Planning Commission related to efficient on-site and off-site traffic circulation and potential impacts on adjacent uses and the public right-of-way. The site design limits traffic patterns for entering/exiting vehicles. The applicant has designed the site access to 6th St. to be an exit only to limit concerns for vehicles backing up on 6th Street. There is sufficient stacking spaces in the drive thru from the alley access to limit the risk of a drive thru queue backing up to the public roadway. The exit to 6th St. will be limited to right turns only to limit vehicles attempting to turn left across oncoming traffic. The right out only will also help keep existing traffic flowing so the drive thru lanes do not get blocked waiting on a vehicle trying to turn left across traffic. The on-site drive thru lanes are expected to function adequately. Town staff recommended and the Planning Commission agreed that a pedestrian crosswalk should be striped across the alley access.
6. The potential negative impacts associated with the conditional use have been or will be mitigated. Specific considerations are as follows:
- a. Traffic – The traffic impact study for redevelopment of the site expects the new business use to generate 412 daily vehicle trip ends, 78 morning peak hour trip ends, and 22 afternoon peak hour trip ends. Drive-thru coffee shops are likely to generate more traffic than other uses which may be located within the C1 zoning district. The number of daily vehicle trips is generally acceptable and compatible for the area.

- b. Activity levels – The business is proposed to operate from 5 am to 10 pm daily. These hours are generally consistent with other businesses along 6th St. The frequency of trips during peak hours of the day, particularly the morning commute times for a coffee shop, may be of some significance to the immediately adjacent residences to the south. A 3.5 ft. privacy fence is proposed along the south and west property lines to limit the impacts of vehicle headlights shining onto adjacent residential properties.
 - c. Light – A photometric plan was provided with the site plans as required. The Town's maximum illumination level at the property line is 0.1 footcandle. There will be a minimal amount of light cast beyond the property line that is generally acceptable along the commercial roadway. The Town has a minimum illumination level of 1.0 footcandle for parking areas and pedestrian paths. The revised site plans show that lighting has been relocated and the fixtures updated to ensure adequate light distribution on the site. Parking areas and pedestrian walkways are adequately lighted. The street light along 6th Street will also improve lighting along the public sidewalk.
 - d. Noise – Expected noise associated with the requested drive through use would include vehicles idling in the drive thru lane and orders being taken at the sign/order box. Sounds from engine idling and taking orders is not expected to be significantly greater than traffic noise at the public roadways and interstate. The increased noise of deliveries or trash pickup during early morning hours could potentially impact residents to the south and west.
 - e. Odor – Odors are not anticipated to be a problem for the proposed use. The proposed coffee shop is not proposed to be cooking any food on site.
 - f. Building type, style and scale – The proposed building style and scale is appropriate and meets applicable code requirements. The style (drive thru) is under consideration in this conditional use approval.
 - g. Hours of operation – Hours of operation are identified as being open from 5 am to 10 pm daily. Proposed hours is not expected to be a significant factor in consideration of this request.
 - h. Dust – Dust is not anticipated to be a problem for the proposed use.
 - i. Erosion control – Design and construction of the proposed site will adequately address erosion control requirements. Final drainage improvements are subject to engineering review and inspection.
7. If the conditional use is approved, the operator of the business will be required to comply with applicable Health Department guidelines. If the use is approved, the building construction will require a Town building permit as well as a Wellington Fire Protection District building permit. All required building permits are subject to plan review and inspections. A Town business license is required and must be renewed annually.

Based upon the above factors and considerations, the Planning Commission and Town staff have recommended approval of the conditional use to allow a coffee stand with two drive thru windows and one walk up window within the C1 - Community Commercial zone district, subject to conditions of approval. If the Board of Trustees desires to approve the conditional use, it is recommended that conditions of approval be attached as provided in the draft ordinance and referenced below.

Recommended Conditions of Approval:

- Provide a striping plan for 6th St. from Cleveland Ave. to Roosevelt Ave. and re-stripe 6th St. in accordance with approved plans;
- Revise site plans in accordance with staff comments;
- Final plans and supporting documents are subject to engineering redline comments; and
- Site plan approval is conditioned upon the Board of Trustees approving the conditional use for a drive thru.



STAFF RECOMMENDATION

Move to adopt an ordinance approving the conditional use to allow two drive thru windows and one walk up window on the property located at 8121 6th Street within the C1 - Community Commercial zone district, subject to conditions of approval.

ATTACHMENTS

1. Ordinance
2. Location Map
3. Applicant Narrative
4. Staff Report to Planning Commission
5. Site Plans
6. Response to Review Comments

TOWN OF WELLINGTON

ORDINANCE NO. 03-2021

AN ORDINANCE RELATING TO CONDITIONAL USE APPROVAL OF A DRIVE THROUGH FACILITY WITHIN THE COMMUNITY COMMERCIAL ZONING DISTRICT ON LOT 1 AND LOT 2, REPLAT OF LOTS 4, 5 AND THE NORTH HALF OF LOT 6, PIATT & BRENIMAN ADDITION, LOCATED IN THE TOWN OF WELLINGTON, COUNTY OF LARIMER, STATE OF COLORADO.

WHEREAS, Human Bean Northern Colorado is requesting Conditional Use approval to allow development of a drive through facility on Lot 1 and Lot 2, Replat of Lots 4, 5 and the north half of Lot 6, Piatt & Breniman Addition; and

WHEREAS, the property is zoned C1 – Community Commercial District; and

WHEREAS, businesses with drive through facilities require conditional use approval within the C1 – Community Commercial District; and

WHEREAS, the notices have been given and the public hearings required by the Wellington Municipal Code have been held; and

WHEREAS, the Planning Commission by motion and vote on March 1, 2021 recommended approval of the conditional use for a coffee shop with drive through facilities; and

WHEREAS, the Board of Trustees of the Town of Wellington has found the current application for conditional use to be in substantial compliance with the requirements of the Wellington Municipal Code.

NOW THEREFORE BE IT ORDAINED BY THE BOARD OF TRUSTEES OF THE TOWN OF WELLINGTON, COLORADO, AS FOLLOWS:

SECTION 1: The conditional use of the property at Lot 1 and Lot 2, Replat of Lots 4, 5 and the north half of Lot 6, Piatt & Breniman Addition for use as a drive through facility is hereby approved with the following conditions:

- a) Provide a striping plan for 6th Street from Cleveland Ave. to Roosevelt Ave. and re-stripe 6th Street in accordance with the approved plans;
- b) Revise site plans in accordance with staff comments contained in the March 1, 2021 staff report to the Planning Commission;
- c) Final site plans and supporting documents are subject to engineering redline comments; and
- d) The conditional use approval shall terminate upon an abandonment of the use or a change in use for a period of six (6) months.

SECTION 2: Validity. The Board of Trustees hereby declares that should any section, paragraph, sentence, word or other portion of this ordinance or the rules and regulations adopted herein be declared invalid for any reason, such invalidity shall not affect any other portion of this ordinance or said rules and regulations, and the Board of Trustees hereby declares that it would have passed all other portions of this ordinance and adopted all other portions of said rules and regulations, independent of the elimination here from of any such portion which may be declared invalid.

SECTION 3: Necessity. In the opinion of the Board of Trustees of the Town of Wellington, this ordinance is necessary for the preservation and protection of the health, safety, welfare and property of the inhabitants and owners of property in the Town of Wellington.

SECTION 4: Certification. The Town Clerk shall certify to the passage of this ordinance and make not less than three copies of the adopted Code available for inspection by the public during regular business hours.

PASSED AND ADOPTED BY AFFIRMATIVE VOTE OF THE BOARD OF TRUSTEES OF THE TOWN OF WELLINGTON AND ORDERED PUBLISHED THIS _____ DAY OF _____, 2021 AND ORDERED TO BECOME EFFECTIVE 30 DAYS FROM THE DATE OF PUBLICATION.

TOWN OF WELLINGTON, COLORADO

By: _____
Troy Hamman, Mayor

ATTEST:

Krystal Eucker, Town Clerk

Location Map

8121 Sixth Street, Wellington, CO



November 18, 2020

Kelly Houghteling, Interim Town Administrator
 Krystal Eucker, Town Clerk
 Town of Wellington
 3735 Cleveland Avenue
 Wellington, CO 80549

RE: Conditional Use and Land Use Application Summary for the Wellington Human Bean

Dear Ms. Houghteling and Ms. Eucker,

Please find below a summary for the Wellington Human Bean Conditional Use Application.

1. The conditional use will satisfy all applicable provisions of this Chapter and Chapter 17 of this code unless a variance is being requested.

The proposed project satisfies all applicable provisions of this Chapter and Chapter 17 of this code and no variance is being requested.

2. The conditional use will conform with or further the goals, policies and strategies set forth in the Comprehensive Plan.

The proposed project encourages auto-oriented commercial services along Sixth Street directly off the Interstate having good access to the Interstate, and in close proximity to similar commercial industries. This means the proposed conditional use will have minimal negative impact on other land uses. In addition to promoting vehicular traffic, the proposed site plan and use encourages pedestrian and bike access through the use of sidewalks and a walk up window and bike rack.

3. The conditional use will be adequately served with public utilities, services and facilities (i.e., water, sewer, electric, schools, street system, fire protection, public transit, storm drainage, refuse collection, parks system, etc.) and not impose an undue burden above and beyond those of the permitted uses of the district.

As shown in the provided drawings, the proposed use will take advantage of existing sanitary sewer and water utilities located on the site. Existing overhead utilities will be moved underground to improve the appearance and function of the site. The proposed plan will tie into the existing underground storm sewer system.

4. The conditional use will not substantially alter the basic character of the district in which it is in or jeopardize the development or redevelopment potential of the district.

The proposed conditional use is adjacent to other commercial zoned properties but services the neighboring residential occupants as well. As such, the proposed use will serve both neighboring zones and benefit the vehicular and pedestrian traffic in the area.

5. The conditional use will result in efficient on- and off-site traffic circulation which will not have a significant adverse impact on the adjacent uses or result in hazardous conditions for pedestrians or vehicles on or adjacent to the site.

Refer to attached Traffic Impact Study.

6. Potential negative impacts of the conditional use on the rest of the neighborhood or of the neighborhood on the conditional use have been mitigated through setbacks, architecture, screen walls, landscaping, site arrangement or other methods. The applicant shall satisfactorily address the following impacts:

- a. Traffic;

Refer to the attached Traffic Impact Study.

- b. Activity levels;

Refer to the attached Traffic Impact Study.

- c. Light;

Refer to the attached Site Photometric Plan.

- d. Noise;

The proposed use is operational from 5am to 10pm daily. This means there is minimal concern for overnight noise.

- e. Odor;

There is no expected negative odor impact.

- f. Building type, style and scale;

Refer to the attached Architectural Building Elevations.

- g. Hours of operation;

5am to 10pm daily.

- h. Dust; and

There is no expected dust after completion of construction. Contractor will be required to maintain dust control during construction. The proposed landscaping will minimize dust (refer to the attached Landscape Plan).

- i. Erosion control

There is no expected erosion after completion of construction. Contractor will be required to provide erosion control during construction.

7. The applicant has submitted evidence that all applicable local, state and federal permits have been or will be obtained.

The proposed development has been submitted for site plan review with the Town of Wellington. All applicable local, state and federal permits will be obtained.

Please find below a summary for the Wellington Human Bean Land Use Application.

8. Describe how this proposed change would fit with the current zoning.

The proposed drive-thru coffee stand fits with the commercial uses of the neighboring properties to the north and across 6th Street to the east. The Human Bean's customer profile is similar to that of the neighboring Kum & Go and they are common neighbors at other locations in northern Colorado as well. The drive-thru aspect of this coffee stand will be a beneficial service to the traffic coming from and going to the nearby access to Interstate 25. The proposed Human Bean drive-thru will add to the desired growth of Wellington's downtown area and provide an added draw for bringing people into downtown.

Respectfully,



Kendra Shirley, AIA NCARB
Project Architect
Studio R.E.D., P.C.



Planning Commission Meeting

Date: March 1, 2021
Submitted By: Cody Bird, Planning Director
Subject: Conditional Use for Human Bean Drive Thru in the C1 Zoning District and Site Plan Review at 8121 6th St.

EXECUTIVE SUMMARY

General Location:

- Southwest corner of Cleveland Ave. and 6th St.

Applicant/Agent:

- Applicant: Human Bean Northern Colorado
- Agent: Studio R.E.D., Robb Casseday

Reason for request:

- Develop site for a coffee stand with two drive up windows and one walk up window in C1-Community Commercial Zone District.

Background Information:

- The applicant is seeking conditional use approval and site plan approval to construct a coffee stand with two drive up windows and one walk up window. The property is zoned C1-Community Commercial Zoning District in which drive through facilities require conditional use approval.
- The required public hearing for the conditional use was advertised for the February 1, 2021 Planning Commission meeting. At the February 1 meeting, the Planning Commission voted to table the agenda item to March 1, 2021 to allow coordination on traffic comments. Announcing the new date, time and location of the tabled agenda item at the meeting satisfied the public notification requirements.
- Since the February 1 meeting, the applicant's design team has prepared revisions to the traffic impact study and revisions to the site plans to reasonably address the traffic engineering design needs for the site. The revised site plans are included with this report and have addressed most of Town staff's prior staff report comments and redline drawing comments. Remaining comments and some new comments addressing the revised plans are included in this report and on engineering redline drawings.
- The conditional use and site plan review can be considered concurrently as one development request. For purposes of this report, the processes are identified and addressed separately.
- The conditional use review process requires public hearings by the Planning Commission and the Board of Trustees. The Commission will need to consider any testimony presented at the public hearing. Following the public hearing, the Commission will forward a recommendation to the Board of Trustees.

BACKGROUND / DISCUSSION

Conditional Use

Municipal code section 16-7-30 provides review criteria for conditional uses. The applicable criteria are listed below, along with staff's opinion of each factor:

1. The conditional use will satisfy all applicable provisions of Chapter 16 and Chapter 17 of the Code unless a variance is being requested.

- Chapter 16 of the Municipal Code covers the Town's zoning regulations.
 - The property is zoned C1-Community Commercial. The C-1 zoning district is identified as "intended to preserve the character of the original downtown and to provide for a mixture of uses that will strengthen and expand the core community."
 - Within the C1 zoning district, a drive thru requires a conditional use approval.
 - Article 7 of Chapter 16 provides procedures for the application and review of conditional uses. Public hearings by the Planning Commission and the Board of Trustees will satisfy the requirements of Article 7.
- Chapter 17 of the Municipal Code covers the Town's subdivision regulations.
 - The property is legally subdivided and no changes requiring subdivision are proposed.
 - An additional 10 ft. of right-of-way and a 9 ft. utility easement is required along 6th Street. This dedication can be made and recorded as a separate instrument without replatting the property.
- A variance is not being requested.

2. The conditional use will conform with or further the goals, policies and strategies set forth in the Comprehensive Plan.

- The application is generally consistent with the goals, policies, and strategies in the Comprehensive Plan, and in particular:
 - The project is a redevelopment project and is within the existing service area of the Town.
 - The project will result in a positive fiscal impact by bringing in a new business and creating more opportunity for business support from those using the highway network or passing through.
 - The project encourages automobile oriented commercial services along Sixth Street and near the interstate.
 - The site plan encourages pedestrian and bicycle access by providing sidewalks, safe parking lot crossings, and bicycle racks.
 - The drive thru request is proposed near similar businesses with drive-thru lanes and therefore, it is not expected to have major negative impacts on surrounding business uses.
 - The new business may minimize "leakage" of consumer dollars to neighboring towns and may provide job opportunities for youth and other residents.

3. The conditional use will be adequately served with public utilities, services and facilities (i.e., water, sewer, electric, schools, street system, fire protection, public transit, storm drainage, refuse collection, parks system, etc.) and not impose an undue burden above and beyond those of the permitted uses of the district.

- The proposed project will utilize the existing sanitary sewer and water systems on the site. There is adequate capacity in the water and sanitary sewer systems to serve the site.
- The existing overhead electrical utilities will be undergrounded and an existing street light will remain adjacent to the site.
- Increased access to the site and a new proposed driveway entrance on 6th St. will have impacts to the public roadways. The proposed changes to 6th Street, the alley and the driveway access are generally acceptable to Town staff. Staff supports the proposed traffic alignment changes, including the following:

- 6th St. is proposed to be re-striped to include a center left turn lane. The shared turn lane will better accommodate vehicle movements to the alley for north bound traffic and to the Kum & Go driveway for southbound traffic. The re-striping plan needs to be provided for the connections north to Cleveland Ave. and south to Roosevelt Ave. and show how the re-striping ties into existing. The re-striping plan must be approved by the Town Engineer.
- The 6th St. driveway entrance was originally proposed to allow full movements. The revised site plans are proposing the driveway be limited to a right out exit only. The exit only addresses staff's concerns for conflicting left turn movements across from the Kum & Go access and proximity to the alley access. Additional signage is proposed at the exit to reinforce "exit only" and "do not enter" for 6th St. traffic.
- The alley access is proposed to continue to allow full turning movements to facilitate access to the site and the adjacent business north of the alley. Center line striping within the alley is proposed to designate lanes that will help keep the alley open for entering vehicles.
- Additional signage and pavement markings are proposed at the Human Bean driveway to/from the alley to encourage commercial traffic to utilize the 6th St. access and limit traffic going west to 5th St. where there are existing residences. The alley west of the site will also be marked for local traffic only.
- The revised site plans propose to detain most of the stormwater on site at the north east corner. The outfall from the drainage basin will connect to the existing stormwater sewer in the alley. The proposed design also redirects stormwater away from the south property line to address prior staff comments. Final design of the stormwater system must be approved by the Town Engineer.

4. The conditional use will not substantially alter the basic character of the district in which it is in or jeopardize the development or redevelopment potential of the district.

- The 6th St. corridor at this location is primarily developed for commercial uses that are automobile oriented. The commercial businesses in this area provide retail and dining for residents of the Town as well as visitors traveling on the interstate. Multiple other drive thru establishments are located in close proximity to the proposed site.
- The areas adjacent to the site are zoned C-1 (to the north), C-3 (to the east), TR (to the west) with existing single family residential, and R-4 (to the south).
- The new construction will comply with applicable zoning standards for the C-1 zone district and design standards.
- Approval of the drive thru use is not anticipated to substantially alter the character of the district or jeopardize the redevelopment potential of the district for intended uses.

5. The conditional use will result in efficient on- and off-site traffic circulation which will not have a significant adverse impact on the adjacent uses or result in hazardous conditions for pedestrians or vehicles in or adjacent to the site.

- The conditional use request to allow a drive thru within the C-1 zoning district is reasonable for the property location. The onsite drive thru lanes are expected to function adequately.
- The applicant has redesigned the site access to 6th St. to be an exit only to limit concerns for vehicles backing up on 6th Street. There is sufficient stacking spaces in the drive thru from the alley access to limit the risk of a drive thru queue backing up to the public roadway. The exit will be limited to right turns only to limit vehicles attempting to turn left across oncoming traffic. The right out only will also help keep existing traffic flowing so the drive thru lanes do not get blocked waiting on a vehicle trying to turn left across traffic.
- Town staff recommends a pedestrian crosswalk be striped across the alley access.

- Adequate pedestrian access onto and through the site will be provided. All sidewalks, curb cuts, and associated ramps are required to meet current ADA requirements and Wellington standards.

6. Potential negative impacts of the conditional use on the rest of the neighborhood or of the neighborhood on the conditional use have been mitigated through setbacks, architecture, screen walls, landscaping, site arrangement or other methods. The applicant shall satisfactorily address the following impacts:

- Traffic – The traffic impact study for redevelopment of the site expects the new business use to generate 412 daily vehicle trip ends, 78 morning peak hour trip ends, and 22 afternoon peak hour trip ends. Drive-thru coffee shops are likely to generate more traffic than other uses which may be located within the C1 zoning district. The number of daily vehicle trips is generally acceptable and compatible for the area.
- Activity levels – The business is proposed to operate from 5 am to 10 pm daily. These hours are generally consistent with other businesses along 6th St. The frequency of trips during peak hours of the day, particularly the morning commute times for a coffee shop, may be of some significance to the immediately adjacent residences to the south. A 3.5 ft. privacy fence is proposed along the south and west property lines to limit the impacts of vehicle headlights shining onto adjacent residential properties.
- Light – A photometric plan was provided with the site plans as required. The Town's maximum illumination level at the property line is 0.1 footcandle. There will be a minimal amount of light cast beyond the property line that is generally acceptable along the commercial roadway. The Town has a minimum illumination level of 1.0 footcandle for parking areas and pedestrian paths. The revised site plans show that lighting has been relocated and the fixtures updated to ensure adequate light distribution on the site. Parking areas and pedestrian walkways are adequately lighted. The street light along 6th Street will also improve lighting along the public sidewalk.
- Noise – Expected noise associated with the requested drive through use would include vehicles idling in the drive thru lane and orders being taken at the sign/order box. Sounds from engine idling and taking orders is not expected to be significantly greater than traffic noise at the public roadways and interstate. The increased noise of deliveries or trash pickup during early morning hours could potentially impact residents to the south and west.
- Odor – Odors are not anticipated to be a problem for the proposed use. The proposed coffee shop is not proposed to be cooking any food on site.
- Building type, style and scale – The proposed building style and scale is appropriate and meets applicable code requirements. The style (drive thru) is under consideration in this conditional use approval.
- Hours of operation – Open from 5 am to 10 pm daily.
- Dust – Dust is not anticipated to be a problem for the proposed use.
- Erosion control – Design and construction of the proposed site will adequately address erosion control requirements. Final drainage improvements are subject to engineering review and inspection.

7. The applicant has submitted evidence that all applicable local, state and federal permits have been or will be obtained.

- No state or federal permits are required for the proposed use.
- Restaurant uses are required to comply with Health Department guidelines.
- The applicant will need to work with Town staff and Wellington Fire District to comply with applicable building and fire codes.
- The applicant will also need to register their business with the Town.

1. Building Setbacks and dimensional standards: The proposed building does not encroach into required building setbacks. The proposed development complies with all other district dimensional standards.
2. Easements: Proposed buildings and structures do not encroach into any platted easements. 10 ft. of road right-of-way is required along 6th St. with a 9 ft. utility easement. The dedication may be made by separate instrument and the applicant has agreed to dedicate the right-of-way and easement. The revised site plans reflect the dedications.
3. Streets and Access: The site is adjacent to 6th St. as well as a public alley to the north. The proposed site development plan is proposing to keep full access at the alley and limit the driveway on 6th Street to a right turn exit only. As described in the conditional use considerations above, Town staff is supportive of limiting the 6th Street driveway to exit only and only allowing right turns. The geometry of the driveway exit should be evaluated to further limit the potential for drivers to try to turn left. Geometry changes should be reflected on the revised site plans and final design is subject to approval by the Town Engineer.
 - Town staff supports the use of the additional signage and pavement markings to identify appropriate turning movements. A pedestrian crossing at the alley entrance is recommended.
4. Pedestrian Connection: Sidewalks are required to connect to existing public sidewalks. Adequate pedestrian connections are provided. The ADA ramps and sidewalk crossings at the alley and driveway entrance are updated on the revised site plans to address prior comments regarding alignment, ADA ramps and drainage slopes. The proposed changes are acceptable to Town staff.
5. Parking: Restaurants require a minimum of 1 parking space per each 100 sq. ft. of gross floor area. The proposed building is 597 square feet of floor area, therefore a minimum of 6 parking spaces is required. There are 13 parking spaces proposed, exceeding the minimum requirement.
 - Parking spaces comply with the minimum width and depth requirement for angled parking.
 - There are sufficient stacking spaces in the double drive-thru lanes to accommodate queued vehicles.
 - The driveway to 6th Street has been modified to be a right out only (only right turns). Since there will not be an entrance from 6th Street, this eliminates the concern that vehicles stacked in the drive thru could become backed up onto 6th St. The new driveway design allows adequate vehicle stacking spaces in the drive-thru lanes.
 - A bicycle rack is identified on the plans, meeting the requirement.
6. Circulation Aisles: On-site circulation is proposed to be one way with a drive thru lane on both sides of the building. There is adequate width to accommodate the proposed circulation.
7. ADA: ADA Standards for Accessible Design require accessible parking spaces based upon the total number of parking spaces provided on site. When 1-25 parking spaces are provided, a minimum of 1 accessible parking spaces is required. One accessible space is provided, meeting the requirement.
 - A minimum of one accessible space is required to be designed to be van accessible. The ADA parking space meets the minimum width requirements (11 ft. wide parking space with 5 ft. wide accessible aisle, or 8 ft. wide parking space and an 8 ft. wide accessible aisle).
 - The applicant or their designated agent shall ensure that all accessible parking spaces and routes meet the requirements of ADA standards including locations, widths, aisles, slopes, signage, and pavement markings.
8. Signage: Signs are identified on the site plans. There is a free-standing sign, wall signs and menu boards for the drive thru.
 - The dimensions and style for wall signs are within the requirements of the Town's sign code. The proposed free-standing sign is shown to be 13 ft. 9 inches tall and 73 square feet. The Town's sign code identifies a maximum size of 50 square feet for commercial sites. The Planning Commission may also want to evaluate if the height of the free-standing sign is appropriate for the scale of the site.

- Locations for the "enter" and "exit" directional signs should be identified on the revised site plans. Such signs should not be located within the street right-of-way or easements.
 - Sign plans, including electrical one-line drawings, need to be submitted with the building plans.
9. Site Lighting: A photometric plan was provided with the site plans as required. The Town's maximum illumination level at the property line is 0.1 footcandle. There will be a minimal amount of light cast beyond the property line that is generally acceptable along the commercial roadway. The Town has a minimum illumination level of 1.0 footcandle for parking areas and pedestrian paths. The site lighting distribution was updated with the revised site plans and meets the Town's minimum requirements.
10. Landscape/Screening and Buffering: Landscaping for the site is calculated based on the total site area. If there are healthy, mature trees on site, the landscaping plan should preserve and incorporate existing trees in the plans.
- Site Trees: 1 tree is required for each 1,000 sq. ft. of landscaped area. The landscape plan shows the site has 7,900 sq. ft. of landscaped area, thus 8 trees are required. The proposed landscape plan satisfies the site tree requirement.
 - Shrubs: 1 shrub is required for each 150 sq. ft. of landscaped area. The site has 7,900 sq. ft. of landscape area, thus 52 shrubs are required. There are a sufficient number of shrubs and perennial plants and grasses to meet the intent of the landscaping requirement.
 - Parking Lot Shrubs/Screening: Parking lots are required to be screened and buffered. A sufficient number and species of trees, shrubs and grasses are proposed to screen the parking lots.
 - Other:
 1. The applicant should evaluate if *ulmus davidiana japonica* is an appropriate street tree for this location - root systems for this species has been known to disrupt sidewalks and roadways where there is not sufficient space for the mature tree.
 2. A separate tap and meter for outdoor landscape irrigation is provided, meeting the requirements.
 3. Notes on the landscape plan indicate a permanent automatic irrigation system will be installed. Irrigation plans need to be provided to Town staff for review.
11. Drainage: The applicant has modified the design of the site to provide a stormwater detention basin. The site grading was also updated to redirect most of the stormwater from the site to flow to the detention basin. The outfall from the basin is proposed to connect to the existing stormwater system in the alley. Town staff is comfortable with the design approach for addressing stormwater and the previous concerns about stormwater affecting the adjacent property to the south is reasonably addressed. Final drainage and stormwater design is subject to approval by the Town Engineer.
12. Utilities:
- Utilities: New electrical service to the building will be brought in underground from a transformer near the west side of the property. Existing overhead electrical utilities, infrastructure, and associated poles will be relocated underground or will be removed. The street light will be relocated adjacent to the site and is an acceptable location.
 - Water: The plans note a new 3/4" service line connection to the existing meter. A new 3/4" irrigation service line tap and meter will also be added. Locations of meter vaults are shown within the utility easement, meeting the location requirement.
 - Sanitary Sewer: The existing sanitary sewer service line will be removed. A new 4" service line will be installed and connected to the existing tap on the public main line.
 1. No grease interceptor is being required at this drive-thru location because there is no food cooking proposed.
 2. The applicant must coordinate with Town Public Works staff to ensure all abandoned infrastructure is capped and sealed in accordance with Town standards.
13. Others: The applicant is responsible for coordinating with private utility companies to ensure that all utilities are installed underground.

14. Fire District Review: Wellington Fire District staff reviewed the site plans and generally accept the plans as presented with the following comments:
 - Building plan review and a permit issued by Wellington Fire District is required prior to construction.
15. Architectural Design Standards: The building is proposed to be finished with a composite siding and a corrugated metal. A brick veneer is proposed as a wainscot on three sides. A metal parapet cap and metal canopies are proposed as accessories to the building's design. The proposed building materials are consistent with the Town's architectural design requirements and are generally compatible with other commercial buildings in the area.
 - All mechanical equipment and rooftop units are required to be screened from view from the public right-of-way. The applicant shall confirm if rooftop mechanical units are proposed and demonstrate adequate screening.
 - A dumpster enclosure is proposed at the south side of the site. Materials are complimentary to the building materials and are acceptable as identified on site plan.
16. Miscellaneous:
 - All staff report comments and redline comments must be addressed and resubmitted to Town staff for review.
17. Corrected Plans: Following Planning Commission approval, the applicant will need to revise the site plan documents to incorporate all corrections or comments and submit 3 revised copies to the Town. Changes on the site plan sheets shall be clouded, and a list of all changes shall be provided, noting which comment each is addressing.

STAFF RECOMMENDATION

Based upon the above staff report, Town staff supports site plan approval and approval of the conditional use to allow a coffee stand with two drive up windows and one walk up window within the C-1 Community Commercial zone district. If the Planning Commission recommends approval of the conditional use and site plan, the approval should be subject to the following conditions of approval:

- Provide a striping plan for 6th St. from Cleveland Ave. to Roosevelt Ave. and re-stripe 6th St. in accordance with approved plans;
- Revise site plans in accordance with staff comments;
- Final plans and supporting documents are subject to engineering redline comments; and
- Site plan approval is conditioned upon the Board of Trustees approving the conditional use for a drive thru.

Recommended Motion:

- Move to approve the site plans for 8121 6th St. and forward a recommendation to the Board of Trustees to approve the conditional use for two drive thru windows and one walk up window within the C-1 Community Commercial zone district, subject to conditions of approval.

ATTACHMENTS

1. Location Map
2. Applicant Narrative
3. Site Plans
4. Response to Review Comments



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**Ramirez,
Johnson, &
Associates**

studio | **R.E.D.**,p.c.

THESE DRAWINGS WERE PREPARED BY STUDIO R.E.D., P.C. FOR CONSTRUCTION OF THE BUILDING DESCRIBED WITHIN THESE CONSTRUCTION DOCUMENTS. THEY ARE THE PROPERTY OF STUDIO R.E.D., P.C. AND MAY NOT BE REPRODUCED, COPIED, OR USED IN ANYWAY WITHOUT PRIOR WRITTEN APPROVAL FROM STUDIO R.E.D., P.C.

**SITE PLAN
REVIEW**

ES0.1 PHOTOMETRIC SITE PLAN

[illegible]COVER
PAGE

Project number	20-38
Date	2021-02-25
Drawn by	KAS
Checked by	
G1.0	
Scale	

ALL MATERIALS, WORKMANSHIP, AND CONSTRUCTION OF PUBLIC IMPROVEMENTS SHALL MEET OR EXCEED THE STANDARDS AND SPECIFICATIONS BY THE MOST RECENT DEVELOPMENT STANDARDS GOVERNING THE CONSTRUCTION OF PUBLIC IMPROVEMENTS AND APPLICABLE STATE AND FEDERAL REGULATIONS. WHERE THERE IS CONFLICT BETWEEN THESE DRAWINGS AND THE SPECIFICATIONS, OR ANY APPLICABLE STANDARDS, THE MOST RESTRICTIVE STANDARD SHALL APPLY. ALL WORK SHALL BE INSPECTED AND APPROVED BY THE TOWN OF WELLINGTON.

THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES, AS SHOWN ON THESE DRAWINGS, IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED UPON AS BEING EXACT OR COMPLETE. THE CONTRACTOR SHALL CONTACT THE UTILITY NOTIFICATION CENTER OF COLORADO (UNCC) AT 1-800-922-1987, AT LEAST 2 WORKING DAYS PRIOR TO BEGINNING EXCAVATION OR GRADING, TO HAVE ALL REGISTERED UTILITY LOCATIONS OTHER UNREGISTERED UTILITY ENTITIES (I.E. DITCH/IRRIGATION COMPANY) ARE TO BE LOCATED BY CONTACTING THE RESPECTIVE REPRESENTATIVE. UTILITY SERVICE LATERALS ARE ALSO TO BE LOCATED PRIOR TO BEGINNING EXCAVATION OR GRADING. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES THAT CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THESE DRAWINGS.

THE CONTRACTOR SHALL SUBMIT A CONSTRUCTION TRAFFIC CONTROL PLAN, IN ACCORDANCE WITH MUTCD, TO THE TOWN OF WELLINGTON, FOR APPROVAL, PRIOR TO ANY CONSTRUCTION ACTIVITIES WITHIN, OR AFFECTING, THE RIGHT-OF-WAY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ANY AND ALL TRAFFIC CONTROL DEVICES AS MAY BE REQUIRED BY THE CONSTRUCTION ACTIVITIES.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS FOR ALL APPLICABLE AGENCIES. THE CONTRACTOR SHALL NOTIFY THE TOWN OF WELLINGTON ENGINEER AT LEAST 2 WORKING DAYS PRIOR TO THE START OF ANY EARTH DISTURBING ACTIVITY, OR CONSTRUCTION ON ANY AND ALL PUBLIC IMPROVEMENTS. IF THE TOWN OF WELLINGTON ENGINEER IS NOT AVAILABLE AFTER PROPER NOTICE OF CONSTRUCTION ACTIVITY HAS BEEN PROVIDED, THE CONTRACTOR MAY COMMENCE WORK IN THE ENGINEER'S ABSENCE. HOWEVER, THE TOWN OF WELLINGTON RESERVES THE RIGHT NOT TO ACCEPT THE IMPROVEMENT IF SUBSEQUENT TESTING REVEALS AN IMPROPER INSTALLATION.

UNLESS SPECIFICALLY APPROVED BY THE TOWN OF WELLINGTON, THERE SHALL BE NO SITE CONSTRUCTION ACTIVITIES ON SATURDAYS, SUNDAYS OR HOLIDAYS, UNLESS THERE IS PRIOR WRITTEN APPROVAL BY THE TOWN OF WELLINGTON.

THE CONTRACTOR SHALL COORDINATE AND COOPERATE WITH THE TOWN OF WELLINGTON, AND ALL UTILITY COMPANIES INVOLVED, WITH REGARD TO RELOCATIONS, ADJUSTMENTS, EXTENSIONS AND REARRANGEMENTS OF EXISTING UTILITIES DURING CONSTRUCTION, AND TO ASSURE THAT THE WORK IS ACCOMPLISHED IN A TIMELY FASHION AND WITH A MINIMUM DISRUPTION OF SERVICE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING, IN ADVANCE, ALL PARTIES AFFECTED BY ANY DISRUPTION OF ANY UTILITY SERVICE AS WELL AS THE UTILITY COMPANIES.

NO WORK MAY COMMENCE WITHIN ANY PUBLIC STORM WATER, SANITARY SEWER OR POTABLE WATER SYSTEM UNTIL THE CONTRACTOR NOTIFIES THE TOWN. NOTIFICATION SHALL BE A MINIMUM OF 2 WORKING DAYS PRIOR TO COMMENCEMENT OF ANY WORK. AT THE DISCRETION OF THE TOWN, A PRE-CONSTRUCTION MEETING MAY BE REQUIRED PRIOR TO COMMENCEMENT OF ANY WORK.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING UTILITIES IN CONSTRUCTION AND FOR COORDINATING WITH THE APPROPRIATE UTILITY COMPANY FOR ANY UTILITY CROSSINGS REQUIRED.

THE TYPE, SIZE, LOCATION AND NUMBER OF ALL KNOWN UNDERGROUND UTILITIES ARE APPROXIMATE WHEN SHOWN ON THE DRAWINGS. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY THE EXISTENCE AND LOCATION OF ALL UNDERGROUND UTILITIES ALONG THE ROUTE OF THE WORK BEFORE COMMENCING NEW CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR UNKNOWN UNDERGROUND UTILITIES.

THE CONTRACTOR SHALL HAVE, ONSITE AT ALL TIMES, ONE (1) SIGNED COPY OF THE APPROVED DRAWINGS, ONE (1) COPY OF THE APPROPRIATE STANDARDS AND SPECIFICATIONS, AND A COPY OF ANY PERMITS NEEDED FOR THE PROJECT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL ASPECTS OF SAFETY INCLUDING, BUT NOT LIMITED TO, EXCAVATION, TRENCHING, SHORING, TRAFFIC CONTROL, AND SECURITY. REFER TO OSHA PUBLICATION 2226, EXCAVATING AND TRENCHING.

IF, DURING THE CONSTRUCTION PROCESS, CONDITIONS ARE ENCOUNTERED WHICH COULD INDICATE A SITUATION THAT IS NOT IDENTIFIED IN THE DRAWINGS OR SPECIFICATIONS, THE CONTRACTOR SHALL CONTACT THE TOWN OF WELLINGTON ENGINEER IMMEDIATELY.

THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING ALL LABOR AND MATERIALS NECESSARY FOR THE COMPLETION OF THE INTENDED IMPROVEMENTS, SHOWN ON THESE DRAWINGS, OR DESIGNATED TO BE PROVIDED, INSTALLED, OR CONSTRUCTED, UNLESS SPECIFICALLY NOTED OTHERWISE.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSURING THAT NO MUD OR DEBRIS SHALL BE TRACKED ONTO THE EXISTING PUBLIC STREET SYSTEM. MUD AND DEBRIS MUST BE REMOVED BY THE END OF EACH WORKING DAY, BY AN APPROPRIATE MECHANICAL METHOD (I.E. MACHINE BROOM SWEEP, LIGHT DUTY FRONT-END LOADER, ETC.) OR AS APPROVED BY THE TOWN OF WELLINGTON STREET INSPECTOR.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR RECORDING AS-BUILT INFORMATION ON A SET OF RECORD DRAWINGS KEPT ON THE CONSTRUCTION SITE, AND AVAILABLE TO THE TOWN OF WELLINGTON'S INSPECTOR AT ALL TIMES.

DIMENSIONS FOR LAYOUT AND CONSTRUCTION ARE NOT TO BE SCALED FROM ANY DRAWING. IF PERTINENT DIMENSIONS ARE NOT SHOWN, CONTACT THE ENGINEER FOR CLARIFICATION, AND ANNOTATE THE DIMENSION ON THE AS-BUILT RECORD DRAWINGS.

THE CONTRACTOR SHALL SEQUENCE INSTALLATION OF UTILITIES IN SUCH A MANNER AS TO MINIMIZE POTENTIAL UTILITY CONFLICTS.

UPON COMPLETION OF CONSTRUCTION, THE SITE SHALL BE CLEANED AND RESTORED TO A CONDITION EQUAL TO, OR BETTER THAN, THAT WHICH EXISTED BEFORE CONSTRUCTION, OR TO THE GRADES AND CONDITION AS REQUIRED BY THESE DRAWINGS.

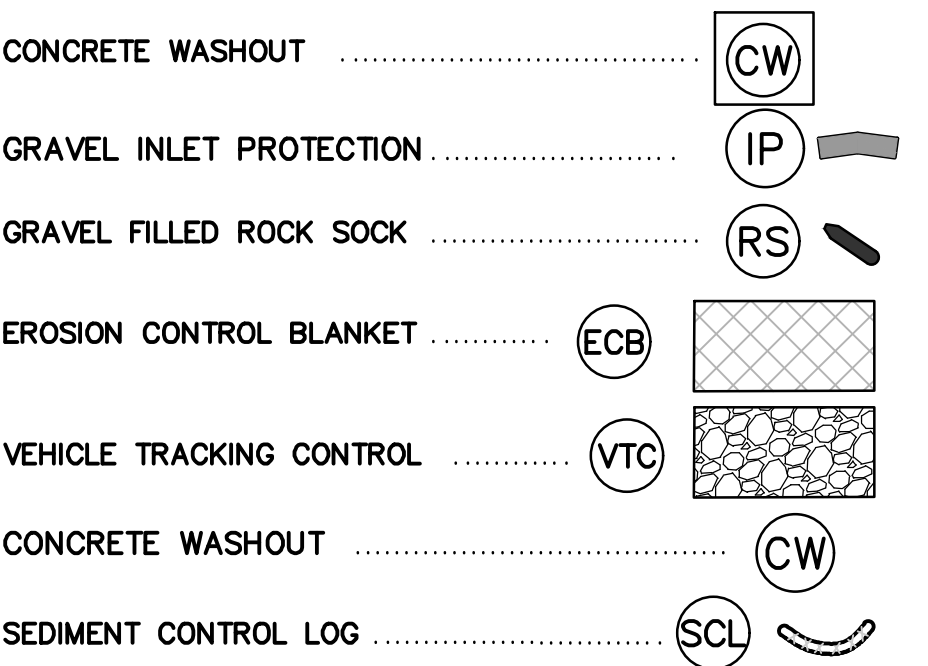
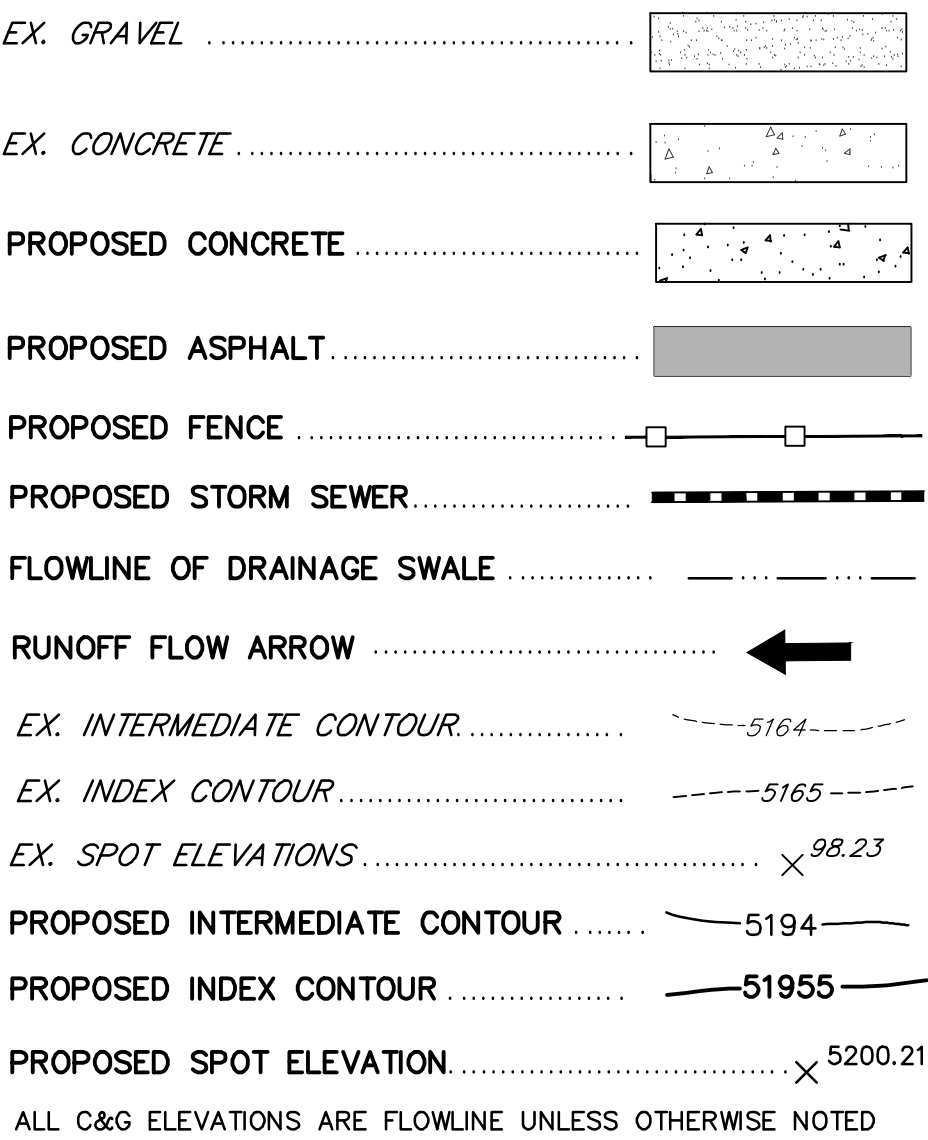
EXISTING FENCES, TREES, STREETS, SIDEWALKS, CURBS AND GUTTERS, LANDSCAPING, STRUCTURES, AND IMPROVEMENTS DESTROYED, DAMAGED OR REMOVED DUE TO CONSTRUCTION OF THIS PROJECT SHALL BE REPLACED OR RESTORED IN LIKE KIND AT THE CONTRACTOR'S EXPENSE, UNLESS OTHERWISE INDICATED ON THESE DRAWINGS.

THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING A STATE CONSTRUCTION DEWATERING DISCHARGE PERMIT IF DEWATERING IS REQUIRED IN ORDER TO INSTALL UTILITIES OR WATER IS DISCHARGED INTO A STORM SEWER, CHANNEL, IRRIGATION DITCH OR ANY WATERS OF THE UNITED STATES.

THE CONTRACTOR IS RESPONSIBLE FOR FIELD LOCATING AND VERIFYING ELEVATIONS OF ALL EXISTING SEWER MAINS, WATER MAINS, CURBS, GUTTERS AND OTHER UTILITIES AT THE POINTS OF CONNECTION SHOWN ON THE DRAWINGS, AND AT ANY UTILITY CROSSINGS PRIOR TO INSTALLING ANY OF THE NEW IMPROVEMENTS. IF A CONFLICT EXISTS AND/OR A DESIGN MODIFICATION IS REQUIRED, THE CONTRACTOR SHALL COORDINATE WITH THE ENGINEER TO MODIFY THE DESIGN. DESIGN MODIFICATION(S) MUST BE APPROVED BY THE TOWN OF WELLINGTON PRIOR TO BEGINNING CONSTRUCTION.

AFTER ACCEPTANCE BY THE TOWN OF WELLINGTON, PUBLIC IMPROVEMENTS DEPICTED IN THESE DRAWINGS SHALL BE GUARANTEED TO BE FREE FROM MATERIAL AND WORKMANSHIP DEFECTS FOR A PERIOD OF TWO (2) YEARS FROM THE DATE OF ACCEPTANCE.

PROPERTY LINE	
EX. SANITARY SEWER	SS
EX. WATER LINE	W
EX. STORM LINE	ST
EX. GAS LINE	G
EX. BURIED ELECTRIC LINE	E
EX. OVERHEAD ELECTRIC LINE	DU
EX. TELEPHONE/CABLE LINE	T
EX. FIRE HYDRANT	
EX. WATER VALVE	
EX. WATER METER	
EX. MANHOLE	
EX. LIGHT POLE	
EX. UTILITY POLE	
PROPOSED SANITARY SEWER	
PROPOSED WATER LINE	
PROPOSED GAS LINE	G
PROPOSED BURIED ELECTRIC LINE	E
PROPOSED TELEPHONE/CABLE LINE	T
PROPOSED FIRE HYDRANT	
PROPOSED WATER VALVE	
PROPOSED METER	
PROPOSED MANHOLE	
PROPOSED PARKING LOT LIGHT	



**SS BLUE SKY, LLC, DBA
THE HUMAN BEAN
NORTHER COLORADO**
8121 6TH STREET
WELLINGTON, COLORADO 80549
3610 35TH ST.
EVANS, COLORADO 80620
(970)330-2515

HUMAN BEAN -
WELLINGTON
8121 6TH STREET
WELLINGTON, COLORADO 80549

architect:

1623 Central Avenue, Suite 200
Cheyenne, WY 82001

307.222.9317
970.556.8869 (cell)



SITE PLAN REVIEW

[illegible]

Know what's **below**.
Call before you dig

Project number	20-38
Date	2/24/2021
Drawn by	MAB
Checked by	CWK
C1.0	
Scale	

PROPERTY LINE ———— ———— ————
PARKING SPACES
EX. CONCRETE
EX. GRAVEL
PROPOSED CONCRETE
PROPOSED ASPHALT
LANDSCAPE AREA LS
PROPOSED SIGN
PROPOSED LIGHT POLE
PROPOSED FENCE

LOTS 1 AND 2, REPLAT OF LOTS 4, 5 AND
THE NORTH 1/2 OF LOT 6, PIATT AND
BRENIMAN ADDITION TO THE TOWN OF
WELLINGTON, COLORADO.

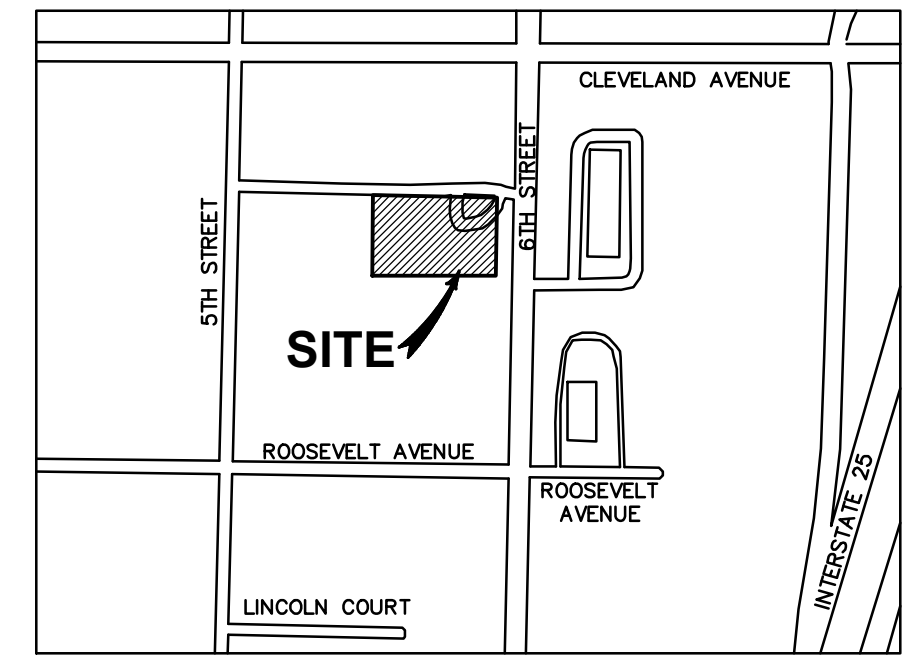
LOCATED IN THE SOUTH EAST QUARTER OF
SECTION 33, TOWNSHIP 9 NORTH, RANGE 68
WEST OF THE 6TH P.M., TOWN OF WELLINGTON,
COUNTY OF LARIMER, STATE OF COLORADO.

TOTAL SITE COVERAGE	SQ. FT.	ACRES	% OF LOT
LOT SIZE	22,730	0.522	100%
BUILDING FOOTPRINT	597	0.014	2.6%
DRIVEWAY/PARKING	10,839	0.249	47.7%
LANDSCAPING	7,270	0.167	32.0%
<u>HARD SURFACES</u>	<u>4,024</u>	<u>0.092</u>	<u>17.7%</u>
TOTAL	22,730	0.522	100%

1. ADDRESS: 8122 & 8121 6TH STREET, WELLINGTON, CO.
2. PROPOSED USE: DRIVE THRU COFFEE SHOP
3. NUMBER OF EMPLOYEES: 3
4. GROSS FLOOR AREA: 501 S.F.
5. NUMBER OF STORIES: 1
6. EXISTING STRUCTURES ON PROPERTY (TO BE REMOVED):
1 SINGLE STORY MODULAR RESIDENCE & 1 STORY GARAGE
7. LOT SIZE, AFTER DEDICATION OF 10 FEET OF R.O.W.



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project:

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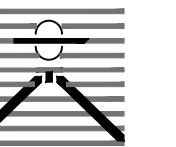
project number: 20-38

architect:

studio | **R.E.D.**,p.c.

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CONTACT: CAMERON KNAPP, P.E.
(970) 351-0645
BOULDER • GREELEY
COLORADO SPRINGS

**SITE PLAN
REVIEW**

[illegible]

Project number	20-38
Date	11-18-2020
Drawn by	MAB
Checked by	CWK
C2.0	
Scale	

PROPERTY LINE..... ————

EX. INTERMEDIATE CONTOUR..... -5164-----

EX. INDEX CONTOUR..... -5165-----

EX. SPOT ELEVATIONS..... X^{98.23}

PROPOSED INTERMEDIATE CONTOUR..... —5194———

PROPOSED INDEX CONTOUR..... —51955———

PROPOSED SPOT ELEVATION..... X^{5200.23}

(ALL C&G ELEVATIONS ARE FLOWLINE UNLESS OTHERWISE NOTED)

EX. STORM LINE..... —ST———ST———

TOP BACK OF CURB..... TC

HIGH POINT..... HP

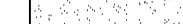
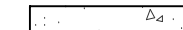
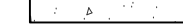
LOW POINT..... LP

TOP OF WALL..... TW

GRADE BREAK..... GB

PROPOSED STORM SEWER..... —————

FLOWLINE OF DRAINAGE SWALE..... ————

EX. GRAVEL	
EX. CONCRETE	
PROPOSED CONCRETE	
PROPOSED ASPHALT	
100-YR WSL	



NGS VERTICAL CONTROL MONUMENT 5202 - LOCATED AT THE
INTERSECTION OF CLEVELAND AVENUE & NORTH 2ND STREET
ELEVATION = 5003.70 (BASED ON NAVD88 DATUM)

BASIS OF BEARING:
BEARINGS ARE BASED ON THE EAST LINE OF THE SOUTHEAST
QUARTER OF SECTION 33, TOWNSHIP 9 NORTH, RANGE 68 WEST
OF THE 6TH P.M. WITH AN ASSUMED BEARING OF S01°00'00"W.



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project:

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WELLINGTON
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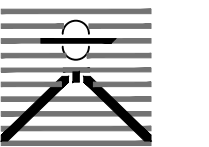
project number: 20-38

architect:

studio | **R.E.D.**, p.c.

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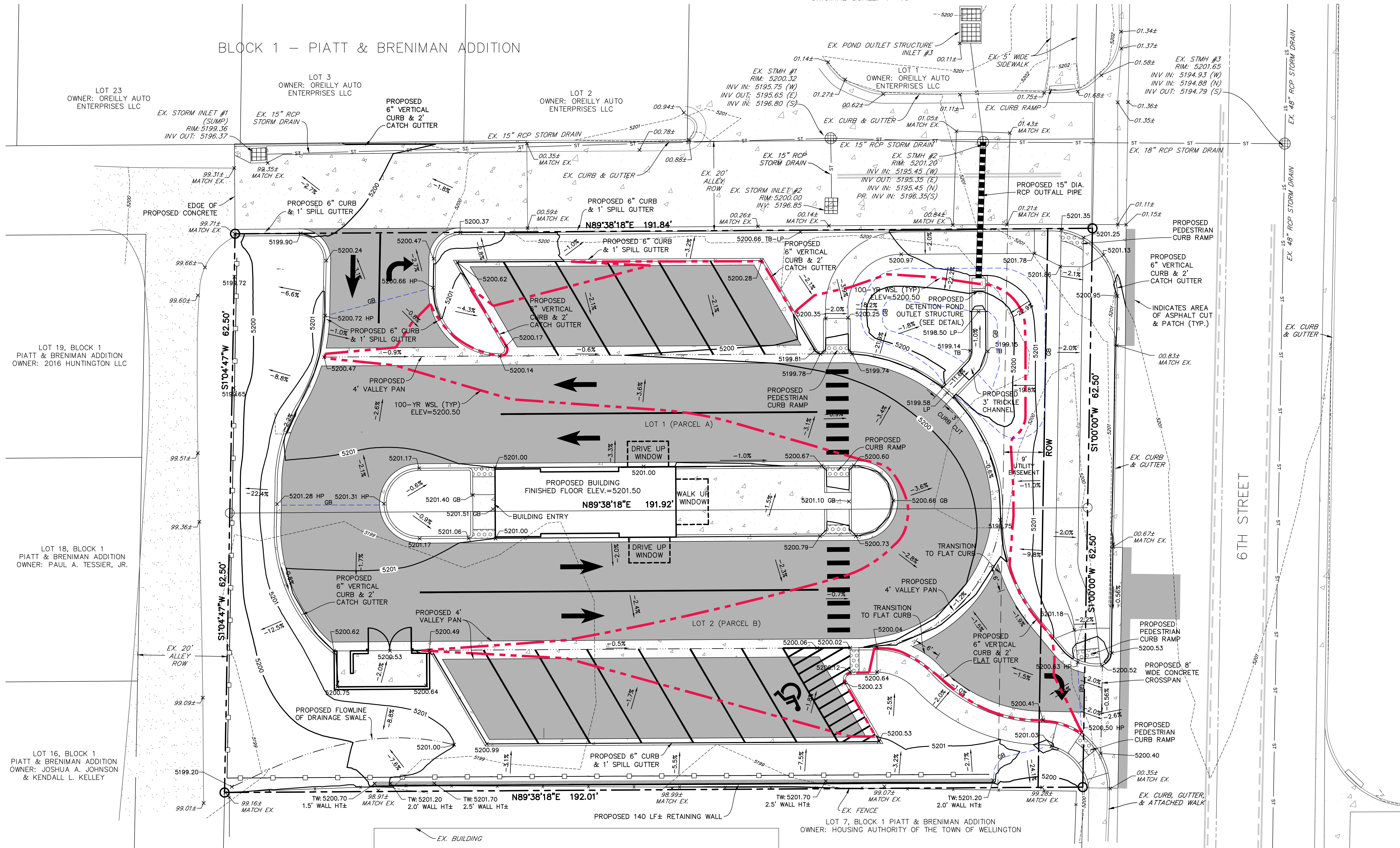
**SITE PLAN
REVIEW**

[illegible]

Project number	20-38
Date	11-18-2020
Drawn by	MAB
Checked by	CWK

C3.0

Scale



UTILITY NOTES

EX. LIGHT POLE 

EX. UTILITY POLE 

PROPOSED STORM SEWER 

PROPOSED SANITARY SEWER 

PROPOSED WATER LINE 

PROPOSED GAS LINE 

PROPOSED BURIED ELECTRIC LINE 

PROPOSED TELEPHONE/CABLE LINE 

PROPOSED FIRE HYDRANT 

PROPOSED WATER VALVE 

PROPOSED METER 

PROPOSED MANHOLE 

PROPOSED PARKING LOT LIGHT 

ORIGINAL SCALE: 1"=10'



Know what's **below**.
Call before you dig.

client:

project:

project number: 20-38

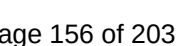
architect:

**SITE PLAN
REVIEW**

UTILITY PLAN

C4.0

Scale



PROPERTY LINE

PUBLIC ACCESS ROUTE

SIGHT TRIANGLE

EX. CONCRETE

EX. SIGN

EX. GRAVEL

PROPOSED CONCRETE

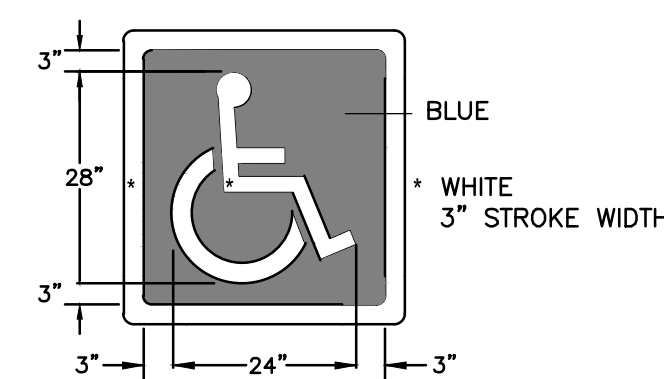
PROPOSED ASPHALT

PROPOSED SIGN

PROPOSED LIGHT POLE

PARKING SPACES

CRITERIA	PROVIDED
STANDARD VEHICLE PARKING SPACES	12
HC VAN ACCESSIBLE SPACES	1
BICYCLE PARKING SPACES	3



12"

18"

6"

RESERVED PARKING

VAN ACCESSIBLE

SUPPLEMENT

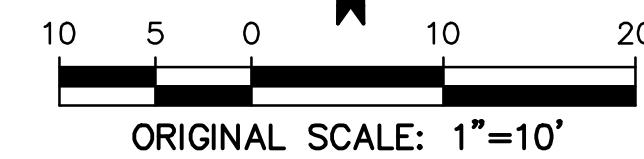
R7-8/8a

R7-8 RESERVED PARKING (12" X 18") WITH R7-8a "SUPPLEMENT" (12"x6") F ON THE S

ACCE

SIGNS FOR ACCESSIBLE PARKING SHALL:

1. BE OF MATERIAL CONFORMING TO THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES".
2. BE AT LEAST 12 INCHES WIDE AND 18 INCHES HIGH.
3. HAVE GREEN LETTERING ON WHITE BACKGROUND.
4. SHOW A BLUE HANDICAPPED SYMBOL.
5. ARROW SHALL BE GREEN.
6. BE PLACED AT CENTER OF THE STALL.



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project:

HUMAN BEAN -
WELLINGTON
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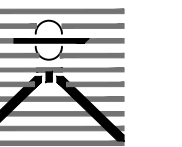
project number: 20-38

architect:

studio | **R.E.D.**, p.c.

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**SITE PLAN
REVIEW**

[illegible]

PARKING & CIRCULATION PLAN

Project number	20-38
Date	11-18-2020
Drawn by	MAB
Checked by	CWK

C5.0

Scale

PROPERTY LINE ————

EX. INTERMEDIATE CONTOUR -5164-

EX. INDEX CONTOUR -5165-

PROPOSED INTERMEDIATE CONTOUR 5194

PROPOSED INDEX CONTOUR 5195

EX. STORM LINE —ST—ST—

EX. CONCRETE

PLAN

1

2

3

4

PROPOSED STORM SEWER..... 

FLOWLINE OF DRAINAGE SWALE..... 

PROPOSED CONCRETE..... 

PROPOSED ASPHALT.....

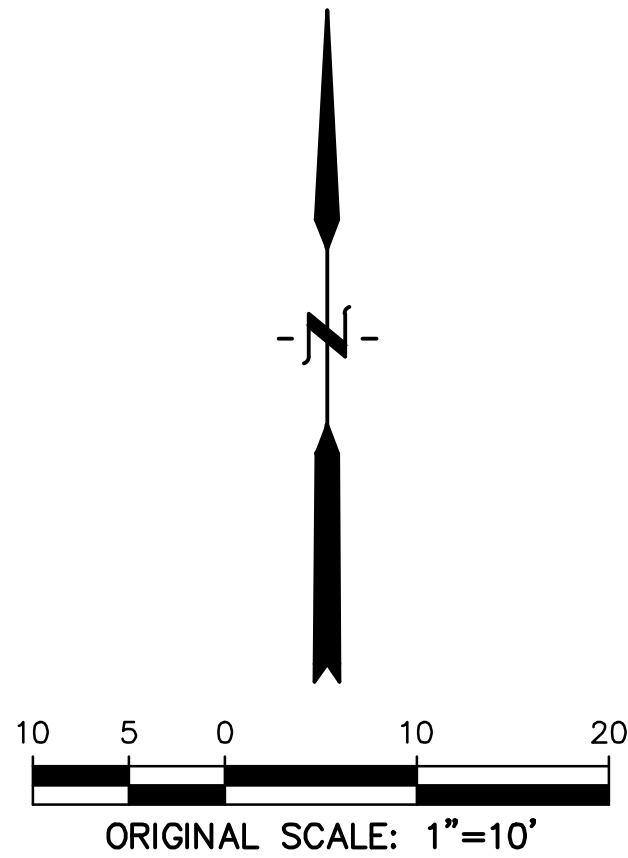
100-YR STORM HGL..... 

1. FLOW IN EXISTING 48" RCP ASSUMED TO BE 80 CFS TO CREATE A 3-FOOT+ TAILWATER AT STM# #3, BASED ON HGL IN COAL CREEK CENTER PLANS AND REPRESENTED ON O'REILY STORM DRAIN PROFILE A (SHEET C1.2, BY TAIT & ASSOCIATES INC.).
2. STORM SEWER INVERTS TAKEN FROM O'REILY STORM PROFILE (SHEET NUMBER ABOVE)
3. STORM SEWER HYDRAULICS CALCULATED USING "HYDRAFLOW STORM SEWERS EXTENSION FOR AUTODESK"

RUNOFF FOR HGL CALCULATIONS			
SOURCE PROPERTY	BASIN	DESIGN POINT	RUNOFF 100-YR. (cfs)
O'REILY	DET. POND	5	3.62
O'REILY	OFF2B	6	0.49
O'REILY	OFF1B +R1	7	0.42
HUMAN BEAN	PR-2	2	0.78
HUMAN BEAN	DET POND	3	1.16
6TH STREET	ASSUMED	8	80.0



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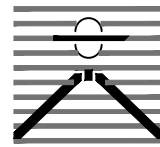
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WELLINGTON, COLORADO 80549

studio | **R.E.D.**, p.c.

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BOULDER • GREELEY
COLORADO SPRINGS

SITE PLAN REVIEW

[illegible]

Project number	20-38
Date	02-24-2021
Drawn by	MAB
Checked by	CWK

C6.0

[illegible]

PROPERTY LINE.....

EX. INTERMEDIATE CONTOUR.....-5164-

EX. INDEX CONTOUR.....-5165-

PROPOSED INTERMEDIATE CONTOUR.....5194

PROPOSED INDEX CONTOUR.....5195

EX. STORM LINE.....ST.....ST

EX. GRAVEL.....

EX. CONCRETE.....

PROPOSED STORM SEWER.....

FLOWLINE OF DRAINAGE SWALE.....

PROPOSED CONCRETE.....

PROPOSED ASPHALT.....

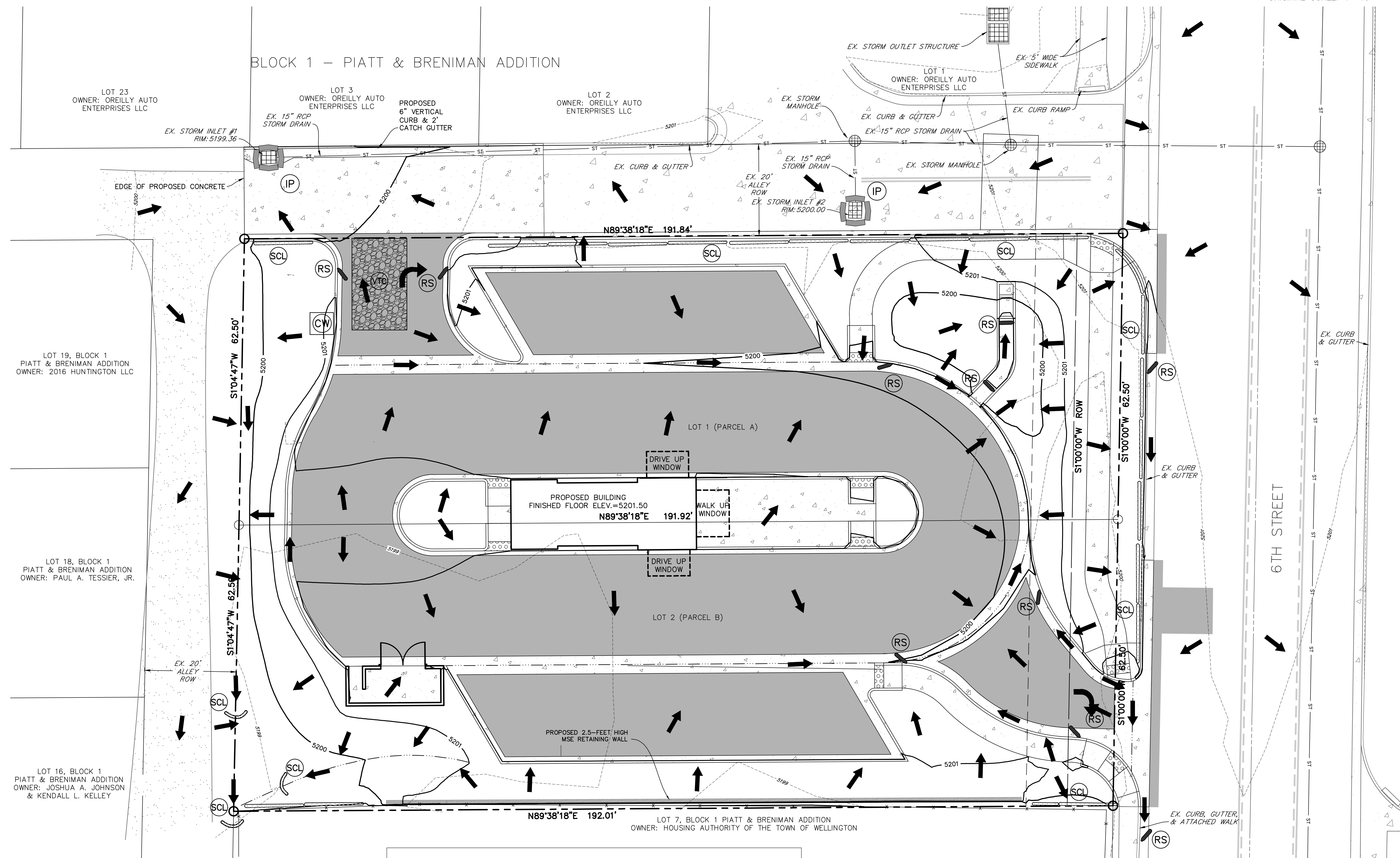
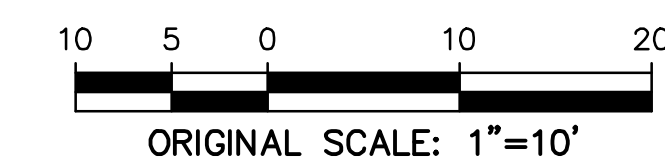
RUNOFF FLOW ARROW.....

CONCRETE WASHOUT	
GRAVEL INLET PROTECTION	
GRAVEL FILLED ROCK SOCK	
VEHICLE TRACKING CONTROL	 
CONCRETE WASHOUT	
SEDIMENT CONTROL LOG	 
REFER TO URBAN STORM DRAINAGE STANDARD EROSION CONTROL DETAILS ON SHEETS C9.0-C9.1	

	BEFORE GRADING ACTIVITIES BEGIN	SITE GRADING	UTILITY INSTALLATION	BUILDING CONSTRUCTION & SITE PAVING	FINAL STABILIZATION
GRAVEL FILLED ROCK SOCKS (6TH STREET)					
INLET PROTECTION					
SEDIMENT CONTROL LOG (ON SITE BOUNDARIES)					
VEHICLE TRACKING PAD & WASHOUT					
CONCRETE WASHOUT					
GRAVEL FILLED ROCK SOCKS (ONSITE)					
SEDIMENT CONTROL LOG (SWALE PROTECTION)					
LANDSCAPING					



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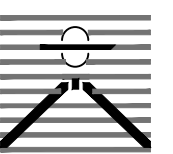
project number: 20-38

architect:

studio | **R.E.D.**,p.c.

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COLORADO SPRINGS

**SITE PLAN
REVIEW**

[illegible]

EROSION AND SEDIMENT CONTROL PLAN

Project number	20-38
Date	02-24-2021
Drawn by	MAB
Checked by	CWK

C7.0

Scale

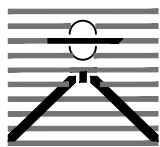
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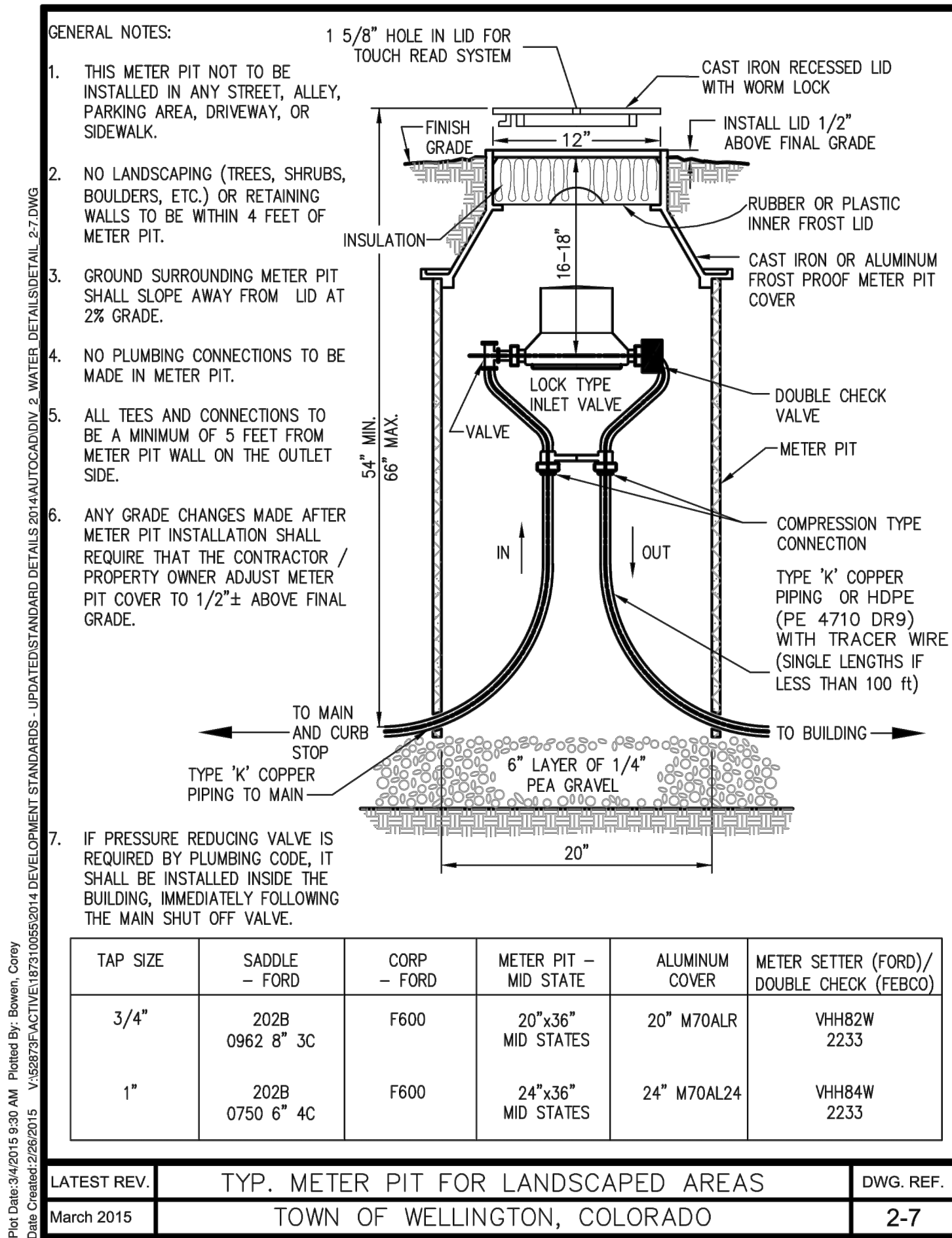
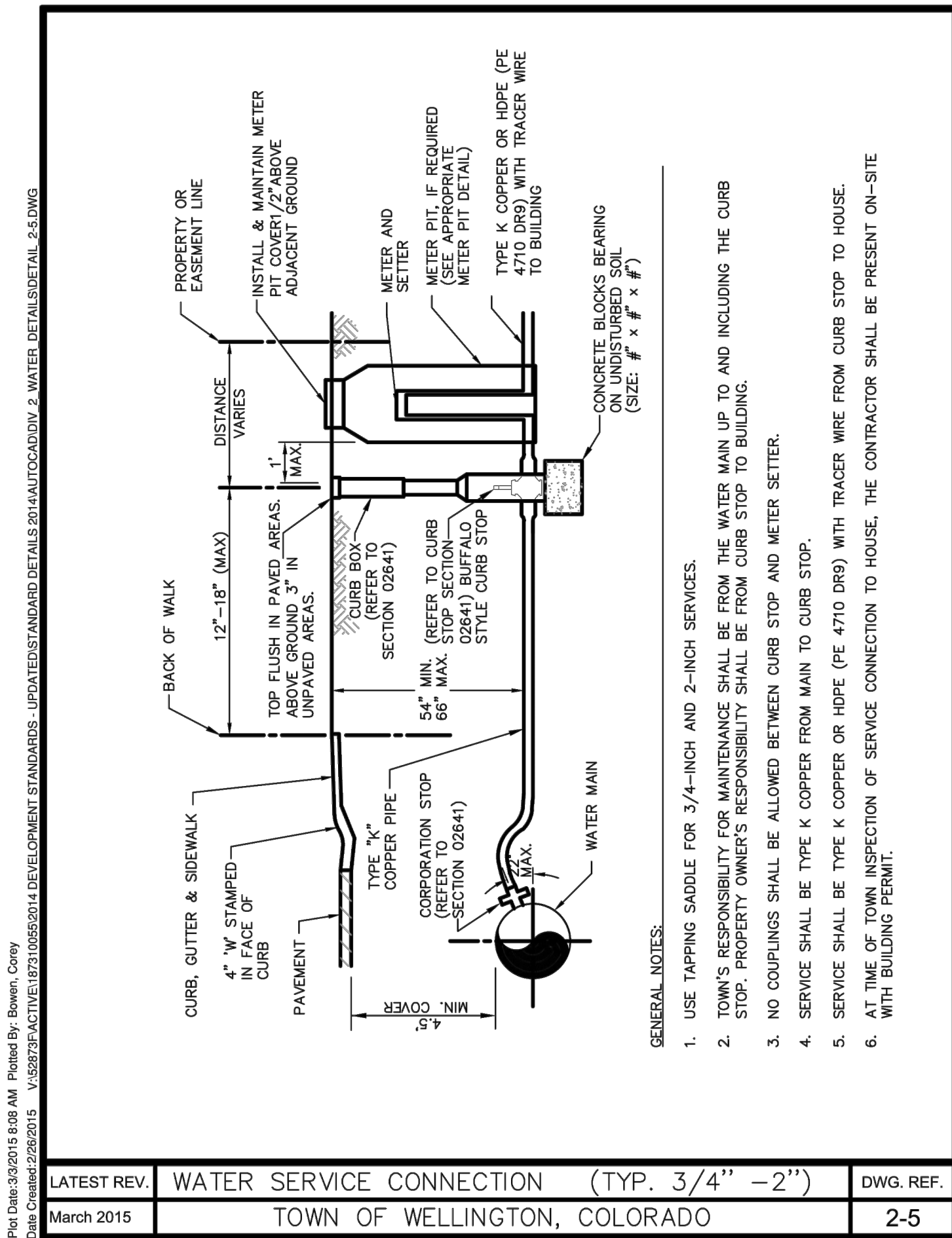
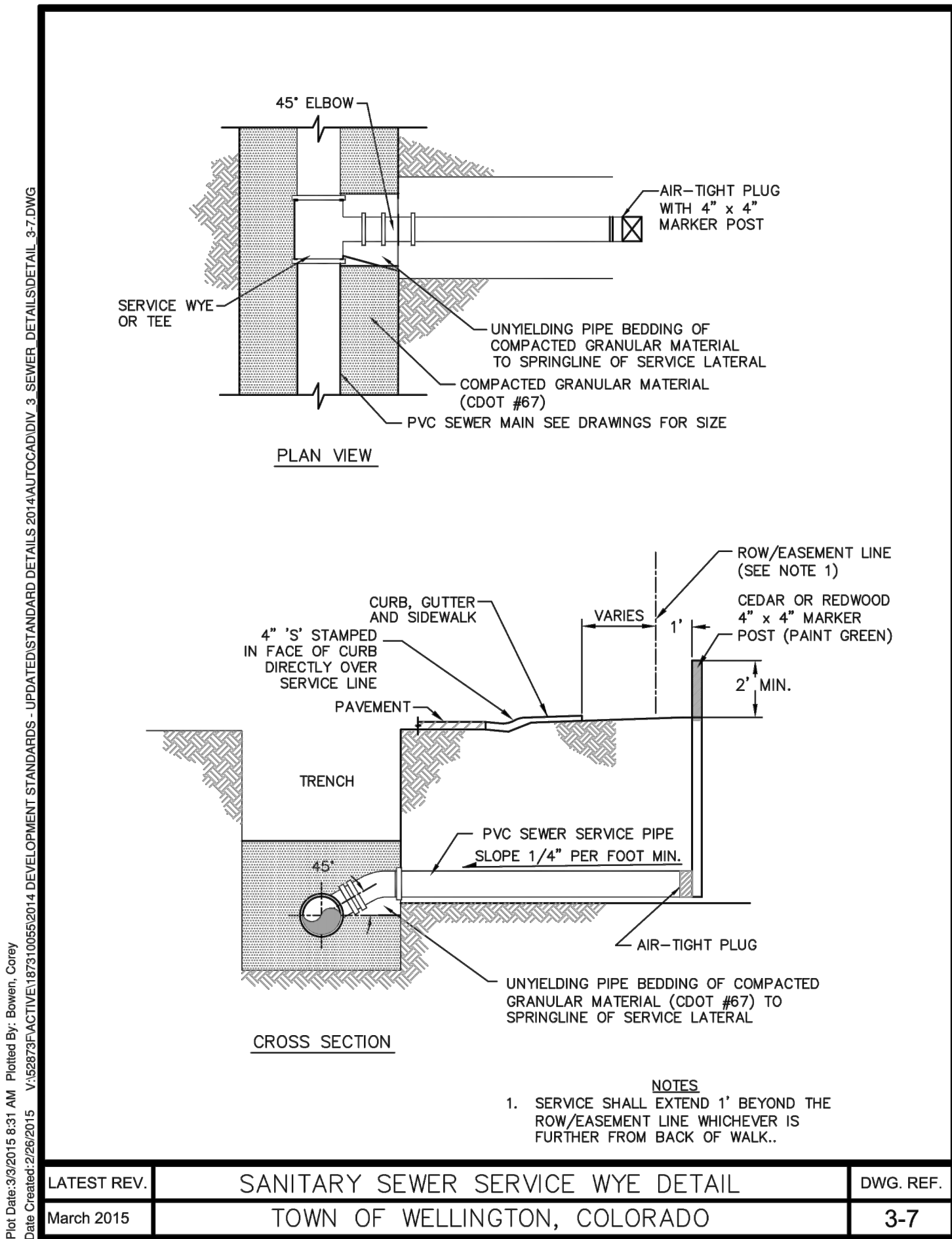
SITE PLAN REVIEW

[illegible]

Project number	20-38
Date	02-24-2021
Drawn by	MAB
Checked by	CWK

C8.0

Page 160 of 203



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SITE PLAN REVIEW

[illegible]

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Scale



LATEST REV.	CURB AND GUTTER DETAILS	DWG. REF.
March 2015	TOWN OF WELLINGTON, COLORADO	5-12



LATEST REV.	ASPHALT PAVING DETAIL (CROSS PAN)	DWG. REF.
March 2015	TOWN OF WELLINGTON, COLORADO	5-9



LATEST REV.	CURB RAMP DETECTABLE WARNING & CONTRACTION JOINT DETAIL	DWG. RE
March 2015	TOWN OF WELLINGTON, COLORADO	5-20



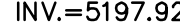
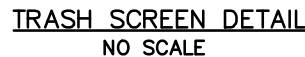
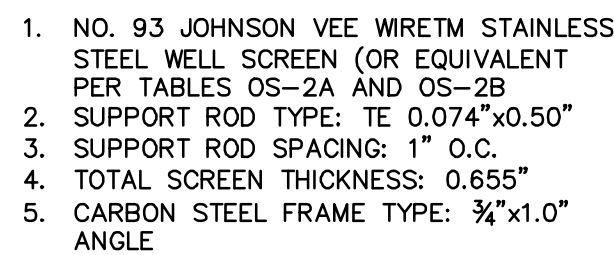
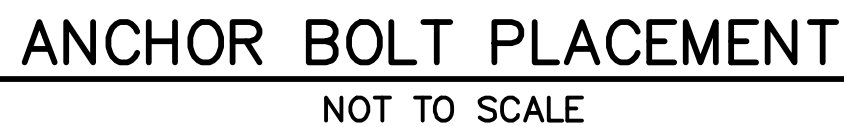
LATEST REV.	ACCESS RAMP DETAIL – ATTACHED WALK	DWG. REF.
APRIL 2017	TOWN OF WELLINGTON, COLORADO	5-16



- ① RAMP WIDTH - PROVIDE 5 FT. OR GREATER WHERE POSSIBLE. IF SITE CONSTRAINTS DO NOT PERMIT, PROVIDE 4 FT. MINIMUM. RAMPS SERVING SHARED USE PATHS SHALL MATCH THE WIDTH OF THE PATH.
- ② RAMP RUNNING SLOPE - 8.3% MAX.
- ③ TURNING SPACE RUNNING SLOPE - 2.0% MAX. TURNING SPACE RUNNING SLOPE IS MEASURED IN THE SAME DIRECTION AS THE RAMP RUNNING SLOPE.
- ④ RAMP AND TURNING SPACE CROSS SLOPE - 2.0% TYPICAL. AT CROSSINGS WITHOUT YIELD OR STOP CONTROL, OR WITH A SIGNAL WHERE VEHICLES CAN PROCEED THROUGH THE INTERSECTION WITHOUT SLOWING OR STOPPING, THE CROSS SLOPE OF RAMPS AND TURNING SPACE MAY EQUAL THE HIGHWAY GRADE. AT MIDBLOCK PEDESTRIAN STREET CROSSINGS THE RAMP AND TURNING SPACE CROSS SLOPE MAY EQUAL THE HIGHWAY GRADE.
- ⑤ TURNING SPACE DIMENSIONS - PROVIDE A TURNING SPACE AT THE TOP OF PERPENDICULAR RAMPS WITH A WIDTH EQUAL TO THE WIDTH OF THE CURB RAMP. TURNING SPACE LENGTH MUST BE 4 FT. MINIMUM. A CURB RAMP IN THE DIRECTION OF THE RAMP RUNNINg A TURNING SPACE IS CONSTRAINTED AT THE BACK OF SIDEWALK, INCREASE LENGTH TO 5 FT. MINIMUM IN THE DIRECTION OF THE RAMP RUN.
- ⑥ RAMP ALIGNMENT - RAMPS SHALL BE ALIGNED TO BE FULLY CONTAINED WITHIN THE CROSSWALK OR STREET CROSSING THEY SERVE. PROVIDE ONE RAMP FOR EACH STREET CROSSING DIRECTION. IN ALTERATIONS, WHERE EXISTING PHYSICAL CONSTRAINTS PREVENT PROVIDING ONE CURB RAMP FOR EACH CROSSING DIRECTION, A SINGLE DIAGONAL CURB RAMP IN THE ARMY OF A CORNER SHALL BE PERMITTED TO SERVE BOTH PEDESTRIAN STREET CROSSINGS. IF A DIAGONAL RAMP IS USED, A CLEAR SPACE 4 FT X 4 FT MUST BE PROVIDED AT THE BASE OF THE RAMP. THE CLEAR SPACE MUST BE WITHIN BOTH SIDEWALKS AND WITHIN OUTSIDE OF THE CURB GRACE. VEHICLES TRAVEL LANCES DIAGONAL RAMPS ARE NOT ACCEPTABLE IN NEW CONSTRUCTION, OR FULL-DEPTH RECONSTRUCTION.
- ⑦ RAMP LENGTH - PERPENDICULAR RAMP LENGTH IS DEPENDENT UPON RAMP SLOPE, HEIGHT OF CURB, AND ADJACENT SIDEWALK CROSS-SLOPE WHICH MUST BE INTERCEPTED. SEE DETAIL A FOR CALCULATING RAMP LENGTH WHEN CHANGING SIDEWALK CROSS-SLOPE. WHERE TERRAIN IS SLOPING A RAMP IS NOT REQUIRED TO BE GREATER MORE THAN 15 FT. REGARDLESS OF THE RESULTING RAMP SLOPE.
- ⑧ RAMP FLARES - WHERE A RAMP EXCEEDS ABOUT A WALKABLE SURFACE, A FLARED SLOPE SHALL BE PROVIDED. RAMP FLARE SLOPES SHALL NOT EXCEED 10.0%.
- ⑨ VERTICAL CURB RETURNS - VERTICAL CURB RETURNS MAY BE USED ONLY WHERE A RAMP ABUTS A NON-WALKABLE SURFACE, OR WHERE A RAMP IS PROTECTED FROM PEDESTRIAN CROSS TRAFFIC (FOR EXAMPLE BY A SIGNAL CABINET OR UTILITY POLE WHICH BLOCKS PASSAGE).
- ⑩ GUTTER COUNTER SLOPE - 5.0% MAX.

TYPE 1 PERPENDICULAR CURB RAMPS

Computer File Information		Sheet Revisions		Colorado Department of Transportation		CURB RAMPS	STANDARD PLAN NO.	
Creation Date: 07/31/19		Date:	Comments	 2829 West Howard Place 000TH Hq, 3rd Floor Denver, CO 80204 Phone: 303-757-9021 FAX: 303-757-9868	M-608-1			
Designer Initials: JBK	(X)				Standard Sheet No. 2 of 10			
Last Modification Date: 07/31/19	(X)							
Detailer Initials: LTA	(X)							
CAD Ver.: MicroStation V8	Scale: Not to Scale	Units: English		Project Development Branch		JBK	Issued by the Project Development Branch: July 31, 2019	
							Project Sheet Number:	



project:

**HUMAN BEAN -
WELLINGTON**

8121 6TH STREET
WELLINGTON, COLORADO 80549

studio | **R.E.D.**, p.c.

DREXEL, BARRELL & CO.
Engineers • Surveyors
710 11TH AVE., SUITE L-45
GREELEY, COLORADO 80631
CONTACT: CAMERON KNAPP, P.E.
(970) 351-0645
BOULDER • GREELEY
COLORADO SPRINGS

SITE PLAN REVIEW

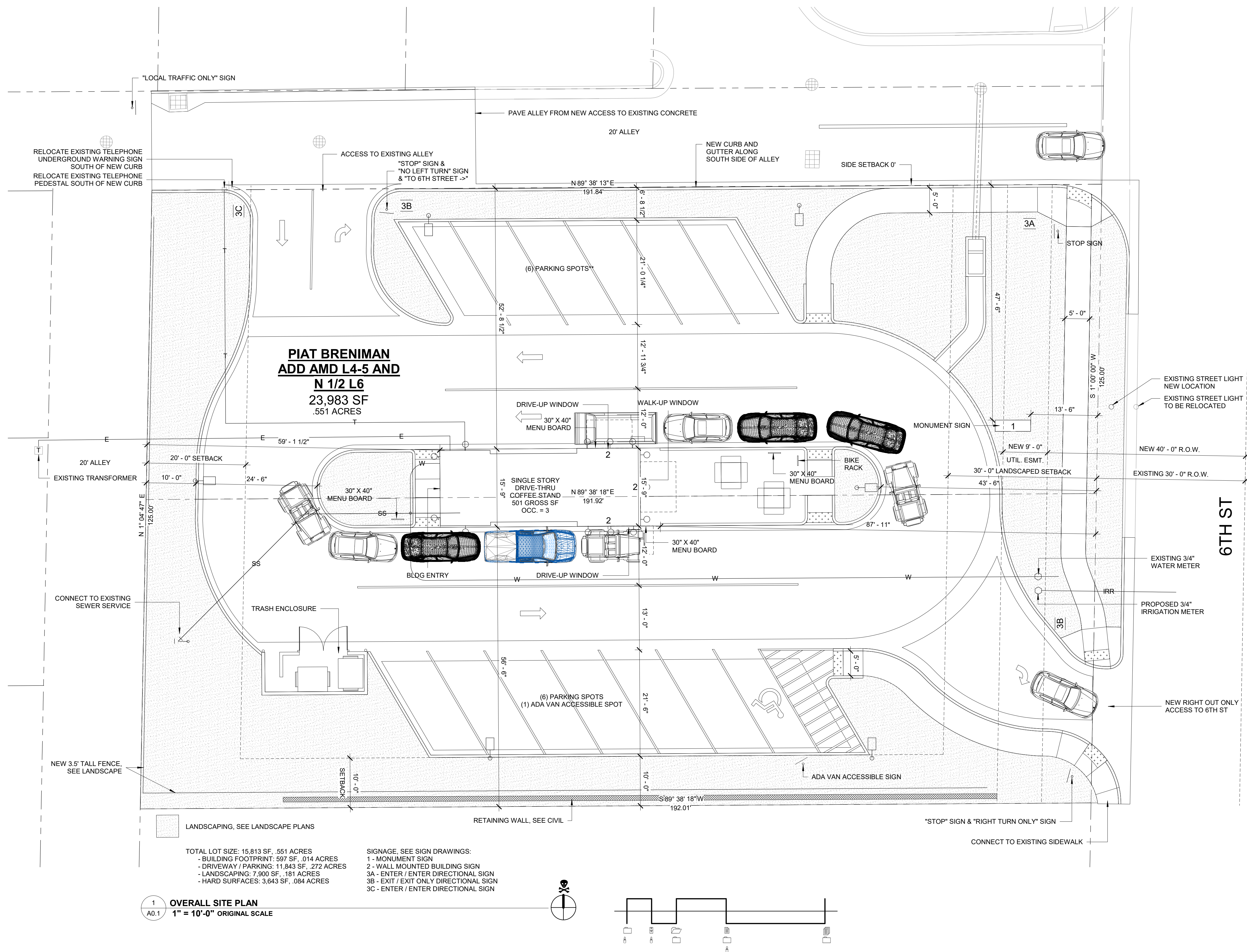
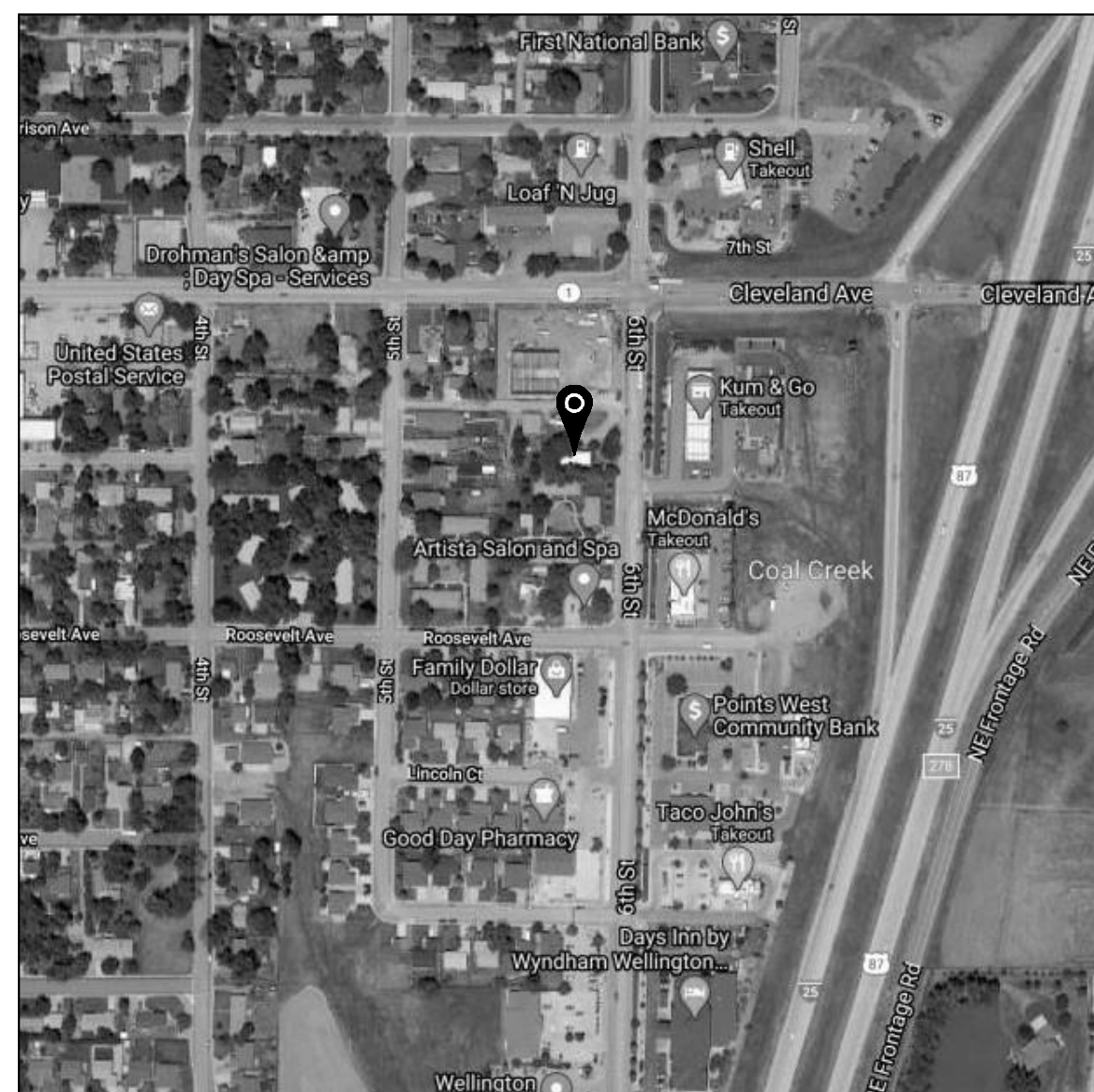
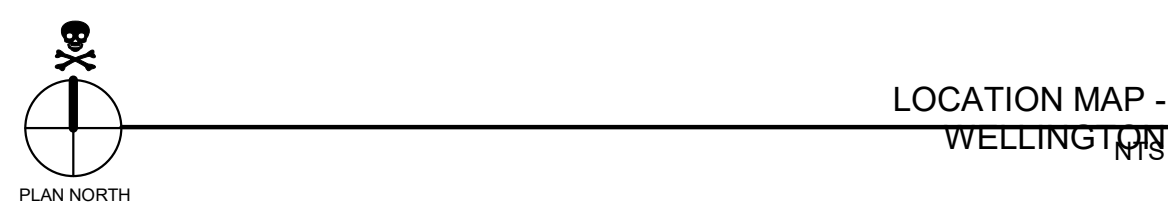
[illegible]

DETAILS

Project number	20-3
Date	02-24-202
Drawn by	MAB
Checked by	CWK

C8.2

Scale



**SS BLUE SKY, LLC, DBA
THE HUMAN BEAN
NORTHER COLORADO**
8121 6TH STREET
WELLINGTON, COLORADO 80549
3610 35TH ST.
EVANS, COLORADO 80620
(970)330-2515

HUMAN BEAN -
WELLINGTON
8121 6TH STREET
WELLINGTON, COLORADO 80549

1623 Central Avenue, Suite 29
Cheyenne, WY 82001

307.222.9317
970.556.8869 (cell)

**SITE PLAN
REVIEW**

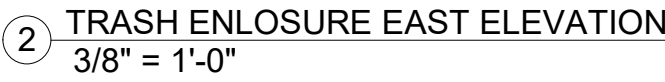
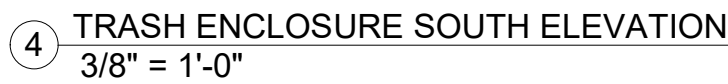
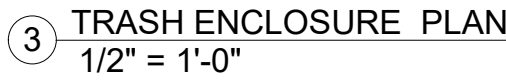
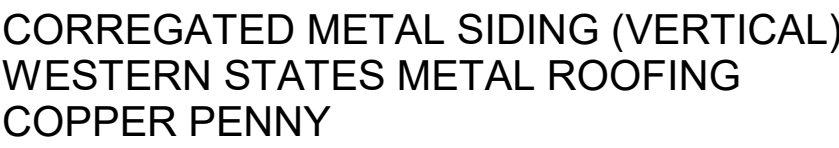
[illegible]

SITE PLAN

Project number	20-38
Date	2021-02-25
Drawn by	KAS
Checked by	

A0.1

Scale	1" = 10'-0"
-------	-------------



client:

SS BLUE SKY, LLC, DBA
THE HUMAN BEAN
NORTHER COLORADO
8121 6TH STREET
WELLINGTON, COLORADO 80549
3610 35TH ST.
EVANS, COLORADO 80620
(970)330-2515

project:

HUMAN BEAN -
WELLINGTON
8121 6TH STREET
WELLINGTON, COLORADO 80549

project number: 20-38

architect:

studio | **R.E.D.**, p.c.

1623 Central Avenue, Suite 29
Cheyenne, WY 82001

307.222.9317
970.556.8869 (cell)

consultant:

TITLE

ADDRESS
CITY, STATE, ZIP
XXX.XXX.XXXX

FOR REVIEW

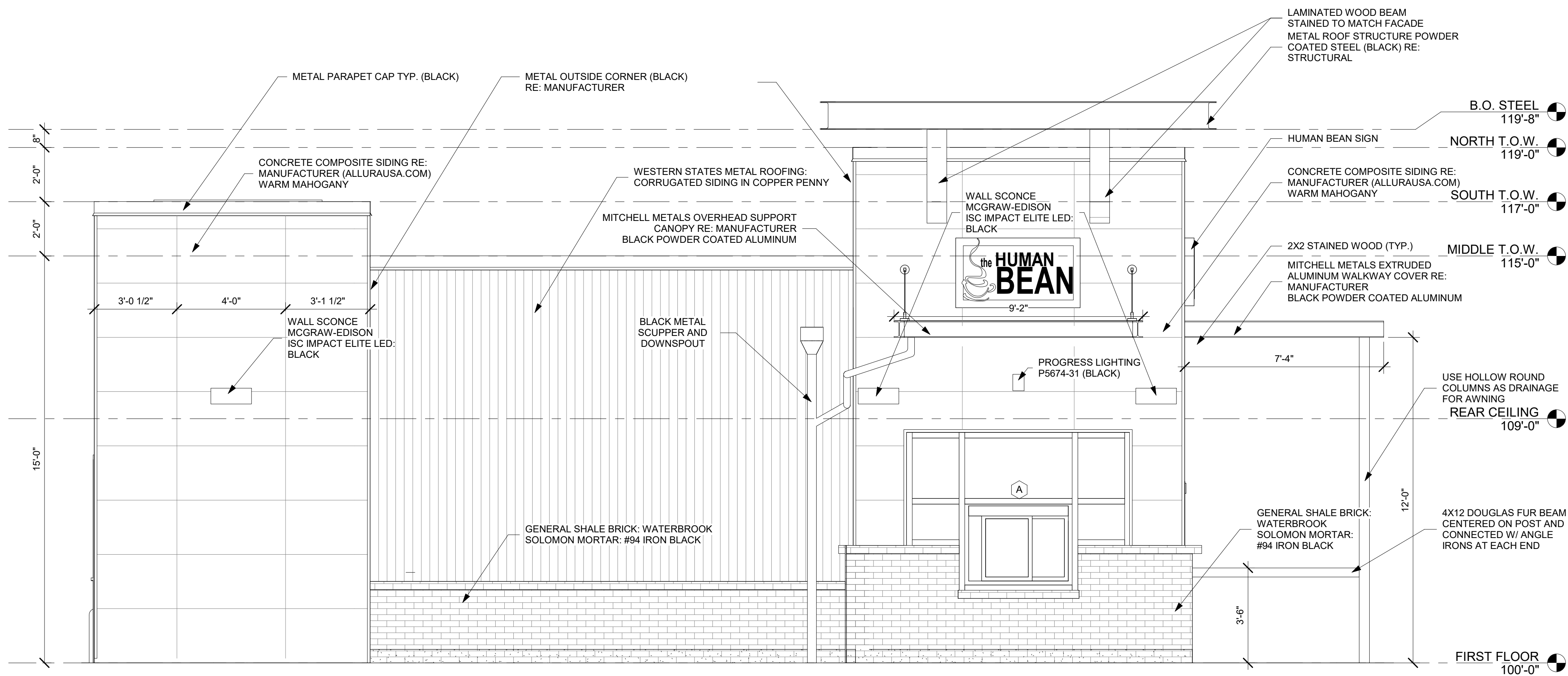
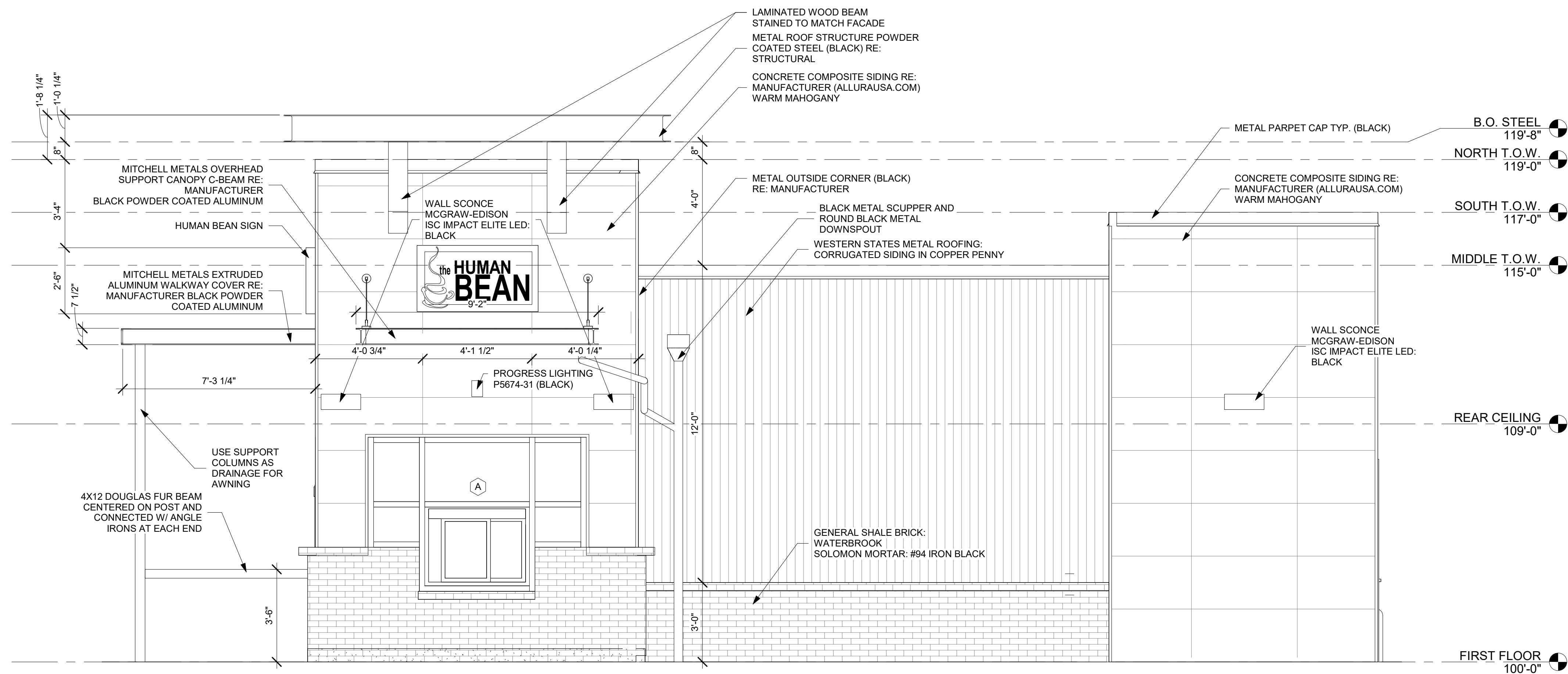
[illegible]

TRASH ENCLOSURE PLAN & ELEVATIONS

Project number	20-38
Date	2021-02-25
Drawn by	KAS
Checked by	

A0.2

Scale	As indicated
-------	--------------



client:

**SS BLUE SKY, LLC, DBA
THE HUMAN BEAN
NORTHER COLORADO**
8121 6TH STREET
WELLINGTON, COLORADO 80549
3610 35TH ST.
EVANS, COLORADO 80620
(970)330-2515

project:

HUMAN BEAN -
WELLINGTON
8121 6TH STREET
WELLINGTON, COLORADO 80549

project number: 20-38

architect:

studio | **R.E.D.**, p.c.

1623 Central Avenue, Suite 29
Cheyenne, WY 82001

307.222.9317
970.556.8869 (cell)

consultant:

TITLE

ADDRESS _____
CITY, STATE, ZIP _____

XXX.XXX.XXXX

FOR REVIEW

[illegible]

EXTERIOR ELEVATIONS

Project number	20-38
Date	2021-02-25
Drawn by	KAS
Checked by	

A5.0

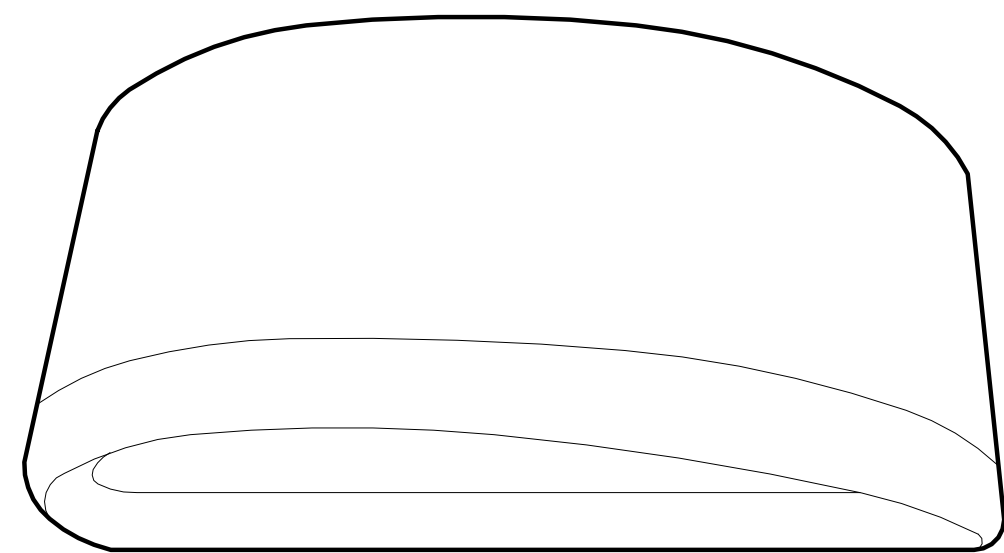
Scale	$3/8" = 1'-0"$
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Wall Mount Luminaire

ENERGY DATA
Electronic LED Driver
>0.9 Power Factor
<20% Total Harmonic Distortion
120-277V/50 & 60 Hz, 347V/60Hz
480V/60Hz
-40 Deg C Minimum Temperature
40 Deg C Ambient Temperature Rating

DIMENSIONS

Width: 16"
Height: 7"
Depth: 9"



Halogene/incandescent

Halogene/incandescent

INFORMATION

Category: Outdoor
Finish: Black (powdercoat)
Construction: Aluminum construction metal shade
cCSAus Wet location listed
1 year warranty
Companion Close-to-ceiling, wall lantern fixtures available

MOUNTING DATA

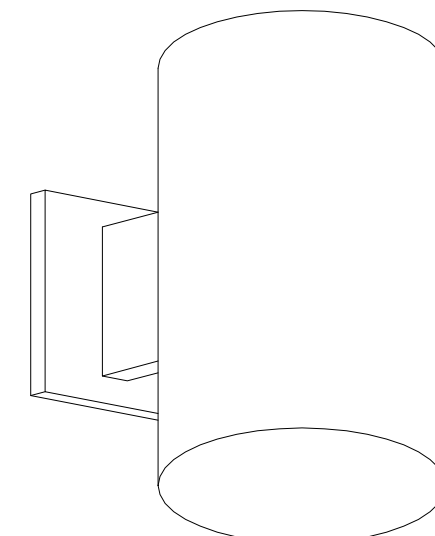
Wall mounted
Mounting plate for outlet box included
Back plate covers a standard 4" hexagonal recessed outlet box
4-1/2" sq.

ELECTRICAL DATA

Pre-wired
6" of wire supplied
120V

LAMPING DATA

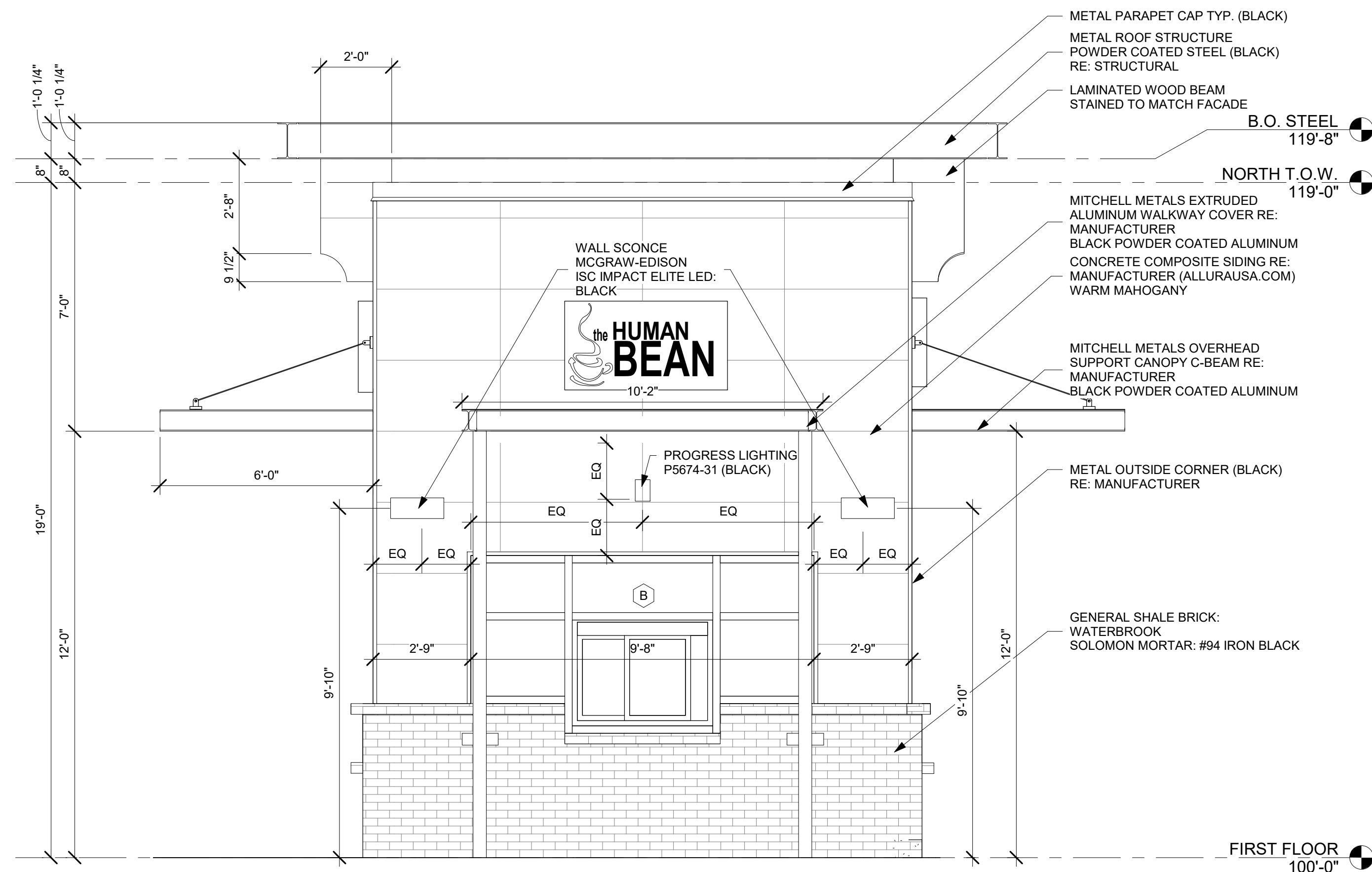
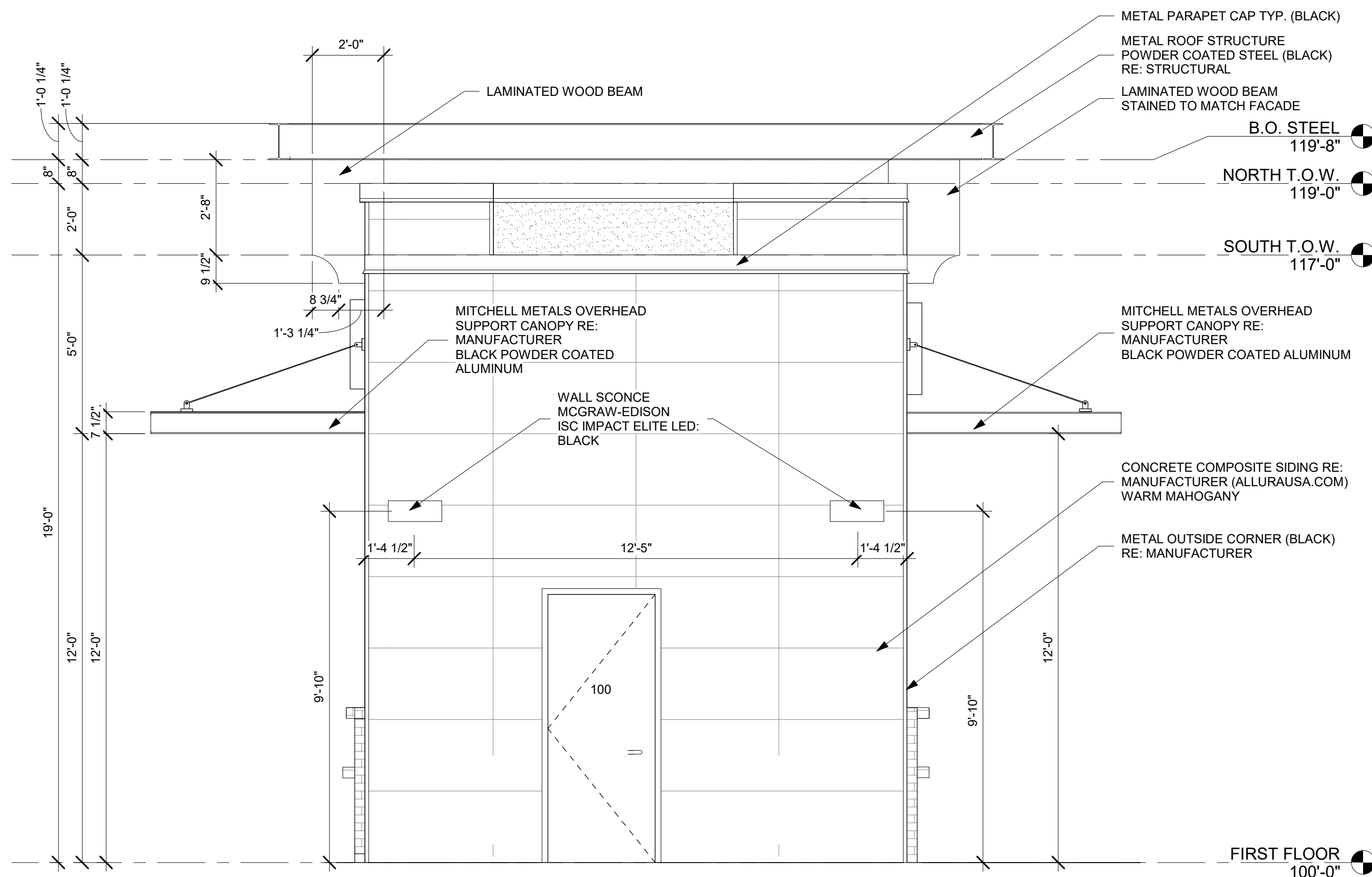
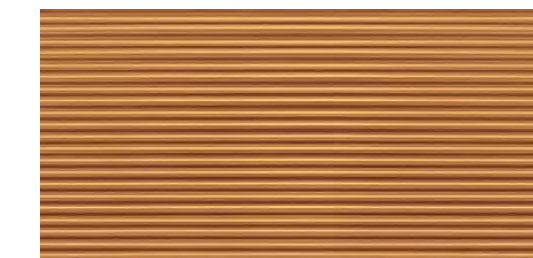
Quantity: 1 75W PAR-30 or BR-30
Medium base porcelain socket



DIMENSIONS

Width: 5"
Height: 7 1/4"
Depth: 8"
H/CTR: 2-1/2"

CORRUGATED METAL SIDING (VERTICAL)
WESTERN STATES METAL ROOFING
COPPER PENNY



client:

**SS BLUE SKY, LLC, DBA
THE HUMAN BEAN
NORTHER COLORADO**
8121 6TH STREET
WELLINGTON, COLORADO 80549
3610 35TH ST.
EVANS, COLORADO 80620
(970)330-2515

project:

HUMAN BEAN -
WELLINGTON
8121 6TH STREET
WELLINGTON, COLORADO 80549

project number: 20-38

architect:

studio | **R.E.D.**,p.c.

1623 Central Avenue, Suite 2
Cheyenne, WY 82001

307.222.9317
970.556.8869 (cell)

consultant:

TITLE

ADDRESS
CITY, STATE, ZIP

XXX.XXX.XXXX

FOR REVIEW

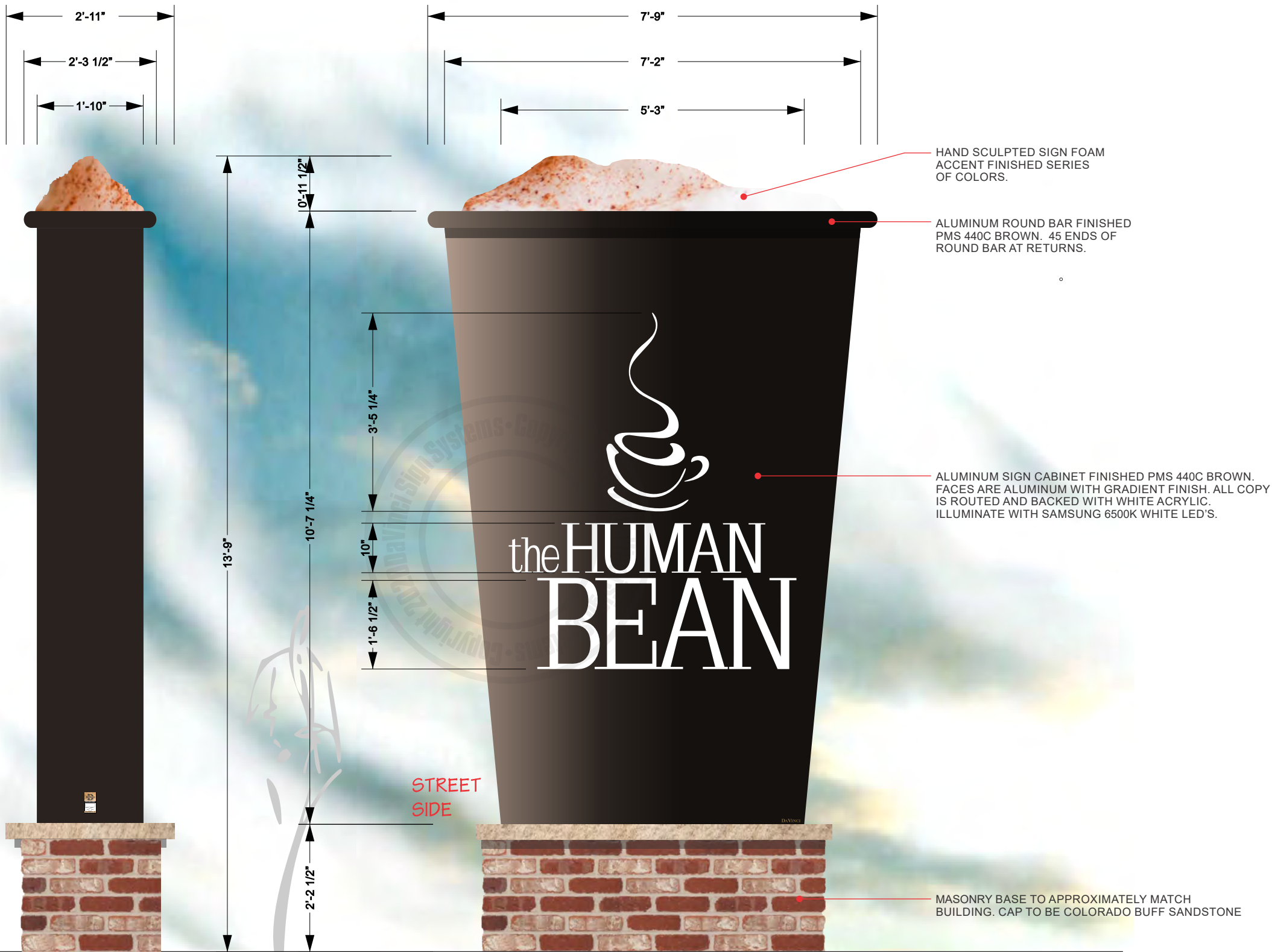
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EXTERIOR ELEVATIONS

Project number	20-38
Date	2021-02-25
Drawn by	KAS
Checked by	

A5.1

Scale	As indicated
-------	--------------



73.0 SQUARE FEET



OPPOSITE SIDE

END VIEW SCALE:1/2"=1'-0"

1 D/F INTERNALLY ILLUMINATED MONUMENT SIGN SCALE:1/2"=1'-0"
QUANTITY: 1 MANUFACTURE & INSTALL

COLOR KEY	
PAINT	PMS 44C BROWN
BRICK	GENERAL SHALE "WATERBROOK"

THE COLORS DEPICTED ON THIS RENDERING MAY NOT MATCH ACTUAL COLORS ON FINISHED DISPLAY UNLESS OTHERWISE NOTED. PLEASE REFER TO SPECIFIED SAMPLES OR COLOR CHARTS FOR APPROVED COLOR SPECIFICATIONS.

DaVinci
SIGN SYSTEMS, INC.
the art and science of identification
4496 Bents Dr.
Windsor, CO 80550
www.davincisign.com
Ft. Collins: (970) 203-9292
Fax: (970) 203-9293
Denver (303) 573-7446
Greeley (970) 353-8446



Job Name:

Address:

8121 6TH STREET
WELLINGTON, CO

Designer: CASEYEASTON

Sales: JOHN SHAW

Scale: Noted

Date: 11.23.20

Revisions:

DaVinci Approval:

X Date:

Customer Approval:

X Date:

☐ Without Changes
☐ With Changes As Shown

Electrical hookup by others.
Electrical requirements: 120V or as indicated.
All landscaping by others.

This artwork is copyrighted, and the exclusive property of DaVinci Sign Systems. It is the result of the original work of its employees, and is submitted to your organization for the sole purpose of your consideration of whether to purchase from DaVinci Sign Systems. Distribution or exhibition of this artwork to anyone other than employees of your organization, or the use of this artwork to construct a similar sign is strictly prohibited. In the event your organization fails to comply with the stipulations outlined above, DaVinci Sign Systems expects to be compensated minimum \$5000 for its original design work. At any time you may purchase this artwork for \$5000, at which point you may use it however you see fit.

Sales Approval:

X Date:

Production Approval:

X Date:

Design #

20-713

Page: of:

1

4

UL This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code. The location of the disconnect switch after installation shall comply with Article 600.6 (A) (1) of the National Electrical Code.



ALUMINUM EXTRUDED SIGN CABINET WITH 2" RETAINERS FINISHED PMS 440C BROWN. FACES ARE CONSTRUCTED OF ALUMINUM FINISHED TO MATCH CABINET. ALL COPY IS ROUTED AND BACKED WITH WHITE ACRYLIC. LOGO IS ROUTED AND PUSH THRU 1/2" WHITE ACRYLIC. ILLUMINATE WITH SAMSUNG 6500K WHITE LED'S. CABINETS TO HAVE CLEAR LEXAN BACKS TO ALLOW FOR HALO LIGHTING.

SPACE CABINETS 2" OFF EXTERIOR FASCIA.

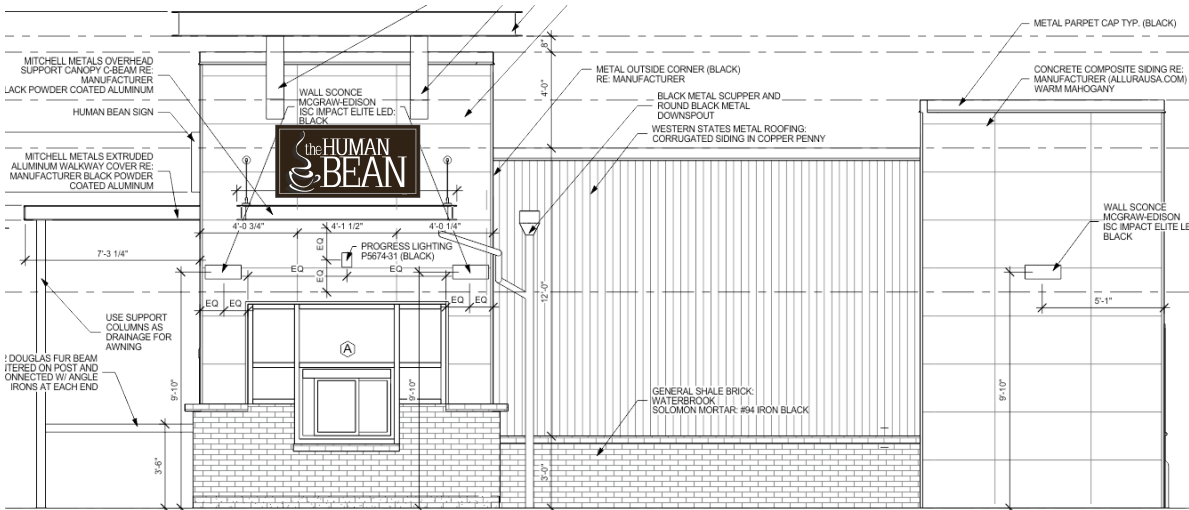


TOTAL SQ./FT.= 18

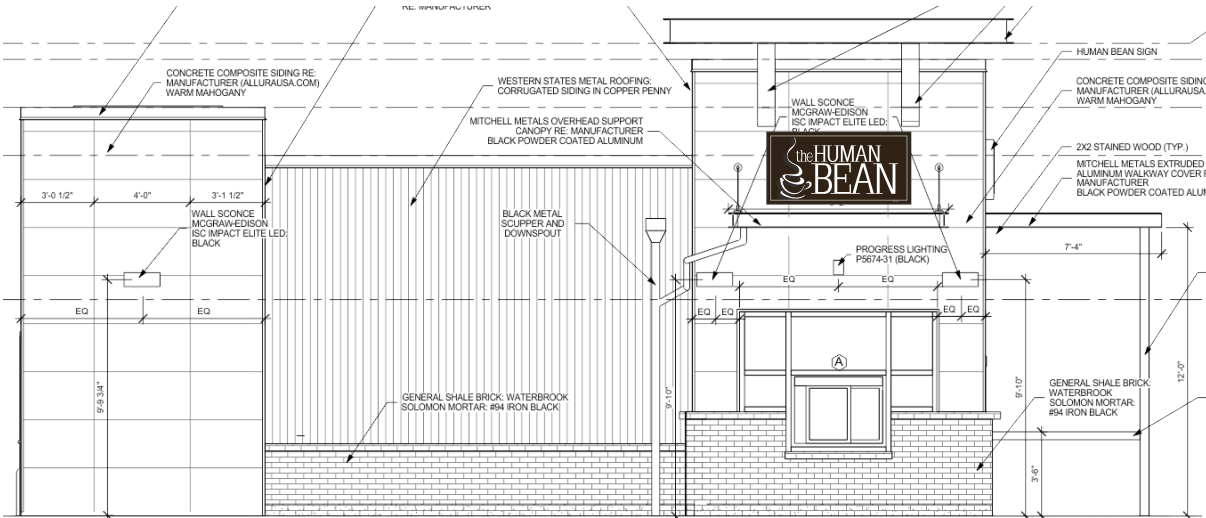
END VIEW SCALE: 3/4"=1'-0"

2 S/F ILLUMINATED WALL SIGN
QUANTITY: 1 MANUFACTURE AND INSTALL

SCALE: 3/4"=1'-0"



NORTH ELEVATION SCALE: 1/8"=1'-0"



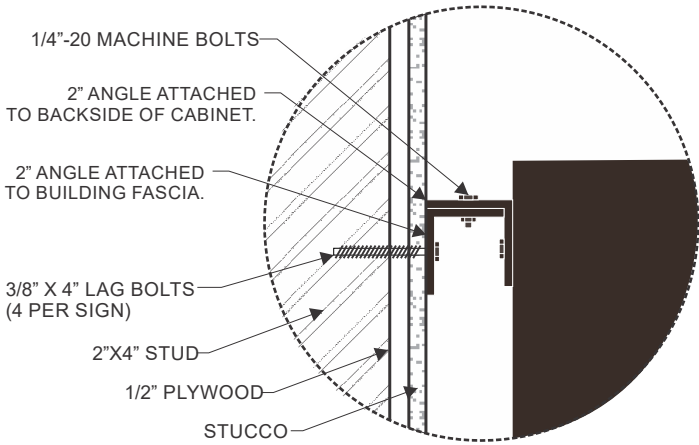
SOUTH ELEVATION SCALE: 1/8"=1'-0"



EAST ELEVATION SCALE: 1/8"=1'-0"



CONCEPTUAL NIGHT VIEW OF PROPOSED SIGNAGE



ATTACHMENT DETAIL

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code. The location of the disconnect switch after installation shall comply with Article 600.6 (A) (1) of the National Electrical Code.

DaVinci
SIGN SYSTEMS, INC.
the art and science of identification
4496 Bentis Dr.
Windsor, CO 80550
www.davincisign.com
Ft. Collins: (970) 203-9292
Fax: (970) 203-9293
Denver: (303) 573-7446
Greeley: (970) 353-8446



Job Name:

Address:

8121 6TH STREET

WELLINGTON, CO

Designer: CASEYEASTON

Sales: JOHN SHAW

Scale: Noted

Date: 11.23.20

Revisions:

DaVinci Approval:

X Date:

Customer Approval:

X Date:

☐ Without Changes
☐ With Changes As Shown

Electrical hookup by others.
Electrical requirements: 120V or as indicated.
All landscaping by others.

This artwork is copyrighted, and the exclusive property of DaVinci Sign Systems. It is the result of the original work of its employees, and is submitted to your organization for the sole purpose of your consideration of whether to purchase from DaVinci Sign Systems. Distribution or exhibition of this artwork to anyone other than employees of your organization, or the use of this artwork to construct a similar sign is strictly prohibited. In the event your organization fails to comply with the stipulations outlined above, DaVinci Sign Systems expects to be compensated minimum \$5000 for its original design work. At any time you may purchase this artwork for \$5000, at which point you may use it however you see fit.

Sales Approval:

X Date:

Production Approval:

X Date:

Design #

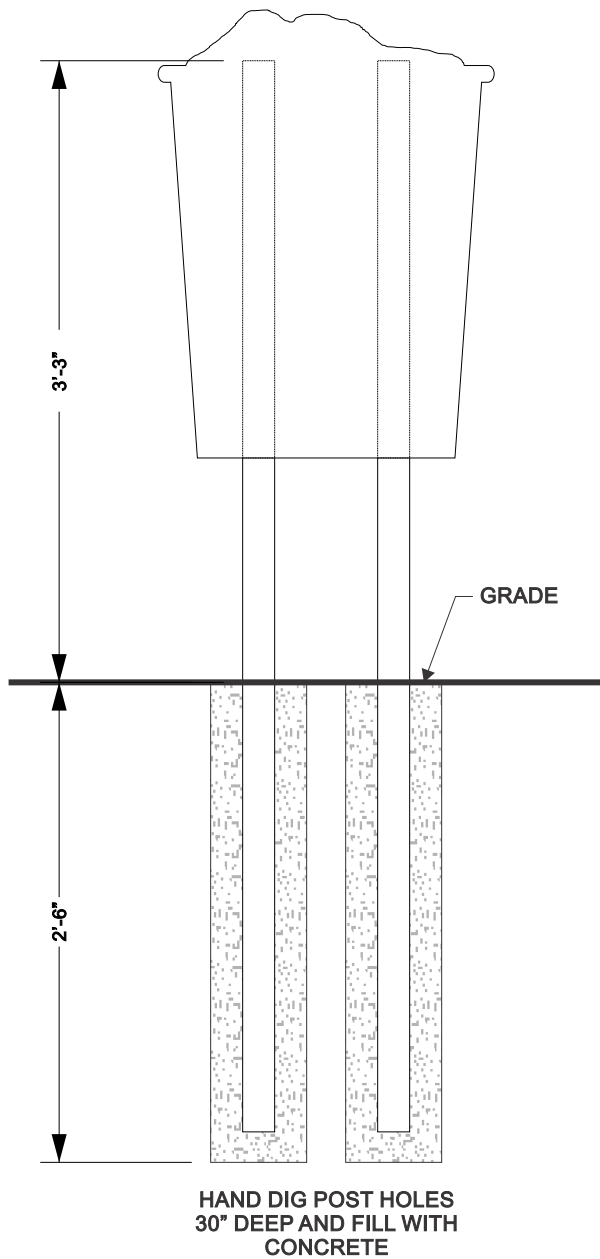
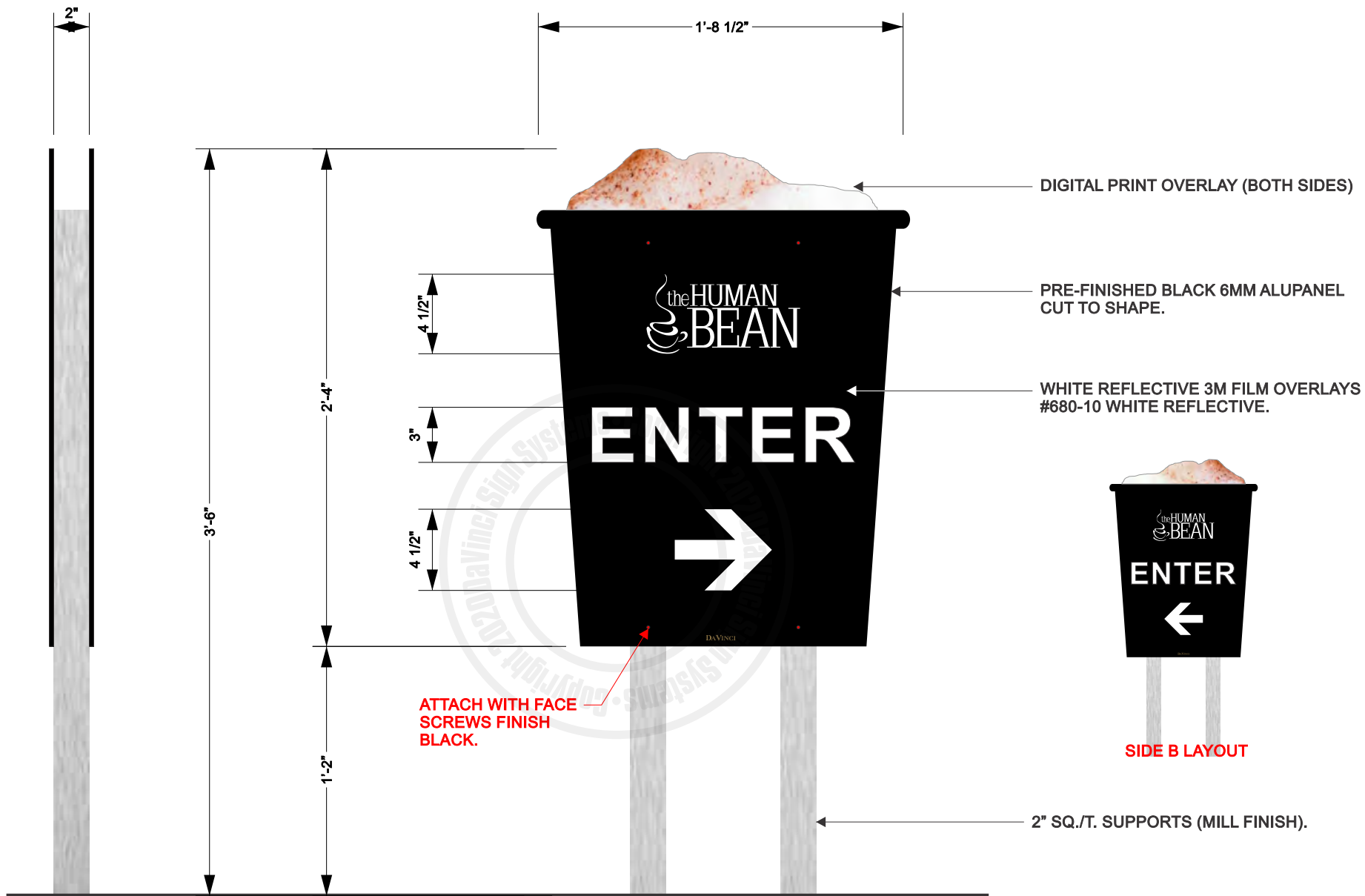
20-713

Page:

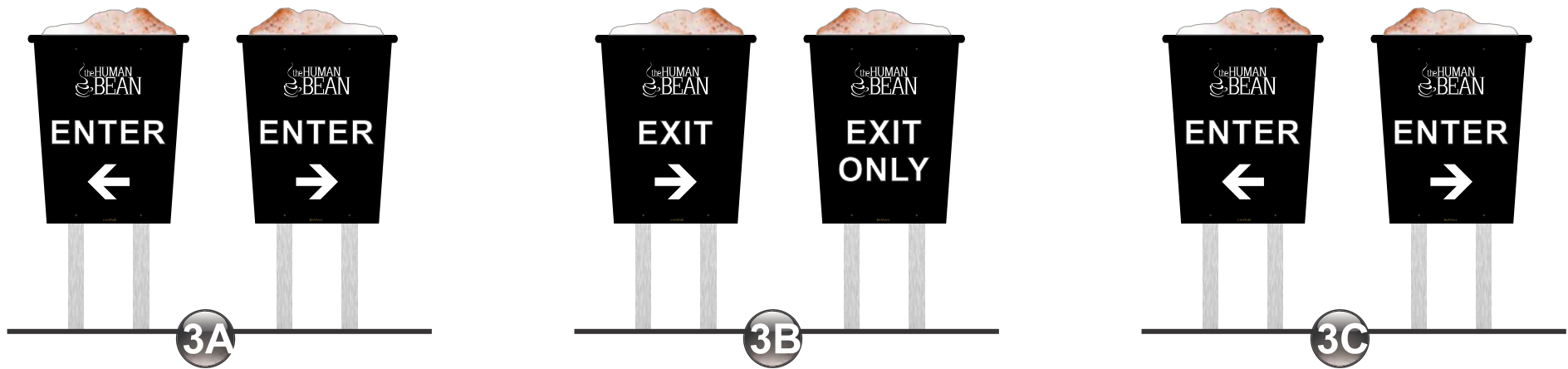
2

of:

4



3 D/F NON-ILLUMINATED DIRECTIONAL SIGN SCALE:1 1/2"=1'-0"
QUANTITY: 3 MANUFACTURE AND INSTALL



COLOR KEY

FILM	3M #680-10 WHITE REFLECT.
------	---------------------------

THE COLORS DEPICTED ON THIS RENDERING MAY NOT MATCH ACTUAL COLORS ON FINISHED DISPLAY UNLESS OTHERWISE NOTED. PLEASE REFER TO SPECIFIED SAMPLES OR COLOR CHARTS FOR APPROVED COLOR SPECIFICATIONS.

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Job Name:

Address:
8121 6TH STREET
WELLINGTON, CO

Designer: CASEYEASTON

Sales: JOHN SHAW

Scale: Noted

Date: 11.23.20

Revisions:

DaVinci Approval:

X Date:

Customer Approval:

X Date:

- ☐ Without Changes
☐ With Changes As Shown

Electrical hookup by others.
Electrical requirements: 120V or as indicated.
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Sales Approval:

X Date:

Production Approval:

X Date:

Design #

20-713

Page: **3** **of:** **4**

UL This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code. The location of the disconnect switch after installation shall comply with Article 600.6 (A) (1) of the National Electrical Code.

8121 6TH STREET
WELLINGTON, COLORADO 80549
3610 35TH ST.
EVANS, COLORADO 80620
(970)330-2515

8121 6TH STREET
WELLINGTON, COLORADO 80549

307.222.9317
970.556.8869 (cell)

444 Mountain Ave. | TEL 970.532.589
Berthoud, CO 80513 | WEB TBGroup.us

Scale



1. PROPOSED GRADES SHALL MATCH OR IMPROVE EXISTING GRADES TO PROVIDE POSITIVE DRAINAGE AWAY FROM BUILDING WHILE PROVIDING A SMOOTH TRANSITION BETWEEN ALL ADJACENT UNDISTURBED GRADES AND PROPOSED GRADES. 2. JOB SITE TO BE KEPT CLEAN AT ALL TIMES AND CONSTRUCTION AREAS ARE TO BE MAINTAINED FOR SAFETY. 3. SOILS DISTURBED ADJACENT TO WORK AREA, INCLUDING AREAS OUTSIDE OF CONSTRUCTION LIMITS, DUE TO NEW CONSTRUCTION ARE TO BE REGRADED AND SURFACE CONDITIONS REPAIRED EQUIVALENT TO THAT CONDITION PRIOR TO START OF WORK. 4. PROTECT EXISTING SURFACES AND SOILS, BOTH INSIDE AND OUTSIDE OF CONSTRUCTION LIMITS, DURING CONSTRUCTION. IF GRADES, CONCRETE OR ASPHALT ARE DAMAGED DUE TO CONSTRUCTION OPERATIONS OR WEATHER THE CONTRACTOR IS RESPONSIBLE FOR REPAIR TO THAT EQUIVALENT TO EXISTING CONDITIONS AT NO EXPENSE TO THE OWNER / CITY. 5. CONTRACTOR IS RESPONSIBLE FOR SETUP OF BARRICADES, WARNING SIGNAGE, OR OTHER PROTECTIVE DEVICES IF ANY EXCAVATIONS ARE LEFT EXPOSED AFTER ON-SITE WORK HOURS. 6. THE CONTRACTOR SHALL NOT PURPOSEFULLY PROCEED WITH ANY CONSTRUCTION PER PLANS PROVIDED WHEN OBSTRUCTIONS AND/OR GRADE DIFFERENCES EXIST THAT WERE NOT CONSIDERED OR CHANGED AFTER PLANS WERE SUBMITTED. CONTRACTOR SHALL NOTIFY OWNER OR OWNER'S REPRESENTATIVE AND THE CITY OF LOVELAND IF SITUATION ARISES AND REVISIONS ARE NECESSARY. 7. THE CONTRACTOR SHALL PREVENT SEDIMENT, DEBRIS AND OTHER POLLUTANTS FROM ENTERING ANY STORM WATER SEWER SYSTEM OR, ADJACENT WATER WAYS, ETC., DURING THE DEMOLITION OR CONSTRUCTION OPERATIONS THAT ARE PART OF THIS PROJECT. THE CONTRACTOR SHALL BE HELD RESPONSIBLE AND EXPENSE FOR ANY ADVERSE IMPACTS TO THE STORM WATER SEWER SYSTEM OR, ADJACENT WATER WAYS, WETLANDS ETC., RESULTING FROM THE WORK DONE AS PART OF THIS PROJECT/CONTRACT. 8. THE CONTRACTOR SHALL BE RESPONSIBLE PRIOR TO BIDDING AND CONSTRUCTION, OF BECOMING AWARE OF ALL EXISTING AND PROPOSED UTILITIES, PIPES, STRUCTURES, ETC. CALL UNCC THREE DAYS BEFORE SCHEDULED WORK AT 811 OR 1-800-922-1987.	1. IRRIGATION CONTRACTOR SHALL VERIFY AVAILABLE P.S.I. AND GPM. THIS SYSTEM SHALL THEN BE VERIFIED TO MEET THE AVAILABLE P.S.I. AND GPM AND THE PROPOSED IRRIGATION SYSTEM. IF NECESSARY CONTACT THE WATER DEPARTMENT PRIOR TO BEGINNING DESIGN TO OBTAIN AVAILABLE PRESSURES. 2. ALL INDICATED SOG GRASS AREAS ARE TO BE IRRIGATED BY A PERMANENT UNDERGROUND AUTOMATIC IRRIGATION SYSTEM. TURF AREAS LESS THAN 25 FEET IN WIDTH ARE TO BE IRRIGATED WITH POP-UP SPRAY HEADS AND AREAS GREATER THAN 25 FEET SHALL USE A ROTOR POP-UP SPRAY SYSTEM. 3. AUTOMATIC IRRIGATION SYSTEM SHALL BE EQUIPPED WITH AN AUTOMATIC RAIN DETECTION DEVICE. 4. ALL TREES, SHRUBS AND PERENNIALS OUTSIDE OF IRRIGATED SOG AREAS, ARE TO BE IRRIGATED WITH A PERMANENT DRIP IRRIGATION SYSTEM. 5. IRRIGATION SYSTEM WITH RAIN SENSOR WILL BE ADJUSTED TO A LOW WATER REQUIREMENT, BASED ON THE NEEDS OF SELECTED PLANT MATERIAL. 6. QUICK COUPLERS SHALL BE PROVIDED AT EACH POINT OF CONNECTION AND AT REGULAR SPACING ALONG THE IRRIGATION MAINLINE. SPACING OF QUICK COUPLERS SHALL NOT EXCEED 200 FEET. LOCATE QUICK COUPLING VALVE AT A POINT OF EASY ACCESS. 7. FINAL LOCATION OF IRRIGATION HEADS MUST BE APPROVED BY OWNER'S REPRESENTATIVE PRIOR TO PLANTING. HEAD LOCATION SHALL BE COORDINATED IN THE FIELD WITH EXISTING SITE CONDITIONS AND PLANT MATERIAL. 8. ALL IRRIGATION TRENCHES SHALL BE PROPERLY WATERED AND COMPACTED TO AVOID FUTURE SETTLING. ANY SETTLING DURING WARRANTY PERIOD WILL BE REPAIRED BY THE CONTRACTOR AT NO COST TO THE OWNER. 9. COORDINATE ALL IRRIGATION WORK WITH EXISTING UTILITIES AND RESPECTIVE TRADES. 10. ALL IRRIGATION SLEEVING SHALL BE PROVIDED AND INSTALLED BY GENERAL CONTRACTOR. IRRIGATION CONTRACTOR SHALL COORDINATE SLEEVING LOCATIONS WITH GENERAL CONTRACTOR. ALL IRRIGATION DURING TO BE STAKED IN THE FIELD OR LOCATED ON DIMENSIONED "AS-BUILT" DRAWING BY THE GENERAL CONTRACTOR TO ALLOW FUTURE USE AND LOCATION.
---	---

1. IRRIGATION CONTRACTOR SHALL VERIFY AVAILABLE P.S.I. AND GPM. THIS SYSTEM SHALL THEN BE VERIFIED TO MEET THE AVAILABLE P.S.I. AND GPM AND THE PROPOSED IRRIGATION SYSTEM. IF NECESSARY, CONTACT THE WATER DEPARTMENT PRIOR TO BEGINNING DESIGN TO OBTAIN AVAILABLE PRESSURES.
2. ALL INDICATED SOD GRASS AREAS ARE TO BE IRRIGATED BY A PERMANENT UNDERGROUND AUTOMATIC IRRIGATION SYSTEM. TURF AREAS LESS THAN 25 FEET IN WIDTH ARE TO BE IRRIGATED WITH POP-UP SPRAY HEADS AND AREAS GREATER THAN 25 FEET SHALL USE A ROTOR POP-UP SPRAY SYSTEM.
3. AUTOMATIC IRRIGATION SYSTEM SHALL BE EQUIPPED WITH AN AUTOMATIC RAIN DETECTION DEVICE.
4. ALL TREES, SHRUBS AND PERENNIALS OUTSIDE OF IRRIGATED SOD AREAS, ARE TO BE IRRIGATED WITH A PERMANENT DRIP IRRIGATION SYSTEM.
5. IRRIGATION SYSTEM WITH RAIN SENSOR WILL BE ADJUSTED TO A LOW WATER REQUIREMENT, BASED ON THE NEEDS OF SELECTED PLANT MATERIAL.
6. QUICK COUPLERS SHALL BE PROVIDED AT EACH POINT OF CONNECTION AND AT REGULAR SPACINGS ALONG THE IRRIGATION MAINLINE. SPACING OF QUICK COUPLERS SHALL NOT EXCEED 200 FEET. LOCATE QUICK COUPLING VALVE AT A POINT OF EASY ACCESS.
7. FINAL LOCATION OF IRRIGATION HEADS MUST BE APPROVED BY OWNER'S REPRESENTATIVE PRIOR TO PLANTING. HEAD LOCATION SHALL BE COORDINATED IN THE FIELD WITH EXISTING SITE CONDITIONS AND PLANT MATERIAL.
8. ALL IRRIGATION TRENCHES SHALL BE PROPERLY WATERED AND COMPACTED TO AVOID FUTURE SETTLING. ANY SETTLING DURING WARRANTY PERIOD WILL BE REPAIRED BY THE CONTRACTOR AT NO COST TO THE OWNER.
9. COORDINATE ALL IRRIGATION WORK WITH EXISTING UTILITIES AND RESPECTIVE TRADES.
10. ALL IRRIGATION SLEEVING SHALL BE PROVIDED AND INSTALLED BY GENERAL CONTRACTOR. IRRIGATION CONTRACTOR SHALL COORDINATE SLEEVING LOCATIONS WITH GENERAL CONTRACTOR. ALL IRRIGATION SLEEVING TO BE STAKED IN THE FIELD OR LOCATED ON DIMENSIONED "AS-BUILT" DRAWING BY THE GENERAL CONTRACTOR TO ALLOW FUTURE USE AND LOCATION.



1. CONTRACTOR TO OBTAIN ALL INSTALLATION AND STRUCTURAL INFORMATION OR DRAWINGS FROM MANUFACTURER PRIOR TO INSTALLATION.
2. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO SECURE ANY NECESSARY PERMIT DOCUMENTS AS REQUIRED BY THE LOCAL JURISDICTIONS FOR THESE PRODUCTS.
3. CONTRACTOR TO SUBMIT PRODUCT AND ASSOCIATED INSTALLATION INFORMATION / DETAILS FOR OWNER'S REVIEW AND APPROVAL PRIOR TO ORDERING.
4. COORDINATE FINAL LOCATION OF ALL FURNISHINGS WITH OWNER PRIOR TO FINAL INSTALLATION / MOUNTING.
5. SUBSTITUTIONS ARE ALLOWED, FOR SPECIFIED PRODUCTS THAT ARE NO LONGER AVAILABLE, OR IF A SUBSTANTIAL COST SAVINGS CAN BE REALIZED BY THE OWNER BY USE OF AN ALTERNATE AND EQUAL PRODUCT. IF SUCH SUBSTITUTION OCCURS IT MUST BE SUBMITTED IN WRITING AND APPROVED BY THE OWNER OR ANY GOVERNING AGENCIES.

TYPE S2

TYPE S3

TYPE S4

client:

project:

project number: 20-38

architect:

1623 Central Avenue, Suite 29

Cheyenne, WY 82001

307.222.9317

970.556.8869 (cell)

consultant:

P: 720.598.0774

TYPE W1

TYPE W1 CONTINUED

TYPE W2

**SITE PLAN
REVIEW**

LIGHTING CUTSHEETS	
Project number	2020-138
Date	02-25-2021
Drawn by	NDM
Checked by	TWO
ES0.2	
Scale	1" = 10'-0"

February 25, 2021

Town of Wellington
Planning Department
Attn: Cody Bird, Planning Director
8129 Third Street
Wellington, CO 80549

RE: Human Bean Wellington – Wellington, CO

Dear Mr. Bird,

Please find below the responses to all comments from the initial plan review and planning commission meeting held on February 1, 2021. Please let us know if you have any additional questions or concerns that our A/E firm may address.

G1.0 - Cover Page

General Comments

- Please provide written responses for all comments.

Responses to all comments are included below.

- Include standard TOW notes.

General/Town Notes have been added to a newly added Civil Sheet (C1.0 - Notes and Legend). Actual Town of Wellington Notes are not found in the Town's Standard Design Criteria, but a recent plan set was found, and the relevant notes utilized/modified from that project are what can be found on sheet C1.0 - Notes and Legend.

- Include a sediment and erosion control plan.

See attached Sheet C7.0 - Erosion and Sediment Control Plan.

- See additional comments on the TIS and the Drainage Letter.

TIS and Drainage Letter comments have been addressed. Drainage comments include: a historic Drainage Plan has been prepared along with runoff calculations, sump areas in the existing conditions is discussed in the new Drainage Report, existing capacities of surrounding infrastructure was evaluated; however, instead of a waiver for detention, an onsite pond was added at the NE corner of the site. The pond has a WQCV and micro-pool sump outlet structure per Mile High Flood District criteria. Runoff leaving the developed site will match the existing conditions such that neighboring properties and facilities will not be impacted.

C1.0 - Site Plan

- Show existing or proposed dimensions where these approximate dims are shown. (Typical)

All existing and proposed dimensions have been noted on the attached sheet C1.0 - Site Plan.

- 40' ROW required, with a 9' Utility easement.

An additional 10' ROW (for a 40' total ROW) and 9' utility easement have been included on the attached drawings and the site plan has been modified accordingly.

- Show dimensions for 5'-0" sidewalk.

Dimensions for 5'-0" sidewalk have been shown on the attached sheets C1.0 - Site Plan and A0.1 - Site Plan.

- Show dimensions of north alley.

Dimensions of north alley have been shown on the attached sheets C1.0 - Site Plan and Sheet

A0.1 - Site Plan

- Extend concrete to property corner.

Concrete in north alley has been extended (along with curb and gutter) to the NW property corner as shown on the attached sheets C1.0 Site Plan and A0.1 - Site Plan.

- Show site triangles at all accesses. Please coordinate with landscape designer and utilities.

Site triangles have been shown at all accesses and coordinated with landscape designer and utilities. See the attached sheets C1.0 - Site Plan, C3.0 - Utility Plan, and LS 1 - Landscape Plan.

C2.0 - Grading Plan

- Grade as needed to provide smooth transition.

The previous gravel area will now include concrete pavement and curb and gutter. The area is fairly flat and will simply match the existing surface at the west end such that no major grading transition is necessary. See attached sheet C2.0 - Grading Plan.

- Address capacity and configuration of existing inlet. Change to Type R?

The existing area storm inlet does not have any capacity issues (refer to Drainage Report Calculations). The proposed curb and gutter can be constructed around the existing inlet since there is no need to convert the inlet to a Type 'R' inlet. See attached sheet C2.0 - Grading Plan.

- Specify length of taper.

Tapers have been eliminated since curb and gutter will continue into alley

- Show all available spot elevations in alley.

Added spot elevations from the original survey have been included where available on the O'Reilly site and in the alley.

- Address drainage onto adjacent (south) property.

A retaining wall was necessary in order to capture and route drainage away from the south property. See attached sheet C2.0 - Grading Plan and Drainage Report.

- Show existing fence.

Existing fence has been shown and labeled on the attached sheet C2.0 - Grading Plan.

- Show existing building.

Existing building has been shown and labeled on the attached sheet C2.0 - Grading Plan.

C3.0 - Utility Plan

- Show sawcuts and provide detail for patch.

The sawcuts/patching for utility connects have all been added to the attached plans. The detail for utility trenching is included in on the attached Details Sheet. Note that the gas service in the alley is located in the existing gravel which will be surfaced with concrete in the proposed conditions; thus, a street cut is not necessary for the gas service.

- Include details for all public improvements, such as water meter service, sanitary service, streets, sidewalks, etc.

Details Sheets have been included in the attached set for all typical Town details as well as site specific details.

- This (existing water meter) will need to be moved out of the sidewalk. Also, these meters need to be in a utility easement.

The existing water meter and irrigation meter are now shown to be moved out of the sidewalk but within the proposed Utility Easement. See attached civil and architectural sheets.

C4.0 Parking & Circulation Plan

No comments from Town.

A0.1 - Site Plan

No comments from Town.

See updated A0.1 - Site Plan attached.

A0.2 - Trash Enclosure Plan & Elevations

No comments from Town.

A5.0 - Exterior Elevations

No comments from Town.

A5.1 - Exterior Elevations

No comments from Town.

Signage Drawing - Page 1

- Clarify which size signage is being proposed.

See attached signage sheet 1.

Signage Drawing - Page 2

- Clarify which size signage is being proposed.

See attached signage sheets 2.

Signage Drawing - Page 3

No comments from Town.

Signage sheets have been updated. Refer to attached signage sheets 1-3.

LS 1 - Landscape Plan

- Please coordinate with the civil engineer, and show the sight triangles on the sheet.

Sight triangles have been shown, labeled and landscape adjusted on the attached sheet LS 1 - Landscape Plan.

- Drainage or irrigation runoff not allowed to offsite property. Suggest you show the existing building just south of the property line.

Drainage / irrigation will not runoff to offsite property with proposed retaining wall per updated attached sheets C2.0 - Grading Plan and attached drainage letter. Existing building south of property line is shown on the attached LS 1 - Landscape Plan.

LS 2 - Notes and Details

No comments from Town.

ES0.1 - Photometric Site Plan

- Existing streetlight along 6th St. To be relocated is not shown on photometric site plan. Please show location of relocated streetlight.

Street light relocation shown on the attached sheet ES1.0 - Photometric Site Plan. Street light output is not used in photometric calculations, location is shown for information only.

- Adequate lighting of pedestrian sidewalk is a concern.

Pole mounted luminaires have been reselected and relocated to better light pedestrian sidewalk. Lighting along pedestrian sidewalk has been increased. See attached sheet EX0.1 - Photometric Site Plan.

ES0.2 - Lighting Cutsheets

No comments from Town.

Drainage Letter

- Please include drainage plan / exhibit with historic and proposed drainage basins, discharge points from site, flow arrows and summary of discharge calculations. See plan set for additional drainage comments. Additional comments may arise once actual drainage calculations are provided.

An existing and proposed drainage plan has been prepared and included with the attached Final Drainage Report. The report also contains all necessary calculations.

- The existing site appears to be sumped, with minimal discharge from site. Discuss and reflect in drainage calculations.

There are minor depressions currently on the site although the lowest point for drainage would be at the SE corner discharging into the alley. The drainage calculations reflect the peak runoff rates during the existing condition to that concentration point. See attached Drainage Report.

- Will need to verify that capacity exists for increased flow rates.

The drainage concept is being changed – such that onsite detention is being provided. However, the existing peak runoff rate calculated for the property will be maintained such that neighboring properties and drainage infrastructure will not be burdened.

- Detention and WQL is required, unless a waiver is obtained. Such waiver would be based on the adequacy of the receiving drainage systems.

The variance for detention is being withdrawn and an onsite stormwater detention and water quality pond has now been designed at the NE corner of the site. A Final Drainage Report is attached to replace the previous Drainage Letter.

Traffic Impact Study

- The TIS indicates that the proposed access to/from 6th Street is directly across from the Kum & Go access. However, the Site Plan (Parking & Circulation Plan) shows the proposed access being offset and not directly across from the Kum & Go access. Please either revise the construction drawings to show the proposed Human Bean access being located directly across the street from the Kum & Go access and not offset or revise the design to show the Human Bean access to 6th Street as a right-in/right-out access point.

Full access to / from 6th Street is no longer requested. See attached TIS and plans for proposed right-out only access to 6th Street.

- A NB left-turn lane is recommended in the TIS at the 6th Street/Kum & Go-Human Bean access intersection. Additionally, the TIS recommends a two-way continuous left-turn lane (TWLTL) be considered on 6th Street in this area. We would prefer standard left-turn lane striping instead of a TWLTL on 6th Street. Please provide a Signing and Striping Plan in the construction drawings to include this standard NB left-turn lane striping with the recommended storage length per the revised TIS. What is the recommended storage length for this NB left-turns fit within the left-turn lane storage for the long-range year 2040 condition? This comment is not applicable if the Human Access point to 6th Street is right-in/right-out.

No longer applicable as the Human Bean access point at 6th Street is now proposed to be right-out only. After discussions with the town's traffic consultant, Sean Keller noted the use of a TWLTL on 6th Street is acceptable with the revised site plan.

- Provide a peak hour queueing analysis table in the TIS showing short range and long-range queues at the following intersections: Cleveland Avenue/6th Street, 6th Street/Kum & Go access, 6th Street/Human Bean access, 6th Street/alley intersection. Per the development agreement for Kum & Go, the peak hour 95th percentile queues for northbound left-turning vehicles at the Cleveland Avenue/6th Street intersection cannot exceed 300' at any given time of day.

A peak hour queueing analysis table showing short range and long-range queues at the requested intersections has been included in the attached TIS.

- Look at the 95th percentile queue for SB right turns at the proposed access onto 6th Street. Will this back up into the alley/6th Street intersection?

This is no longer applicable with the proposed right-out only access at 6th Street.

- Adjust the TIS with the Human Bean access to 6th Street being right-in/right-out (if applicable). The southbound right-turns at the access will increase accordingly.

The attached TIS has been adjusted with a right-out only access to 6th Street.

- Provide queueing analysis to ensure that onsite queueing does not back up into access during the AM peak hour.

As shown in the attached TIS queueing analysis, on-site queueing will not back up into access during the AM peak hour.

Additional comments from planning team and planning commission:

- Traffic using the undeveloped portion of the alley to 5th Street is a concern. How do you plan to mitigate this?

`Directional signage has been added in numerous locations to direct Human Bean traffic to exit directly onto 6th Street at the right-out only access or from the site and turning east into the alley to get to 6th St. "NO LEFT TURN" and "TO 6TH STREET ➡" signs at the site access to the alley has been added to direct traffic east to 6th Street and discourage traffic from turning west towards 5th Street. In addition, a "LOCAL TRAFFIC ONLY" sign at the end of the pavement in the alley has been added to discourage any Human Bean traffic from using the undeveloped portion of the alley to access 5th Street. Additional on-site directional signage has also been added to direct traffic east towards 6th St. at the site access of the alley or directly onto 6th Street at the right-out only access. See the attached civil, architectural, and signage drawings.

- Traffic using O'Reilly's as a cut-through to and from the alley is a concern. How do you plan to mitigate this?

We spoke with the store manager of O'Reilly's to make sure we acknowledge and mitigate any concerns they may have as a neighbor and shared user of the alley. As stated above, the

additional directional signage has been added to encourage all traffic to exit east towards 6th Street instead of west to 5th Street or north through O'Reilly's property. Double yellow striping has also been proposed at the east end of the alley to organize all eastbound alley traffic towards the south side of the alley to prevent exiting alley traffic from blocking the westbound traffic from accessing the alley and O'Reilly's. This will also help keep eastbound traffic directed east to 6th St. instead of open for turning north into the O'Reilly's parking lot to get through to Cleveland Ave. See the attached civil and architectural drawings and TIS for proposed signage and traffic data supporting this.

- Traffic stacking up entering and exiting at the 6th Street / alley access point is a concern.

Per the attached TIS, the Human Bean traffic will not back up to the alley access at 6th Street. That scenario would require 20+ vehicles to stack up in the Human Bean que line at one time which will not occur due to the preventative operational procedures employed by the Human Bean staff to move vehicles through the line quickly and efficiently and with the ability of vehicles to drive around to the additional drive-up window on the north side, allowing for double the number of vehicles to que through two lines of stacking. The TIS data also states that .7 vehicles (less than 1 vehicle) will be in the alley looking to exit to 6th Street at any one time, therefore there is no concern that alley traffic trying to exit onto 6th Street will stack up in the alley causing vehicles to look for a different means of exiting. With the proposed two-way left-turn lane striping in 6th Street, this would allow for northbound traffic to turn left into the alley from 6th St. without impeding northbound traffic going towards Cleveland Ave. This prevents traffic from stacking up in 6th Street and causing traffic delays. As stated above, the proposed double yellow line striping in the alley will also help prevent eastbound alley traffic from impeding 6th Street traffic from entering the alley and therefor prevent traffic from stacking up in 6th Street due to traffic attempting to access the alley. See the attached TIS for further information and details.

- Please verify that ADA slope requirements on site are being met.

ADA slopes were checked and verified to be met. No cross slopes exceed 2% and no longitudinal slopes exceed 5%.

- Lighting pollution from headlights into neighboring residential areas is a concern. How do you plan to mitigate this?

All headlights will be blocked from shining off-site into the residential areas to the west and south through a 3.5' tall fence along the south and west sides of the property in addition to the proposed landscaping. See the attached LS-1 - Site Plan.

- The traffic issues at Human Bean locations in Fort Collins (specifically the N. College location) are a concern for happening at this new location in Wellington. How do you plan to prevent these sorts of negative traffic scenarios here?

As stated above, traffic will be prevented from stacking up in the alley or at / on 6th Street through the use of various directional signage, alley striping, 6th Street striping, right-out only

access to 6th Street, preventative operational procedures by Human Bean staff, double-lane drive-around access to both drive-up windows on-site, and ample on-site stacking space. Research of both Fort Collins Human Bean locations has been done to use as a comparison to the proposed Wellington project. Based on the conditions observed at both Fort Collins locations and the data and research done in the TIS, this proposed Wellington location is not foreseen to have the expressed concerns that have been mentioned for the Fort Collins locations. The proposed Wellington location has ample on-site stacking capability and no direct access from 6th Street that would allow for the stacking concerns mentioned at the Fort Collins locations to happen. It has been found that some of the expressed concerns of stacking on the street in Fort Collins is due to the neighboring coffee shops / restaurants and not due to the Human Bean's traffic. 6th Street in Wellington does not have near the volume of traffic that the mentioned areas in Fort Collins have and the proposed site plan allows for more on-site stacking than either Fort Collins locations. This means there is less traffic expected at the Wellington location and more than adequate capability to handle traffic at the proposed Wellington location. As mentioned in the TIS, the vast majority of Human Bean traffic (approximately 90%) is pass by traffic (meaning traffic that is already passing by and not new traffic to the area). 90% of the traffic expected to the Wellington Human Bean is traffic that is already on 6th Street and Cleveland Ave and not new traffic going to the proposed Human Bean. This is because the Human Bean is a convenience service and not a destination. This means the traffic that the Human Bean will add to the area is minimal and what traffic there will be has been organize and adequately mitigated using the above mentioned solutions.

Respectfully,



Kendra Shirley, AIA NCARB
Project Architect
Studio R.E.D., P.C.



Board of Trustees Meeting

Date: March 9, 2021
Submitted By: Brad March, Town Attorney
Subject: Ordinance No. 01-2021 - An Emergency Ordinance Amending the Municipal Code to Allow Water Dedications to be Treated as Appurtenant to Lots

- Staff presentation: Brad March, Town Attorney

EXECUTIVE SUMMARY

BACKGROUND / DISCUSSION

This matter was presented to the Trustees on Feb 23 and questions were raised. Concerns continue to be expressed by at least one board member surrounding the contribution mechanism.

STAFF RECOMMENDATION

ATTACHMENTS

1. Water appurtenance ordinance 2.21.21 (002)

TOWN OF WELLINGTON

ORDINANCE NO 01-2021

AN ORDINANCE ALLOWING WATER CONTRIBUTION REQUIREMENT DEDICATIONS TO BE TREATED AS APPURTENANT TO LOTS AND PROVIDING FOR ADOPTION AS AN EMERGENCY ORDINANCE.

WHEREAS, the Town Code (the “Town Code”) of the Town of Wellington, Colorado (the “Town”) provides that the Board of Trustees (the “Board”) of the Town shall set fees for various services provided by the Town by ordinance or resolution; and

WHEREAS, the Board set water fees, including by Resolution 12-2008, Resolution 8-2016, Ordinance 6-2017, Ordinance 28-2020, and Resolution 44-2020; and

WHEREAS, the Town Code provides that prior to allowing any new water tap or water permit, water rights dedications shall be required or in lieu thereof, the Town, in the Town’s sole discretion, cash payments; and

WHEREAS, the Town has accepted shares of North Poudre Irrigation Company (NPIC) stock in satisfaction of raw water dedication requirements imposed by the Town Code and may accept Class D water allotment contracts representing acre foot units of water in the Colorado-Big Thompson Project in satisfaction of water right contribution requirements; and

WHEREAS, the cost of raw water has risen, and demand for raw water has increased, making procurement of raw water difficult and financing of raw water acquisition problematic; and

WHEREAS, financial lenders issuing loans for development of subdivision projects have requested that the Town establish a means to acquire a security interest in raw water contributions; and

WHEREAS, the Town Code at Section 13-1-50 addresses capital investment fees and water rights dedication requirements and provides:

At section 13-1-50 (d)(1): Developers of residential uses shall dedicate to the Town water rights yielding one (1) acre-foot, (or such lesser amount of water as may be established by ordinance or resolution of the Town Board) of water per year for each dwelling unit to be served by the Town water Utility; and

At section 13-1-50 (e): Procedure for dedicating water rights. The Town shall have the sole right of determination to accept or reject any water rights proposed for dedication pursuant to the provision of this Section, or to allow a cash payment in lieu of water rights dedication to satisfy the basic dedication requirement. At the time of submission, the applicant shall indicate the water rights proposed to be dedicated to the Town, or the amount of cash in lieu thereof that is proposed to be paid to the Town ... ; and

WHEREAS, the Town Code at Section 13-1-60 addresses issuance of water tap permits and provides:

At section 13-1-60 (a): Water and sewer tap permits required. It is unlawful for any Person to tap or make any connection with the Town's water or sewer facilities or to take or to use any water from said water facilities without having first obtained a permit from the Town. Any Person desiring to tap the water or sewer mains, or use water from the Town's water system shall make application in writing for a tap permit to the Town Administrator. The application shall state the size of the tap to be made with the water or sewer system, the location of the proposed tap, the premises for which the service is sought, the purpose for which the water is to be used All plant investment fees and other charges assessed by the Town shall be submitted with the application.; and

At section 13-1-60 (b): Issuance of tap permits. If the application complies with the provisions of this Code, the Town Administrator shall issue a permit subject to Town Engineer review. Permits shall be signed by the Town Administrator and shall set forth the name of the Person for whose benefit the permit shall be granted, the date issued, the point on the water or sewer main at which the tapping is to be done, the size of the tap and the curb stop, the premises to be served and the use to be made of the water and any restrictions on the discharge to the sewer facilities.

At section 13-1-60(c): Time limitation on tapping.

(1) Each water and sewer tap permit issued by the Town pursuant to this Code shall expire one hundred eighty (180) days after the issuance of the permit unless the tap applied for has been installed during the one-hundred-eighty-day time period and unless the construction of the premises for which the tap has been issued has been commenced.

(2) The holder of any water or sewer tap permit may apply for an extension of the one-hundred-eighty-day time period. Extensions may be granted only by the Board of Trustees for good cause established by the permit holder. Any extension shall be limited in time to an additional one-hundred-eighty-day period and only one (1) extension shall be granted for any tap.

(3) If a water or sewer tap permit expires, all charges paid to the Town to serve the permit to the applicant shall be forfeited and are nonrefundable.

(4) The holder of a tap permit may relinquish the permit to the Town at any time prior to its expiration. The Town shall, upon demand, refund seventy-five percent (75%) of the permit fee paid to the owner.

At section 13-1-60(d): Transfer of tap permits. Tap permits are for a specific address or location and may not be transferred to any other site or another owner except as specifically authorized by the Board of Trustees.

NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF TRUSTEES OF THE TOWN OF WELLINGTON, COLORADO, AS FOLLOWS:

- 1) The following section 13-1-60(e) is added to the Wellington Town Code:
(e) Establishing raw water as an appurtenance. On dedication and contribution of raw water to the Town, before issuance of a tap permit, an owner may request that dedicated raw water be applied towards raw water tap permit requirements associated with a specific property or properties. If so requested and approved, the Town will treat the dedication as appurtenant to such property. If contributed water is insufficient to meet the then current raw water tap requirements at the time that a water tap permit is requested for the property, the property owner shall contribute such additional water as may be required to meet the then current raw water tap requirement. The Town shall issue the owner a letter of proof of raw water dedication at the time water is dedicated to specific property. Any dedicated raw water deemed appurtenant to specific property may not be transferred to any other property except as authorized by the Board of Trustees with approval of the owner's lender holding a security interest in the originally specified property and appurtenant raw water. Raw water dedicated to the Town and raw water fees paid to the Town are non-refundable.
- 2) Repealer. The Board of Trustees hereby declares that should any section, paragraph, sentence, word or other portion of this Ordinance or the rules and regulations adopted herein be declared invalid for any reason, such invalidity shall not affect any other portion of this Ordinance or said rules and regulations, and the Board of Trustees hereby declares that it would have passed all other portions of this Ordinance and adopted all other portions of said rules and regulations, independent of the elimination here from of any such portion which may be declared invalid.
- 3) Certification. The Town Clerk shall certify to the passage of this Ordinance and make not less than three (3) copies of the adopted Code available for inspection by the public during regular business hours.

Emergency Clause. The Board of Trustees finds and determines that, because this ordinance concerns the immediate and ongoing administration and operation of the Town, to allow use of dedicated water stock to be used as loan security and to allow immediate contributions of raw water to the Town, adoption as an emergency measure is necessary for the immediate preservation of the public's health, safety and welfare, and property and this ordinance shall therefore take effect immediately upon adoption as provided by law.

PASSED AND ADOPTED by the Board of Trustees of the Town of Wellington, Colorado and ordered published this 9th day of February, 2021 and ordered to become effective immediately upon adoption.

TOWN OF WELLINGTON, COLORADO

By: _____
Troy Hamman, Mayor

ATTEST:

Krystal Eucker, Town Clerk



March & Olive LLC

Wellington Town Attorney

Memo

TO: Wellington Town Board

FROM: March and Olive LLC, Wellington Town attorney, by Brad March
1312 S. College Avenue, Fort Collins, CO
[970-482-4322](tel:970-482-4322)(p); [970-482-5719](tel:970-482-5719)(f)

RE: Initiative referendum modifications

DATE: March 9, 2021

Accompanying this communication is an ordinance that would increase signature requirements for initiated ordinances from 5% of voters to 15%. As the board has been advised, the Town changing this percentage is both constitutionally and statutorily permissible. The board did not instruct staff to increase signature percentages for referendum items. The language in the proposed ordinance mimics the statutory language.

At the time that the board discussed reviewing signature requirements it was also noted that in conjunction with the recent Fort Collins Hughes Stadium Initiative the newspaper had reported that the city of Fort Collins had re-written portions of the language contained in the initiated petition with approval of the court. I followed up with the Fort Collins City attorney's office it appears that there was some confusion surrounding events related to the Hughes initiative.

Fort Collins' attorney advised the petition was submitted to the City Council, the City attorney felt that parts of the proposed initiative were administrative rather than legislative in nature. Administrative mandates are not properly initiated, legislative matters are. In our discussions, the City attorney advised that the council approved the Hughes initiated petition and instructed the City attorney's office to file a declaratory action with the court asking for determinations of whether specific provisions of the ballot language was administrative in nature. This was done and the court determined that portions of the language which the City attorney felt were administrative were objectionable and other portions were not. The Coloradoan reported last week that the City Council had elected not to appeal the court's ruling. The matter is currently set to proceed to the voters.

My understanding from Wellington's board was that trustees were interested in being able to take the same steps to re-write initiative language as the Wellington board thought the Fort Collins City Council had been allowed to take. Fort Collins challenged, as opposed to re-writing, the initiated petition language. Wellington, by applicable law has the same ability, without further ordinance changes, to likewise challenge an initiated matter as administrative. As the board has been advised the law in this area, is somewhat unclear as to whether a matter is administrative or legislative in nature. The town

would have the same ability, similar to what was done in Fort Collins, to request declaratory determinations from the court, and ask whether components of any initiated matter are inappropriate as administrative. The town clerk, who presumably would consult with the administrator and attorney, can decide that a matter is administrative in nature when a new initiative is filed, or, as was done in Wellington an ordinance may be challenged as administrative after signatures have been obtained.

No second ordinance was prepared that would further the town's ability to evaluate a proposed initiative as there is already an ability to take this step. Our office did meet with both the town administrator and town clerk and discuss the possibility of modifying dates as established in state statutes to allow the town more time to review or act on initiated or referred measures. The town clerk is in the process of conferring with other clerks with expertise in the area to obtain further suggestions and additional insights. A further ordinance may be submitted which would further modify the statutory scheme after the clerk has an opportunity to confer and has reviewed her findings, these changes might be made relative to date or other changes associated with the process.

TOWN OF WELLINGTON

ORDINANCE NO 02-2021

AN ORDINANCE CREATING AN INITIATIVE AND REFERENDUM ARTICLE IN THE WELLINGTON MUNICIPAL CODE AND MODIFYING THE STATUTORY PETITION SIGNATURE REQUIREMENTS PURSUANT TO THE CONSTITUTION OF THE STATE OF COLORADO

WHEREAS, Subsection (9) of Section 1 of article V of the Colorado Constitution reserves to the registered electors of every municipality the initiative and referendum powers as to all municipal legislation; and

WHEREAS, Subsection (9) of Section 1 of article V of the Colorado Constitution further states that municipalities may provide for the manner of exercising the initiative and referendum; and

WHEREAS, Subsection (9) of Section 1 of article V of the Colorado Constitution further states that not more than ten percent of the registered electors may be required to order the referendum, nor more than fifteen percent to propose any measure by the initiative in any municipality; and

WHEREAS, Article 11, Title 31, of the Colorado Revised Statutes sets forth the procedures for exercising the initiative and referendum powers reserved to the municipal electors in Subsection (9) of Section 1 of article V of the Colorado Constitution; and

WHEREAS, C.R.S. § 31-11-102 states that Article 11 shall apply to municipal initiatives and referenda unless alternative procedures are provided by charter, ordinance, or resolution; and

WHEREAS, C.R.S. § 31-11-104(1) requires that a petition for an initiative be signed by at least five percent of the registered electors and C.R.S. § 31-11-105(2) requires that a petition for a referendum be signed by at least five percent of the registered electors; and

WHEREAS, the Town supports and encourages citizen participation in municipal government through direct democracy; and

WHEREAS, the Town wishes to encourage robust debate and discussion of potential municipal ordinances through the initiative and referendum process; and

WHEREAS, The Town believes that a higher petition signature threshold of fifteen percent for initiatives will foster more robust debate and discussion of proposed initiatives and lead to municipal legislation most responsive to the needs of the Town of Wellington.

NOW, THEREFORE, BE IT RESOLVED, by the Town Board of Trustees of the Town of Wellington, Colorado,

- 1) The following Article 1.6 is added to the Wellington Town Code:
Article 1.6 – Initiatives and Referenda Section 1.6-1-10. – General Provisions.

As provided by applicable law, including Article V, Section 1(9) of the Colorado constitution and § 31-11-102, C.R.S., the provisions of Article 11 of Title 31 of the Colorado Revised Statutes shall apply to all initiatives, referenda, and referred measures, of the Town except as such provisions are modified by this Article 1.6.

Section 1.6-1-20. – Petition Signatures

- (a) For any proposed initiative submitted pursuant to § 1-11-104 (a) , C.R.S., a proposed ordinance may be submitted to the legislative body of the Town by filing written notice of the proposed ordinance with the clerk and, within one hundred eighty days after approval of the petition pursuant to §~~31-11-106~~(1), by filing a petition signed by at least fifteen percent of the registered electors of the town on the date of such notice.
 - (b) For any proposed referendum submitted pursuant to §31-11-105, C.R.S., within thirty days after final publication of an ordinance, a referendum petition protesting against the effect of the ordinance or any part thereof may be filed with the clerk. The petition must be signed during the thirty-day period by at least five percent of the registered electors of the town on the date of final publication.
- 2) Repealer. The Board of Trustees hereby declares that should any section, paragraph, sentence, word or other portion of this Ordinance or the rules and regulations adopted herein be declared invalid for any reason, such invalidity shall not affect any other portion of this Ordinance or said rules and regulations, and the Board of Trustees hereby declares that it would have passed all other portions of this Ordinance and adopted all other portions of said rules and regulations, independent of the elimination here from of any such portion which may be declared invalid.
 - 3) Certification. The Town Clerk shall certify to the passage of this Ordinance and make not less than three (3) copies of the adopted Code available for inspection by the public during regular business hours.

PASSED AND ADOPTED by the Board of Trustees of the Town of Wellington, Colorado and ordered published this 9th day of February, 2021 and ordered to become effective 30 days from the date of publication.

TOWN OF WELLINGTON, COLORADO

By: _____
Troy Hamman, Mayor

ATTEST:

Krystal Eucker, Town Clerk

Board of Trustees Meeting

Date: March 9, 2021
Submitted By: Mahalia Henschel , Communication Specialist
Subject: Strategic Plan - Update

- **Staff Presentation: Mahalia Henschel, Communications Specialist**

EXECUTIVE SUMMARY

BACKGROUND / DISCUSSION

The Town of Wellington Strategic Plan was adopted by the Board of Trustees at the Dec. 22, 2020 regular meeting. A strategic plan serves as the community's roadmap and it is used to prioritize initiatives, goals, projects, resources, and department operations. The strategic plan is a big-picture document directing all department efforts and resources toward a clearly defined vision. Town staff will be responsible for prioritizing and planning specific projects and operations based on the overall goals and themes specified by the strategic plan.

The Board of Trustees requested public feedback be gathered through an open forum survey that was open from December 29, 2020 - January 13, 2021. There were 67 individuals that responded, 61 self-disclosed as residents and 6 as nonresidents or no response.

Based on gathered feedback, the following changes seek to further clarifying the original intent.

Section Heading Titles

Remove ~~Intentional~~ from Growth and Development

Remove ~~Sustainable~~ from Infrastructure

Infrastructure

Change goal 3 from ~~Plan and develop purposeful facilities~~ to “Plan and develop community and Town facilities.”

Delete goal 4 ~~Enhance and explore partnerships~~

Adjust goal 5 to now be goal 4

Vision Statement

Add “strives to be” after Wellington

STAFF RECOMMENDATION

ATTACHMENTS

1. Strategic Plan Side by Side



MISSION STATEMENT

We provide outstanding municipal services to enhance the quality of life and provide opportunities for our community of today and tomorrow.

VISION STATEMENT

Wellington strives to be one of the best small towns in America, recognized as a great place to raise a family, own a unique business, and create memorable experiences through community activities.

GROWTH AND DEVELOPMENT



- Goal 1: Balanced and resilient revenues
- Goal 2: Identify, attract and retain commercial development and businesses
- Goal 3: Comprehensive Plan - alignment and execution

INFRASTRUCTURE



- Goal 1: Ensure adequate current and future water resources, treatment and delivery
- Goal 2: Develop Long term funding strategies
- Goal 3: Plan and develop community and Town facilities
- Goal 4: Create opportunities for transportation and stormwater management improvements

COMMUNITY ENGAGEMENT



- Goal 1: Build awareness about the Town of Wellington services and programs
- Goal 2: Improve access to local government
- Goal 3: Develop communications strategy for Town's Water Conservation Plan

ORGANIZATIONAL STRENGTH



- Goal 1: Provide regular training programs for all employees and develop cross-training plans
- Goal 2: Update Personnel Policy
- Goal 3: Review Employee Compensation and Benefits
- Goal 4: Create smooth, efficient employee on/off-boarding processes





MISSION STATEMENT

We provide outstanding municipal services to enhance the quality of life and provide opportunities for our community of today and tomorrow.

VISION STATEMENT

Wellington **STRIVES TO BE** one of the best small towns in America, recognized as a great place to raise a family, own a unique business, and create memorable experiences through community activities.

INTENTIONAL GROWTH AND DEVELOPMENT



- Goal 1: Balanced and resilient revenues
- Goal 2: Identify, attract and retain commercial development and businesses
- Goal 3: Comprehensive Plan - alignment and execution

SUSTAINABLE INFRASTRUCTURE



- Goal 1: Ensure adequate current and future water resources, treatment and delivery
- Goal 2: Develop Long term funding strategies
- Goal 3: Plan and develop purposeful facilities
- ~~Goal 4: Enhance and explore partnerships~~
- Goal 4: Create opportunities for transportation and stormwater management improvements

COMMUNITY ENGAGEMENT



- Goal 1: Build awareness about the Town of Wellington services and programs
- Goal 2: Improve access to local government
- Goal 3: Develop communications strategy for Town's Water Conservation Plan

ORGANIZATIONAL STRENGTH



- Goal 1: Provide regular training programs for all employees and develop cross-training plans
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Board of Trustees Meeting

Date: March 9, 2021
Submitted By: Patti Garcia, Town Administrator
Subject: Resolution 08-2021 - A Resolution Approving the Town Administrator's Administrative Plan of Organization

- **Staff presentation: Patti Garcia, Town Administrator**

EXECUTIVE SUMMARY

Pursuant to Wellington Municipal Code Section 2-3-20(e), the Town Administrator shall propose a plan of organization within 90 days of their appointment. Patti Garcia was appointed as Town Administrator on December 1, 2020 with a due date of March 1, 2021 for a plan of organization. March 9, 2021 is the first regular meeting date after the 90 day timeframe to present this information.

BACKGROUND / DISCUSSION

The Town Administrator shall propose a plan of administrative organization to the Board of Trustees within ninety (90) days after his or her appointment, which, if approved by the Board of Trustees, shall be adopted by resolution. The administrative plan shall provide for such departments and employees as may be deemed necessary for the efficient administration of the Town. All such employees shall be appointed by the Town Administrator with approval by the Board of Trustees.

STAFF RECOMMENDATION

Staff recommends approval of the Town Administrator's plan of organization.

ATTACHMENTS

1. Resolution 08-2021 - Plan of Organization
2. 2021 Organization Chart - Town of Wellington

TOWN OF WELLINGTON

RESOLUTION NO. 08-2021

A RESOLUTION APPROVING THE TOWN ADMINISTRATOR'S PLAN OF ADMINISTRATIVE ORGANIZATION

WHEREAS, Section 2-3-20 of the Wellington Municipal Code provides that the Town Administrator shall proposed a plan of administrative organization to the Board of Trustees within ninety (90) days after his or her appointment, which, if approved by Board Trustees, shall be adopted by resolution. The administrative plan shall provide for such departments and employees as may be deemed necessary for the efficient administration of the Town. All such employees shall be appointed by the Town Administrator with approval of the Board of Trustees.

WHEREAS, the Town Administrator has proposed an administrative plan of organization in the form attached.

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

1. The Town Board approves the Town Administrator's proposed plan of organization.

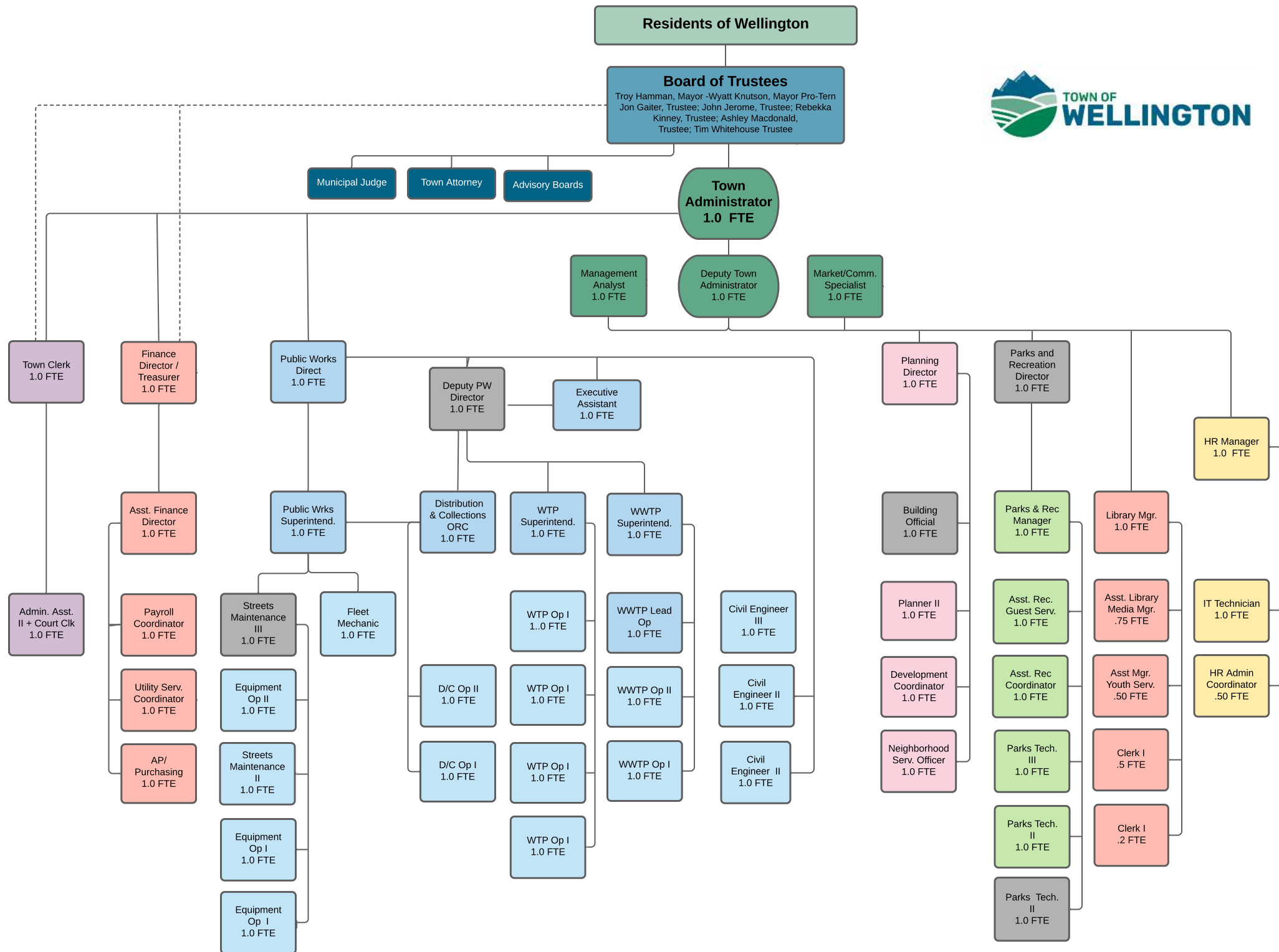
Upon motion duly made, seconded and carried, the foregoing Resolution was adopted this 9th day of March, 2021.

TOWN OF WELLINGTON, COLORADO

By: _____
Troy Hamman, Mayor

ATTEST:

Krystal Eucker, Town Clerk



Board of Trustees Meeting

Date: March 9, 2021
Submitted By: Brad March, Town Attorney
Subject: Board Policy - Planning Commission Referral Items

- **Staff presentation: Brad March, Town Attorney**

EXECUTIVE SUMMARY

BACKGROUND / DISCUSSION

At the Board of Trustees meeting on February 23, 2021, the Town Attorney was asked to prepare a policy for the Board of Trustees regarding Planning Commission referrals to the Board of Trustees. That proposed/draft policy is attached.

STAFF RECOMMENDATION

ATTACHMENTS

1. Board policy planning board

TOWN OF WELLINGTON

BOARD POLICY

Adopted March 9, 2021

The Board of Trustees of the Town of Wellington Colorado as adopted effective March 9, 2021 the following Board Policy:

Planning items for which a hearing date has been set and that have not been finally addressed by the Planning Commission (recommended approval/denial or no recommended action) shall be tabled on the Town Board's agenda until the next Town Board meeting, or such, other meeting as may be established by the Town Board, pending final Planning Commission action.

Check Issue Date	Payee	Description	Amount
1/4/2021	FIRST NATIONAL BANK	Park Loan Payment	22,454.99
1/4/2021	FIRST NATIONAL BANK OMAHA	Pcard Purchases 12-15-20 to 12-31-2020	21,965.19
1/5/2021	ALLSTATE	DEC PREMIUMS	531.75
1/5/2021	BASIC BENEFITS LLC	DEC 2020 MONTHLY COBRA FEE	26
1/5/2021	POUDRE VALLEY REA	Town Utility Bills	4,406.51
1/5/2021	RISE BROADBAND	Internet for WWTP	125.63
1/5/2021	TDS	GREENHOUSE INTERNET	259.85
1/7/2021	120 WATER AUDIT INC	Lead & Copper Sampling Service	13,819.80
1/7/2021	ALL COPY PRODUCTS, INC.	COPIER USAGE	849.96
1/7/2021	ALLIANT INSURANCE SERVICES, INC-NPB MAIN	CRIME INSURANCE	1,307.00
1/7/2021	BENNETT PREMIUM LIGHTING	Holiday Light Bucket Truck Rental	1,485.00
1/7/2021	BIOVELOCITY LLC	WTP Remove and Dewater Sludge	52,250.00
1/7/2021	BOKF, NATIONAL ASSOCIATION	INTEREST AND SEMI ANNUAL PAYING AGENT FEE	32,957.50
1/7/2021	BUFFALO CREEK SUBDIVISION AT WELLINGTON	WCP Buffalo Creek Irrigation	921.78
1/7/2021	CASELLE, INC.	2021 ANNUAL SUPPORT/MAINT/UPGRADES	30,723.00
1/7/2021	CHEMTRADE CHEMICALS US LLC	WTP Alum Sulfate	5,431.44
1/7/2021	CINTAS	2020 Blanket PO for WTP First Aid Restock	80.07
1/7/2021	CITY OF FORT COLLINS	2020 Blanket PO for Salt/Ice Buster	4,709.34
1/7/2021	COLORADO ANALYTICAL LAB	WWTP Sampling	1,319.00
1/7/2021	COLORADO DEPARTMENT OF HEALTH	WWTP GPD	7,686.00
1/7/2021	COLORADO LIBRARY CONSORTIUM	ASPENCAT MAINTENANCE FEE 2021	3,010.00
1/7/2021	COLORADOAN	Notice of Public Hearing - Budget	411.28
1/7/2021	DANA KEPNER	PSD 3' Meter for School Site	44,505.32
1/7/2021	DPC INDUSTRIES, INC	Chemical Storage Fee	5,817.25
1/7/2021	DS CONSTRUCTORS, LLC	HARRISON HOUSE EXPANSION-2ND INSTALLMENT	24,832.00
1/7/2021	EMPLOYERS COUNCIL SERVICES, INC.	BACKGROUND CHECK	591.88
1/7/2021	E-Z POUR READY MIX	Trail Paving	2,528.00
1/7/2021	FARNSWORTH GROUP, INC.	Clarifier Rehab Project	2,421.00
1/7/2021	FOLEY CARRIER SERVICES, LLC	2021 ANNUAL SERVICES	540
1/7/2021	FRONT RANGE STEEL	Custome Steel Post for Street Sign	94.05
1/7/2021	GOVCONNECTION, INC.	ACROBAT PRO	2,420.73
1/7/2021	INTERMOUNTAIN SALES, INC	Fire Hydrant Replacement Program Equipment	26,997.15
1/7/2021	INTERSTATES CONSTRUCTION SRVCS	Electrical work for Chlorine Dioxide Generator for pretreatment	80,922.42
1/7/2021	JACOBS ENGINEERING C/O BANK OF AMERICA	Selenium Treatment Services	49,123.75
1/7/2021	L.C. SALES TAX ADMINISTRATOR	Less 3 1/3% Vendor Fee	16,024.19
1/7/2021	LARIMER COUNTY SHERIFF	2020 4TH QTR SCHOOL RESOURCE OFFICER SERVICES	337,828.50

1/7/2021 LEWAN & ASSOCIATES, INC.	SHAREFILE MITIGATION	5,253.15
1/7/2021 MARCH & OLIVE, LLC	GENERAL BUSINESS	4,355.00
1/7/2021 MIRIAM VILLEGAS-NEGRON	SPANISH TRANSLATION OF COURT BROCHURE	150
1/7/2021 NEVEREST EQUIPMENT COMPANY LLC	Remote Lift Assy for Camera Truck	13,038.00
1/7/2021 NORTH POUDRE IRRIGATION	2020 WATER USE	1,454,051.70
1/7/2021 NORTHERN COLORADO SPORTS OFFICIALS	GAME FEE SP SOFTBALL	360
1/7/2021 OCCUPATIONAL HEALTH CENTERS	Invoice: 14483504 DOT PHY	93
1/7/2021 PARKSON CORPORATION	Spiral Subassembly	4,415.79
1/7/2021 PHONE COMPUNET INC.	REPROGRAM LIBRARY PHONES	270
1/7/2021 POLAR GAS INC	Utility Gas for WTP	1,109.90
1/7/2021 POLYDYNE INC.	2020 Blanket PO for WWTP Chemicals	2,761.38
1/7/2021 Quantum Pump and Controls LLC	Sludge Transfer Pump	2,325.78
1/7/2021 SAFEBUILT COLORADO, LLC	November Permit Activity	34,115.88
1/7/2021 TIMBERLINE ELECTRIC & CONTROL CORP.	Wilson Wells Control Panel	3,482.00
1/7/2021 TRAVELERS	1/1/19-1/1/20 AUDIT	12,408.00
1/7/2021 UNCC	Sewer Line Locates	166.88
1/7/2021 UNITED MAILING	UB PRINTING SERVICES	2,650.41
1/7/2021 WELD CNTY DEPT PUBLIC HEALTH ENVIRONMENT	2020 Blanket for Water Testing	380
1/7/2021 WELLINGTON CO MAIN STREET PROGRAM	1st QUARTER 2021 FUNDING	19,375.00
1/7/2021 WELLINGTON DIESEL SERVICES LLC	Fleet Equipment Truck R&M	3,169.31
1/7/2021 WELLINGTON FIRE PROTECTION DIS	Less 5% Vendor Fee	23,197.40
1/7/2021 XCITE AUDIOVISUALS LLC	BOARD ROOM TECH UPGRADE	20,703.67
1/7/2021 HYDRO CONSTRUCTION COMPANY	North Clarifier Rehab	62,143.00
1/7/2021 INFOMAPTION INC.	GIS LEEPER CENTER CADASTRAL MAP	2,992.50
1/18/2021 FIRST NATIONAL BANK OMAHA	Pcard Purchases 01-01-21 to 01-15-2021	9,558.50
1/25/2021 A&E Tires, Inc	Tires for Two Fleet Equipment at the PW Shop	4,249.24
1/25/2021 AFFORDABLE SEALING & STRIPING INC.	Town Wide Seal Coat	40,189.45
1/25/2021 ARROW FENCING & AUTOMATED GATES	WWTP Security Entry Gate	11,444.15
1/25/2021 CML	1/1/21-12/31/21 MEMBERSHIP DUES	1,650.00
1/25/2021 COLORADO LIBRARY CONSORTIUM	2021 ASPENCAT PLEDGE	1,610.00
1/25/2021 EMPLOYERS COUNCIL SERVICES, INC.	2021 LABOR POSTERS	820
1/25/2021 F & C DOOR CHECK & LOCK	General Use Building Lock R&M	746
1/25/2021 HYDRO CONSTRUCTION COMPANY	North Clarifier Rehab	21,397.80
1/25/2021 INFOMAPTION INC.	GIS Implementation Phase 3 Add Service	3,963.75
1/25/2021 JACOBS ENGINEERING C/O BANK OF AMERICA	WTP Engineering Design Services	95,753.79
1/25/2021 L.C. SALES TAX ADMINISTRATOR	Less 3 1/3 % Vendor Fee	12,884.38
1/25/2021 LEWAN & ASSOCIATES, INC.	MICROSOFT LICENSE 12/7/20-1/6/21	1,120.65

1/25/2021 MCDONALD FARMS ENTERPRISES, INC.	Sludge Removal for WTP Ponds	24,605.00
1/25/2021 NORTHERN COLORADO SPORTS OFFICIALS	JAN 2021 SCHEDULING/ADMIN	625
1/25/2021 OVERDRIVE	2021 PURCHASES, CONTRIBUTION, MAINT FEE	3,000.00
1/25/2021 WELLINGTON FIRE PROTECTION DIS	Less 5% Vendor Fee	11,248.00
1/26/2021 US BANK, N.A. ATTN TFM REF 14878100	D19ZX116 Loan Payment	898,674.23
1/26/2021 BLACK HILLS ENERGY	Town Utility Bills	3,528.87
1/26/2021 CENTURYLINK	LEWAN INTERNET	1,268.00
1/26/2021 GALLEGOS SANITATION	WWTP TRASH	1,512.00
1/26/2021 GUARDIAN	Insurance	12,080.54
1/26/2021 HealthEZ	Health Insurance Premiums	81,197.96
1/26/2021 Jive Communications Inc	TELEPHONE	870.9
1/26/2021 PINNACOL ASSURANCE	CLAIM 10079916	276.33
1/26/2021 RISE BROADBAND	WATER PLANT INTERNET	191.26
1/26/2021 TDS	Internet at 4006 Hayes Ave	119.9
1/26/2021 VERIZON WIRELESS	TOWN CELL PHONES	4,724.16
1/26/2021 WEX BANK	SENIOR BUS	2,752.35
1/26/2021 XCEL ENERGY	STREET LIGHTS	28,048.76
1/27/2021 XCEL ENERGY	4000 WILSON AVE	15,505.71