



BOARD OF TRUSTEES  
April 11, 2023  
6:30 PM

Leeper Center, 3800 Wilson Avenue, Wellington, CO

Regular Meeting Agenda

Individuals wishing to make public comments must attend the meeting in person or may submit comments by sending an email to [muhse@wellingtoncolorado.gov](mailto:muhse@wellingtoncolorado.gov). The email must be received by 4:00 p.m. on the day of the meeting. The comments will be provided to the Trustees and added as an addendum to the packet. Emailed comments will not be read during the meeting.

The Zoom information below is for online viewing and listening only.

Topic: Board of Trustees Meeting  
Time: Apr 11, 2023 06:30 PM Mountain Time (US and Canada)

Please click the link below to join the webinar:

<https://us06web.zoom.us/j/84871162393?pwd=UkVaaDE4RmhJaERnallEK1hvNHJ5Zz09>

Passcode: 726078

Or One tap mobile :

US: +17207072699,,84871162393# or +17193594580,,84871162393#

Or Telephone:

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

US: +1 720 707 2699 or +1 719 359 4580 or +1 669 444 9171 or +1 253 205 0468 or +1 253 215 8782 or +1 346 248 7799 or +1 386 347 5053 or +1 507 473 4847 or +1 564 217 2000 or +1 646 558 8656 or +1 646 931 3860 or +1 689 278 1000 or +1 301 715 8592 or +1 305 224 1968 or +1 309 205 3325 or +1 312 626 6799 or +1 360 209 5623

Webinar ID: 848 7116 2393

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. Proclamation

a. Proclamation: National Volunteer Week (April 16-22, 2023)

- Presenter: Mayor Calar Chaussee

b. Proclamation: Autism Month (April)

- Presenter: Mayor Calar Chaussee

C. PRESENTATION

1. Transit Presentation

- Presenters: Trustee Jon Gaiter, Betty Aragon, Adriana Guerra and Patti Garcia (Town Administrator)

D. CONSENT AGENDA

1. Board of Trustees Regular Meeting Minutes (March 28, 2023)

- Presenter: Ethan Muhs (Town Clerk)

2. Resolution No. 14-2023: A Resolution of the Board of Trustees of the Town of Wellington Making Appointments to the Board of Adjustment

- Presenter: Ethan Muhs (Town Clerk)

3. Resolution No. 15-2023: A Resolution of the Board of Trustees of the Town of Wellington Making Appointments to the Planning Commission

- Presenter: Ethan Muhs (Town Clerk)

E. ACTION ITEMS

1. Ordinance No. 03-2023: An Ordinance Amending the Official Zoning Map of the Town

- Presenter: Cody Bird (Planning Director)

2. Resolution No. 16-2023 - A Resolution of the Town of Wellington in Opposition to Statewide Land Use and Zoning Preemptions in Senate Bill 23-213

- Presentation: Patti Garcia (Town Administrator)

## F. REPORTS

1. Town Attorney
2. Town Administrator
3. Staff Communications
  - a. 1st Quarter 2023 CORA Report
    - Presenter: Ethan Muhs (Town Clerk)
  - b. 1st Quarter 2023 Residential Building Permit and Lot Inventory Report
    - Presenter: Cody Bird (Planning Director)
4. Board Reports

## G. 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:** April 11, 2023  
**Subject:** Proclamation: National Volunteer Week (April 16-22, 2023)  

- **Presenter:** Mayor Calar Chaussee

### **BACKGROUND / DISCUSSION**

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A proclamation for the Town of Wellington recognizing National Volunteer Week (April 16-22, 2023).

### **STAFF RECOMMENDATION**

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### **ATTACHMENTS**

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1. National Volunteer Week 16-22APR23



## PROCLAMATION

*WHEREAS, recognition of volunteerism in the United States was first established by Presidential Proclamation in 1974 and is celebrated annually; and*

*WHEREAS, during this week all over the nation, service projects will be performed, and volunteers recognized for their commitment to service and investment in enhancing their community and the lives of others; and*

*WHEREAS, the Town of Wellington is proud of all volunteers and wishes to recognize these members of our community who selflessly serve those around them and help make our community a strong and incredible place to live.*

*NOW, THEREFORE, I Calar Chaussee, Mayor of the Town of Wellington, Colorado, do hereby proclaim the week of April 16-22, 2023 as:*

### *Volunteer Week*

*in the Town of Wellington and urge all fellow citizens to volunteer in one of our local community organizations.*

*IN WITNESS WHEREOF, I have hereunto set my hand and caused the seal of the Town of Wellington to be affixed this 11<sup>th</sup> day of April, 2023.*

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*Calar Chaussee, Mayor*



## **Board of Trustees Meeting**

**Date:** April 11, 2023

**Subject:** Proclamation: Autism Month (April)

- **Presenter:** Mayor Calar Chaussee

### **BACKGROUND / DISCUSSION**

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A proclamation of the Town of Wellington recognizing Autism Awareness Month (April).

### **STAFF RECOMMENDATION**

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### **ATTACHMENTS**

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1. Autism Awareness Month 2023



## PROCLAMATION

*WHEREAS, autism is a lifelong disability, resulting in significant impairment of an individual's ability to communicate, understand social interactions, and develop appropriate interactive behaviors; and*

*WHEREAS, autism affects not only the diagnosed individual but the entire family and the community at large.*

*NOW, THEREFORE, I Calar Chaussee, Mayor of the Town of Wellington, Colorado, do hereby proclaim the month of April as:*

### *Autism Awareness Month*

*in the Town of Wellington and encourage all citizens to become educated about autism and support non-profit organizations that bring hope to all who struggle with this disorder.*

*IN WITNESS WHEREOF, I have hereunto set my hand and caused the seal of the Town of Wellington to be affixed this 11<sup>th</sup> day of April, 2023.*

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*Calar Chaussee, Mayor*



## Board of Trustees Meeting

**Date:** April 11, 2023  
**Subject:** Transit Presentation

- **Presenters: Trustee Jon Gaiter, Betty Aragon, Adriana Guerra and Patti Garcia (Town Administrator)**

### **BACKGROUND / DISCUSSION**

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Over the past several years Wellington residents have requested transit options to get to and from Fort Collins. There are transit options in surrounding municipalities such as Transfort in Fort Collins, the Transfort FLEX regional service which serves stops between Fort Collins, Loveland, Berthoud, Longmont and Boulder, the Poudre Express which is a partnership that serves Greeley, Evans, Windsor and Fort Collins and the Berthoud Area Transportation System (BATS). The Town conducted a survey to determine community support and, based on citizen feedback, established the transportation pilot program in 2022. This was a free transit program which was held for eight weeks; pick up/drop offs were provided on Wednesday and Saturday mornings and evenings with 50 riders taking advantage of this opportunity. The total expense for the pilot program was \$1,081. The December 2022 memo outlining this effort is included in the packet.

As a follow up to the initial program, Trustee Gaiter and Town Administrator Garcia met with Jamie Gaskill and Aaron Fodge of the Colorado State University (CSU) Transportation Management and Safety department. CSU shared their 2017 Wellington/Fort Collins Regional Travel Survey which had 161 respondents; the majority of residents indicated their primary mode of travel between Wellington and Fort Collins was by car and driving alone with a primary destination of CSU for work. The majority of respondents also indicated that they would use a commuter bus if pick up and travel times were convenient. It is reported that just over 250 Wellington residents work at CSU.

While Transfort serves only Fort Collins, the Flex regional service goes beyond Fort Collins and has stops in Loveland, Berthoud, Longmont and Boulder. For Flex riders the single rider fares are \$1.25, Seniors/Disabled/Medicare are \$.60 and students with ID (including CSU) and CSU faculty and staff with valid RamCard ride for free. Transfort has recorded a year over year increase in ridership for each month in 2022.

The Poudre Express is run by the Greeley/Evans Transit (GET) which owns the buses and operates the transit line. For the Windsor partnership, the town provides GET with \$115,000 annually for the service, Fort Collins and Greeley each contribute \$120,000 and GET is the recipient of a CDOT FASTER grant of \$200,000. Windsor purchased six bus stops with shelters and public works maintains them (shoveling snow, trash pick up, etc.) Fares range from free to \$1.50 with a 31 day pass (\$50) and annual passes (\$240) available for riders. Ridership for 2020 averaged 57 per month, 2021 was 52 per month and 2022 was 92 per month.

Berthoud operates the Berthoud Area Transportation System (BATS) which is open to the public and provides service to the Town of Berthoud and limited service to Longmont and Loveland using 15-passenger ADA accessible vans. BATS provides six fixed-route trips per week and door-to-door and on-demand service on weekdays; the door-to-door and on-demand service is prioritized based on need and purpose – medical services are prioritized followed by employment and educational trips. BATS ridership totaled approximately 3,801 in 2022. Berthoud also operates the Berthoud Rural Alternative for Transportation (RAFT) which is similar to



services provided by the Wellington Senior Program. Berthoud is also fortunate to be included on the Flex service line which is operated by Transfort with one stop in Berthoud. The 2023 Berthoud Area Transportation Fund (BATS) budget includes an expenditure of \$45,000 to the Flex Bus Service and \$2,500 in revenues for “client contributions”. Additional revenues come from the 1998 1% Sales Tax Fund and Larimer County Office on Aging. Revenues in 2022 were reported at \$81,500 and expenditures at \$250,580; 2023 revenue estimates were reported at \$74,500 and expenditures at \$222,585.

The Colorado/Wyoming Transit Feasibility Study was finalized in January, 2023. The purpose of the study was to inform the development of potential transit alternatives and to identify a recommended transit service in the planning areas of the Cheyenne MPO and the North Front Range MPO. Wellington was identified as a “Hot Spot” in the Fort Collins Area Transit Market; a Hot Spot is an area where people who are likely to utilize transit reside and where trip origins/destinations between regions are high today and/or in the future. Three of the six identified alignment alternatives indicate traveling south along I-25 from Cheyenne and following either Mulberry or SH1 between Wellington and Fort Collins and terminating at Fort Collins Downtown Transit Center. Although Wellington was not included as a stop along the routes it is noted that optional stop locations, such as along SH1 in Wellington, will be considered during development and implementation of the recommended transit service.

## **STAFF RECOMMENDATION**

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The information presented is for Board of Trustee discussion. Staff would like to have direction as to whether a transit program is something the Board of Trustees would like to pursue.

## **ATTACHMENTS**

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1. Transportation Program Update\_12.16.22
2. Ridership\_Pilot Program
3. Transportation Survey (Responses)
4. CO-WY\_TransitFeasibilityReport\_FINAL\_2023-01-04



# Memo

TO: Wellington Mayor and Board of Trustees, Transportation Pilot Program Participants  
FROM: Patti Garcia, Town Administrator  
RE: Transportation Pilot Program  
DATE: December 16, 2022

## Background

Beginning August, 2021 the Town of Wellington participated in meetings with members of the Hispanic community on a variety of topics. From the Town of Wellington, those meetings were attended by former Mayor Troy Hamman, Trustee Jon Gaiter and Town Administrator Patti Garcia. Of the topics discussed, the most prevalent was related to the lack of regional transportation. A core group was created to work on this subject which included Betty Aragon, Adriana Quintero, Trustee Jon Gaiter and Town Administrator Patti Garcia.

A survey was conducted in late 2021 to determine the need for transportation between Wellington and Fort Collins. Respondents indicated that the majority lived in the town of Wellington, that they use Highway 1 with the most common destination of Fort Collins and that they would use public transportation if it was available. Based on the responses, it was determined a transportation pilot program should be created to continue to determine need. The Town of Wellington Senior Center donated the use of their second 15-passenger van (ADA equipped), Ms. Aragon was able to have funds donated to fund the program, a driver for the van was located and Fort Collins Transfort provided a drop off/pick up location at their downtown transfer station.

The program launched on September 10, 2022 with its final trip on November 9, 2022. The van was run on Wednesdays and Saturdays; one trip in the morning and one trip in the afternoon (see attached flyer which was provided in English and in Spanish) to and from Centennial Park (across the street from the Municipal Services Building) and the Fort Collins downtown transit station. Over the 8-week program, 50 riders took advantage of the free van transportation. Marketing the opportunity did not really take off until the end of the program when the North Front Range Metropolitan Planning Organization (NFRMPO) posted information on their website and Colorado State University (CSU) began notifying their employees and students.

## Next Steps

Moving forward, the core group believes the program identified the need for Wellington to be included in the regional transportation effort. Trustee Gaiter and Administrator Garcia will be meeting with CSU to discuss Wellington and the future of transit on January 25, 2023. Administrator Garcia will be looking into the transit program in Berthoud, CO to see if there are options that might work for Wellington and will continue to stay in contact with her connections in Fort Collins transit to keep them updated as to the status of the transportation effort.

Additionally, the Colorado Department of Transportation (CDOT) and the Cheyenne Metropolitan Planning Organization (MPO) / Wyoming Department of Transportation (WYDOT) have been studying the feasibility of a public transit connection between the North Front Range region of Colorado and the Cheyenne, Wyoming area. Staff has had opportunity to provide input related to Wellington although most of the analysis was looking at larger populations centers – although most of the routes passed by Wellington on I-25. The program has identified us as a transportation center between Cheyenne and Fort Collins with a link to Denver from Harmony. Staff has advocated to keep Wellington in consideration as a “stop” on the routes and the preferred alignment includes Wellington as a stop option. We are unsure how they plan to execute the program results but staff is monitoring this and will keep this group updated as to any progress.

The core group will be meeting again in January/February to discuss the information gathered.

| Date       | AM      |        | PM      |        |
|------------|---------|--------|---------|--------|
|            | To FoCo | To TOW | To FoCo | To TOW |
| 9/10/2022  | 1       | 0      | 1       | 0      |
| 9/14/2022  | 0       | 0      | 0       | 0      |
| 9/17/2022  | 0       | 0      | 0       | 0      |
| 9/21/2022  | 0       | 0      | 0       | 0      |
| 9/24/2022  | 0       | 0      | 0       | 0      |
| 9/28/2022  | 1       | 1      | 0       | 0      |
| 10/1/2022  | 2       | 2      | 0       | 0      |
| 10/5/2022  | 0       | 1      | 0       | 1      |
| 10/8/2022  | 4       | 0      | 2       | 2      |
| 10/12/2022 | 0       | 0      | 1       | 1      |
| 10/15/2022 | 0       | 0      | 0       | 0      |
| 10/19/2022 | 0       | 0      | 0       | 0      |
| 10/22/2022 | 0       | 0      | 0       | 0      |
| 10/26/2022 | 0       | 0      | 7       | 0      |
| 10/29/2022 | 9       | 2      | 2       | 8      |
| 11/2/2022  | 0       | 0      | 0       | 0      |
| 11/5/2022  | 1       | 0      | 0       | 1      |
| 11/9/2022  | 0       | 0      | 0       | 0      |

#### Notes

10/29/2022 The transporation between Wellington & Fort Collins is a good idea

11/5/2022 Passenger expressed distress over Fort Collins not doing enough to convert more things to reusable energy - mentioned tiny windmills to power light downtown.

| Where do you live?<br>¿Dónde vive usted?                      | How many people are in your household? (¿Cuántas personas viven en su hogar?) | Which travel route do you use most often? (¿Cuál camino utiliza con más frecuencia?) | How many cars does your household have access to? (¿A cuántos automóviles tiene acceso su hogar?) | What area do you live in? (¿En qué área vive?) | What surrounding city or town is your most common destination? (¿A qué ciudad o destino viaja con más frecuencia?) | Please explain why you would take public transportation if it were available? Por favor, explique por qué tomaría el transporte público si estuviera disponible.                                                                                                                                      | Do you have any other comments you would like to share? ¿Tiene algún otro comentario que le gustaría compartir?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|---------------------------------------------------------------|-------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------|------------------------------------------------|--------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Surrounding Larimer County (El alrededor, condado de Larimer) | 1-5                                                                           | I-25                                                                                 |                                                                                                   | North of Wellington (Al norte de Wellington)   | Ft collins                                                                                                         | I wouldn't                                                                                                                                                                                                                                                                                            | It won't get enough use and will be an abuse of funds. This is what you champion, right Jon, fiscal responsibility?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Town of Wellington (Ciudad de Wellington)                     | 1-5                                                                           | Other (Otro)                                                                         | 1                                                                                                 | Other (Otro)                                   | Fort Collins                                                                                                       | Save on gas and wear and tear on vehicle.                                                                                                                                                                                                                                                             | No                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Town of Wellington (Ciudad de Wellington)                     | 1-5                                                                           | I-25                                                                                 | 3+                                                                                                | East of I-25 (Al este de la I-25)              | fort collins                                                                                                       | i would not                                                                                                                                                                                                                                                                                           | none                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Surrounding Larimer County (El alrededor, condado de Larimer) | 1-5                                                                           | I-25                                                                                 | 3+                                                                                                | East of I-25 (Al este de la I-25)              | Fort Collins                                                                                                       | Less driving                                                                                                                                                                                                                                                                                          | This is something I would take advantage of...however, because I DON'T live in Wellington, I have no say if it happens!!!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Town of Wellington (Ciudad de Wellington)                     | 5-10                                                                          | Highway 1 (Otras carreteras)                                                         | 2                                                                                                 | Downtown (Cerca del centro comercial)          | Fort collins                                                                                                       | Porque no manejo                                                                                                                                                                                                                                                                                      | Creo que el transporte beneficiaria a todas las personas como yo que no conducen                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Town of Wellington (Ciudad de Wellington)                     | 1-5                                                                           | Highway 1 (Otras carreteras)                                                         | 1                                                                                                 | Downtown (Cerca del centro comercial)          | Fort collins                                                                                                       | Porq yo no manejo y ay vecesTengo citas medicas en fort Collins o asistir algunos eventos escolares                                                                                                                                                                                                   | Gracias espero Esto sea una realidad                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Town of Wellington (Ciudad de Wellington)                     | 1-5                                                                           | Other (Otro)                                                                         | 2                                                                                                 | East of I-25 (Al este de la I-25)              | Fort Collins                                                                                                       | I'm a senior and hate to drive in traffic!                                                                                                                                                                                                                                                            | No                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Town of Wellington (Ciudad de Wellington)                     | 1-5                                                                           | Highway 1 (Otras carreteras)                                                         | 1                                                                                                 | South of Wellington (Al sur de Wellington)     | Fort Collins                                                                                                       | I would take public transport (bus) to downtown Fort Collins for shopping and dining as well as business transactions with Larimer County or my bank. I am retired now, but if bus service had been available when I was working I would have used the bus several times a week vs commuting via car. | I will be interested in seeing the committee post updates on the possible addition of bus service and the proposed bus schedule.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Town of Wellington (Ciudad de Wellington)                     | 1-5                                                                           | Other (Otro)                                                                         | 3+                                                                                                | Downtown (Cerca del centro comercial)          | Ft Collins                                                                                                         | Too many aggressive drivers, speed limit means nothing, pathetic law enforcement presence. Extremely stressful to drive when you think you're going to get killed.                                                                                                                                    | This is a great idea, especially for teenagers that have to go to Ft Collins for work.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Other (Otro)                                                  | 1-5                                                                           | Highway 1 (Otras carreteras)                                                         | 1                                                                                                 | Other (Otro)                                   | Fort Collins                                                                                                       | Shopping, entertainment destinations, possible future connections to transportation to Denver area.                                                                                                                                                                                                   | No                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Town of Wellington (Ciudad de Wellington)                     | 1-5                                                                           | Other (Otro)                                                                         | 3+                                                                                                | South of Wellington (Al sur de Wellington)     | Loveland                                                                                                           | I don't know if I would. More details are needed.                                                                                                                                                                                                                                                     | No                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Town of Wellington (Ciudad de Wellington)                     | 1-5                                                                           | I-25                                                                                 | 3+                                                                                                | North of Wellington (Al norte de Wellington)   | Fort Collins                                                                                                       | Cost savings                                                                                                                                                                                                                                                                                          | Public transportation to keep more cars off the road                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Town of Wellington (Ciudad de Wellington)                     | 1-5                                                                           | I-25                                                                                 | 1                                                                                                 | Other (Otro)                                   | Fort Collins                                                                                                       | Reduction of single passenger trips in a vehicle to impact greenhouse gas emissions                                                                                                                                                                                                                   | A connector shuttle to the new N. College MAX would improve livability in Wellington                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Town of Wellington (Ciudad de Wellington)                     | 1-5                                                                           | I-25                                                                                 | 3+                                                                                                | North of Wellington (Al norte de Wellington)   | Fort Collins                                                                                                       | Fort Collins                                                                                                                                                                                                                                                                                          | Somehow connect to Fort Collins with a bike trail or route. Highway 1 is not too fun on a bicycle. Giddings Rd and the frontage roads are too narrow to ride safely.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Town of Wellington (Ciudad de Wellington)                     | 5-10                                                                          | I-25                                                                                 | 3+                                                                                                | East of I-25 (Al este de la I-25)              | Fort Collins                                                                                                       | When there is festivals in Fort Collins                                                                                                                                                                                                                                                               | Public transport would be helpful for those who need rides into Fort Collins, but we need roadway improvements prior to adding larger vehicles on our roadways.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Town of Wellington (Ciudad de Wellington)                     | 1-5                                                                           | I-25                                                                                 | 3+                                                                                                | South of Wellington (Al sur de Wellington)     | Cheyenne and Ft Collins                                                                                            | If I didn't have access to other transportation                                                                                                                                                                                                                                                       | Don't partner with Transfort                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Town of Wellington (Ciudad de Wellington)                     | 1-5                                                                           | Other (Otro)                                                                         | 3+                                                                                                | South of Wellington (Al sur de Wellington)     | Rural areas in Larimer and Weld Counties                                                                           | I would only take it if I could not drive, get a ride or walk.                                                                                                                                                                                                                                        | my tax money. If there was a need for it, some enterprising Uber driver would buy a van and start a business. Public transportation rarely supports itself even in large cities. If providing transportation to the car-less is some group's or individual's passion, by all means, start a charity to do so. Do not use our local government as if it was a charitable organization. It is not. We are essentially forced to give our earned money to governments and they should spend it on things that individuals cannot and that affect the entire or at least a majority of its residents - water and sewage treatment facilities, roads, parks.... Things like transportation (child care, health care etc) are individual's responsibilities. Not governments. |

|                                           |      |                              |    |                                                |                               |                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                |
|-------------------------------------------|------|------------------------------|----|------------------------------------------------|-------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Town of Wellington (Ciudad de Wellington) | 1-5  | Highway 1 (Otras carreteras) |    | 2 South of Wellington (Al sur de Wellington)   | Fort collins                  | Lower emissions                                                                                                                                                                                                                                                                                                                                      | Let's be on the leading edge of community inclusion                                                                                                                                                                                                                                                                                                                                                            |
| Town of Wellington (Ciudad de Wellington) | 1-5  | Highway 1 (Otras carreteras) |    | 2 South of Wellington (Al sur de Wellington)   | Fort Collins                  | If prices were reasonable.                                                                                                                                                                                                                                                                                                                           | none                                                                                                                                                                                                                                                                                                                                                                                                           |
| Town of Wellington (Ciudad de Wellington) | 1-5  | I-25                         | 3+ | Other (Otro)                                   | Fort Collins                  | For fun                                                                                                                                                                                                                                                                                                                                              | No                                                                                                                                                                                                                                                                                                                                                                                                             |
| Town of Wellington (Ciudad de Wellington) | 1-5  | Highway 1 (Otras carreteras) |    | 2 North of Wellington (Al norte de Wellington) | Fort Collins                  | I love the idea of going to Fort Collins and not having to find a place to park. I prefer to walk once I reach my final destination, anyways. While I wouldn't use the transportation on a daily basis (working from home), I would definitely be interested in using it afternoons and/or weekends to access Fort Collins without the use of a car. | Thank you for taking the time to gather this information.                                                                                                                                                                                                                                                                                                                                                      |
| Town of Wellington (Ciudad de Wellington) | 1-5  | Highway 1 (Otras carreteras) |    | 1 South of Wellington (Al sur de Wellington)   | Fort Collins                  | Convenience and environmentally responsible                                                                                                                                                                                                                                                                                                          | Please expand public transportation routes between Fort Collins and Wellington.                                                                                                                                                                                                                                                                                                                                |
| Town of Wellington (Ciudad de Wellington) | 1-5  | I-25                         |    | 1 East of I-25 (Al este de la I-25)            | Cheyenne                      | I would not use this                                                                                                                                                                                                                                                                                                                                 | no                                                                                                                                                                                                                                                                                                                                                                                                             |
| Town of Wellington (Ciudad de Wellington) | 5-10 | I-25                         | 3+ | Downtown (Cerca del centro comercial)          | Loveland                      | I wouldn't use it if available                                                                                                                                                                                                                                                                                                                       | None                                                                                                                                                                                                                                                                                                                                                                                                           |
| Town of Wellington (Ciudad de Wellington) | 1-5  | Highway 1 (Otras carreteras) |    | 1 South of Wellington (Al sur de Wellington)   | Fort Collins                  | There are two of us over 70 years old in the house, and may in the future, need transportation to appointments in Fort Collins.                                                                                                                                                                                                                      | Inclement weather could also be a reason to use public transportation.                                                                                                                                                                                                                                                                                                                                         |
| Town of Wellington (Ciudad de Wellington) | 1-5  | I-25                         |    | 2 South of Wellington (Al sur de Wellington)   | Fort Collins And Cheyenne, WY | To save gas, meet friends in Fort Collins when we use their cars, to have family visit without having to drive to Cheyenne and pick them up.                                                                                                                                                                                                         | A shuttle to and from Cheyenne and to and from Fort Collins would be handy.                                                                                                                                                                                                                                                                                                                                    |
| Town of Wellington (Ciudad de Wellington) | 1-5  | I-25                         | 3+ | East of I-25 (Al este de la I-25)              | Fort Collins                  |                                                                                                                                                                                                                                                                                                                                                      | I think there is benefit to exploring this idea, but looking at cost and seeing if Larimer county of Fort Collins would partner would be the first option I would explore. The addition of the Marijuana Dispensary and opening up the opportunity for transients to hop back and forth between towns will need to be discussed. We need additional police presence in town to support additional city issues. |
| Town of Wellington (Ciudad de Wellington) | 1-5  | Highway 1 (Otras carreteras) |    | 2 Downtown (Cerca del centro comercial)        | Fort Collins                  | I wouldn't                                                                                                                                                                                                                                                                                                                                           | I don't believe the people of Wellington would use this enough to justify the expense.                                                                                                                                                                                                                                                                                                                         |
| Town of Wellington (Ciudad de Wellington) | 1-5  | Highway 1 (Otras carreteras) |    | 2 South of Wellington (Al sur de Wellington)   | LaPorte or Fort Collins       | Save gas money and wear and tear on vehicle.                                                                                                                                                                                                                                                                                                         | The users need to fund this, not the city.                                                                                                                                                                                                                                                                                                                                                                     |
| Town of Wellington (Ciudad de Wellington) | 1-5  | I-25                         |    | 2 East of I-25 (Al este de la I-25)            | Fort Collina                  | Would be nice to have access to transportation if I didn't feel like driving and I wouldn't need to spend a bunch of money on an Uber                                                                                                                                                                                                                | No                                                                                                                                                                                                                                                                                                                                                                                                             |
| Town of Wellington (Ciudad de Wellington) | 1-5  | I-25                         |    | 2 Downtown (Cerca del centro comercial)        | Walmart on Magnolia./hospital | So I don't have to drive with the population.                                                                                                                                                                                                                                                                                                        | It means a lot to make it to work, so if our vehicle is not running ,we really are in a jam                                                                                                                                                                                                                                                                                                                    |
| Town of Wellington (Ciudad de Wellington) | 1-5  | I-25                         | 3+ | East of I-25 (Al este de la I-25)              | Fort Collins                  | Save gas, environmentally sound.                                                                                                                                                                                                                                                                                                                     | Public transportation is a luxury in rural communities and serves our lower income and/or transportationless families.                                                                                                                                                                                                                                                                                         |
| Town of Wellington (Ciudad de Wellington) | 1-5  | I-25                         | 3+ | Downtown (Cerca del centro comercial)          | Fort Collins                  | There is too much traffic, would like to see less on the roads.                                                                                                                                                                                                                                                                                      | I think it would be a good option for older residents.                                                                                                                                                                                                                                                                                                                                                         |
| Town of Wellington (Ciudad de Wellington) | 1-5  | Highway 1 (Otras carreteras) | 3+ | Downtown (Cerca del centro comercial)          | Ft. Collins                   | shopping, appts                                                                                                                                                                                                                                                                                                                                      | it would probably need to be hourly to be affective.                                                                                                                                                                                                                                                                                                                                                           |
| Town of Wellington (Ciudad de Wellington) | 1-5  | Highway 1 (Otras carreteras) | 3+ | Other (Otro)                                   | Fort Collins                  | I probably would not take public transportation, even if it were available. It's just too complicated and slow to get anywhere.                                                                                                                                                                                                                      | Honestly, when I want to choose a more environmentally-friendly mode of transportation, riding my bike, even all the way to Fort Collins, will likely be a more convenient option.                                                                                                                                                                                                                             |
| Town of Wellington (Ciudad de Wellington) | 1-5  | Highway 1 (Otras carreteras) |    | 2 Other (Otro)                                 | Fort Collins                  | Less driving. More interested in the availability for others                                                                                                                                                                                                                                                                                         | No                                                                                                                                                                                                                                                                                                                                                                                                             |
| Town of Wellington (Ciudad de Wellington) | 1-5  | Highway 1 (Otras carreteras) | 3+ | South of Wellington (Al sur de Wellington)     | Fort Collins and Denver       | Downtown areas are well served with public transportation. I would consider taking public transportation if it was convenient and reduced traffic/parking concerns for larger events (concerts, airport, stadium.)                                                                                                                                   | No                                                                                                                                                                                                                                                                                                                                                                                                             |
| Town of Wellington (Ciudad de Wellington) | 5-10 | Highway 1 (Otras carreteras) |    | 2 South of Wellington (Al sur de Wellington)   | Fort Collins                  | For college students, laborers, and those who don't have a vehicle or want to drive their vehicle less often.                                                                                                                                                                                                                                        | I think this is a step in the right direction for the future of our town.                                                                                                                                                                                                                                                                                                                                      |
| Town of Wellington (Ciudad de Wellington) | 1-5  | I-25                         |    | 2 North of Wellington (Al norte de Wellington) | Fort collins                  | I wouldn't use it.                                                                                                                                                                                                                                                                                                                                   | Na                                                                                                                                                                                                                                                                                                                                                                                                             |

|                                                               |      |                              |    |                                                |                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                        |
|---------------------------------------------------------------|------|------------------------------|----|------------------------------------------------|-----------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Town of Wellington (Ciudad de Wellington)                     | 1-5  | Highway 1 (Otras carreteras) | 3+ | South of Wellington (Al sur de Wellington)     | Ft. Collins and Cheyenne, equally | No drivers license                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Needs to be reasonably priced, easily communicate how to transfer to Ft. Collins transportation and the price for that. Should not be intimidating for people who cannot drive and/or do not speak English or Spanish well. Maybe paid for with taxes to reduce cost?? |
| Town of Wellington (Ciudad de Wellington)                     | 1-5  | Highway 1 (Otras carreteras) | 3+ | South of Wellington (Al sur de Wellington)     | Fort Collins                      | I likely would not use public transportation. The town is not big enough that if we go down town for drinks we have scooters we ride (we love Wellington). I can see something needing to be done to help with crossing the county road as town growing west with the new school. I am concerned about young people riding bikes/walking/new drivers crashing with highway one. Coming from a small town similar to Wellington with a high school on the other side of a highway like this their were many many young people deaths over a period of time til the city/county/state found a better traffic plan. But I do not thinknpublic transportation would be the best solution to this. |                                                                                                                                                                                                                                                                        |
| Town of Wellington (Ciudad de Wellington)                     | 1-5  | Highway 1 (Otras carreteras) | 3+ | South of Wellington (Al sur de Wellington)     | Fort Collins                      | I wouldn't.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Not at this time.                                                                                                                                                                                                                                                      |
| Town of Wellington (Ciudad de Wellington)                     | 1-5  | Highway 1 (Otras carreteras) | 3+ | South of Wellington (Al sur de Wellington)     | Fort Collins                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | We need the current issues fixed. Not opening up a new money pit.                                                                                                                                                                                                      |
| Town of Wellington (Ciudad de Wellington)                     | 1-5  | Highway 1 (Otras carreteras) |    | North of Wellington (Al norte de Wellington)   | Fort Collins                      | To get to Walmart                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | No                                                                                                                                                                                                                                                                     |
| Surrounding Larimer County (El alrededor, condado de Larimer) | 5-10 | I-25                         | 3+ | Downtown (Cerca del centro comercial)          | Fort Collins                      | Cheapest                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | N/a                                                                                                                                                                                                                                                                    |
| Town of Wellington (Ciudad de Wellington)                     | 1-5  | I-25                         |    | 2 East of I-25 (Al este de la I-25)            | Fort Collins                      | I would not take public transportation                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | we don't need any more cost                                                                                                                                                                                                                                            |
| Town of Wellington (Ciudad de Wellington)                     | 1-5  | I-25                         |    | 1 Downtown (Cerca del centro comercial)        | Fort Collins                      | Convenience affordability                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Noo                                                                                                                                                                                                                                                                    |
| Surrounding Larimer County (El alrededor, condado de Larimer) | 1-5  | Highway 1 (Otras carreteras) | 3+ | North of Wellington (Al norte de Wellington)   | Fort Collins                      | I wouldn't take it                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | No                                                                                                                                                                                                                                                                     |
| Town of Wellington (Ciudad de Wellington)                     | 1-5  | I-25                         | 3+ | Downtown (Cerca del centro comercial)          | Fort collins                      | Fort collins or loveland                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | I think public transport is a good and bad thing, homeless people ride the bus alot.                                                                                                                                                                                   |
| Town of Wellington (Ciudad de Wellington)                     | 5-10 | Highway 1 (Otras carreteras) |    | 2 Downtown (Cerca del centro comercial)        | Fort Collins                      | My daughter does not drive and needs a way to get to Fort Collins                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | We've been needing this for years- I hope it goes through!                                                                                                                                                                                                             |
| Town of Wellington (Ciudad de Wellington)                     | 1-5  | I-25                         |    | 2 Downtown (Cerca del centro comercial)        | Fort Collins                      | To reduce fuel cost, reduce environmental impact.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Not at this time.                                                                                                                                                                                                                                                      |
| Town of Wellington (Ciudad de Wellington)                     | 1-5  | Other (Otro)                 |    | 2 Downtown (Cerca del centro comercial)        | Ft Collins                        | Better for the environment; less expensive; don't always have access to car                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | This would be great for the community                                                                                                                                                                                                                                  |
| Town of Wellington (Ciudad de Wellington)                     | 5-10 | Highway 1 (Otras carreteras) | 3+ | Other (Otro)                                   | fort collins                      | cant drive                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | .)                                                                                                                                                                                                                                                                     |
| Town of Wellington (Ciudad de Wellington)                     | 1-5  | Highway 1 (Otras carreteras) |    | 2 North of Wellington (Al norte de Wellington) | Fort Collins                      | Ahorrar                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Es muy necesario porque si se le descompone su carro ya tiene en qué transportatse                                                                                                                                                                                     |
| Surrounding Larimer County (El alrededor, condado de Larimer) | 1-5  | Highway 1 (Otras carreteras) |    | 2 North of Wellington (Al norte de Wellington) | Fort Collins                      | Necesidad                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Gracias por atender nuestras necesidades ☺                                                                                                                                                                                                                             |
| Town of Wellington (Ciudad de Wellington)                     | 1-5  | Highway 1 (Otras carreteras) |    | 1 North of Wellington (Al norte de Wellington) | Fort Collins CO                   | Para poder ir obtener mis necesidas( comida, citas personales etc)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Existe una gran necesidad de poder tener transportacion (moverse a trabajar, citas medicas, necesidades basicas juvenes que vendran a la nueva escuela etc.                                                                                                            |
| Town of Wellington (Ciudad de Wellington)                     | 5-10 | Highway 1 (Otras carreteras) |    | 1 North of Wellington (Al norte de Wellington) | Fort Collins co                   | Por que contamos con un automóvil                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Que sería de mucha ayuda el transporte                                                                                                                                                                                                                                 |
| Town of Wellington (Ciudad de Wellington)                     | 5-10 | Highway 1 (Otras carreteras) |    | 1 South of Wellington (Al sur de Wellington)   | Fort Collins                      | Por muchas razones un solo vehículo no manejo el costo de gasolina y mi esposo nesesito pedir permiso para poder llevarme a citas compras y así puede tiempo y menos ingresos y muchas cosas más                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Si q pensaron no solo en mi sino en toda la jente q nesecita un trasporte por las mismas razones que las mías y talbes aun más grandes razones y mil gracias por tomarnos en cuenta                                                                                    |
| Town of Wellington (Ciudad de Wellington)                     | 1-5  | I-25                         | 3+ | Downtown (Cerca del centro comercial)          | Fort Collins                      | Shopping and other errands.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | No                                                                                                                                                                                                                                                                     |
| Town of Wellington (Ciudad de Wellington)                     | 1-5  | I-25                         |    | 2 South of Wellington (Al sur de Wellington)   | Loveland/Ft Collins               | To save gas, also use for nights going out                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | This would be a huge step for our community and I think would benefit a lot of people                                                                                                                                                                                  |
| Town of Wellington (Ciudad de Wellington)                     | 1-5  | Highway 1 (Otras carreteras) |    | 2 South of Wellington (Al sur de Wellington)   | Fort Collins                      | Save gas                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | No                                                                                                                                                                                                                                                                     |
| Town of Wellington (Ciudad de Wellington)                     | 5-10 | Highway 1 (Otras carreteras) | 3+ | South of Wellington (Al sur de Wellington)     | Fort Collins                      | I would have no use for it, honestly.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | I can see the need that some have for public transportation. I am just concerned about the cost to the town, and the residents!                                                                                                                                        |
| Town of Wellington (Ciudad de Wellington)                     | 5-10 | Highway 1 (Otras carreteras) |    | 2 Downtown (Cerca del centro comercial)        | Fort Collins                      | Para el trabajo                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Gracias                                                                                                                                                                                                                                                                |

|                                                               |     |                              |    |                                              |                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                   |
|---------------------------------------------------------------|-----|------------------------------|----|----------------------------------------------|-------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Town of Wellington (Ciudad de Wellington)                     | 1-5 | Highway 1 (Otras carreteras) | 3+ | South of Wellington (Al sur de Wellington)   | Fort Collins            | I don't know that I would, but would have been nice when my kids were teenagers. I think there are people who could definitely benefit for work and personal.                                                                                                                                                                                                                                                                                                                                   | NA                                                                                                                                                                                                                |
| Town of Wellington (Ciudad de Wellington)                     | 1-5 | I-25                         | 2  | South of Wellington (Al sur de Wellington)   | Fort Collins            | I would probably not use the bus because I really only go to FC to shop and need my own vehicle to get groceries/supplies back.                                                                                                                                                                                                                                                                                                                                                                 | A bus route from Wellington to FC would benefit students and people who commute into FC for work. Right now, residents are cut off from the arteries of public transit.                                           |
| Town of Wellington (Ciudad de Wellington)                     | 1-5 | I-25                         | 2  | North of Wellington (Al norte de Wellington) | Fort Collins            | I would not use public transportation                                                                                                                                                                                                                                                                                                                                                                                                                                                           | No                                                                                                                                                                                                                |
| Town of Wellington (Ciudad de Wellington)                     | 1-5 | Highway 1 (Otras carreteras) | 1  | North of Wellington (Al norte de Wellington) | FOCO                    | My grandparents would have more independence to work and commute                                                                                                                                                                                                                                                                                                                                                                                                                                | NA                                                                                                                                                                                                                |
| Town of Wellington (Ciudad de Wellington)                     | 1-5 | Highway 1 (Otras carreteras) | 1  | North of Wellington (Al norte de Wellington) | Fort Collins            | Transportation to Fort Collins would be beneficial as it would allow me to expand my work opportunities and not be stuck in one location. It would benefit me as a student as well to be able to travel to Fort Collins to have necessities such as the public library that offers more resources for school than the Wellington public library. Also to be able to be more independent and not have to rely on others for transportation to access basic needs that Wellington does not offer. | Loveland and Fort Collins have a public transportation. I believe that the growing town of Wellington should have public transportation to Fort Collins, as me and many others would benefit from this. Thank you |
| Town of Wellington (Ciudad de Wellington)                     | 1-5 | I-25                         | 1  | East of I-25 (Al este de la I-25)            | Fort Collins            | Because we have recently gone to one car from two. At times, we have a conflict with medical appointments.                                                                                                                                                                                                                                                                                                                                                                                      | Convenience and cost will be important decision makers.                                                                                                                                                           |
| Surrounding Larimer County (El alrededor, condado de Larimer) | 1-5 | Highway 1 (Otras carreteras) | 2  | South of Wellington (Al sur de Wellington)   | Fort Collins            | As a teacher in Wellington, I use hundreds of gallons of fuel commuting to and from work. I also see a huge need for my older students to be able to get to and from "the city" without relying on their parents to drive them.                                                                                                                                                                                                                                                                 | I have been waiting for public transportation to Wellington for decades. It needs to be reliable, often (hourly) and available for commuters and dinner out (6 am-9 pm).                                          |
| Town of Wellington (Ciudad de Wellington)                     | 1-5 | I-25                         | 2  | East of I-25 (Al este de la I-25)            | Ft Collins              | Coming from NJ, public transportation is a given for wherever you want to travel to.                                                                                                                                                                                                                                                                                                                                                                                                            | I'm getting to the age (I'm 70) that driving may not be an option in the coming years.                                                                                                                            |
| Surrounding Larimer County (El alrededor, condado de Larimer) | 1-5 | I-25                         | 3+ | East of I-25 (Al este de la I-25)            | Fort Collins            | Not having to drive                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | No                                                                                                                                                                                                                |
| Town of Wellington (Ciudad de Wellington)                     | 1-5 | Highway 1 (Otras carreteras) | 2  | South of Wellington (Al sur de Wellington)   | Fort Collins            | Get to work at CSU                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | No                                                                                                                                                                                                                |
| Town of Wellington (Ciudad de Wellington)                     | 1-5 | Highway 1 (Otras carreteras) | 3+ | Downtown (Cerca del centro comercial)        | Fort collins            | I would not use it                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | No                                                                                                                                                                                                                |
| Town of Wellington (Ciudad de Wellington)                     | 1-5 | Highway 1 (Otras carreteras) | 3+ | Downtown (Cerca del centro comercial)        | Fort Collins            | Save on gas                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | No                                                                                                                                                                                                                |
| Town of Wellington (Ciudad de Wellington)                     | 1-5 | Highway 1 (Otras carreteras) | 1  | Downtown (Cerca del centro comercial)        | Fort Collins            | It is near impossible to find ride services (Lyft or Uber) that service Wellington                                                                                                                                                                                                                                                                                                                                                                                                              | Public transportation in Wellington would be hugely beneficial for our growing town!                                                                                                                              |
| Town of Wellington (Ciudad de Wellington)                     | 1-5 | I-25                         | 3+ | South of Wellington (Al sur de Wellington)   | Ft. Collins             | Emergencies                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | No                                                                                                                                                                                                                |
| Surrounding Larimer County (El alrededor, condado de Larimer) | 1-5 | Highway 1 (Otras carreteras) | 3+ | South of Wellington (Al sur de Wellington)   | Fort Collins/Wellington | Convenience and better for the environment                                                                                                                                                                                                                                                                                                                                                                                                                                                      | We would utilize public transportation 4+ times a week                                                                                                                                                            |
| Surrounding Larimer County (El alrededor, condado de Larimer) | 1-5 | Highway 1 (Otras carreteras) | 2  | South of Wellington (Al sur de Wellington)   | Wellington              | It would be easier to get to Wellington for my services and needs                                                                                                                                                                                                                                                                                                                                                                                                                               | I would really like to see public transportation between Fort Collins and Wellington and I would use it often.                                                                                                    |
| Town of Wellington (Ciudad de Wellington)                     | 1-5 | I-25                         | 3+ | Other (Otro)                                 | West of Wellington      | save fuel                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | riding a bus would be safer for elderly especially in the winter                                                                                                                                                  |
| Town of Wellington (Ciudad de Wellington)                     | 1-5 | I-25                         | 1  | Other (Otro)                                 | Fort Collins            | Looking ahead as getting older as is the car.                                                                                                                                                                                                                                                                                                                                                                                                                                                   | No comment                                                                                                                                                                                                        |
| Town of Wellington (Ciudad de Wellington)                     | 1-5 | Highway 1 (Otras carreteras) | 3+ | Downtown (Cerca del centro comercial)        | Fort Collins            | To save gas                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | No                                                                                                                                                                                                                |
| Town of Wellington (Ciudad de Wellington)                     | 1-5 | Highway 1 (Otras carreteras) | 2  | Downtown (Cerca del centro comercial)        | Fort collins            | I personally wouldn't, however I am sure there are many that would benefit.                                                                                                                                                                                                                                                                                                                                                                                                                     | While I personally wouldn't use it I can see where there would be a need.                                                                                                                                         |
| Town of Wellington (Ciudad de Wellington)                     | 1-5 | I-25                         | 2  | East of I-25 (Al este de la I-25)            | Fort Collins            | Save on gas money. Entertainment, events not have to deal with parking                                                                                                                                                                                                                                                                                                                                                                                                                          | Would like to see more accessible transportation for seniors to get to appointments                                                                                                                               |
| Town of Wellington (Ciudad de Wellington)                     | 1-5 | Highway 1 (Otras carreteras) | 1  | Downtown (Cerca del centro comercial)        | Fort Collins            | My kids need ti get to work                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | This should have happened yrs ago. Greeley has a bus that goes foco. It is about time!                                                                                                                            |
| Town of Wellington (Ciudad de Wellington)                     | 1-5 | I-25                         | 3+ | South of Wellington (Al sur de Wellington)   | Fort collins            | Wouldn't                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Fix the water before you start spending money on other issues. How about also try and bring more businesses to Wellington and less homes, then people wouldn't have to travel back and forth.                     |

|                                                               |     |                              |    |                                              |                                          |                                                                                                                                                                                                                                                                                                |                                                                                                                                                                     |
|---------------------------------------------------------------|-----|------------------------------|----|----------------------------------------------|------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Town of Wellington (Ciudad de Wellington)                     | 1-5 | I-25                         | 3+ | East of I-25 (Al este de la I-25)            | Cleveland and the road McDonald's is on. | There's no convenient or safe way to get across the 25 from the east side of town.                                                                                                                                                                                                             | Sidewalks on the east frontage road, a new bridge at Cleveland, better timing on lights, and a pedestrian bridge or tunnel closer to Bomgaars.                      |
| Surrounding Larimer County (El alrededor, condado de Larimer) | 1-5 | Other (Otro)                 | 3+ | North of Wellington (Al norte de Wellington) | Wellington                               | I would not take public transportation. It needs to pay it's way first of all, and they generally don't. The mooches need to pay their way. Find another way to pay for this instead of burdening tax payers. The things people are moving here to get away from, they are bringing with them. | Consider a tax or fee on those whom have moved in the last 10 years to pay for all these ideas. Approach it from the standpoint that growth must pay for it's self. |
| Town of Wellington (Ciudad de Wellington)                     | 1-5 | Highway 1 (Otras carreteras) |    | 2 Downtown (Cerca del centro comercial)      | Fort Collins                             | This would give youth and families access to mental and physical health resources not available in our community.                                                                                                                                                                              | Thank you for considering! This would provide access and resources to our families who are most in need.                                                            |
| Town of Wellington (Ciudad de Wellington)                     | 1-5 | I-25                         |    | 1 Downtown (Cerca del centro comercial)      | Fort collibs                             | When a car would not run.                                                                                                                                                                                                                                                                      | We do need transportation to Fort Collins other then our fars                                                                                                       |



# FINAL REPORT

## CO-WY TRANSIT FEASIBILITY STUDY

CDOT, WYDOT, & Cheyenne Metropolitan  
Planning Organization

January 4, 2023



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## Acronyms

|        |                                                      |
|--------|------------------------------------------------------|
| BAT    | Business Access and Transit                          |
| CDOT   | Colorado Department of Transportation                |
| CMAQ   | Congestion Mitigation and Air Quality                |
| COLT   | City of Loveland Transit                             |
| CTP    | Cheyenne Transit Program                             |
| FHWA   | Federal Highway Administration                       |
| FTA    | Federal Transit Administration                       |
| GET    | Greeley-Evans Transit                                |
| IIJA   | Infrastructure Investment and Jobs Act               |
| MPO    | Metropolitan Planning Organization                   |
| NFR    | North Front Range                                    |
| NFRMPO | North Front Range Metropolitan Planning Organization |
| PMT    | Project Management Team                              |
| STBG   | Surface Transportation Block Grant                   |
| TDM    | Travel Demand Model                                  |
| TSP    | Transit Signal Priority                              |
| USDOT  | U.S. Department of Transportation                    |
| WYDOT  | Wyoming Department of Transportation                 |



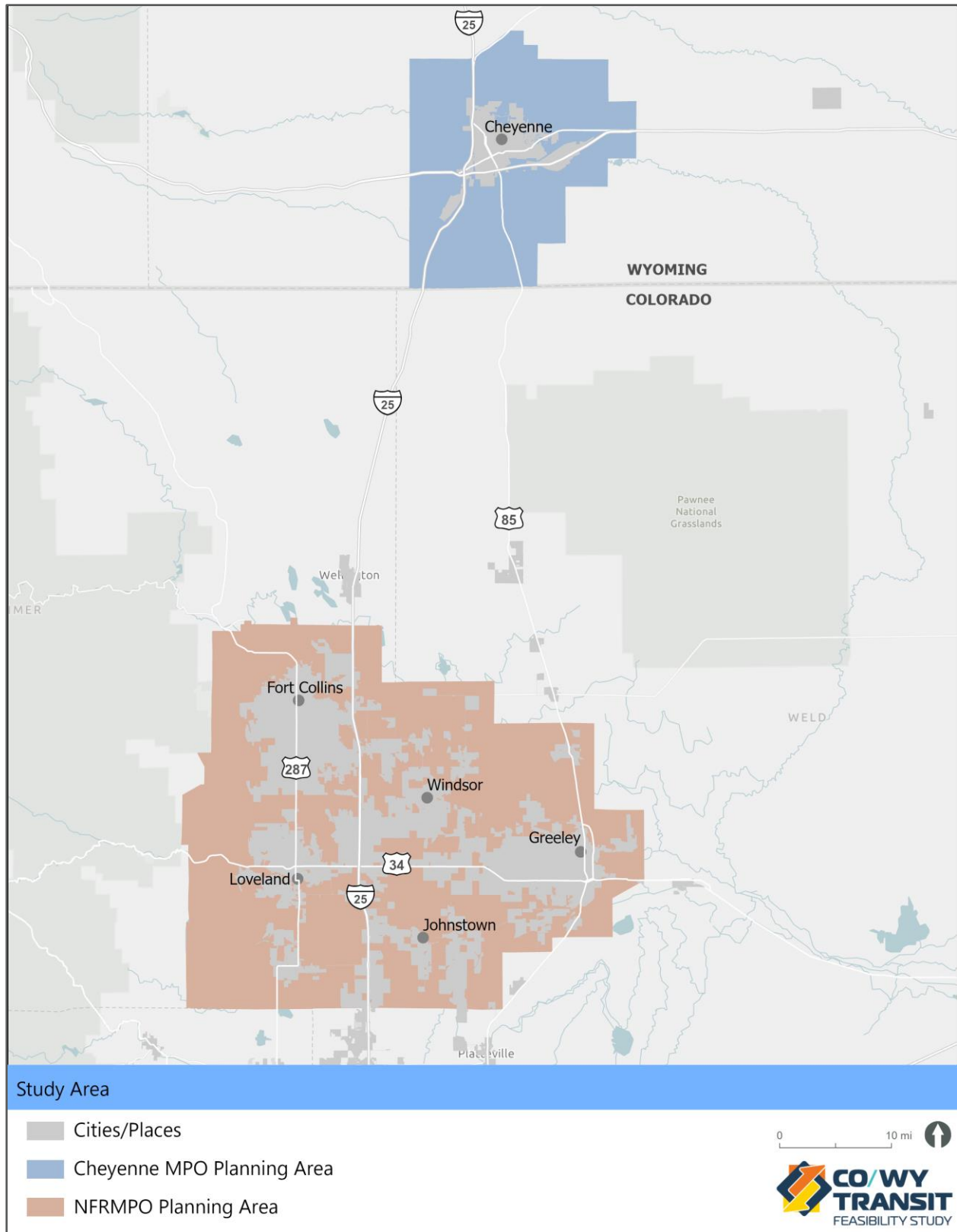
## 1.0 Introduction

The CO-WY Transit Feasibility Study is a feasibility analysis of transit connection(s) between the North Front Range (NFR) region of Colorado and the Cheyenne metropolitan area (Cheyenne) of Wyoming. The study is a collaborative effort managed and funded by the Colorado Department of Transportation (CDOT), the Wyoming Department of Transportation (WYDOT), and the Cheyenne Metropolitan Planning Organization (Cheyenne MPO). These groups are collectively referred to as “the partners.” The study area for the analysis is illustrated in Figure 1. The study area is generally based on the Cheyenne MPO and North Front Range Metropolitan Planning Organization (NFRMPO) Planning Areas, as well as the area between the two regions.

The study included examination of travel markets/demand; evaluation of potential transit technology/amenities; development and screening of transit routing and stop location alternatives; and identification of a recommended alternative for the Colorado to Wyoming connection, along with the transit service plan and estimated costs. Additionally, the study identified an implementation process, potential funding opportunities, and next steps in long-range planning for further expanding transit connections between the regions.



**Figure 1. Study Area**



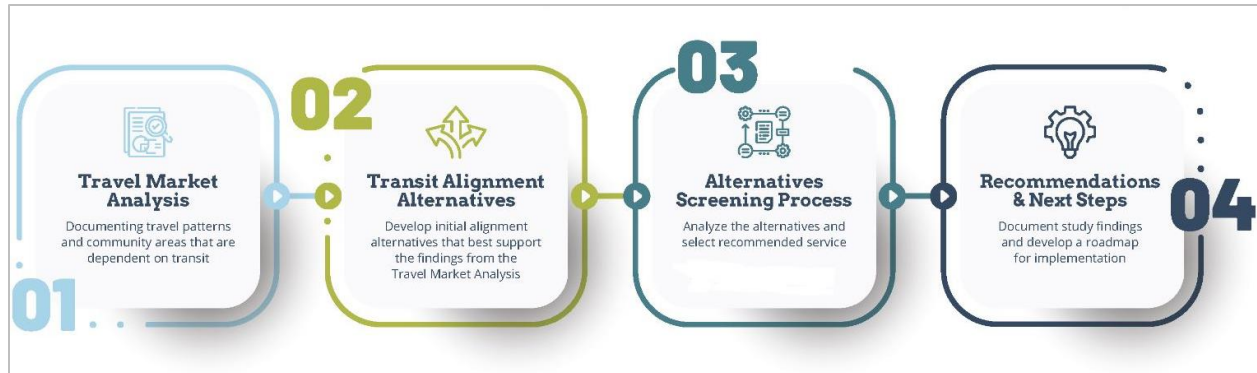
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## 2.0 Planning Process

The CO-WY Transit Feasibility Study followed a stepped planning process to inform the development of potential transit alternatives and to identify a recommended transit service. The process included a transit market analysis, initial transit alignment alternative development, the alternative screening process, and identification of the recommended transit service. Figure 2 illustrates the process.

**Figure 2. CO-WY Transit Feasibility Study Process**



The transit market analysis was the first step of the feasibility study. The market analysis assessed the potential existing and future travel demand for the proposed transit service. The partners utilized this information and the project team's recommendations to identify future transit alternatives. The alternatives were then evaluated based on a set of screening criteria and a recommended transit service identified.

Throughout this process, the project team, which included the partners and project consultants, sought input and guidance from local jurisdictions, agencies, and project stakeholders. Additionally, the project team engaged with the public seeking input during the alignment screening process and review of the recommended transit service. The project team also reviewed existing and concurrent planning efforts by partner jurisdictions and agencies to understand the planning context in the region. Decision-making during the project was the responsibility of the Project Management Team (PMT), which included participants from each of the partners.

## 3.0 Transit Market Analysis Summary

The transit market analysis focused on current and future travel patterns between the Cheyenne area and the NFR region rather than shorter, local patterns between the NFR communities. The transit market analysis methodology, data, and findings are included in the *Transit Market Analysis* (September 9, 2022) report.

## 3.1 Transit Market Analysis Methodology

This transit market analysis included the following:

- Existing transit, traffic, and socioeconomic conditions analysis
- Existing and future travel market activity and trip origin/destination pattern analysis
- Existing transit propensity analysis

For the existing conditions analysis, the transit market analysis reviewed existing and planned transit system information for Cheyenne and the NFR region, as well as connections between them. Traffic count data from CDOT were compiled for the major highway connections between Cheyenne and the NFR region. The analysis also reviewed socioeconomic conditions in the area based on data from the travel demand models (TDM) in the region.

The travel market activity and trip origin/destination pattern analysis included an analysis of big data and TDM data. Big data in this instance included extremely large data sets, available via cell phone applications and Navigation-GPS data, that reveal human behavior as it relates to travel patterns and trends. The big data analysis analyzed trip activity and travel origin/destination data provided by StreetLight Data (a vendor of big data). The TDM analysis summarized trip activity and the existing/future origin/destination patterns from the NFRMPO TDM, the Cheyenne TDM, and the CDOT Statewide Focus TDM.

The transit propensity analysis considered community and population demographics. Communities and areas within Cheyenne and the NFR region with high propensity to utilize transit were identified.

It should be noted that transit ridership forecasts were not included in this effort as this would require a more in-depth analysis. This study focused on identifying the trip patterns with high frequency and potential for a mode shift to transit rather than projecting the number of riders.

The results from these analyses were compiled and a set of areas identified and recommended for consideration in the alternatives analysis as potential stop locations or areas to be served by future transit. The transit market analysis results are summarized in the following section.

## 3.2 Transit Market Analysis Results Summary

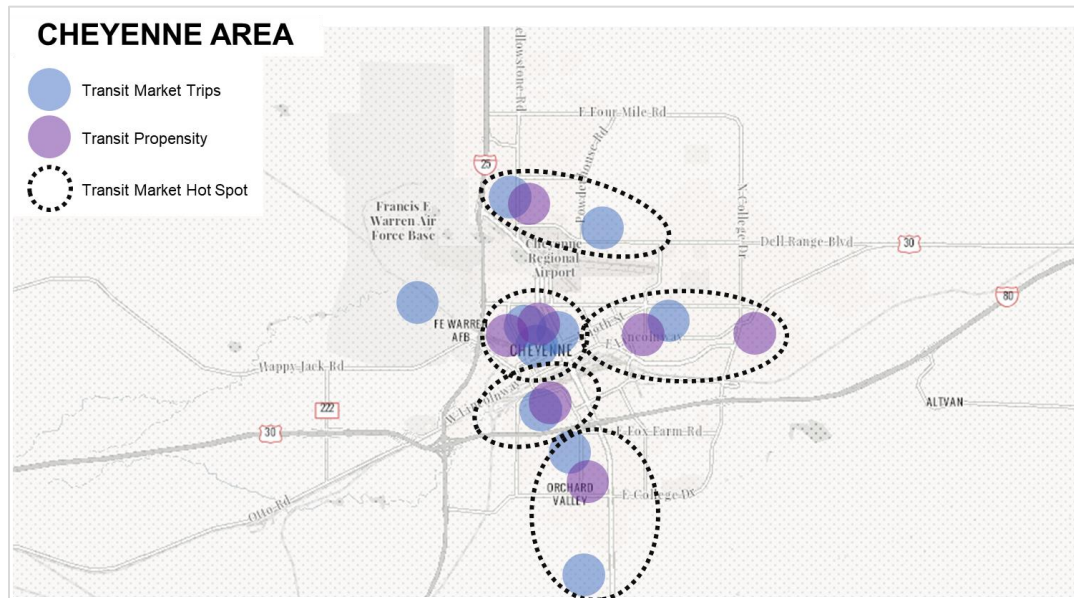
After completing the existing conditions analysis, big data and TDM analyses, and the transit propensity analysis, the project team performed a geospatial analysis to identify transit market “hot spots.” The transit market hot spots highlight areas that scored high in the transit market trip analysis and/or transit propensity analysis. A high transit market trip score indicates an area where trip origins/destinations between the two regions are high today and/or in the future. A high transit propensity score indicates an area where people likely to utilize transit reside. The transit market “hot spots” are essentially a combination of these elements.



### 3.2.1 Cheyenne Area

Cheyenne's transit market hot spots are illustrated in Figure 3. It is important to note that the graphic illustrates general areas with high transit market trip and transit propensity scores and is not meant to identify locations with a high degree of geographic precision. As Figure 3 shows, transit market hot spots are dispersed throughout much of Cheyenne. The area with the strongest transit market is concentrated in the city center, which includes the downtown, Cheyenne Civic Center, the Cheyenne Regional Medical Center, and commercial developments along Warren Ave/Central Ave (US 85) and Lincolnway (US 30).

**Figure 3. Cheyenne Area Transit Market Hot Spots**

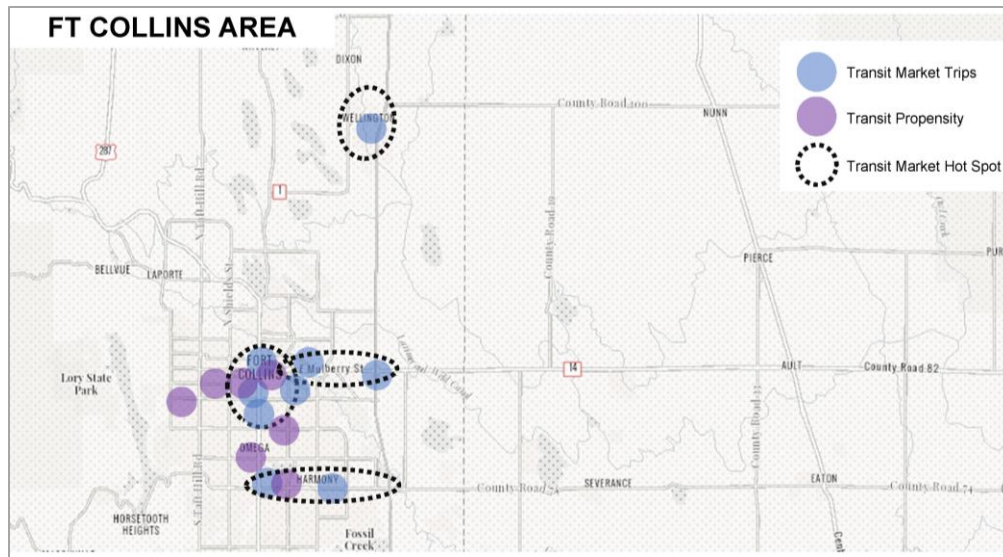


Source: HDR

### 3.2.2 North Front Range Region

In the northern portion of the NFR region, transit market hot spots were identified in both Wellington and throughout Fort Collins, as shown in Figure 4. The strongest transit market hot spots in the Fort Collins area are located around Colorado State University and the downtown area.

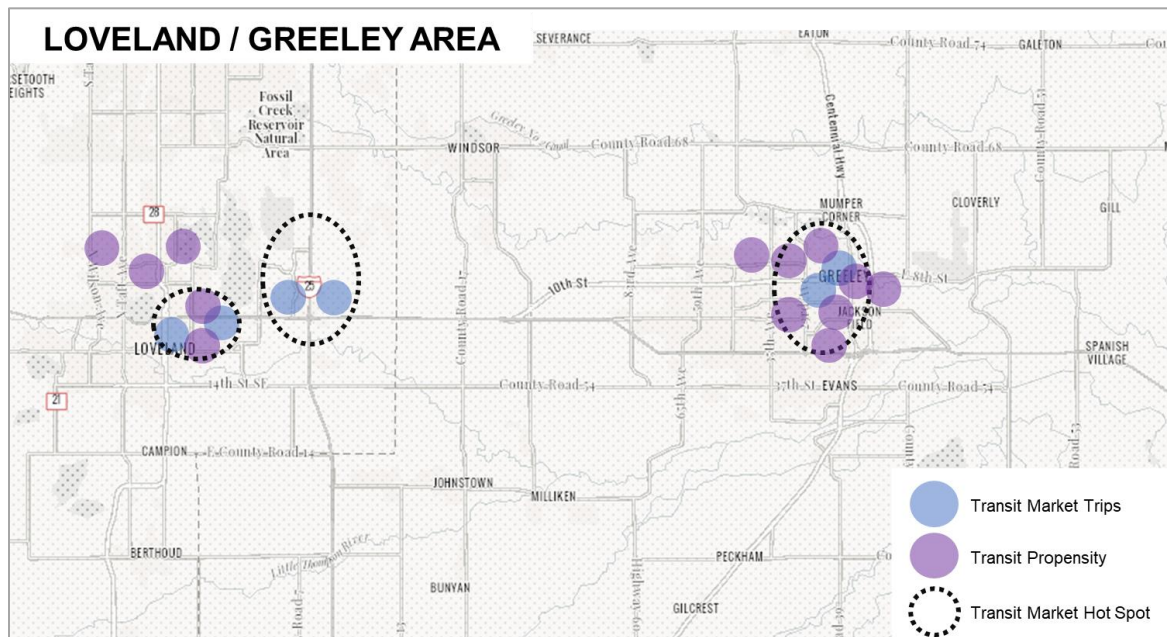
**Figure 4. Fort Collins Area Transit Market Hot Spots**



Source: HDR

In the southern portion of the NFR region, transit market hot spots were identified in both Greeley and Loveland, as shown in Figure 5. The transit markets in these areas are generally not as strong as those of the Fort Collins area. Loveland's city center and the area around the Centerra Development at US 34 and I-25 were the strongest transit market areas in the south. The Greeley community had fewer trips connecting with the Cheyenne area compared to other areas of the NFR region.

**Figure 5. Loveland/Greeley Area Transit Market Hot Spots**



Source: HDR

## 4.0 Stakeholder and Public Engagement

The project team conducted a robust public and stakeholder outreach process with stakeholders, policy makers, and the public to understand the needs, concerns, and priorities for traveling via transit between Cheyenne and the NFR region. This collaboration helped establish a vision for a transit connection between the regions and a consensus on initial steps for implementation. An inclusive, accessible, and collaborative public engagement approach was used to reach underrepresented communities. The following sections outline the engagement objectives, target audiences, communication tools, and engagement activities.

### 4.1 Stakeholder Engagement

The project team prioritized engagement with key regional stakeholders to guide the planning process. Stakeholder engagement involved two primary activities: stakeholder interviews and the establishment of a Guidance Committee. Through these engagement opportunities, stakeholders provided ideas and input that shaped the project.

#### 4.1.1 Stakeholder Interviews

At the onset of the planning effort, the project team held listening sessions, or interviews, with key stakeholders in the region. The purpose of the interviews was to gain insight into the stakeholders' priorities, goals, and recommendations for the development of the transit alternatives. The interviews were held with policymakers, business community representatives, and groups representing potential regional transit users across the NFR region and Cheyenne, including:

- Cheyenne LEADS
- Cheyenne Transit Program (CTP)
- City of Cheyenne
- City of Cheyenne Transit Advisory Board
- City of Fort Collins Transit (Transfort)
- City of Loveland Transit (COLT)
- Colorado State University
- Laramie County Community College
- Greater Cheyenne Chamber of Commerce
- Greeley Evans Transit (GET)
- Town of Wellington
- Visit Cheyenne
- United States Department of Veterans Affairs

Additionally, the organizations were invited to engage throughout the planning effort and were asked to provide insight into local communication outlets the project team could leverage to promote input opportunities.



Key themes that emerged from the interviews are summarized in Table 1. Notes from the stakeholder interviews are in Appendix A, Public Engagement.

**Table 1. Stakeholder Interview Key Themes**

| What We Learned - Stakeholder Interviews                                                                                |                                                                                                                                  |
|-------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------|
| Evaluate various transit technologies, but focus on bus service in the short-term and potentially rail in the long-term | Provide reliable, consistent transit between the two regions; consider off-peak and weekend travel, not just peak weekday travel |
| Connect to existing transit centers and mobility hubs for easy transfers                                                | Provide connections to not only business centers, but education, medical, and shopping/entertainment centers if possible         |
| Determine the financial feasibility and consider funding options to support a transit connection                        | Provide attractive, safe, inclusive stop/station locations that are ADA compliant                                                |
| Fixed route transit is preferred to on-call transit                                                                     | Collaborate with stakeholders and engage the general public                                                                      |

Source: Stakeholder Interviews held on June 1, June 2, and June 10, 2022.

Notes from the stakeholder interviews are in Appendix A, Public Engagement.

### 4.1.2 Guidance Committee

One of the first efforts for the project team was to form a Guidance Committee to guide the transit analysis and alternative transit service development. The Guidance Committee served as a sounding board for concepts and recommendations at each of the study milestones. It was a critical technical group to help evaluate the potential transit corridor alignments and origin/destination options, as well as to refine the final recommendations of the study. Guidance Committee members were identified based on their technical expertise in transit and community development and their deep knowledge of (and connection to) Cheyenne and/or the NFR region. The organizations represented on the Guidance Committee are listed in Table 2.

**Table 2. Guidance Committee Representatives**

| Organizations Represented                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                       |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> <li>• CDOT Division of Transit and Rail</li> <li>• Cheyenne LEADS</li> <li>• Cheyenne Transit Program</li> <li>• Cheyenne MPO</li> <li>• City of Cheyenne</li> <li>• City of Fort Collins Transit</li> <li>• City of Loveland Transit</li> <li>• Colorado State University</li> </ul> | <ul style="list-style-type: none"> <li>• Greeley Evans Transit (GET)</li> <li>• North Front Range MPO</li> <li>• Town of Wellington</li> <li>• United States Department of Veterans Affairs</li> <li>• Visit Cheyenne</li> <li>• Weld County Public Works</li> <li>• WYDOT</li> </ul> |

Source: Guidance Committee Meetings held on June 21, August 31, and November 2, 2022.



The Guidance Committee met virtually three times during the study. Each meeting focused on a different aspect as the work advanced toward the recommendations of transit alignments. Each meeting provided an opportunity for open discussion and feedback from the participants for consideration by the project team. The first meeting (June 21, 2022) gave members an overview of the project, roles and expectations, the project vision, and the region's transit market context. Guidance Committee members provided input on what would make this project a success, the type of service they envision, and key destinations they believe could be served by the service.

In the second meeting (August 31, 2022), the project team presented the initial alternative transit alignment development and the screening processes. Guidance Committee members provided valuable feedback on alternative alignment preferences and on additional screening criteria critical to this study.

In the third meeting (November 2, 2022), the project team presented the results of the screening with the recommended transit alignment and transit service plan, and the initial cost estimates. Guidance Committee members expressed support for the recommended transit services and provided feedback on optional stop locations and considerations for future transit options.

Notes from the Guidance Committee meetings are in Appendix A, Public Engagement.

## 4.2 Public Outreach

A public outreach program was conducted to convey information about the study to residents, visitors, and potential regional transit users and to build support and understanding among the communities. The project team was committed to gathering input from the diverse, vulnerable, and historically underrepresented populations within the study area. This included providing project materials in Spanish and directly engaging with organizations that represent or serve NFR Latinx communities.

Two self-guided and interactive online public open houses were hosted by the project team, which gave the public the opportunity to engage with the project from the comfort of their homes. The online public events were promoted through CDOT, Cheyenne MPO, and WYDOT existing communication outlets. They were promoted widely, and public participation levels exceeded expectations. Further details on these open houses are included in this section.

The partners and the Guidance Committee participated in promoting the outreach opportunities. A promotional toolkit was provided to Guidance Committee members to inform their constituents of the public outreach events. All promotional materials were available in both English and Spanish, and paper copies of the survey were available upon request for those with no access to a computer. To further educate the community about the study, a project website was developed and hosted by the Cheyenne MPO and promoted through the CDOT and WYDOT websites.

The self-guided and interactive public open houses are described below.



### 4.2.1 Public Online Open House #1

The online public meeting launched on October 3, 2022, and closed on October 17, 2022. The event provided details on the study, presented the findings of the travel market analysis, and presented initial alignments identified as candidates for transit service between the regions (the initial alignments are discussed in the Section 5.0). There were various opportunities for public feedback, including a survey and a comment form.

The online survey was designed to solicit input on transit options and preferences and travel patterns. Participants answered multiple questions and identified the initial transit alignments that were preferred. The survey included questions about participant travel patterns, including where they travel in the region, day and time of travel, and if they would utilize transit between the two regions, as well as optional demographic questions. The survey and online open house content were available in hard copy upon request.

Over 320 survey responses were received, and over 1,110 meeting site visits were registered.

### 4.2.2 Public Online Open House #2

The online public meeting launched on December 5, 2022, and closed on December 19, 2022. The event included the study background, travel market analysis results, and the initial alignment options identified in the first public online open house. Additionally, the meeting presented the results from the online survey from the first public online open house, the alternatives screening process, and the recommended alignment and transit service.

The meeting included an online survey asking participants if they would use the recommended alignment, for what primarily they would use the service, would they like optional stops along the route, and what kind of amenities they would like with the service. Over 270 survey responses were received and over 810 meeting site visits were registered.

Key themes that emerged from the online surveys are summarized in Table 3.

**Table 3. Public Open House #1 and #2 Survey Response Themes**

| What We Learned—Public Open House Survey Responses                                                                                      |                                                                                                      |
|-----------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|
| Fort Collins was the most commonly identified origin/destination in the NFR region                                                      | Travelers desire a mix of weekday and weekend service as well as peak and off-peak service           |
| Preferred alignments all include Cheyenne area to/from Fort Collins area                                                                | Top trip purposes between the two regions include shopping and entertainment along with work-related |
| 92% of open house #1 respondents say yes or maybe to using a high-quality, reliable transit service between Cheyenne and the NFR region | 79% of open house #2 respondents said they would use the recommended transit service                 |
| 75% of respondents would like or are okay with an optional stop(s) along Mulberry or in Wellington                                      | Top desired bus amenities include comfortable seating, charging outlets, and WiFi                    |

Source: Online public open houses #1 and #2 held in October and December, 2022, respectively.



A summary of the public open house survey responses and comments is in Appendix A, Public Engagement.

## 5.0 Alternatives Development

This section details the transit alternatives development for the CO-WY Transit Feasibility Study. Results from the transit market analysis directly fed the transit alternatives development process. The project team examined a range of transit service models appropriate to providing regional connectivity that met the findings identified in the transit market analysis, including fixed route, on demand, deviated services, etc., to determine the most effective provision of transit service. The team examined routing alignments, route termini, service plan assumptions, and conceptual stop locations (as appropriate to the service model). Bus technologies and fleet requirements were examined, and a recommended vehicle type proposed.

### 5.1 Transit Mode Analysis and Selection

The project team completed an evaluation process to select the optimal transit technology. Multiple transit technologies were considered to determine their suitability for the Colorado to Wyoming connection. The evaluated transit technologies are detailed in Table 4.

**Table 4. Transit Technologies**

| Transit Technologies Evaluated |                                                                                                                                 |                                                                                                                                                    |
|--------------------------------|---------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------|
| Shuttle Bus                    | A shuttle bus can typically hold between 8 and 14 passengers. A shuttle bus can provide either fixed or deviated route service. |  <p>Example: Casper Area Link, Casper, Wyoming<sup>1</sup></p> |

<sup>1</sup> <https://www.casperwy.gov/cms/One.aspx?portalId=63067&pageId=18006762>

| Transit Technologies Evaluated |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                             |
|--------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Express Bus/<br>Enhanced Bus   | <p>Express bus is a comfortable transit vehicle for long distance or intercity transit connections. Amenities can include restrooms, bike racks, Wi-Fi, power outlets, and USB ports. These buses typically operate along existing corridors and do not require infrastructure improvements. These buses can hold 40 to 80 people.</p> <p>An enhanced bus service is used on more frequent service routes and is characterized by improved stop/station infrastructure and amenities, and service/reliability improvements like Transit Signal Priority (TSP). Business Access and Transit (BAT) lanes (lanes that are not dedicated to but are primarily used by buses) are an element of enhanced bus. The same technology can be used for the intercity express bus service, holding 40 to 80 people.</p> |  <p>Example:<br/>Poudre Express, Colorado<sup>2</sup><br/>North Front Range, Colorado</p> |
| Bus Rapid Transit              | <p>Bus Rapid Transit is a reliable transit option that operates in an exclusive right of way for a portion or entirety of the corridor. BRT elements include off board fare collection, platform level boarding, frequent service, enhanced stations, custom vehicles, and unique branding. Infrastructure improvements for BRT include TSP and queue jumps. These buses can hold 40 to 80 people.</p>                                                                                                                                                                                                                                                                                                                                                                                                       |  <p>Example: MAX BRT, Fort Collins, Colorado<sup>3</sup></p>                             |
| Commuter Rail                  | <p>Commuter rail transit operates within exclusive right of way on a railroad track using diesel or electric trainsets. Commuter rail vehicles can hold up to 150 passengers per car.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  <p>Example: RTD A Line to Denver International Airport</p>                             |

2

<https://www.google.com/url?sa=i&url=https%3A%2F%2Fgreeleygov.com%2Fgovernment%2Fcmo%2Fblog%2Fcity-managers-blog%2F2020%2F01%2F01%2Fnew-commuter-bus-connects-northern-colorado&psig=AOvVaw0-AdIzVlf8OfaEnzAbCFa9&ust=1669871496972000&source=images&cd=vfe&ved=2ahUKewjyLmcktX7AhVDsFMKHwX5CQsQr4kDegUIARCXAQ>

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Each of these transit technologies was evaluated through a screening process according to the following:

- Consistency with Local/ Regional Plans—Examined each technology’s consistency with relevant planning documents advanced by the region and local jurisdictions.
- Community Support—Evaluated if the technology is generally supported by stakeholders, as expressed through past planning efforts and ongoing engagement for this study.
- Engineering/ Operational Feasibility—Examined the unique operating characteristics and design features of each technology to determine how they fit with the context of Northern Colorado.
- Conceptual Capital and Operating Costs—Identified the potential maximization of benefits (in terms of ridership and expected economic development) of typical up-front planning, design, and construction cost associated with each technology.

Results of the transit technology analysis are detailed in Table 5. The table illustrates a transit technology’s ability to meet the criteria for the Colorado to Wyoming connection.

**Table 5. Transit Technology Evaluation – Does the Technology Meet the Criteria?**

| Technology                | Consistency with Local/ Regional Plans | Public/ Stakeholder Support | Engineering/ Operating Feasibility | Conceptual Capital and Operating Costs |
|---------------------------|----------------------------------------|-----------------------------|------------------------------------|----------------------------------------|
| Shuttle Bus               | No                                     | No                          | Yes                                | Yes                                    |
| Express Bus/ Enhanced Bus | Yes                                    | Yes                         | Yes                                | Yes                                    |
| Bus Rapid Transit         | Yes                                    | No                          | No                                 | No                                     |
| Commuter Rail             | Yes                                    | Yes                         | No                                 | No                                     |

Source: HDR

Express bus scored favorably in each criterion and was selected for implementation in the short term. The public and stakeholders demonstrated support for this transit technology. Express bus is considered the most optimal technology for the alignment because of the intercity, mostly rural, context and length of the route. An express bus route is a flexible technology and can be adjusted to add additional stops, develop an express service option, and more. Further, because this is a longer trip, which could be a commuter route for some, express bus can provide comfort and amenities.

The other three technologies evaluated were not selected for the Colorado to Wyoming connection. The transit market analysis demonstrated that there is high enough demand for a fixed route, therefore a fixed or deviated route shuttle bus would not be adequate to meet the demand. Previous plans in the Cheyenne and NFR region demonstrated a desire for more robust transit options beyond a shuttle. BRT would require a dedicated lane on the roadway for



the bus, which is impractical on the rural highway between Colorado and Wyoming. Compared to implementing a commuter rail service, which has a significant capital investment and federal planning requirements, express bus transit can be implemented with fewer steps and lower capital costs.

The selection of the express bus technology was an important element in the planning process, preceding the alternatives development. Because express bus was selected, only roadway corridor options were developed and evaluated in subsequent steps of the study.

## 5.2 Initial Transit Alternatives Development

The initial transit alternatives considered a set of potential transit alignments. These alternatives were developed based on results from the Transit Market Analysis and with input from the PMT, the Guidance Committee, and the one-on-one interviews with stakeholders.

For each of the initial route alignments developed, the Downtown Transfer Station, currently located at 17<sup>th</sup> Street and Carey Avenue in downtown Cheyenne, was identified as the northern terminus. The Transit Market Analysis identified the surrounding area as having the strongest transit market as it lies within the city center, which includes the downtown, the Cheyenne Civic Center, the Cheyenne Regional Medical Center, and commercial developments. This location also connects to all future local transit routes proposed in the *Draft CTP 2022 Transit Development Plan* (October 2022), which was under development at the time of this study. Should the Downtown Transfer Station be relocated within the downtown Cheyenne area in the future, the northern terminus of the recommended alignment from this study would shift to the new location.

Six initial alignment alternatives were identified for consideration. The alternatives are briefly described in Table 6 and are illustrated and described in detail in the next sections.

**Table 6. Initial Alignment Alternatives**

| ID | Alternative                         | Markets Served*          | Stop Locations*                                           | Alignment                                                                                                                                                                                                  |
|----|-------------------------------------|--------------------------|-----------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1  | Cheyenne to Fort Collins            | Fort Collins             | Fort Collins Downtown Transit Center                      | Travels south along I-25 from Cheyenne, following either I-25 and Mulberry or SH 1 and US 287 between Wellington and downtown Fort Collins                                                                 |
| 2  | Cheyenne to Fort Collins & Loveland | Fort Collins<br>Loveland | Fort Collins Downtown Transit Center<br>Downtown Loveland | Travels south along I-25 from Cheyenne, following either I-25 and Mulberry or SH 1 and US 287 between Wellington and downtown Fort Collins. The route would continue south to downtown Loveland via US 287 |

| ID | Alternative                             | Markets Served*                     | Stop Locations*                                                                              | Alignment                                                                                                                                                                                                                                                                   |
|----|-----------------------------------------|-------------------------------------|----------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 3  | Cheyenne to Centerra via I-25           | Fort Collins<br>Loveland            | Harmony Road Mobility Hub<br>Loveland Centerra Mobility Hub                                  | Travels south along I-25 from Cheyenne to Centerra in Loveland                                                                                                                                                                                                              |
| 4  | Cheyenne to Greeley                     | Greeley                             | Greeley-Evans Transfer Center                                                                | Travels south along US 85 from Cheyenne to Greeley                                                                                                                                                                                                                          |
| 5  | Cheyenne to Fort Collins/ Loveland Loop | Fort Collins<br>Loveland            | Fort Collins Downtown Transit Center<br>Downtown Loveland<br>Loveland Centerra               | Travels south along I-25 from Cheyenne, following either I-25 and Mulberry or SH 1 and US 287 between Wellington and downtown Fort Collins; continue south to downtown Loveland via US 287, turn east to Centerra via US 34, and turns north to return to Cheyenne via I-25 |
| 6  | Cheyenne to I-25/Greeley Loop           | Fort Collins<br>Loveland<br>Greeley | Harmony Road Mobility Hub<br>Loveland Centerra Mobility Hub<br>Greeley-Evans Transfer Center | Travels south along I-25 from Cheyenne to Centerra in Loveland, turns east along US 34; follows US 34 Business Loop through Greeley, turning north on US 85 to return to Cheyenne                                                                                           |

Note: \*Each alternative also serves downtown Cheyenne and stops at the Downtown Cheyenne Transfer Center.

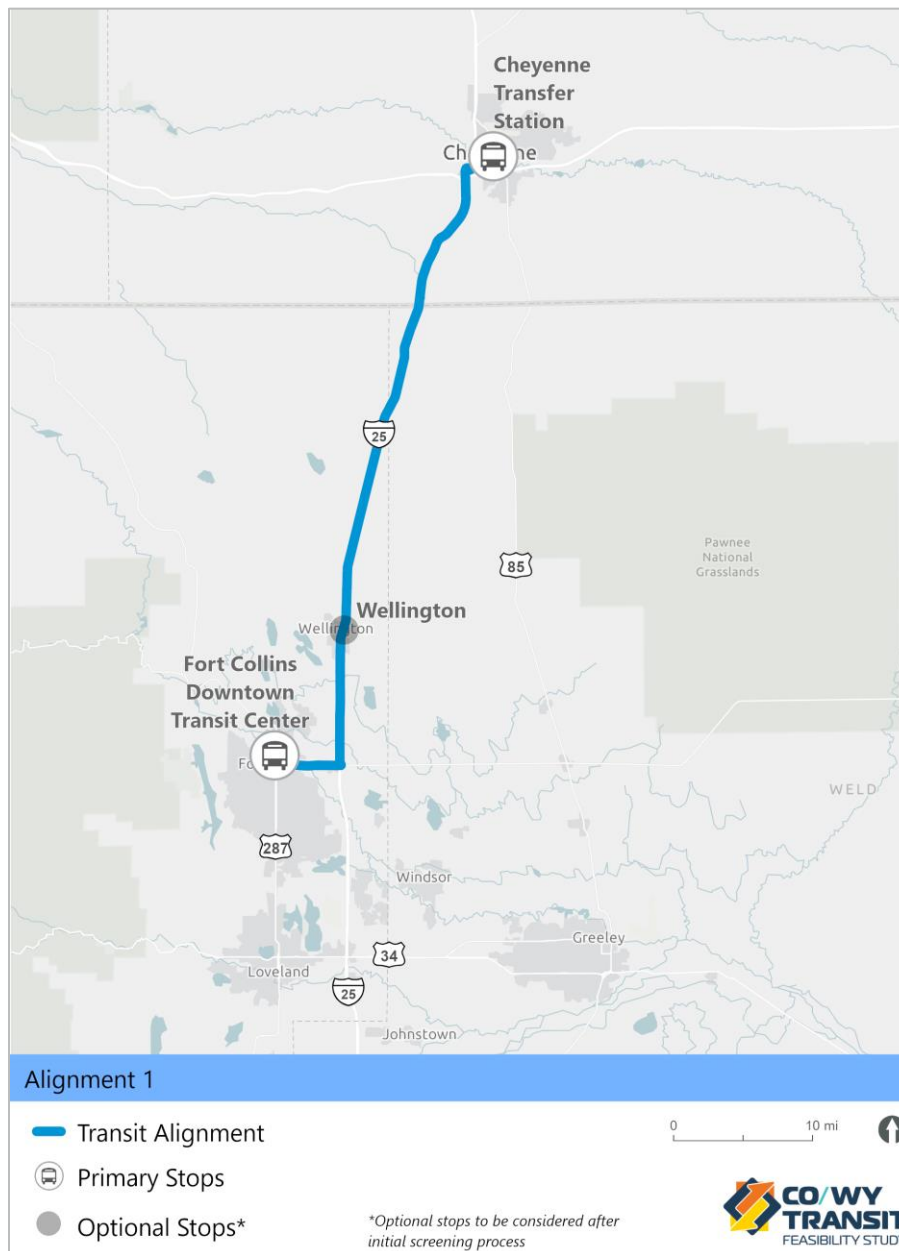
Source: HDR

The six alignments, although identified to follow certain roadways, may be adjusted upon further analysis. Additionally, optional stop locations, such as along SH 1 in the Town of Wellington (although not included in the initial screening process), will be considered during development and implementation of the recommended transit service.

## 5.2.1 Alignment 1—Cheyenne to Fort Collins

As Figure 6 illustrates, Alignment 1 would travel between downtown Cheyenne and downtown Fort Collins. From Cheyenne, the transit alignment would follow I-25 south to Wellington. Between Wellington and downtown Fort Collins, the route would have two options: 1) travel south along I-25, turning west toward downtown Fort Collins at Mulberry Street or 2) travel west through Wellington via SH 1 and then south to Fort Collins via SH 1 and US 287. The route would stop at the Fort Collins Downtown Transit Center. This alignment would include an optional stop in Wellington.

**Figure 6. Alignment 1—Cheyenne to Fort Collins**



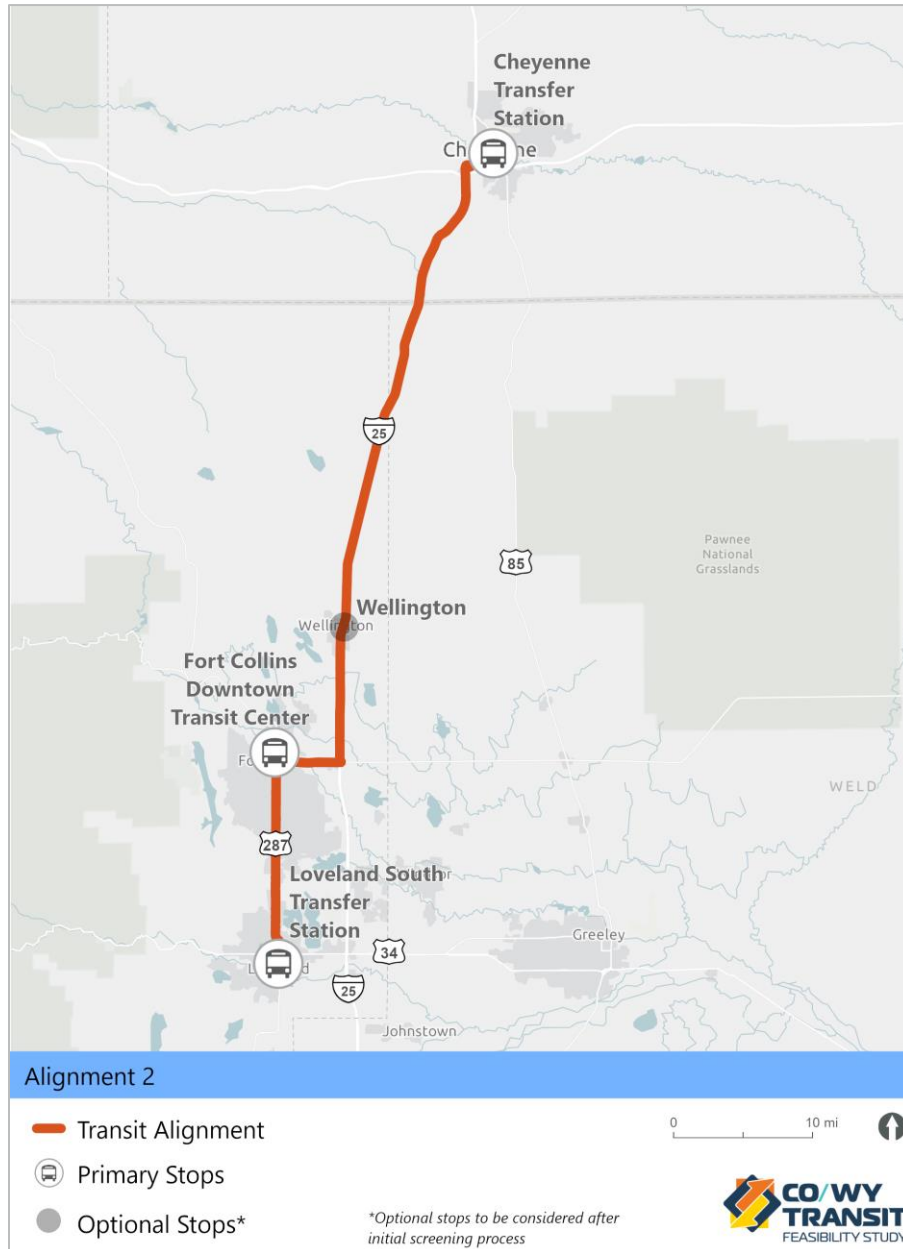
Source: HDR



## 5.2.2 Alignment 2—Cheyenne to Fort Collins & Loveland

Alignment 2 is shown in Figure 7. The alignment has the same route and stop locations as Alignment 1 between downtown Cheyenne and the Fort Collins Downtown Transit Center. From downtown Fort Collins, the alignment would travel south via US 287 to downtown Loveland and the Loveland South Transfer Station. This alignment would include an optional stop in Wellington.

**Figure 7. Alignment 2—Cheyenne to Fort Collins & Loveland**

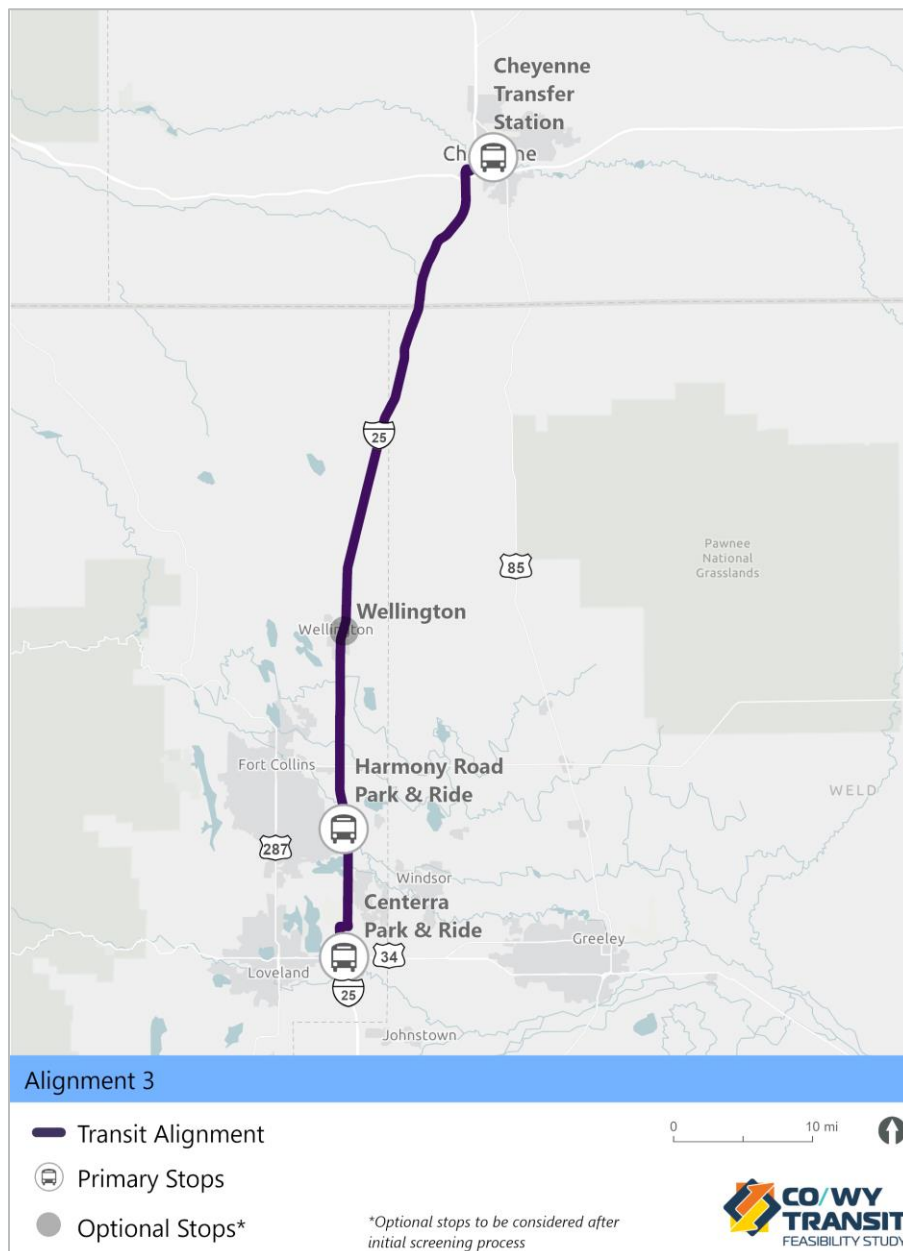


Source: HDR

### 5.2.3 Alignment 3—Cheyenne to Centerra via I-25

Alignment 3, shown in Figure 8, would travel between downtown Cheyenne and Centerra in Loveland. The alignment would follow I-25 from Cheyenne south to the Centerra Park-n-Ride with a mid-route stop at the Harmony Road Park-n-Ride. This alignment would include an optional stop in Wellington.

**Figure 8. Alignment 3—Cheyenne to Centerra via I-25**

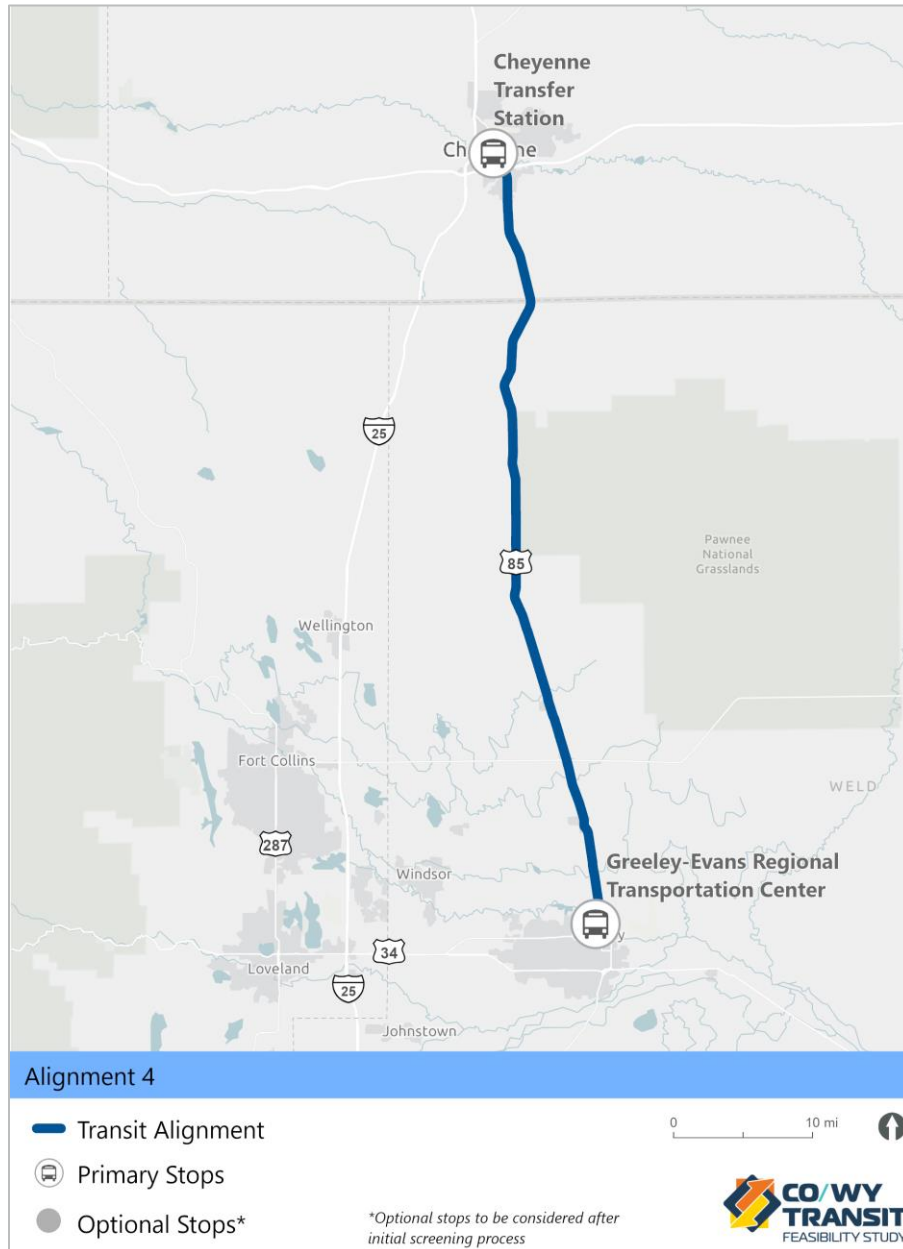


Source: HDR

## 5.2.4 Alignment 4—Cheyenne to Greeley

As illustrated in Figure 9, Alignment 4 would travel between downtown Cheyenne and Greeley. The transit alignment would follow US 85 south out of Cheyenne to Greeley, turn south on the US 85 Business Loop, and stop at the Greeley-Evans Regional Transportation Center.

**Figure 9. Alignment 4—Cheyenne to Greeley**

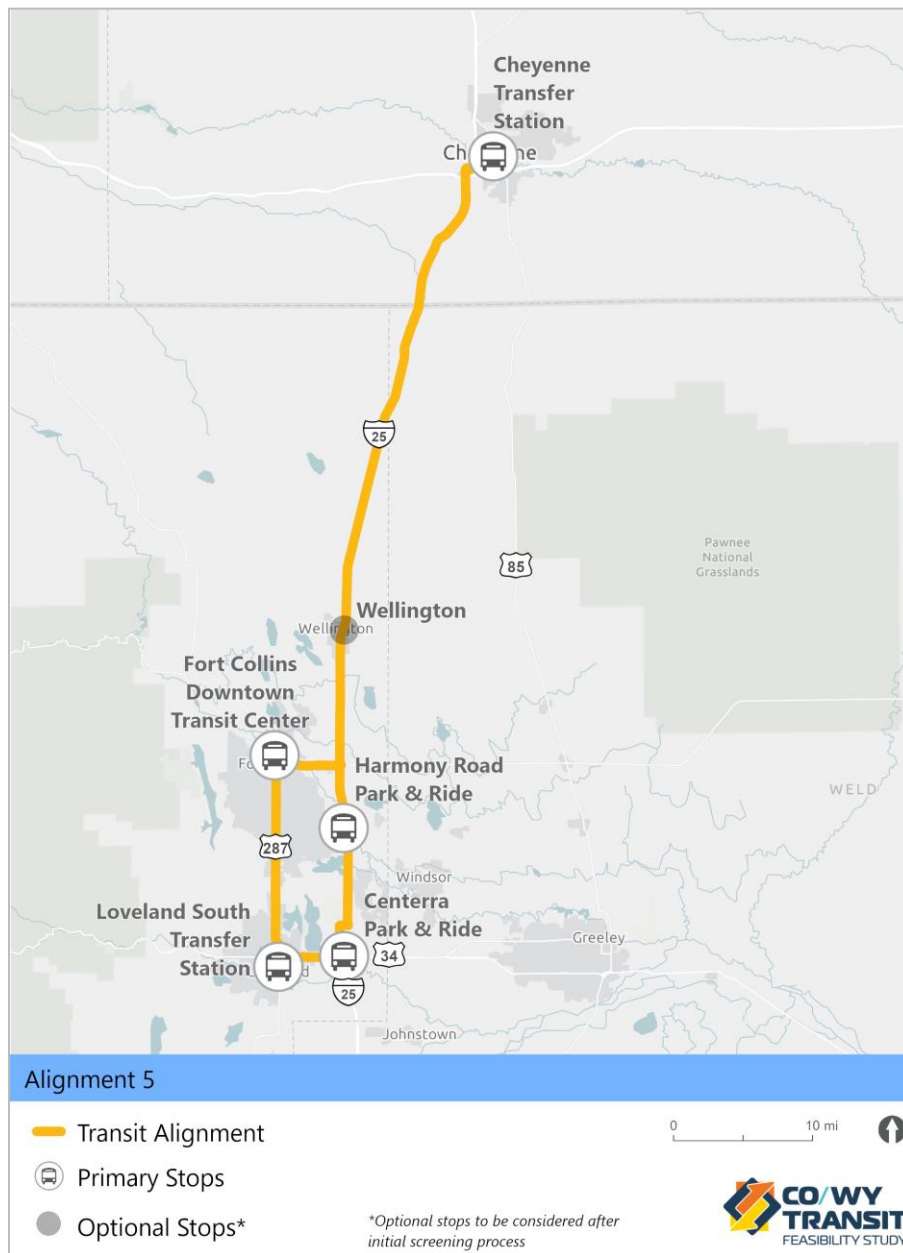


Source: HDR

### 5.2.5 Alignment 5—Cheyenne to Fort Collins/Loveland Loop

Alignment 5, shown in Figure 10, would include a loop connecting Cheyenne with downtown Fort Collins, downtown Loveland, and Centerra. The alignment would follow I-25 and Mulberry Street or I-25, SH 1, and US 287 to the Fort Collins Downtown Transit Center. From downtown Fort Collins the alignment would travel south via US 287 to the downtown Loveland, traveling east along US 34 to the Centerra Park-n-Ride, before traveling north via I-25, stopping at the Harmony Road Park-n-Ride on the way to the Cheyenne. This alignment would include an optional stop in Wellington.

**Figure 10. Alignment 5—Cheyenne to Fort Collins/Loveland Loop**



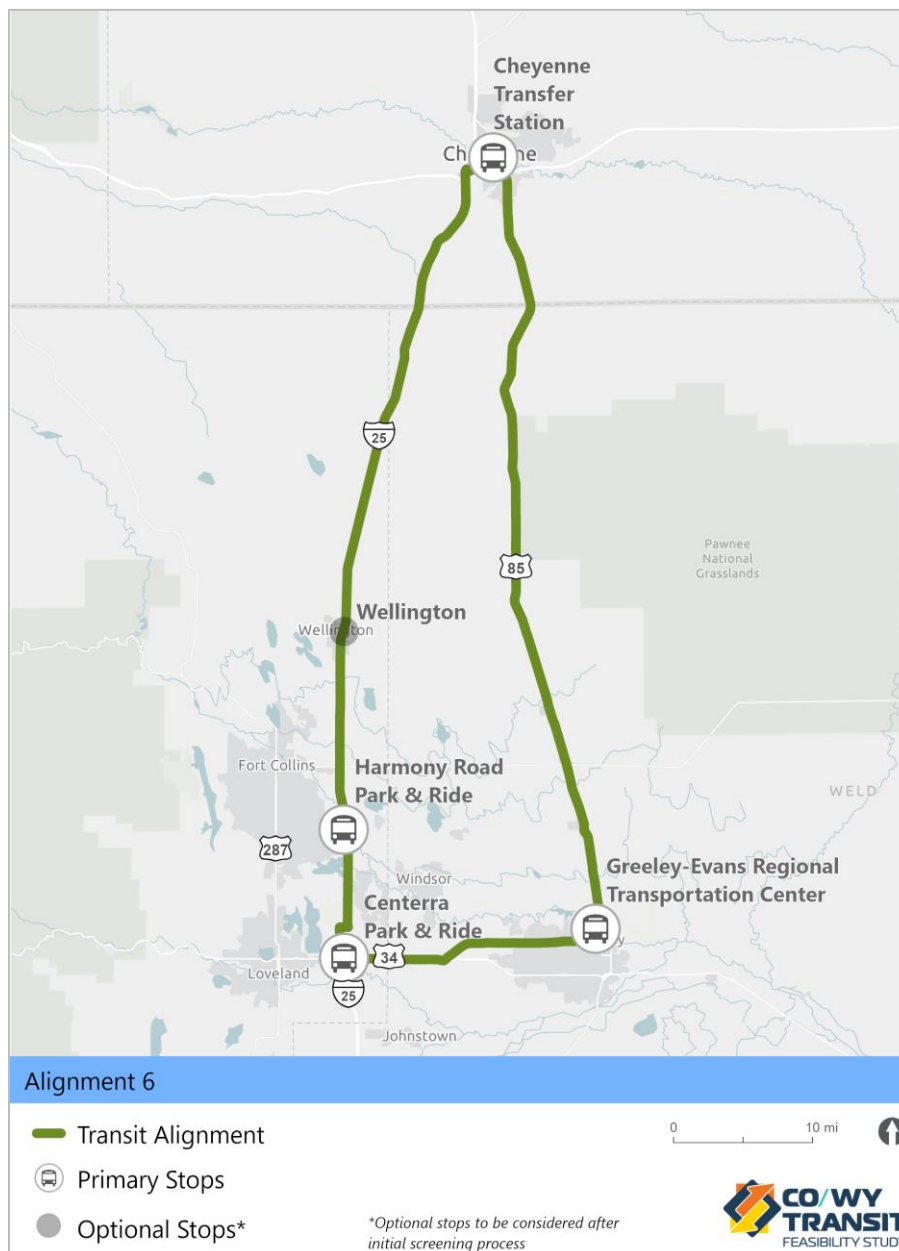
Source: HDR



### 5.2.6 Alignment 6—Cheyenne to I-25/Greeley Loop

Alignment 6, illustrated in Figure 11, would include a loop connecting Cheyenne with Fort Collins, Centerra, and Greeley. The alignment would follow I-25 south from Cheyenne to the Centerra Park-n-Ride with a mid-route stop at the Harmony Road Park-n-Ride. The route would travel east along US 34 and the US 34 Business Loop to the Greeley-Evans Regional Transportation Center before turning north out of Greeley to Cheyenne via US 85. This alignment would include an optional stop in Wellington.

**Figure 11. Alignment 6—Cheyenne to I-25/Greeley Loop**



Source: HDR



## 5.3 Screening Criteria and Evaluation

The screening process for the CO-WY Transit Feasibility Study applied criteria to the initial alignment alternatives to identify the most promising transit alignment to advance. The screening process included a single level of evaluation to identify the recommended transit service. The recommended route alignment and stop locations were further refined (as necessary) so that the transit service plan and cost estimates could be developed. It should be noted that more than one alternative could have been advanced out of the screening process had the PMT deemed it reasonable to do so.

The evaluation used primarily high-level, qualitative criteria to screen the alternatives. The screening criteria were developed based on the study's goals and stakeholder feedback. Table 7 details the screening criteria and scoring measures.

**Table 7. Screening Criteria**

| Criteria Categories           | Scoring Measures                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|-------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Connectivity                  | <ul style="list-style-type: none"> <li>• Activity centers within proximity of the transit stops and route termini</li> <li>• Key employment/population centers within proximity of the transit stops and route termini</li> <li>• Assessment of multimodal infrastructure (i.e., bicycle/pedestrian amenities) within proximity of the transit stops and route termini</li> <li>• Assessment of regional/local transit connectivity</li> </ul>                         |
| Feasibility                   | <ul style="list-style-type: none"> <li>• High-level qualitative assessment of ridership potential based on trip origin/destination data, transfer potential, and multi-modal access</li> <li>• Trip origins/destinations between the regions in close proximity to transit stops and route termini</li> <li>• High level order of magnitude cost-based travel time, number of trips, and average hourly cost</li> </ul>                                                |
| Stakeholder/Community Support | <ul style="list-style-type: none"> <li>• Guidance committee support based on survey</li> <li>• Public support based on online open house survey and comments</li> </ul>                                                                                                                                                                                                                                                                                                |
| Equity                        | <ul style="list-style-type: none"> <li>• Transit propensity scores of block groups within 1-mile of transit stops and route termini</li> <li>• Environmental justice disproportionately impacted communities identified in close proximity to transit stops and route termini</li> </ul>                                                                                                                                                                               |
| Environmental Health          | <ul style="list-style-type: none"> <li>• Major medical and/or Veterans Affairs facilities identified in close proximity to transit stops and route termini</li> <li>• Potential improvement to air quality based on high-level estimation of transit ridership and reduction in vehicle miles travelled</li> <li>• Reduction of vehicles on the roadway system based on high-level estimation of transit ridership and reduction in vehicle miles travelled</li> </ul> |

Source: HDR



The scoring method for the screening criteria includes the following:

- **Scoring NFR Only:** All scoring was based on data for the NFR region only; Cheyenne data was not included as all alignment alternatives have the same route terminus at the Downtown Cheyenne Transfer Center
- **Scoring Measures:** Between two and four scoring measures were identified and scored for each of the five criteria categories
- **Scoring Methods:** Scoring methods varied between scoring criteria; most scores were "per stop," meaning overall values were normalized based upon the alignment's number of stops
- **Scoring Range:** Each scoring element was scored from 0 to 3; 3 was the highest score while 0 was the lowest
- **Criteria Scoring Average:** The five criteria category scores are an average of the scores measures within each category
- **Scoring Weights:** The project team determined that the Connectivity and Feasibility criteria should be given additional weight; therefore, these criteria scores are worth twice as much as the other criteria categories (i.e., a maximum point value is 6 compared to 3).

## 5.4 Screening Results

The screening process scores were reviewed and approved by the PMT, results of which are illustrated in Table 8.

**Table 8. Screening Results**

| ID | Alternative                             | Total Score | Connectivity Score | Feasibility Score | Stakeholder/Community Support Score | Equity Score | Environmental Health Score |
|----|-----------------------------------------|-------------|--------------------|-------------------|-------------------------------------|--------------|----------------------------|
| 1  | Cheyenne to Fort Collins                | 19          | 6.0                | 6.0               | 3.0                                 | 3.0          | 1.3                        |
| 2  | Cheyenne to Fort Collins & Loveland     | 15          | 5.0                | 3.3               | 3.0                                 | 2.5          | 0.7                        |
| 3  | Cheyenne to Centerra via I-25           | 11          | 3.5                | 3.3               | 2.5                                 | 0.0          | 1.7                        |
| 4  | Cheyenne to Greeley                     | 11          | 4.5                | 2.0               | 1.0                                 | 3.0          | 0.0                        |
| 5  | Cheyenne to Fort Collins/ Loveland Loop | 12          | 4.0                | 2.7               | 2.5                                 | 1.5          | 1.0                        |
| 6  | Cheyenne to I-25/ Greeley Loop          | 9           | 4.0                | 2.0               | 1.0                                 | 1.0          | 1.3                        |

Source: HDR



The screening results illustrated in Table 8 show that Alternative 1—Cheyenne to Fort Collins received the highest score, followed by Alternative 2—Cheyenne to Fort Collins & Loveland and Alternative 5—Cheyenne to Fort Collins/Loveland Loop. Based on these results, Alternative 1 was identified as the recommended alignment.

The attributes of Alternative 1 for each of the scoring criteria are as follows:

- **Connectivity:** The terminus at the Fort Collins Downtown Transit Center provides connectivity to a major employment/activity center and transit hub within the NFR region; the alignment provides access to multi-modal infrastructure and transit connections.
- **Feasibility:** The alignment serves the downtown/northern Fort Collins area, which has the highest trip patterns in the NFR region to/from Cheyenne, and capital cost for the alignment is the lowest of all alignments.
- **Stakeholder/Community Support:** Alignment 1 is well supported, scoring as the top alignment by the Guidance Committee and the second highest by the public.
- **Equity:** The alignment serves a community with a high propensity to utilize transit, as well as disproportionately impacted populations.
- **Environmental/Health:** Alignment 1 scored the highest in potential to improve air quality and to remove vehicles from the roadway system as it has the highest ridership potential per stop, reducing vehicle miles traveled.

Full screening results of the six alternative alignments are detailed in Appendix B, Screening Results.

## 6.0 Recommended Alternative

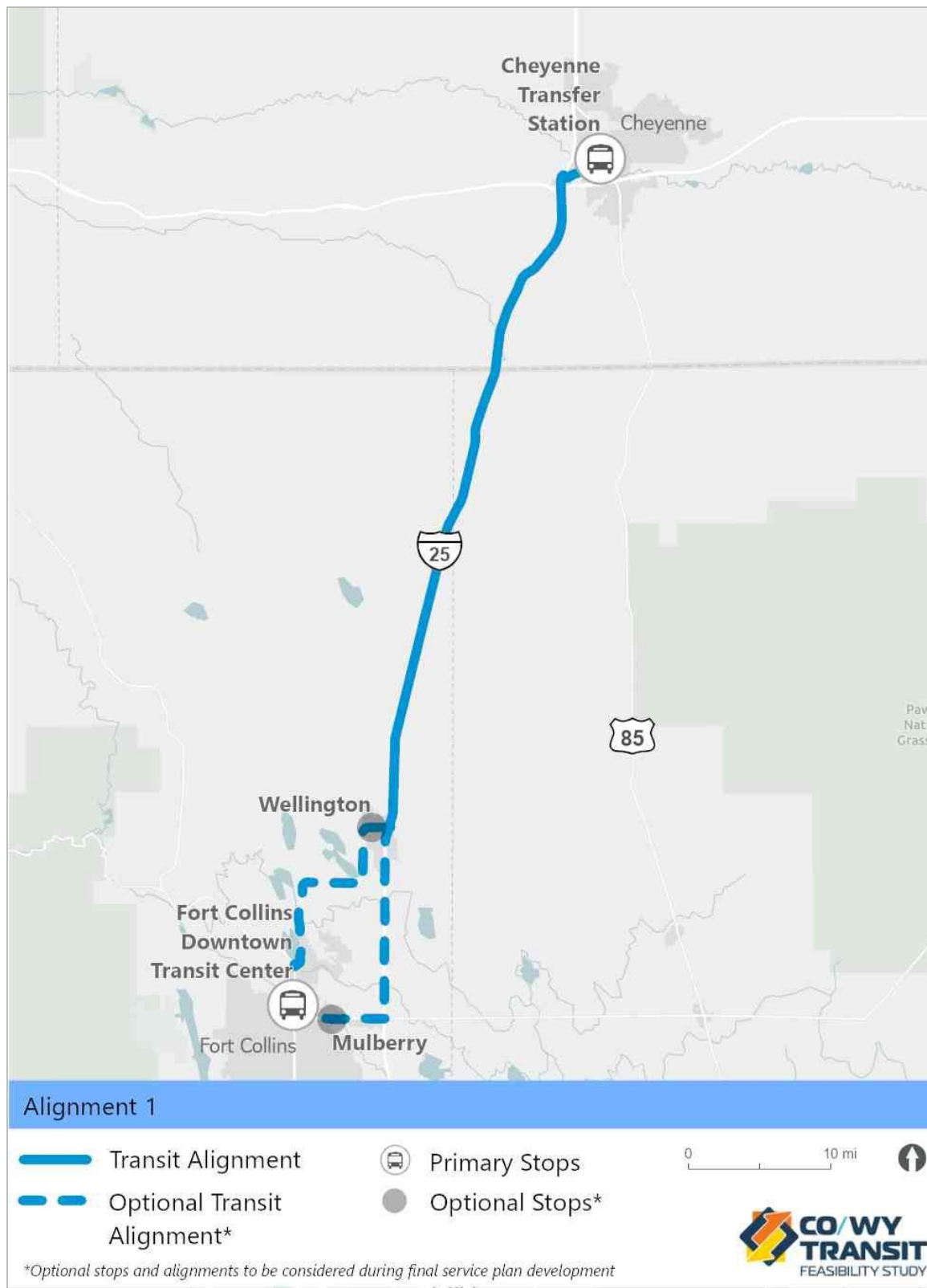
This section describes alignment and stop locations, the transit service plan, and cost estimates for Alternative 1—Cheyenne to Fort Collins, the recommended alternative.

### 6.1 Alignment and Stop Locations

The recommended alignment and stop locations for Alignment 1—Cheyenne to Fort Collins is illustrated in Figure 12. As the figure shows, an optional route alignment is identified between Wellington and downtown Fort Collins. The route has two options through this section: 1) travel south along I-25, turning west toward downtown Fort Collins at Mulberry Street or 2) travel west through Wellington via SH 1 and then south to Fort Collins via SH 1 and US 287. Additionally, the route could function as a loop through this section if so desired by the partners and a future service provider.

The route would terminate at the Fort Collins Downtown Transit Center. This alignment would include an optional stop in Wellington, as well as an optional stop along the Mulberry Street corridor identified by the partners. These optional stop locations will be considered further during next steps and implementation of the transit service.

**Figure 12. Recommended Alignment—Cheyenne to Fort Collins**



Source: HDR



## 6.2 Service Plan

Several factors were considered in the development of the service plan for the recommended alignment, including a review of industry standards for express bus services. Express bus services typically operate in freeway environments, with service primarily focused during weekday peak-periods. More robust express bus services provide service during non-peak periods (e.g., midday, evening, etc.) and on weekends. Based on the results of the technical work and feedback from both the public and the Guidance Committee, it was determined that the Cheyenne to Fort Collins route warranted a more robust level of service than just weekday peak periods.

Another consideration was the existing and proposed expansion levels for the Bustang North and South Lines, which currently operate in the I-25 corridor. Both routes currently provide 8 roundtrips on weekdays and 2 roundtrips on weekends, with service expected to expand to 12 roundtrips on weekdays and 6 roundtrips on weekends by 2024. These service levels helped inform the service plan.

As summarized in Table 9, the service plan for the Cheyenne to Fort Collins route is 12 roundtrips on weekdays and 8 roundtrips on weekends. The trips could be evenly distributed throughout the day or implemented at higher frequencies during peak travel periods and lower frequencies during off-peak periods. Exact service schedule decisions will be determined in future phases of implementation.

**Table 9. Proposed Service Plan**

| Alignment                | Weekday       | Saturday/Sunday |
|--------------------------|---------------|-----------------|
| Cheyenne to Fort Collins | 12 roundtrips | 8 roundtrips    |

Source: HDR

## 6.3 Cost Estimates

Cost estimates were developed using the operating characteristics of the service plan described in section 6.2 and several key assumptions. These assumptions include:

- An average operating speed of 45 mph based on previous CDOT Bustang planning work and verified through an analysis of Google drive times.
- A 20 percent layover time based on industry standards.
- An annual breakdown of total weekdays/Saturdays/Sundays of 254, 52, and 59 respectively.
- A cost per revenue hour of \$160 based on previous CDOT Bustang planning work and verified through an analysis cost data for several other transit service providers in the NFR, including City of Loveland Transit (COLT), Transfort, and Greeley Evans Transit (GET).



Based on these assumptions, the gross annual operating cost for the recommended alignment is estimated at \$1,554,000, as shown in Table 10. It should be noted that these estimates do not include a farebox recovery assumption, as the fare structure and projected ridership have yet to be determined.

**Table 10. Operating Cost Estimates**

| Alignment                | Roundtrip Length (Miles) | Roundtrip Run Time (Minutes) | Annual Revenue Miles | Annual Revenue Hours | Gross Annual Operating Cost |
|--------------------------|--------------------------|------------------------------|----------------------|----------------------|-----------------------------|
| Cheyenne to Fort Collins | 91.5                     | 123                          | 360,144              | 9,709                | \$1,554,000                 |

Sources: HDR, CDOT

Full details on assumptions and calculations are in Appendix C, Operating Cost Estimates.

## 7.0 Next Steps

This report documents the process conducted to determine the feasibility of implementing transit between Colorado and Wyoming, including the transit market analysis, transit propensity analysis, alternatives evaluation, technology evaluation, transit service plan development, and cost estimates. The results of these analyses and the resounding public and stakeholder support has demonstrated that a transit connection between Colorado and Wyoming is feasible and could improve mobility and the quality of life. Meanwhile, the State of Wyoming has passed legislation, House Bill No. HB0052, which is a cooperative governmental agreement extending governmental immunity across state lines for the purposes of transit. The legislation is in Appendix D, Wyoming Legislation Bill No. HB0052.

The next steps in the process include finalizing the route alignment, stop locations, and service plan, identifying a transit provider to implement the new transit service, and identifying potential funding sources.

Together with the selected transit provider, the partners will refine the recommended alignment to determine the optimal route for bus operations. Stop locations identified in this study will be vetted and finalized. The service plan will be incorporated into a more detailed operations plan. Coordination with the NFRMPO and local jurisdictions and transit agencies will be key in providing seamless connections for the customers to travel throughout the Cheyenne area and the NFR region of Colorado.

### 7.1 Funding

Funding is a critical piece in implementation of the recommended transit service. This section focuses on potential funding sources outside CDOT and WYDOT that might contribute to implementation and ongoing operational needs associated with the recommendation.



The most significant costs associated with the selected alignment are the purchase of new vehicles and the operations and maintenance costs associated with the new service. Capital improvement costs are expected to be relatively limited, and would be for bus stop/station amenities and limited operational improvements within existing roadway and traffic signal systems.

## 7.1.1 Federal Funding

The Infrastructure Investment and Jobs Act (IIJA) represents an opportunity to explore new funding sources and revisit those that have existed in the past, which in many cases have been expanded significantly. The potential federal funding opportunities described in the following sections are likely to be critical to any funding package.

### 7.1.1.1 Federal Formula Funds

Federal formula programs are distributed to states and regions each year. While some of the annual federal formula funds are allocated for a predetermined project or to transit agencies directly, some are suballocated through a state or regional process.

Certain FTA programs, including Section 5311 Formula Grants, are distributed to states, which have a process to suballocate funds to regions or projects. Portions of certain Federal Highway Administration (FHWA) programs, including the Surface Transportation Block Grant (STBG) program, are awarded by MPOs (such as the NFRMPO) through a competitive process. The rest of these funds are distributed by States. Other programs, such as the Congestion Mitigation and Air Quality (CMAQ) Improvement program, and the newly created Carbon Reduction Program, are allocated based on air quality attainment status as determined by the Environmental Protection Agency (EPA).

### 7.1.1.2 Competitive grant opportunities

The era of competitive transportation grant programs began with the creation of the TIGER Program in the 2009 American Recovery and Reinvestment Act of 2009. Between 2009 and 2021, the U.S. Department of Transportation (USDOT) awarded approximately \$16.5 billion in grant funding primarily through the RAISE/BUILD/TIGER program<sup>4</sup>, INFRA/FASTLANE program<sup>5</sup>, and CRISI program<sup>6</sup>.

By comparison, the total discretionary funding available as a result of IIJA for transportation projects in urban areas is over \$65 billion from FY 2022 to FY 2026. The following is a list of the federal discretionary grant opportunities most likely to support the transit service.

- Federal Transit Administration (FTA) Section 5339(a)—Bus and Bus Facilities

<sup>4</sup> Rebuilding American Infrastructure with Sustainability and Equity (RAISE); Better Utilizing Investments to Leverage Development (BUILD); Transportation Investment Generating Economic Recovery (TIGER)

<sup>5</sup> Nationally Significant Multimodal Freight and Highway Projects (INFRA)

<sup>6</sup> Consolidated Rail Infrastructure and Safety Improvements (CRISI)



- FTA Section 5339(c)—Low and No Emission Vehicle Program
- FHWA—Rural Surface Transportation Program
- USDOT—RAISE program
- USDOT—Strengthening Mobility and Revolutionizing Transportation (SMART) program

## 7.1.2 Local Funding

To develop a complete funding package for the recommended transit service, local sources would also likely be required to match up-front federal investment and provide long-term operational revenue.

The following is a list of the entities that have the authority to collect one or more of the following revenue sources: property tax; visitor benefit tax; cost assessments; charges, rates, and tolls; vehicle registration fees; and sales tax. The use of these entities could help establish a long-term source of operational funding for the recommended service.

- Metropolitan District
- Association of Metropolitan Districts
- Public Highway Authority
- Regional Transportation Authority
- Public Improvement District
- Local Improvement District
- General Improvement District
- Business Improvement District
- Regional Service Authority

Additional sources of alternative revenue that might be used on a temporary basis to fund initial implementation costs, including infrastructure improvements, include:

- Temporary Mill Levy Increase
- Tax Increment Financing District
- Development Mitigation/Impact Fees
- Real Estate Transfer Tax

## 7.2 Long-Term Considerations

The recommended transit service was selected, in part, for its simplicity and potential for short-term implementation. The successful implementation of the transit service can build momentum and lay the foundation for bigger and better transit alternatives to be considered in the future. Decision-makers within the NFR region and Cheyenne can proactively shape the region's mobility future and transform the way people move between Colorado and Wyoming.

There are opportunities to expand on the recommended transit service in the future. This may include increased headways, additional stops, an express service option, and more. A re-evaluation could be performed of the other identified initial alignments should performance of



# FINAL REPORT



the recommended transit service indicate that demand for transit options continues to grow in the region.

Finally, this study has demonstrated that a transit connection between northern Colorado and southern Wyoming is both desirable and feasible, and that planning for a rail service on the Colorado Front Range should consider opportunities for an extension north of the NFR region of Colorado.



# Appendix A. Public Engagement



## Appendix B. Screening Results



## Appendix C. Operating Cost Estimates



# Appendix D.

## Wyoming Legislation Bill No. HB0052



## **Board of Trustees Meeting**

**Date:** April 11, 2023  
**Subject:** Board of Trustees Regular Meeting Minutes (March 28, 2023)  

- **Presenter:** Ethan Muhs (Town Clerk)

### **BACKGROUND / DISCUSSION**

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Meeting minutes from 28 March 2023.

### **STAFF RECOMMENDATION**

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### **ATTACHMENTS**

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1. 03.28.2023 Minutes



BOARD OF TRUSTEES  
March 28, 2023  
6:30 PM

Leeper Center, 3800 Wilson Avenue, Wellington, CO

Regular Meeting Agenda

A link to the video recording of this meeting can be found at:  
[https://www.youtube.com/watch?v=aU52v\\_3x10g&t=3344s](https://www.youtube.com/watch?v=aU52v_3x10g&t=3344s)

MINUTES

A. CALL TO ORDER

Mayor Chaussee called the meeting to order at 6:34 p.m.

1. Pledge of Allegiance

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

2. Roll Call

Mayor Calar Chaussee

Mayor Pro Tem Ashley Macdonald – Joined virtually via Zoom at 7:30 p.m.

Trustee Jon Gaiter

Trustee Brian Mason

Trustee Rebekka Dailey

Trustee Shirrell Tietz

Trustee David Wiegand

3. Amendments to Agenda

Mayor Chaussee asked if there were any amendments to the agenda; there were no amendments.

4. Conflict of Interest

Mayor Chaussee asked if there were any conflicts of interest on the agenda; there were none.

B. COMMUNITY PARTICIPATION

1. Public Comment

Mayor Chaussee opened the meeting for public comment on non-agenda items. Lisa Cholet and Karen Eifert provided public comment

C. PRESENTATION

1. Larimer County Behavioral Health Presentation

Ms. Laurie Stolen presented the plans and capabilities of the Larimer County Behavioral Health facilities to the Board. The Board discussed the integration and impact of these services on the Town of Wellington and thanked Ms. Stolen for her presentation.

D. CONSENT AGENDA

1. March 21, 2023 Board of Trustees Special Meeting Minutes

2. March 14, 2023 Board of Trustees Meeting Minutes

3. Resolution No. 13-2023: A Resolution of the Board of Trustees Appointing Members of the Town of Wellington Parks, Recreation, Outdoor Space, and Trails

**Trustee Dailey motioned to approve the consent agenda. Trustee Wiegand seconded the motion.**

**Yeas: Gaiter, Dailey, Mason, Tietz, Wiegand, Chaussee**

**Nays: None**

#### E. ACTION ITEMS

1. Town of Wellington Financial Policies

Mayor Chaussee invited Charity Campfield, the Town Finance Director, to present the proposed updates to financial policies to the Board, identifying previously established priorities for spending transparency and the need for public comment when establishing policies. The Board discussed these topics before Mayor Chaussee thanked Ms. Campfield for the presentation and opened this item for public comment. There was no public comment on this item.

**Trustee Gaiter motioned to approve the proposed updates to the Town's Financial Policies. Trustee Tietz seconded the motion.**

**Yeas: Gaiter, Dailey, Mason, Tietz, Wiegand, Chaussee**

**Nays: None**

2. Public Hearing: Amendments to the Official Zoning Map of the Town

Cody Bird, the Town Planning Director, presented this item to the Board. The presentation included an overview of and explanation for the proposed amendments to the Official Zoning Map of the Town. Mayor Chaussee then asked the Board of Trustees for Conflicts of Interest and *Ex Parte* communications to disclose on this item. Trustee Tietz disclosed potential *Ex Parte* communications, and the Town Attorney, Mr. Dan Sapienza, responded to the Board's questions about potential conflicts.

**Mayor Pro Tem Ashley Macdonald joined the meeting virtually via Zoom at 7:30 p.m.**

Mayor Chaussee opened the public hearing on this item at 7:52 p.m. and invited public comment. Corinne Brewer, Pete Meyer, Ken Padilla, Erin Bradley, Ben Leistikow, Travis Redman, Dawn Peacock, Phyllis Mortensen, and Christopher Grant provided public comment. Mayor Chaussee closed the public hearing on this item at 8:18 p.m.

3. Ordinance No. 03-2023: An Ordinance of the Town of Wellington, Colorado, Amending the Official Zoning Map of the Town

Cody Bird, the Town Planning Director, presented this item to the Board. The Board of Trustees discussed topics from the prior public hearing and asked several questions of Mr. Bird pertaining to issues covered with specific properties from the public hearing. Mayor Chaussee announced a recess at 9:24 p.m. and reconvened at 9:36 p.m.

Mayor Chaussee called for a motion to enter an Executive Session at 9:36 p.m. Trustee Dailey motioned to enter the executive session. Trustee Tietz seconded the motion.

**Trustee Dailey motioned to enter the executive session. Trustee Tietz seconded the motion.**

**Yeas: Macdonald, Dailey, Mason, Tietz, Wiegand, Chaussee**

**Nays: Gaiter**

1. For the purpose of receiving legal advice pursuant to Section §24-6-402(4)(b) C.R.S. regarding the adoption of the Land Use Map as required by C.R.S. §24-6-402(2)(d.5)(II)(A) and (II)(E) the executive session proceedings will be electronically recorded and the record will be preserved for 90 days through June 26, 2023.

Mayor Chaussee called for a motion to exit the Executive Session at 9:48 p.m.

**Trustee Gaiter motioned to exit the executive session. Trustee Dailey seconded the motion.**

**Yeas: Gaiter, Macdonald, Dailey, Mason, Tietz, Wiegand, Chaussee**

**Nays: None**

Trustee Gaiter discussed with Mr. Sapienza concerns that were raised regarding proposals to rezone industrial areas in the Official Zoning Map of the Town.

**Trustee Gaiter moved to postpone consideration of Ordinance No. 03-2023 to the April 11, 2023 Regular Meeting. Trustee Wiegand seconded the motion.**

**Yeas: Gaiter, Macdonald, Dailey, Mason, Tietz, Wiegand, Chaussee**

**Nays: None**

#### F. LIQUOR LICENSING AUTHORITY

Mayor Chaussee closed the Regular Meeting and opened the Liquor License Authority Board at 9:54 p.m.

1. KLC2, LLC dba Wellington Manor - Modification of Premises

The Town Clerk, Ethan Muhs presented this item to the Board, highlighting the requested modification of boundary in the application. Mayor Chaussee called for public comment on this item. Dawn Peacock, Troy Hammond, and Lisa Chollet provided public comment. Mayor Chaussee called for a motion to approve.

**Trustee Mason moved to approve the KLC2, LLC dba Wellington Manor – Modification of Premises Application. Trustee Tietz seconded the motion.**

**Yeas: Mason, Tietz, Wiegand, Dailey, Gaiter, Macdonald, Chaussee**

**Nays: None**

**At 10:00 p.m., Trustee Gaiter motioned to extend the Regular Meeting for an additional 15 minutes. Trustee Dailey seconded the motion. Upon the motion duly noted, the Board unanimously approved the motion.**

2. KUM & GO LC dba KUM & GO #934 - Modification of Premises

The Town Clerk, Ethan Muhs, presented this item to the Board, highlighting the requested modification of boundary in the application. Mayor Chaussee called for public comment on this item. There was no public comment. Mayor Chaussee called for a motion to approve.

**Trustee Dailey motioned to approve the KUM & GO LC dba KUM & GO #934 – Modification of Premises Application. Trustee Mason seconded the motion.**

**Yeas: Dailey, Mason, Gaiter, Tietz, Wiegand, Macdonald, Chaussee**

**Nays: None**

Mayor Chaussee closed the Liquor License Authority Board at 10:02 p.m. and reopened the Regular Meeting.

**At 10:15 p.m., Trustee Gaiter motioned to extend the Regular Meeting for an additional 15 minutes. Mayor Chaussee seconded the motion. Upon the motion duly noted, the Board unanimously approved the motion.**

**G. REPORTS**

1. Town Attorney  
Mr. Sapienza reported on the integration of the Town's municipal court with Larimer County and Fort Collins counterparts.
2. Town Administrator  
Ms. Garcia reported on the Town of Wellington's Water Quality Report.
3. Staff Communications
  - a. LCSO - Wellington Monthly Report - Feb. 23  
Sergeant Cheery reported on the Larimer County Sherriff's Office (LCSO) recent case trends and provided an update on traffic ticket priorities.
  - b. Town of Wellington Water Quality Report (CCR)
4. Board Reports  
Trustee Mason thanked LCSO and the Planning Commission for their recent work. Trustee Dailey reported on a new app-based resource available to the Town, Safe2Tell and discussed mental health trend data in the community. Trustee Tietz reported on the upcoming Volunteer Appreciation Dinner.

**H. ADJOURN**

Upon the motion duly noted, the meeting adjourned at 10:22 p.m.

---

Ethan Muhs  
Town Clerk

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:** April 11, 2023

**Subject:** Resolution No. 14-2023: A Resolution of the Board of Trustees of the Town of Wellington Making Appointments to the Board of Adjustment

- **Presenter:** Ethan Muhs (Town Clerk)

### **BACKGROUND / DISCUSSION**

---

The Board of Adjustment consists of five at-large voting members and two alternates. The Board of Adjustment hears and decides appeals and variance requests related to the Wellington Land Use Code and other matters delegated to it by the Board of Trustees and state statute. In March of 2023, members of the Board of Trustees and Cody Bird, Planning Director, conducted interviews for a current vacancy. Pursuant to that interview, it is being recommended that the following individual be appointed:

- Appointment of Sherman Stringer to the Board of Adjustments to fill a vacancy with a term ending in April, 2027.
- Appointment of Meghan Moline to the Board of Adjustments to fill a vacancy with a term ending in April, 2027.
- Appointment of Stephen Carnman to the Board of Adjustments to fill a vacancy in the first alternate position with a term ending in April, 2026.

### **STAFF RECOMMENDATION**

---

Motion to approve the consent agenda as presented.

If the item is removed from the consent agenda, the following motions are provided for Board of Trustee review:

1. Approve Resolution No. 14-2023 - A Resolution of the Board of Trustees of the Town of Wellington Making Appointments to the Board of Adjustment
2. Approve Resolution No. 14-2023 with amendments as the Board of Trustees deems appropriate.
3. Postpone consideration of Resolution No. 14-2023 to a specific date and time and provide staff direction regarding additional information or amendments
4. Vote to deny Resolution No. 14-2023

### **ATTACHMENTS**

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1. Reso 14-2023-BoA Appointments
2. BOA Applications Redacted

TOWN OF WELLINGTON

RESOLUTION NO. 14-2023

A RESOLUTION OF THE BOARD OF TRUSTEES OF THE TOWN OF WELLINGTON  
MAKING APPOINTMENTS TO THE BOARD OF ADJUSTMENTS

WHEREAS, the Board of Trustees of the Town of Wellington, Colorado (the "Board") has adopted and reenacted the Wellington Municipal Code (the "Code"); and

WHEREAS, the Code provides for the appointment of a Board of Adjustment member as called for by Chapter 2, Article 11; and

WHEREAS, Section 2-11-30 of the Code provides that membership terms of members of the Board of Adjustment shall be four (4) year staggered terms; and

WHEREAS, the Board of Adjustment currently has two (2) regular term appointments expiring April of 2023 and one (1) alternate member term appointment expiring April of 2023; and

WHEREAS, The Town accepted applications for candidates to fill the vacant seats; and

WHEREAS, candidates were interviewed in March 2023 and recommendations were made to fill the vacancies.

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

1. Appointment of Sherman Stringer to the Board of Adjustment to fill a vacancy with a term ending April, 2027.
2. Appointment of Meghan Moline to the Board of Adjustment to fill a vacancy with a term ending April, 2027.
3. Appointment of Stephen Carman to the Board of Adjustment to fill the first alternate vacancy with a term ending April, 2026.

Upon motion duly made, seconded and carried, the foregoing Resolution was adopted this 11<sup>th</sup> day of April, 2023.

TOWN OF WELLINGTON

By: \_\_\_\_\_  
Calar Chaussee, Mayor

ATTEST:

\_\_\_\_\_  
Ethan Muhs, Town Clerk

**From:** [noreply@civicplus.com](mailto:noreply@civicplus.com)  
**To:** [Mahalia Henschel](#); [Patti Garcia](#); [Hallie Sheldon](#)  
**Subject:** Online Form Submittal: Application for Board or Commission Vacancy  
**Date:** Thursday, February 9, 2023 11:20:02 AM

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## Application for Board or Commission Vacancy

### Eligibility Requirements

- *Board/Commissions that require 1-year residency*

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|                                                              |                     |
|--------------------------------------------------------------|---------------------|
| Which board or commission would you like to be appointed to? | Board of Adjustment |
|--------------------------------------------------------------|---------------------|

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|      |              |
|------|--------------|
| Name | Meghan Molin |
|------|--------------|

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|---------|--|
| Address |  |
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| City | Wellington |
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| State | CO |
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| Zip Code | 80549 |
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| Home Phone Number |  |
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| Work Phone Number | Field not completed. |
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| Cell Phone Number | Field not completed. |
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| Email Address |  |
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|                                              |     |
|----------------------------------------------|-----|
| Wellington Resident (Number of Years/Months) | 20+ |
|----------------------------------------------|-----|

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|                    |                                             |
|--------------------|---------------------------------------------|
| Current Occupation | writer, photographer, contract architecture |
|--------------------|---------------------------------------------|

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|                                                                                   |                                                                                                                                      |
|-----------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------|
| Please list any relevant education, employment, or volunteer experience you have. | Masters in Architecture, Bachelors in Environmental Science, many years in architecture field, AIA Board (5 years service) Colorado. |
|-----------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------|

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|                                                             |     |
|-------------------------------------------------------------|-----|
| Are you currently serving on any other board or commission? | Yes |
|-------------------------------------------------------------|-----|

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|                     |     |
|---------------------|-----|
| Have you attended a | Yes |
|---------------------|-----|

meeting of the board or  
commission you are  
applying to?

Why do you want to  
become a member of  
this particular board or  
commission?

I would like to be a full representative instead of an alternate at  
the next available opening.

What do you believe  
are the 3 most  
important issues that  
this board or  
commission have now  
or will have in the next  
few years?

variance requests impacting public health and safety, applying  
the new land use code appropriately, managing our variance  
requests (and codes) like our neighboring municipalities.

Please specify any  
activities you are  
involved in that may  
create a conflict of  
interest should you be  
appointed to this board  
or commission.

--

Signature

*Upon application for and acceptance of appointment, board and/or commission  
members demonstrate their intention and ability to attend meetings. If appointed,  
frequent non-attendance may result in termination of appointment.*

*I hereby declare, that if appointed, I will accept the appointment assigned to me  
by the Town of Wellington Board of Trustees.*

*By signing below, I swear and/or affirm that to the best of my knowledge, the  
information I have provided in this application is true and correct.*

Signature of Applicant

Meghan Scott Molin

Date

2/9/2023

Email not displaying correctly? [View it in your browser.](#)

**From:** [noreply@civicplus.com](mailto:noreply@civicplus.com)  
**To:** [Ethan Muhs](#); [Patti Garcia](#); [Hallie Sheldon](#)  
**Subject:** Online Form Submittal: Application for Board or Commission Vacancy  
**Date:** Tuesday, March 14, 2023 7:35:40 PM

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## Application for Board or Commission Vacancy

### Eligibility Requirements

- *Board/Commissions that require 1-year residency*

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|--------------------------------------------------------------|---------------------|
| Which board or commission would you like to be appointed to? | Board of Adjustment |
|--------------------------------------------------------------|---------------------|

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|      |                  |
|------|------------------|
| Name | Sherman Stringer |
|------|------------------|

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|         |  |
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| Address |  |
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|------|------------|
| City | Wellington |
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| State | CO |
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| Zip Code | 80549 |
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| Home Phone Number |  |
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| Work Phone Number |  |
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| Cell Phone Number | <i>Field not completed.</i> |
|-------------------|-----------------------------|

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| Email Address |  |
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|                                              |                 |
|----------------------------------------------|-----------------|
| Wellington Resident (Number of Years/Months) | 1 year 2 months |
|----------------------------------------------|-----------------|

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|                    |              |
|--------------------|--------------|
| Current Occupation | home builder |
|--------------------|--------------|

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|                                                                                   |                                                                                                                                                                                                                           |
|-----------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Please list any relevant education, employment, or volunteer experience you have. | I have worked for Hartford Homes for 8 1/2 years. i worked in Wellington building Harvest Village and Harvest Village Townhomes. Currently taking ICC Code Certification class. I have been in construction for 25 years. |
|-----------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

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|                                                             |    |
|-------------------------------------------------------------|----|
| Are you currently serving on any other board or commission? | No |
|-------------------------------------------------------------|----|

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|                     |    |
|---------------------|----|
| Have you attended a | No |
|---------------------|----|

meeting of the board or  
commission you are  
applying to?

Why do you want to  
become a member of  
this particular board or  
commission?

I have been a part of the Town of Wellington for 8 years building Harvest Village. I got to know the people that work for the Town and created a strong relationship with them in this time. With my back round I feel I could be an asset.

What do you believe  
are the 3 most  
important issues that  
this board or  
commission have now  
or will have in the next  
few years?

Common sense understanding of the building code  
Unbiased in the decision making process  
Work together to reach an agreement

Please specify any  
activities you are  
involved in that may  
create a conflict of  
interest should you be  
appointed to this board  
or commission.

*Field not completed.*

Signature

*Upon application for and acceptance of appointment, board and/or commission members demonstrate their intention and ability to attend meetings. If appointed, frequent non-attendance may result in termination of appointment.*

*I hereby declare, that if appointed, I will accept the appointment assigned to me by the Town of Wellington Board of Trustees.*

*By signing below, I swear and/or affirm that to the best of my knowledge, the information I have provided in this application is true and correct.*

Signature of Applicant

Sherman Stringer

Date

3/14/2023

Email not displaying correctly? [View it in your browser.](#)

**From:** [noreply@civicplus.com](mailto:noreply@civicplus.com)  
**To:** [Mahalia Henschel](#); [Patti Garcia](#); [Hallie Sheldon](#)  
**Subject:** Online Form Submittal: Application for Board or Commission Vacancy  
**Date:** Sunday, March 5, 2023 3:10:53 PM

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## Application for Board or Commission Vacancy

### Eligibility Requirements

- *Board/Commissions that require 1-year residency*

Which board or  
commission would you  
like to be appointed to?

Board of Adjustment

Name

Stephen Carman

Address

[REDACTED]

City

Wellington

State

CO

Zip Code

80549

Home Phone Number

[REDACTED]

Work Phone Number

*Field not completed.*

Cell Phone Number

[REDACTED]

Email Address

[REDACTED]

Wellington Resident  
(Number of  
Years/Months)

7/9

Current Occupation

Global Leader, Learning & Development (Woodward)

Please list any relevant  
education,  
employment, or  
volunteer experience  
you have.

A business leader in northern Colorado: Developing Leaders,  
Building Teams, & Enhancing Communities.

Board Member, Wellington Board of Adjustments (2021 -  
Present)

Volunteer, Wellington Citizen Round Table - Sewer Rates (2021-  
2022)

Education Volunteer, Fort Collins Rescue Mission (2017 - 2021)

Volunteer, Houston Food Bank (2007-2015)

EMPLOYMENT

Woodward, Inc. (2021 - Present)  
Global Leader Learning & Development

U.S. Lawns - Fort Collins (2018 - Present)  
OwnerOwner

Human Fluency (2017 - Present)  
Co-Founder

University of Tulsa (2014 - Present)  
Adjunct Instructor

#### EDUCATION

Capella UniversityCapella University (2007 - 2013)  
Doctor of Philosophy (PhD), Organization and Management

Harvard Business School Online (2017 - 2018)  
COPe Credential of Readiness consists of three courses—  
Business Analytics, Economics for Managers, and Financial  
Accounting.

University of Phoenix (1999 - 2001)  
MA, Organizational ManagementMA, Organizational  
Management

Abilene Christian University (1994 - 1996)  
BS, Christian MinistryBS, Christian Ministry

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Are you currently  
serving on any other  
board or commission?

Yes

---

Have you attended a  
meeting of the board or  
commission you are  
applying to?

Yes

---

Why do you want to  
become a member of  
this particular board or  
commission?

I am interested in providing leadership and contributing my  
background and experience to improving Wellington.

---

What do you believe  
are the 3 most  
important issues that  
this board or  
commission have now  
or will have in the next  
few years?

Providing continuity in how decisions are made.  
Effectively coordinating with other boards and/or commissions  
(e.g. planning, etc.).  
Representing the City in a way that builds and maintains trust in  
the community.

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Please specify any activities you are involved in that may create a conflict of interest should you be appointed to this board or commission.

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No conflicts.

Signature

*Upon application for and acceptance of appointment, board and/or commission members demonstrate their intention and ability to attend meetings. If appointed, frequent non-attendance may result in termination of appointment.*

*I hereby declare, that if appointed, I will accept the appointment assigned to me by the Town of Wellington Board of Trustees.*

*By signing below, I swear and/or affirm that to the best of my knowledge, the information I have provided in this application is true and correct.*

---

Signature of Applicant

Stephen B Carman

---

Date

3/5/2023

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Email not displaying correctly? [View it in your browser.](#)

## **Board of Trustees Meeting**

**Date:** April 11, 2023  
**Subject:** Resolution No. 15-2023: A Resolution of the Board of Trustees of the Town of Wellington Making Appointments to the Planning Commission

- **Presenter:** Ethan Muhs (Town Clerk)

### **BACKGROUND / DISCUSSION**

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The Planning Commission consists of seven at-large voting members. The Planning Commission advises the Board of Trustees related to the application and enforcement of municipal code. In March of 2023, members of the Board of Trustees, the Town Planning Director, Cody Bird, and the Chair of the Planning Commission, Eric Sartor, conducted interviews for a current vacancy. Pursuant to that interview, it is being recommended that the following individual be appointed:

- Appointment of Stephen Carman to the Board of Adjustments to fill a vacancy with a term ending in April, 2027.

### **STAFF RECOMMENDATION**

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Motion to approve the consent agenda as presented.

If the item is removed from the consent agenda, the following motions are provided for Board of Trustee review:

1. Approve Resolution No. 15-2023 - A Resolution of the Board of Trustees of the Town of Wellington Making Appointments to the Planning Commission
2. Approve Resolution No. 15-2023 with amendments as the Board of Trustees deems appropriate.
3. Postpone consideration of Resolution No. 15-2023 to a specific date and time and provide staff direction regarding additional information or amendments
4. Vote to deny Resolution No. 15-2023

### **ATTACHMENTS**

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1. Reso 15-2023 PC Appointments
2. PC Applications Redacted

TOWN OF WELLINGTON

RESOLUTION NO. 15-2023

A RESOLUTION OF THE BOARD OF TRUSTEES OF THE TOWN OF WELLINGTON  
MAKING APPOINTMENTS TO THE PLANNING COMMISSION

WHEREAS, the Board of Trustees of the Town of Wellington, Colorado (the "Board") has adopted and reenacted the Wellington Municipal Code (the "Code"); and

WHEREAS, the Code provides for the appointment of a Planning Commission member as called for by Chapter 2, Article 10; and

WHEREAS, Section 2-10-30 of the Code provides that membership terms of members of the Planning Commission shall be four (4) year staggered terms; and

WHEREAS, the Planning Commission currently has one (1) vacant seat; and

WHEREAS, The Town accepted applications for candidates to fill the vacant seats; and

WHEREAS, candidates were interviewed in April 2023 and recommendations were made to fill the vacancy.

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

1. Appointment of Stephen Carman to the Planning Commission to fill a vacancy with a term ending April, 2027.

Upon a motion duly made, seconded and carried, the foregoing Resolution was adopted this 11<sup>th</sup> day of April, 2023.

TOWN OF WELLINGTON

By: \_\_\_\_\_  
Calar Chaussee, Mayor

ATTEST:

\_\_\_\_\_  
Ethan Muhs, Town Clerk

**From:** [noreply@civicplus.com](mailto:noreply@civicplus.com)  
**To:** [Mahalia Henschel](#); [Patti Garcia](#); [Hallie Sheldon](#)  
**Subject:** Online Form Submittal: Application for Board or Commission Vacancy  
**Date:** Tuesday, March 7, 2023 4:07:15 PM

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## Application for Board or Commission Vacancy

### Eligibility Requirements

- *Board/Commissions that require 1-year residency*

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|                                                              |                     |
|--------------------------------------------------------------|---------------------|
| Which board or commission would you like to be appointed to? | Planning Commission |
|--------------------------------------------------------------|---------------------|

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|      |                |
|------|----------------|
| Name | Stephen Carman |
|------|----------------|

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|         |  |
|---------|--|
| Address |  |
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|------|------------|
| City | Wellington |
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| State | CO |
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|          |       |
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| Zip Code | 80549 |
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| Home Phone Number |  |
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|-------------------|----------------------|
| Work Phone Number | Field not completed. |
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|-------------------|------------|
| Cell Phone Number | 9702279373 |
|-------------------|------------|

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|               |  |
|---------------|--|
| Email Address |  |
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|                                              |     |
|----------------------------------------------|-----|
| Wellington Resident (Number of Years/Months) | 7/9 |
|----------------------------------------------|-----|

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|                    |                                                  |
|--------------------|--------------------------------------------------|
| Current Occupation | Global Leader, Learning & Development (Woodward) |
|--------------------|--------------------------------------------------|

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|                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                        |
|-----------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Please list any relevant education, employment, or volunteer experience you have. | <p>A business leader in northern Colorado: Developing Leaders, Building Teams, &amp; Enhancing Communities.</p> <p>Board Member, Wellington Board of Adjustments (2021 - Present)</p> <p>Volunteer, Wellington Citizen Round Table - Sewer Rates (2021-2022)</p> <p>Education Volunteer, Fort Collins Rescue Mission (2017 - 2021)</p> <p>Volunteer, Houston Food Bank (2007-2015)</p> |
|-----------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

EMPLOYMENT

Woodward, Inc. (2021 - Present)  
Global Leader Learning & Development

U.S. Lawns - Fort Collins (2018 - Present)  
OwnerOwner

Human Fluency (2017 - Present)  
Co-Founder

University of Tulsa (2014 - Present)  
Adjunct Instructor

#### EDUCATION

Capella UniversityCapella University (2007 - 2013)  
Doctor of Philosophy (PhD), Organization and Management

Harvard Business School Online (2017 - 2018)  
COPRe Credential of Readiness consists of three courses—  
Business Analytics, Economics for Managers, and Financial  
Accounting.

University of Phoenix (1999 - 2001)  
MA, Organizational ManagementMA, Organizational  
Management

Abilene Christian University (1994 - 1996)  
BS, Christian MinistryBS, Christian Ministry

---

Are you currently  
serving on any other  
board or commission?

Yes

---

Have you attended a  
meeting of the board or  
commission you are  
applying to?

No

---

Why do you want to  
become a member of  
this particular board or  
commission?

I am interested in providing leadership and contributing my  
background and experience to improving Wellington.

---

What do you believe  
are the 3 most  
important issues that  
this board or  
commission have now  
or will have in the next  
few years?

Providing continuity in how decisions are made.  
Effectively coordinating with other boards and/or commissions  
(e.g. BOA, PROST, etc.).  
Representing the City in a way that builds and maintains trust in  
the community.

---

Please specify any activities you are involved in that may create a conflict of interest should you be appointed to this board or commission.

---

None.

Signature

*Upon application for and acceptance of appointment, board and/or commission members demonstrate their intention and ability to attend meetings. If appointed, frequent non-attendance may result in termination of appointment.*

*I hereby declare, that if appointed, I will accept the appointment assigned to me by the Town of Wellington Board of Trustees.*

*By signing below, I swear and/or affirm that to the best of my knowledge, the information I have provided in this application is true and correct.*

---

Signature of Applicant

Stephen B Carman

---

Date

3/7/2023

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Email not displaying correctly? [View it in your browser.](#)

## **Board of Trustees Meeting**

**Date:** April 11, 2023

**Subject:** Ordinance No. 03-2023: An Ordinance Amending the Official Zoning Map of the Town

- **Presenter:** Cody Bird (Planning Director)

### **BACKGROUND / DISCUSSION**

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The Town recently updated the Town's Comprehensive Plan (August 2, 2021) and Land Use Code (March 22, 2022) and is now evaluating the Town's Official Zoning Map for necessary amendments. Amendments to the Official Zoning Map have been evaluated and recommended by the Town's Planning Commission. Having received the recommendation of the Planning Commission, the Board of Trustees conducted a public hearing on March 28, 2023 to consider the recommended amendments and to hear public comments.

At the March 28, 2023 Board of Trustees public hearing, the Board received testimony from parties in interest and residents of the Town. The public hearing was closed.

Following the close of the public hearing, the Board considered adoption of Ordinance No. 03-2023: An Ordinance Amending the Official Zoning Map of the Town. In the Board's deliberations, several properties and areas were identified and questions raised that the Board desired additional information. The Board voted to table consideration of Ordinance No. 03-2023 to April 11, 2023.

The Board of Trustees will again consider Ordinance No. 03-2023 (attached). The Official Zoning Map as recommended by the Planning Commission is also attached. For purposes of keeping this report concise, the past agenda packet materials from the March 28, 2023 meeting are all related to consideration of the ordinance, but are not included with this report. The March 28, 2023 agenda packet and background information is available for review on the Town's website at <http://www.wellingtoncolorado.gov/129/Agendas-Minutes>.

Several of the properties and areas identified by the Board that needed further consideration are identified in the attached presentation slides. Background about each of the properties or areas is included for reference as well as the basis for the Planning Commission's recommendation. The description and background for each property or area is also accompanied by considerations for the recommended zoning district classification, as well as an alternative zoning district option for the Board's consideration.

In the Board's deliberation of one of the areas, questions also arose related to the Town's code provisions for nonconforming uses and structures. Article 7 of the Town's Land Use Code relating to nonconformities is attached for reference. The regulations pertaining to nonconforming uses apply to all properties within the Town and are intended to provide clarity and direction for uses and structures that may become nonconforming. Site-specific situations or any consideration of damages to a nonconforming use or structure will need to be evaluated on a case-by-case basis for the circumstances and regulations applicable to the situation at the time.

The TR - Transitional Zone District was removed from the zoning categories when the Land Use Code was adopted. Other zoning categories, including the R-4 Downtown Neighborhoods were created or modified with

the intent of applying those district categories to specific areas within Town. Many property owners in the Downtown Neighborhoods areas and owners of properties that were zoned TR - Transitional have been waiting since the Land Use Code adoption to have the zoning map amended to establish the new zoning for their properties. Several property owners and potential purchasers of properties have expressed a desire to know how properties will be zoned so they can list a property for sale or to know if a use will be allowed on a property that is for sale and some have been unable to advance potential contracts based on the uncertainty of the zoning map status. Adopting amendments to the Official Zoning Map will provide certainty for those property owners and potential purchasers.

### **STAFF RECOMMENDATION**

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Below are possible motion options for the Board to consider:

- Move to approve Ordinance No. 03.2023: An Ordinance Amending the Official Zoning Map of the Town.
- Move to approve Ordinance No. 03-2023 with amendments as the Board of Trustees deems appropriate.
- Move to postpone consideration of Ordinance No. 03-2023 and provide guidance to staff as requested modifications.
- Move to send the Zoning Map back to the Planning Commission for further consideration and specify what topic(s) to request the Planning Commission provide additional recommendations.
- Move to deny Ordinance No. 03-2023.

### **ATTACHMENTS**

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1. Ordinance No. 03-2023
2. Official Zoning Map - Adoption Draft
3. Presentation Slides
4. Article 7: Nonconforming Uses

TOWN OF WELLINGTON

ORDINANCE NO. 03-2023

AN ORDINANCE OF THE TOWN OF WELLINGTON, COLORADO, AMENDING THE OFFICIAL ZONING MAP OF THE TOWN.

WHEREAS, the Board of Trustees is authorized, pursuant to C.R.S. § 31-23-301 *et seq.*, to adopt zoning districts of such size, shape and area as may be deemed best suited to carry out the purposes of the zoning powers granted by said enabling statutes; and

WHEREAS, the Board of Trustees is authorized to amend, supplement, change, modify or repeal such zoning district boundaries from time to time; and

WHEREAS, the Town of Wellington Planning Commission adopted the Wellington Comprehensive Plan 2021 as the official Master Plan of the Town pursuant to C.R.S. § 31-23-206, *et seq.* with passage of Resolution PC-01-2021; and

WHEREAS, the Board of Trustees by passage of Resolution 26-2021, ratified the decision of the Planning Commission adopting the Wellington Comprehensive Plan as the official Master Plan for the Town of Wellington; and

WHEREAS, the Town of Wellington adopted Ordinance No. 07-2022 amending the Town's Land Use Code, including amendments to zoning districts and zoning regulations; and

WHEREAS, the Town desires to amend the zoning district boundaries established on the Official Zoning Map of the Town for consistency with and to further the implementation of the adopted Comprehensive Plan and Land Use Code; and

WHEREAS, the Planning Commission and Town staff engaged in a series of work sessions and public meetings between May 2022 and September 2022 to consider and make recommendations for amendments to the Official Zoning Map; and

WHEREAS, the Planning Commission held a duly advertised public hearing for consideration of amendments to the Official Zoning Map on December 5, 2022, and after hearing and consideration of public testimony, the Planning Commission voted to forward a recommendation to the Board of Trustees to adopt amendments to the Official Zoning Map; and

WHEREAS, the Board of Trustees was presented with an update on the zoning map amendments on December 13, 2022 and held a public work session to consider the recommended amendments to the Official Zoning Map on January 24, 2023; and

WHEREAS, subsequent to the Planning Commission's recommendation, the Planning Commission requested to consider additional amendments related to the P – Public Zoning District, and following a work session on February 6, 2023 and considerations and public comments at a regular meeting on March 6, 2023, voted to forward a recommendation to the Board

of Trustees to adopt amendments to the Official Zoning Map including amendments related to the P – Public Zoning Districts; and

WHEREAS, draft versions of the zoning map amendments were maintained continuously on the Town’s website and updated regularly with changes being considered; and

WHEREAS, notice of a public hearing by the Board of Trustees has been duly provided by evidence of publication of a notice in the Fort Collins Coloradoan, the Town’s official newspaper on March 13, 2023, at least 15 days prior to the date of the public hearing; and

WHEREAS, notice of the public hearing by the Board of Trustees was mailed to owners of record for properties affected by the recommended amendments to the Official Zoning Map; and

WHEREAS, the Board of Trustees held a duly advertised public hearing on March 28, 2023, at which parties in interest and citizens had an opportunity to be heard; and

WHEREAS, it has been determined by the Board of Trustees of the Town of Wellington, following the public hearing, that the Official Zoning Map of the Town should be amended.

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

1. Adoption. Having received the recommendation of the Town Planning Commission and the Town Board of Trustees having acted, following notice and hearing thereon as provided by law and pursuant to the Municipal Code of the Town of Wellington, Colorado, the Official Zoning Map of the Town is hereby amended and all previous versions of the zoning map are hereby superseded and replaced.
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.
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.
4. Certification. The Town Clerk shall certify to the passage of this ordinance and make not less than three copies of the adopted ordinance available for inspection by the public during regular business hours and shall record at least one certified copy of the ordinance with the Clerk and Recorder of Larimer County.

PASSED AND ADOPTED by the Board of Trustees of the Town of Wellington, Colorado and ordered published this 11<sup>th</sup> day of April, 2023 and ordered to become effective 30 days from the date of publication.

TOWN OF WELLINGTON, COLORADO

By: \_\_\_\_\_  
Calar Chaussee, Mayor

ATTEST:

\_\_\_\_\_  
Ethan Muhs, Town Clerk



Official Zoning District Map  
Town of Wellington, Colorado

- A - Agriculture

R-1 - Residential Rural

R-2 - Residential Low Density

R-3 - Residential Medium Density

R-4 - Downtown Neighborhoods

PUD - Planned Unit Development
- C-1 - Community Commercial

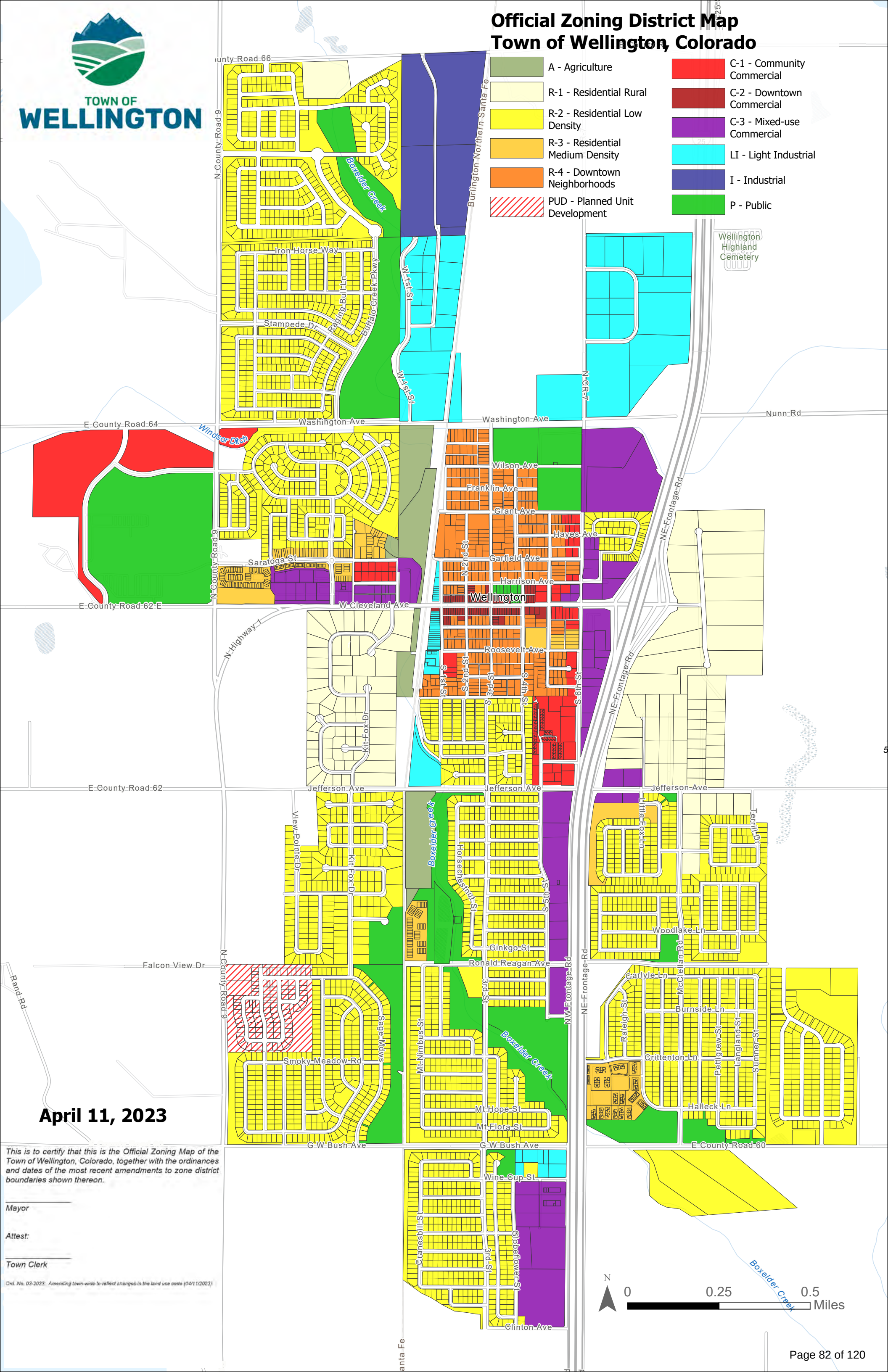
C-2 - Downtown Commercial

C-3 - Mixed-use Commercial

LI - Light Industrial

I - Industrial

P - Public



April 11, 2023

This is to certify that this is the Official Zoning Map of the Town of Wellington, Colorado, together with the ordinances and dates of the most recent amendments to zone district boundaries shown thereon.

Mayor

Attest:

Town Clerk

Ord. No. 03-2023: Amending town-wide to reflect changes in the land use code (04/11/2023)



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# Official Zone Map Amendment

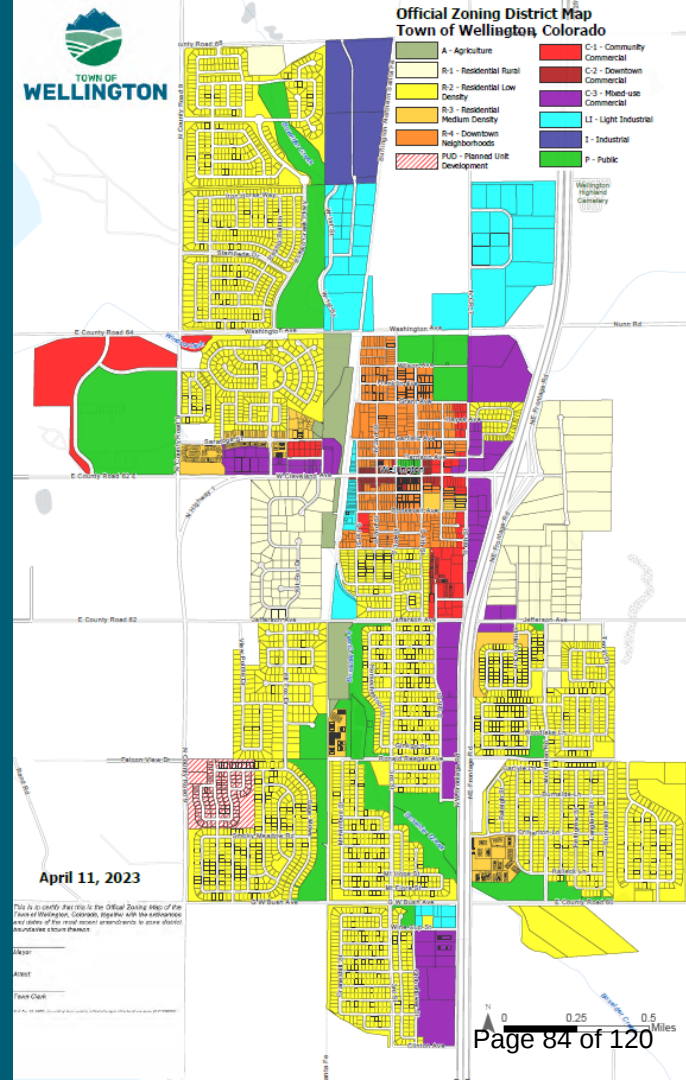
Board of Trustees Meeting  
April 11, 2023





# Zoning Map as Recommended by Planning Commission

March 6, 2023





## Background

- ☒ Wellington Comprehensive Plan 2021 – Adopted August 2, 2021.
- ☒ Town's Land Use Code – Adopted March 22, 2022.
- ☐ Town's Official Zoning Map Update – 2023.



# Background

- Planning Commission Consideration
  - May 2022 to March 2023
  - Work sessions and public meetings
  - Public Hearing December 5, 2022
  - Recommended amendments to the Official Zoning Map
  - Updated recommendation March 6, 2023 to include recommendation on Public Zone Districts



# Background

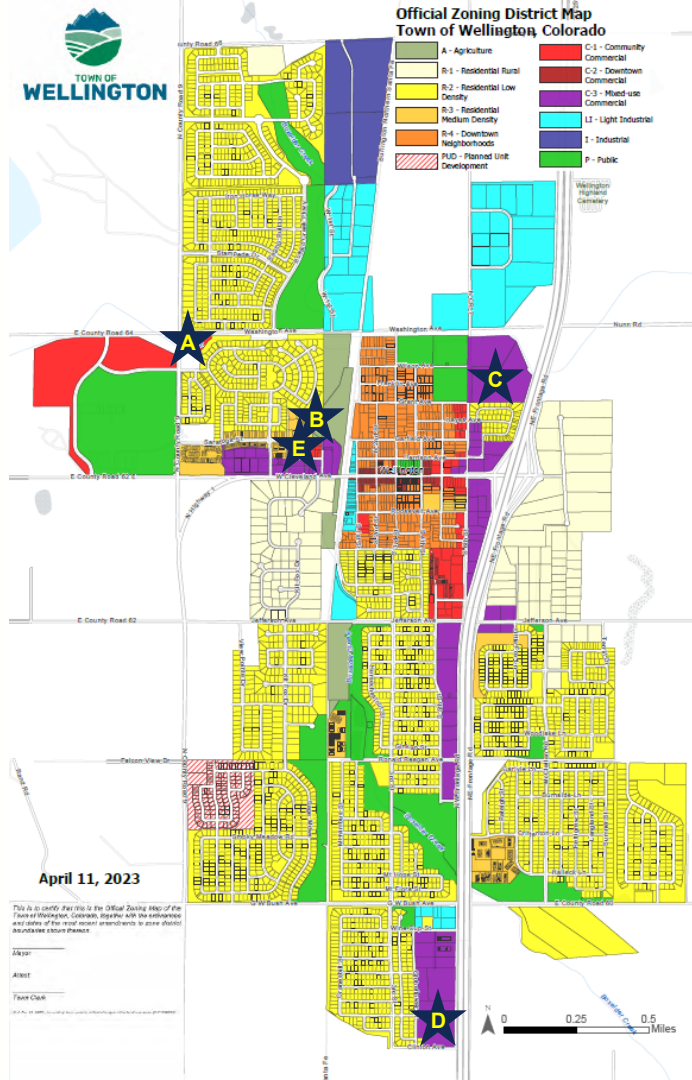
- Planning Commission Recommendations
  - New zone district categories for properties previously zoned TR – Transitional
  - R-4 Downtown Neighborhoods recommendation (residential properties between Washington Ave. and Kennedy Ave. and First St. to Sixth St.)
  - Residential properties along Harrison Ave. and McKinley Ave. – R-4 Downtown Neighborhoods
  - C-2 Downtown Core Commercial recommendation for existing commercial and non-residential properties along Harrison and McKinley
  - Update titles for consistency with land use code zoning districts
  - R-4 Residential Multi-family changed to R-3 Residential Medium Density (change in title)
  - Update a limited number of existing zoned properties for consistency with existing uses and compatibility with surrounding zone districts and neighborhoods
  - Recommendations on P – Public District properties to have a consistent approach town-wide
  - Update formatting, subdivision and parcel boundary clean-up, street name labels, and change colors for better contrast



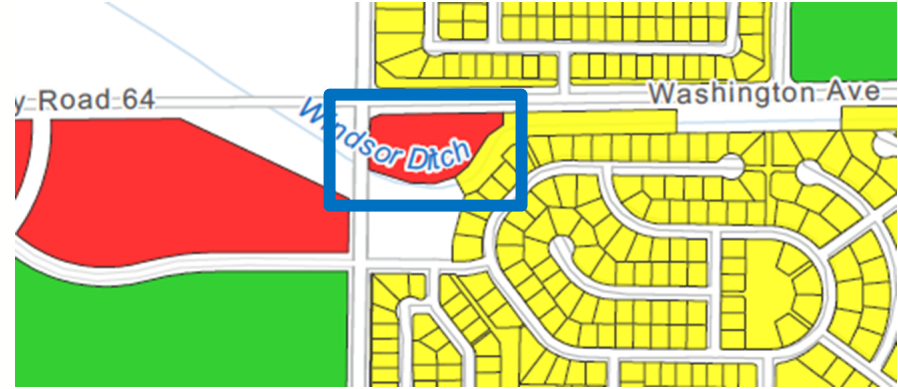
# Background

- Board of Trustees Consideration
  - Public Hearing Conducted March 28, 2023
  - Tabled to April 11, 2023
  - Several properties/areas were identified and requested additional information
  - The following slides identify areas with questions and provide background for those areas

# Focus Areas

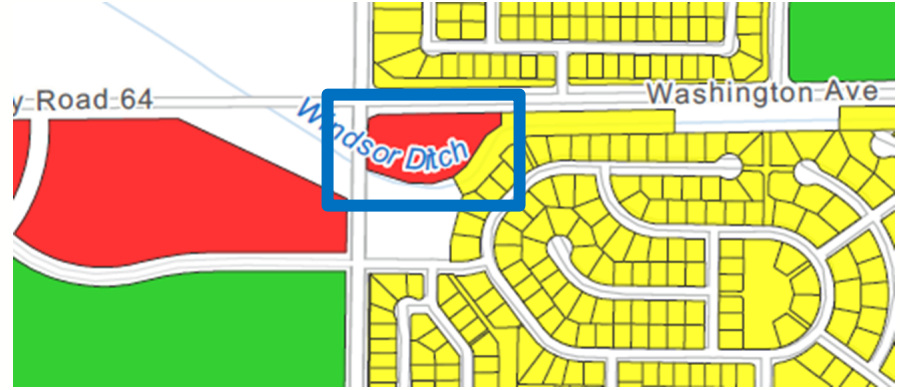


## Focus Area - A



- 3143 E CR 64
- Currently Zoned TR – Transitional
- TR zoning no longer exists, so a new zoning designation is needed
- The existing site was developed with a Conditional Use approval
  - Existing self-storage and office are protected by the Conditional Use approved for the site
- Planning Commission Recommendation – C-1 Community Commercial
  - There are existing business uses on the property
  - Adjacent to C-1 district across the street
  - C-1 is intended to be a business zoning district near residential neighborhoods and permitted uses of the C-1 district are intended to be compatible with residential
  - C-3 was not recommended because there is no other C-3 zoning nearby

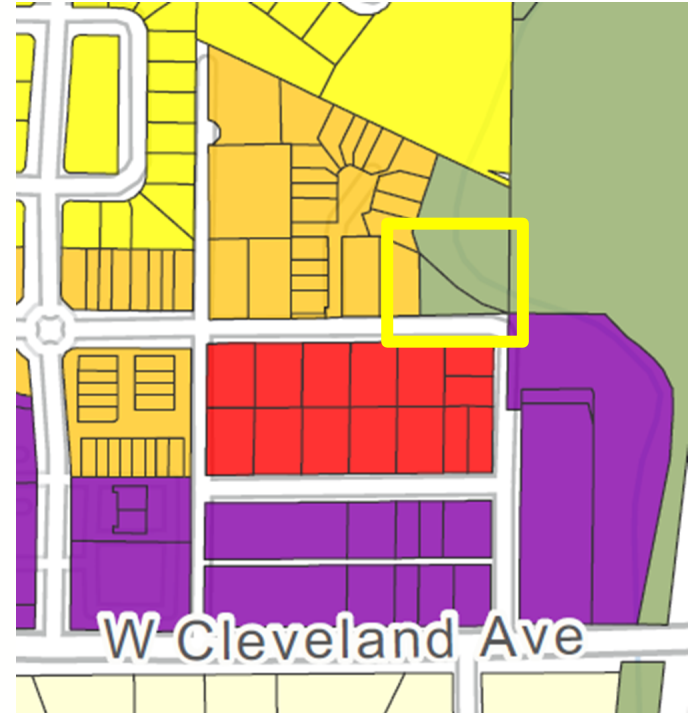
## Focus Area - A



- Recommended Zoning: C-1 Community Commercial
- Alternative Zoning Option: C-3 Mixed-use Commercial

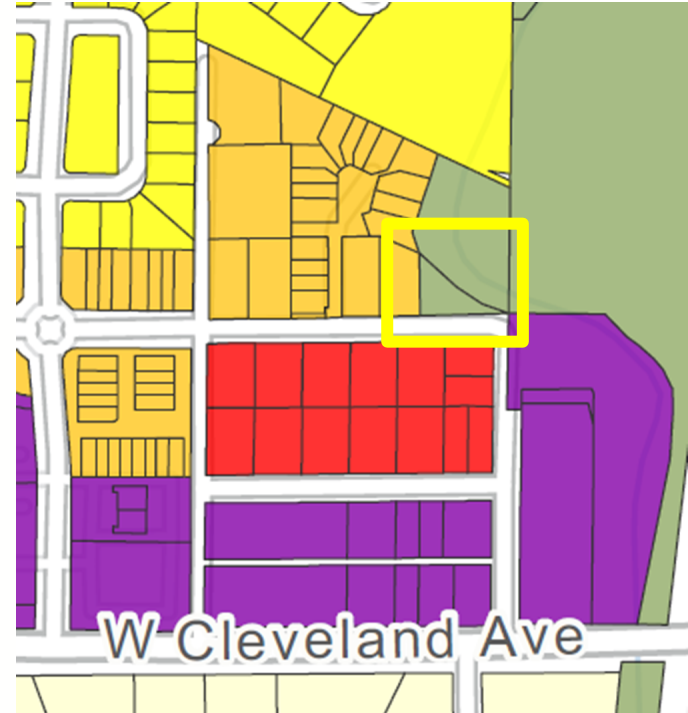
## Focus Area - B

- 3530 Garfield Ave.
- Currently Zoned C-1 Community Commercial
- Planning Commission Recommendation – A - Agricultural District
  - Based on matching zoning of contiguous property owned by the same owner
- Owner has requested to retain the existing C-1 zoning
  - Other C-1 zoning is across the street
  - Property has been used for business uses in the past



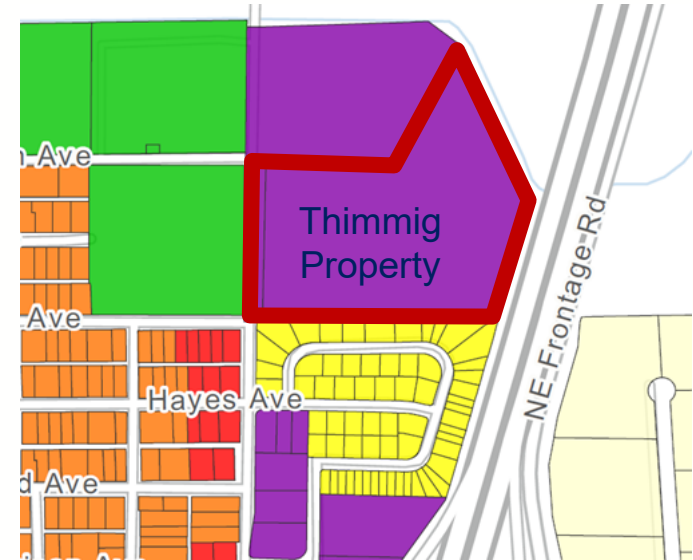
## Focus Area - B

- Recommended Zoning:  
C-1 Community Commercial
- Alternative Zoning Option:  
A – Agricultural District



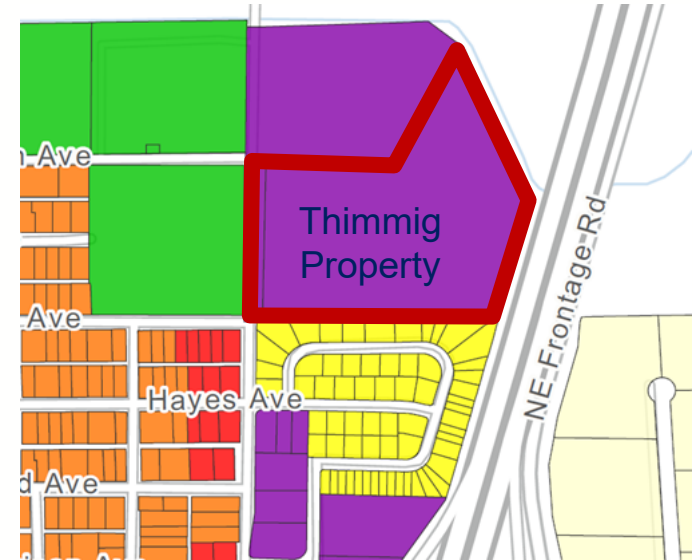
## Focus Area - C

- Sixth Street (Thimmig Property)
- Currently Zoned TR – Transitional
- TR zoning no longer exists, so a new zoning designation is needed
- Property is jointly owned by the Town of Wellington and the Boys and Girls Club of Larimer County
- Previous direction from owners was to consider selling the property



## Focus Area - C

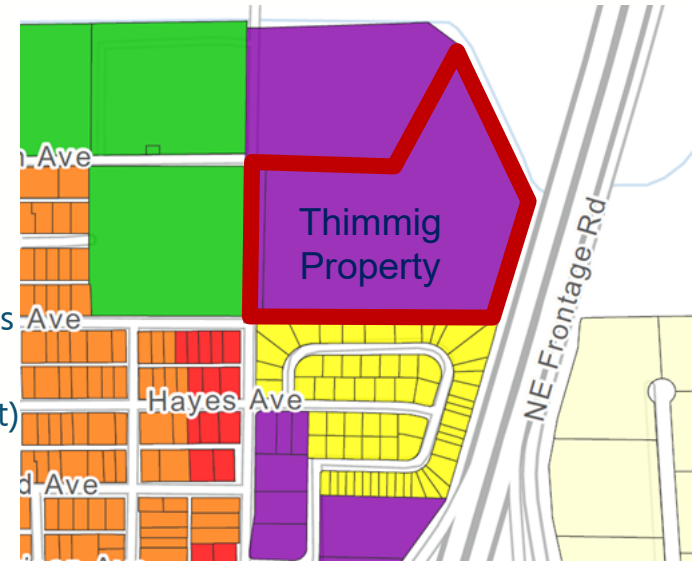
- Membership of the Board of Directors for Boys and Girls Club of Larimer County spoke at the March 28, 2023 public hearing and expressed a desire to potentially consider use of the site for future Boys and Girls Club uses
- “Club/Lodge” is a permitted use within the C-3 District



**Club / Lodge** organizations of persons for special purposes or for the promulgation of sports, arts, literature, politics or other common goals, interests or activities, characterized by membership qualifications, dues or regular meetings, excluding clubs operated for profit and/or places of worship or assembly.

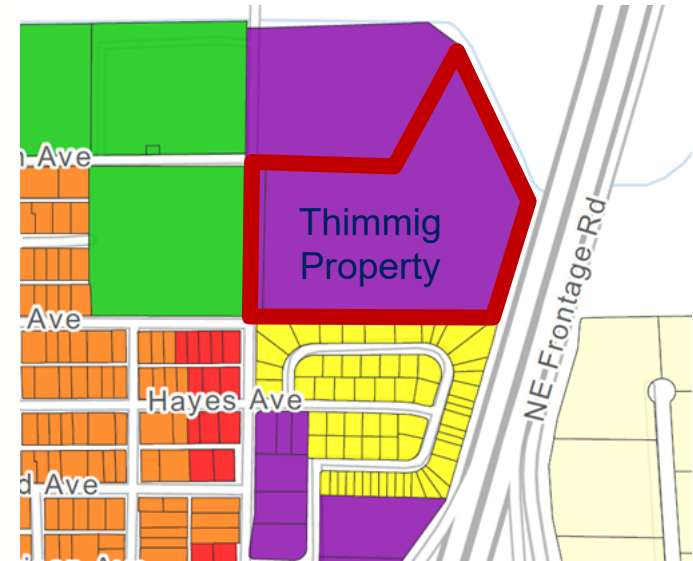
## Focus Area - C

- Planning Commission Recommendation
  - C-3 Mixed-Use Commercial
    - C-3 zoning supports a broad range of activities and is suitable for the property's location
    - Located along an arterial corridor (Sixth Street) and has I-25 interstate highway visibility
    - Adjacent to LI – Light Industrial to the north, public schools to west, and residential to the south
    - Development of the site would need to be compatible with a wide range of surrounding uses – C-3 for Mixed-use development can integrate adjacent to the existing uses
    - Development standards, including landscape buffers and screening, are required to transition to existing uses



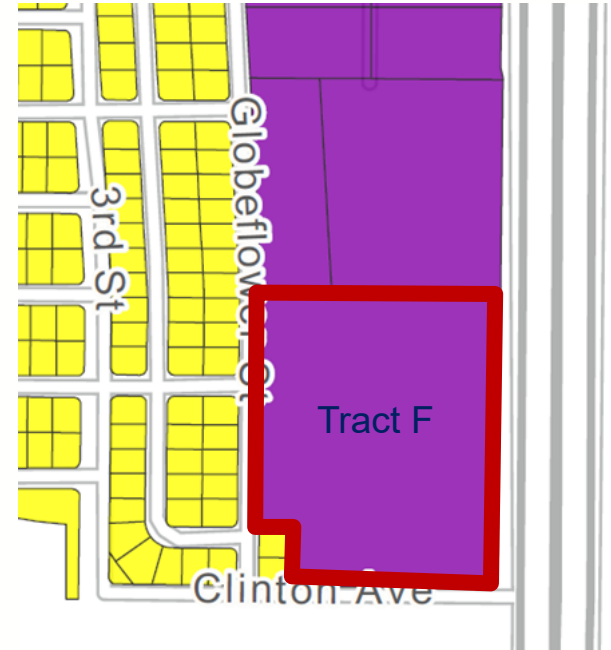
## Focus Area - C

- Recommended Zoning:  
C-3 – Mixed-Use Commercial
- Alternative Zoning Option:  
P – Public District



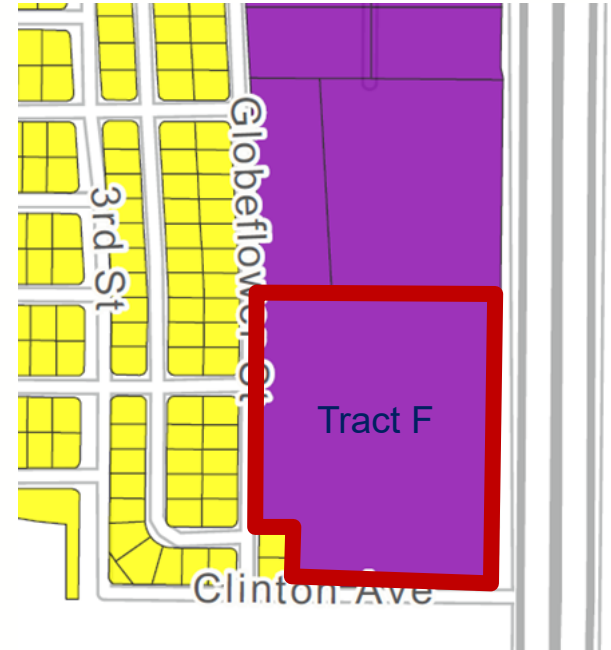
## Focus Area - D

- Tract F, Columbine Estates
- Currently Zoned P – Public District
- Property is owned by the Town
- Property serves as stormwater detention for the surrounding neighborhoods and businesses
- Stormwater and drainage purposes are protected by drainage easements, the property is platted as a “tract” that cannot be developed upon without other approvals, and is owned by the Town



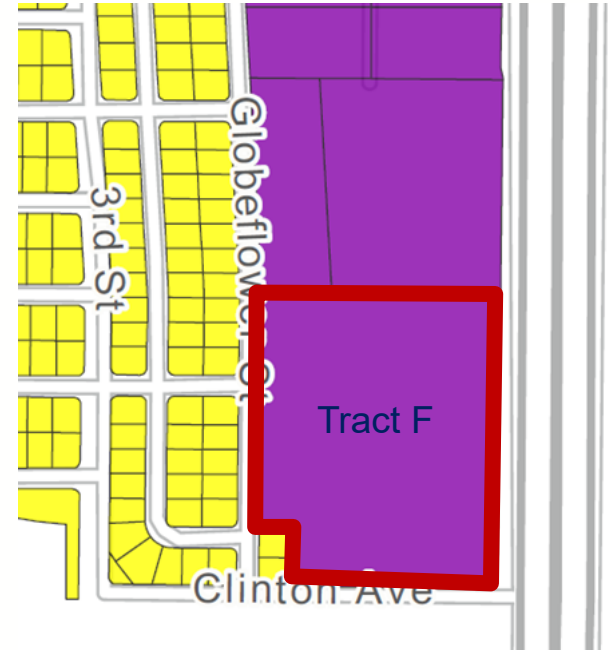
## Focus Area - D

- Planning Commission Recommendation
  - C-3 Mixed-Use Commercial
    - The Planning Commission recommended updating many P – Public Districts town-wide to be the same as the adjacent zoning districts
    - Where the existing land use is primarily for drainage purposes and not intended to be accessible to the public
    - Tract F is located along I-25 and the Frontage Road where commercial businesses are intended
    - The Future Land Use Map in the Comprehensive Plan identifies areas south of Tract F as likely to become commercial



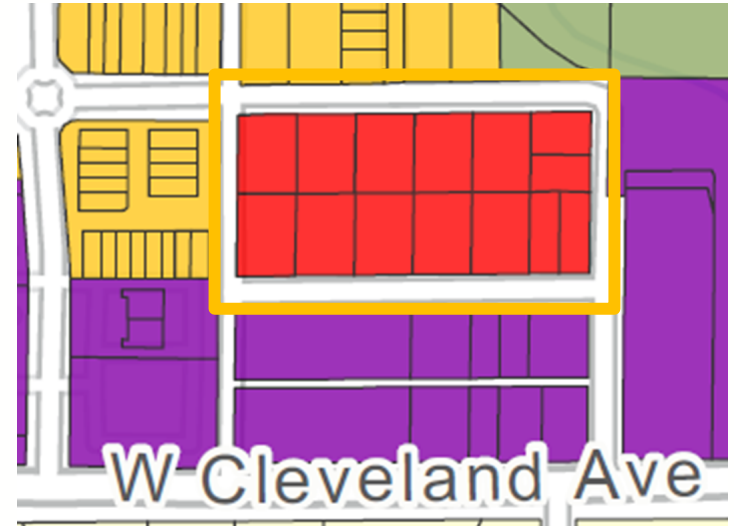
## Focus Area - D

- Recommended Zoning:  
C-3 – Mixed-Use Commercial
- Alternative Zoning Option:  
P – Public District



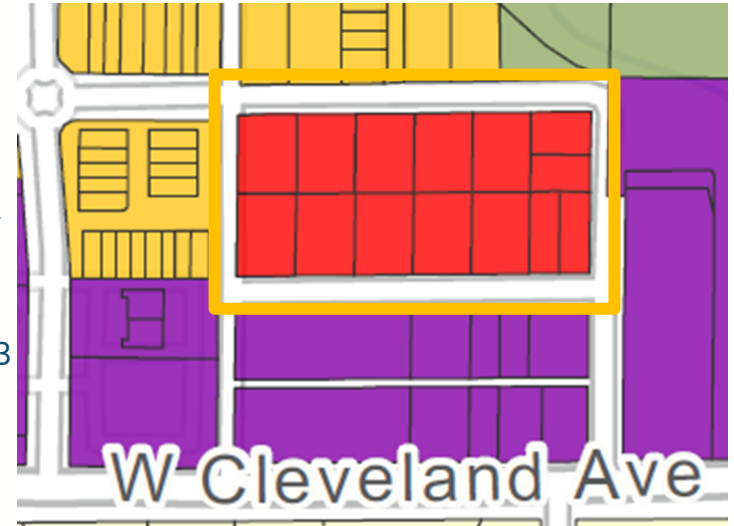
## Focus Area - E

- Between Harrison and Garfield, west of Boxelder Creek
- Currently Zoned Transitional
- TR zoning no longer exists, so a new zoning designation is needed
- There is currently a mix of residential and non-residential uses in this block
- Several existing business uses located in this area

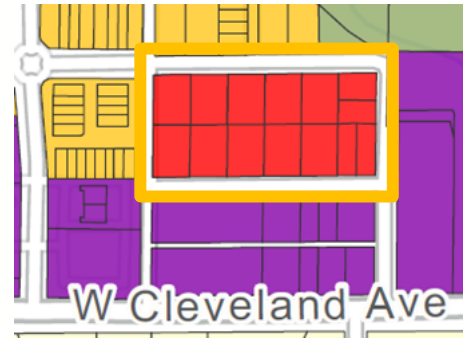


## Focus Area - E

- Planning Commission Recommendation – C-1 Community Commercial
  - Area is adjacent to single-family residences, townhomes and also offices, business uses, and self-storage
  - C-1 Community Commercial is compatible with both residential and C-3 Mixed-use Commercial surrounding this block
  - Area has been transitioning to more business uses along the Highway 1 corridor

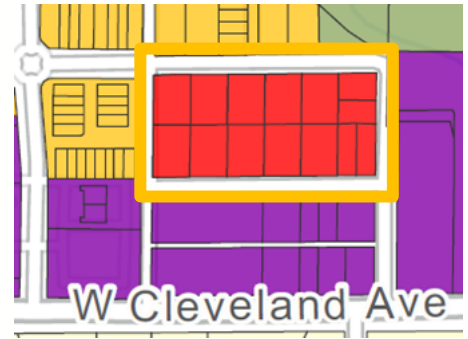


## Focus Area - E



- Nonconforming Uses and Structures
  - Commercial zoning will cause the residential uses to become nonconforming
  - Residential zoning will cause the business uses to become nonconforming
  - Legal uses and structures that are existing and become nonconforming as a result of a change in zoning are allowed to continue
  - Change of ownership, tenants or management does not affect nonconforming status
  - Repair and maintenance to a nonconforming use or structure is permitted
  - Nonconforming uses cannot be expanded
  - Nonconforming structures can be expanded as long as the expansion does not increase the degree of nonconformity

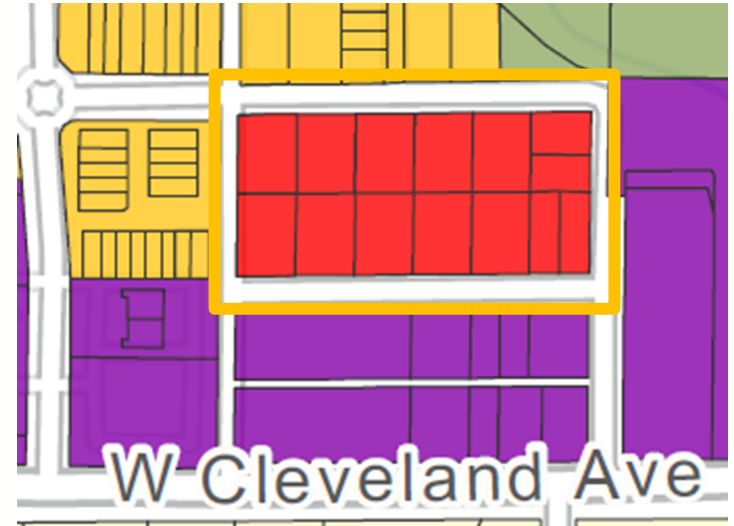
## Focus Area - E



- What if Nonconforming Uses and Structures are damaged?
  - If damaged less than 50% (fair market value)
    - Allowed to be repaired and maintained
    - Repair and maintenance cannot enlarge or expand a nonconforming use or structure
  - If damaged more than 50% (fair market value)
    - Must be repaired or replaced in accordance with the district regulations
  - In the event a nonconforming use or structure does become damaged, the unique circumstances of that case-by-case basis should be evaluated at the time of damage
  - Other code provisions and applications can be considered on a case-by-case basis (includes variances, conditional uses, rezone, or amendments to the code)

## Focus Area - E

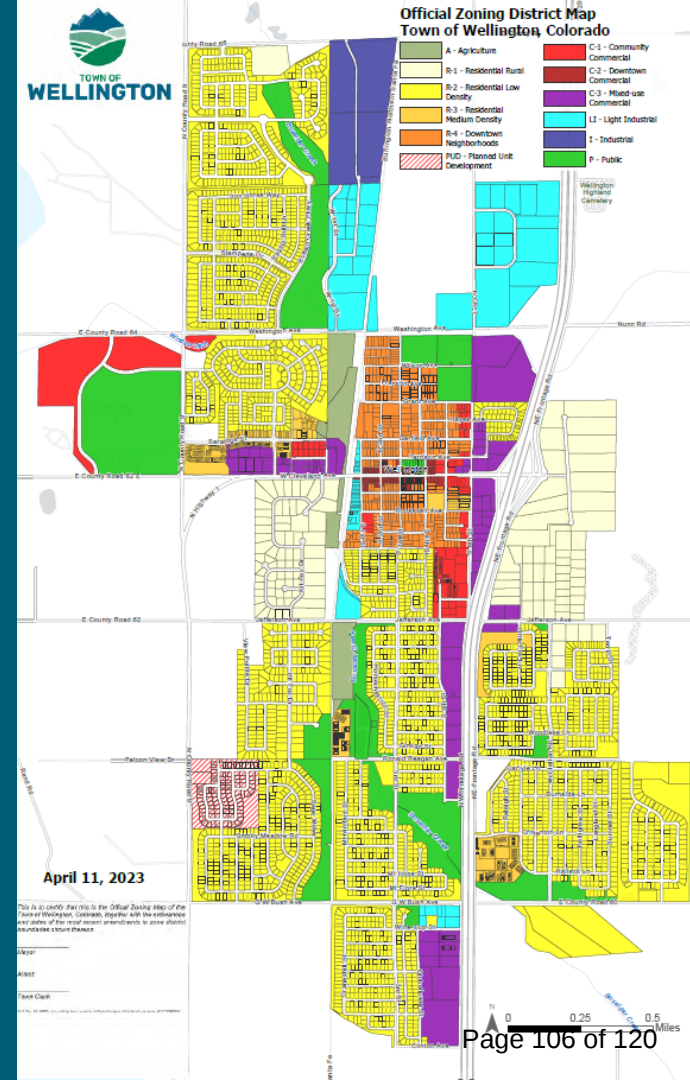
- Recommended Zoning:  
C-1 – Community Commercial
- Alternative Zoning Option:  
R-3 – Residential Medium Density





## Adoption Draft

Board may adopt as presented or may adopt with changes



## ARTICLE 7: NONCONFORMITIES AND VESTED PROPERTY RIGHTS

### 7.01 Nonconformities

- 7.01.1 Purpose. This article governs uses, buildings, structures, lots, and other situations that came into existence legally prior to the effective date of this Code or the effective date of future amendments to this Code, but do not comply with or conform to one or more requirements of this Code. All such situations are collectively referred to as “nonconformities”.
- 7.01.2 General Policy. While nonconformities may continue, this article is designed to curtail substantial investment in nonconformities to bring about their eventual improvement or elimination to preserve the integrity of this Code and the character of the Town. Any nonconformity or site condition that becomes nonconforming because of any subsequent rezoning or amendment to this text of this Code may be continued or maintained only pursuant to this article. Also, this article intends to reduce vacancies, promote appropriate redevelopment and re-use of existing structures and lots, and establish requirements.
- 7.01.3 Continuation Permitted. Any nonconformity that legally exists on the effective date of this Code, April 25, 2022, or that becomes nonconforming upon the adoption of any amendments to this Code, may be continued pursuant to this article.
- 7.01.4 Determination of Nonconformity Status. In all cases, the burden of establishing that any nonconformity is a legal nonconformity is solely upon the owner of that nonconformity.
- 7.01.5 Repairs and Maintenance. Incidental repairs and normal maintenance of nonconformities are permitted unless those repairs increase the extent of nonconformity or are otherwise expressly prohibited by this Code. Structures may be structurally strengthened or restored to a safe condition, in accordance with an official order of a public official.
- 7.01.6 Tenancy and Ownership. The status of a nonconformity is not affected by changes of tenancy, ownership, or management.
- 7.01.7 Exception Due to Variance or Modification. This article shall not apply to any development standard or feature that is the subject of a variance or modification granted by the Board of Adjustments. Where a variance or modification has been granted for a development standard that does not otherwise conform to the requirements of this Code, that development standard is deemed conforming.
- 7.01.8 Enforcement of Requirements. The Town may withhold necessary permits, inspections, or other approvals to ensure compliance with this article.
- 7.01.9 Nonconformity Due to Town Action. A use, lot, or structure conforming to Town ordinance shall not be considered nonconforming if the Town reduces the size of the lot on which the structure

is located by widening an abutting street or through the exercise, or potential exercise, of the Town's eminent domain power. Any status claimed under this subsection must be the result of Town action only and not otherwise result in a situation that jeopardizes the public health, safety, or welfare. Further, the Town's action must make it impossible or highly impracticable for the structure to be brought into conformity with this Code. The right to rebuild or add-on shall not be given to properties described in this subsection. This subsection is intended to provide conforming status for the use, lot, or structure immediately after such Town action, only regarding the following requirements:

- A. The amount of square footage removed from the structure's minimum required lot area by the Town action;
- B. The number of linear feet removed from the structure's minimum required lot depth or width by the Town's action;
- C. The number of linear feet removed from the structure's minimum required front setback, side setback, or rear setback by the Town's action;
- D. The number of then existing properly marked parking spaces removed from the structure's minimum required off-street parking by the Town's action;
- E. The increased percentage of lot coverage directly attributable to the Town's action; and
- F. The landscaping requirement.

#### 7.01.10 Nonconforming Uses.

- A. General. Any use of land that was legally in existence and nonconforming on the effective date of this Code and has been in regular and continuous use, but which does not conform to the use regulations prescribed by this Code, shall be deemed a nonconforming use.
- B. Registration of Nonconforming Uses. The operator, owner, or occupant of any nonconforming uses of land or buildings shall, within three hundred sixty five (365) calendar days after the date on which the same became nonconforming, register such nonconforming use by obtaining a certificate of occupancy from the Planning Director or designee. The certificate of occupancy (nonconforming) shall be considered as evidence of the legal existence of a nonconforming use, as contrasted to an illegal use or violation of this Code. The Planning Director or designee shall maintain a register of all certificates of occupancy issued for nonconforming uses.
- C. Change of Use.
  - 1. A nonconforming use may only be changed to a conforming use allowed in the zoning district in which it is located.
  - 2. Once a nonconforming use is converted to a conforming use, it shall not be changed back to a nonconforming use.
  - 3. A nonconforming use shall not be changed to another nonconforming use.

- D. **Enlargement or Extension of Nonconforming Use.** There shall be no increase in the floor area or the land area devoted to a nonconforming use or other enlargement or extension of a nonconforming use beyond the scope and area of its operation at the time the regulation that made the use nonconforming was adopted.
- E. **Loss of Legal Nonconformity Status.**
1. **Abandonment.** If a nonconforming use is discontinued or ceases for any reason for a period of more than 365 calendar days, the use shall be considered abandoned. Once abandoned, the legal nonconforming status shall be lost, the right to operate the nonconforming use shall cease, and re-establishment of the nonconforming use shall be prohibited. Any subsequent use of the property shall comply with the regulations of the zoning district in which it is located. If a nonconforming use is discontinued or ceases, but is re-established within 365 calendar days, then the nonconforming use may continue, provided the nature and degree of the nonconformity will not be changed or increased from that which existed before the nonconforming use was abandoned.
  2. **Damage or Destruction.**
    - a. If the structure in which a nonconforming use is housed, operated, or maintained is destroyed by any means to the extent of more than 50 percent of its fair market value, the use may not be re-established except in compliance with all regulations applicable to the zoning district in which it is located.
    - b. If the structure in which a nonconforming use housed, operated, or maintained is partially destroyed, where the damage does not exceed 50 percent of its fair market value, the nonconforming use may be allowed to continue and the structure may be rebuilt but not enlarged upon approval of a building permit.
    - c. In the C-2 Downtown Core Commercial District only, residential uses lawfully existing as of the date of this code adoption are deemed conforming uses and may be re-established upon approval of a building permit.
    - d. In the C-2 Downtown Core Commercial District only, religious land uses lawfully existing as of the date of this code adoption are deemed conforming uses and may be re-established upon approval of a building permit.
  3. **Action by the Board of Adjustments.** The right to maintain or operate a nonconforming use may be terminated by the Board of Adjustments in accordance with the provisions of this Code.

#### 7.01.11 Nonconforming Lots.

- A. No use or structure shall be established on a lot of record that does not conform to the lot area, lot width, or lot depth requirements established in this Code for the zoning district in which it is located, except as otherwise provided for in this section.
- B. **Residential Lots.**

1. Lot Size. If a lot of record created by subdivision has less width or area than the minimum requirements of the district in which the lot is located, the standard for width or area shall not prohibit the erection of a structure if the lot width and area do not vary more than 10 percent from the minimum requirements of the district in which the lot is located.
2. Setbacks.
  - a. Setbacks made nonconforming by the adoption of this Code are exempt from the requirements of this section if the following findings can be made:
    - i. The proposed addition or alteration will either meet current setback requirements or will not encroach any further into the required setback than the existing structure; and
    - ii. If the proposed alteration or addition is located on the side of the existing dwelling, and there is a minimum distance of 10 feet between the side of the existing structure and the nearest dwelling on the adjoining property.
  - b. Residential lots with setbacks made nonconforming by the installation of roadways or other easements/property line adjustments created or enacted by a governmental entity are also exempt from the requirements of this section, and are not required to address the finding(s) above.
- C. Adjacent Lots in Single Ownership. If two or more adjacent and vacant nonconforming lots are in single ownership at any time, and such lots individually have less width or area than the minimum requirements of the district in which such lots are located, then such lots shall be considered in combination and treated as a single lot or several lots that meet the minimum requirements of this Code for the district in which they are located. Any construction, replacement, or enlargement of a dwelling or building requires the appropriate subdivision procedures of all necessary lots to achieve compliance with the provisions of this Code.

#### 7.01.12 Nonconforming Buildings/Structures.

- A. General. A nonconforming structure is a building or structure the size, dimension, design, or location of which was lawful prior to the adoption, revision, or amendment of this Code, but which fails to conform to the requirements of the development regulations applicable to the property by reasons of such adoption, revision, or amendment.
- B. Continuation of Use. Except where prohibited by this article, a nonconforming structure may be used for any use allowed in the underlying zoning district, including a legal nonconforming use.
- C. Maintenance and Repair. The maintenance or minor repair of a nonconforming structure is permitted, provided that the maintenance or minor repair does not extend or expand the nonconforming structure. For the purposes of this subsection, "maintenance and minor repair" means:
  1. Repairs that are necessary to maintain and to correct any damage or deterioration to the structural soundness or interior appearance of a building or structure without expanding or altering the building or structure;

2. Maintenance of land areas to protect against health hazards and promote the safety of surrounding land uses; and
3. Repairs that are required to remedy unsafe conditions that cause a threat to public safety.

D. Enlargement and Expansion. A nonconforming structure in which only permitted uses are operated may be enlarged or expanded if the enlargement or expansion can be made in compliance with all of the provisions of this Code established for structures in the district in which the nonconforming structure is located. Such enlargement or expansion shall also be subject to all other applicable Town ordinances.

E. Loss of Nonconforming Status/Damage or Destruction.

1. Continuation of Nonconforming Structure. The use of a nonconforming structure may be continued subsequent to the effective date of this Code, if that such continuance is in accordance with the provisions of this article and all other applicable codes of the Town necessary to ensure adequate protection and safety of adjacent property and the users and occupants of such nonconforming structure. However, the right to continue a nonconforming structure shall cease and such use contained therein shall conform to the provisions of this Code under any of the following circumstances:

- a. If a nonconforming structure is destroyed by any means to the extent of more than 50 percent of its fair market value, it may not be re-established except in compliance with all regulations applicable to the zoning district in which it is located. This provision shall not apply to single-family dwelling units in residential zoning districts, which may be reconstructed with substantially the same floor area, provided there is no increase in any other nonconformity.
- b. If the nonconforming structure is partially destroyed, where the damage does not exceed 50 percent of its fair market value, the nonconforming structure may be rebuilt but not enlarged upon approval of a building permit.

2. Action by the Board of Adjustments. The right to maintain or operate a nonconforming structure may be terminated by the Board of Adjustments in accordance with the provisions of this Code.

7.01.13 Nonconforming Signs. Nonconforming signs shall follow the regulations established in *Section 5.08.10*.

7.01.14 Termination.

- A. The violation of any of the provisions of one or more of the following categories or ordinances or requirements shall cause the immediate termination of the right to operate such nonconforming use:
  1. Constructing, maintaining, or operating a use conducted in, or associated with, a building or structure erected without a permit from the Town;
  2. Operating a use or occupying a building or structure without a valid Certificate of Occupancy from the Town;
  3. Operating a use in violation of a valid Certificate of Occupancy;

4. Unlawful expansion of a nonconforming use or nonconforming structure;
  5. Unlawful outside display or storage in required parking spaces;
  6. Violation of any provision of a federal or state statute with respect to a nonconforming use;
  7. Violation of any provision of an ordinance of the Town with respect to a nonconforming use.
- B. It is the clear intent of this subsection that nonconforming uses that operate unlawfully shall be considered illegal uses. Illegal uses shall not be considered nonconforming regardless of remedial measures taken to resurrect nonconforming status.
- C. For purposes of this subsection, the term "violation" shall mean a final finding by a court of record that an ordinance has been violated.

## **Board of Trustees Meeting**

**Date:** April 11, 2023  
**Subject:** Resolution No. 16-2023 - A Resolution of the Town of Wellington in Opposition to Statewide Land Use and Zoning Preemptions in Senate Bill 23-213

- **Presentation: Patti Garcia (Town Administrator)**

### **BACKGROUND / DISCUSSION**

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The Colorado Municipal League is asking for support to oppose Senate Bill 23-213; this is proposed legislation that takes away local government authority and centralizes land use at the state level. The Town of Wellington has adopted a Comprehensive Plan that sets forth goals, objectives and policies that guide the Town's growth and development. Senate Bill 23-213 threatens to override the Town's local control over zoning, leading to unchecked development that does not align with the Town's vision for responsible growth. Additionally, it would disregard the input of local residents and community leaders who have worked to ensure that the vision of Wellington continues: Wellington strives to be one of the best small towns in America to live and work, recognized as a great place to raise a family, own a unique business and create memorable experiences through community.

### **STAFF RECOMMENDATION**

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Staff has identified the following options for Trustee consideration:

1. Approve Resolution No. 16-2023 - A Resolution of the Town of Wellington in Opposition to Statewide Land Use and Zoning Preemptions in Senate Bill 23-213
2. Approve Resolution No. 16-2023 with amendments as the Board of Trustees deems appropriate
3. Postpone consideration of Resolution No. 16-2023 to a specific date and time and provide staff direction regarding additional information or amendments
4. Vote to deny Resolution No. 16-2023

### **ATTACHMENTS**

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1. Reso No. 16-2023\_Opposing SB23-213

TOWN OF WELLINGTON

RESOLUTION NO. 16-2023

RESOLUTION OF THE TOWN OF WELLINGTON IN OPPOSITION TO STATEWIDE LAND USE  
AND ZONING PREEMPTIONS IN SENATE BILL 23-213

WHEREAS, for a century, the State of Colorado has committed both in statute and in the state constitution to the local control of land use planning and zoning because local governments are closest to the land and to the people that occupy it;

WHEREAS, zoning and land use cannot be viewed separately from the impacts of proposed uses of land on surrounding properties and a community as a whole, including the ability to ensure adequate water and utilities; to provide enough public safety services, schools, and recreational services; to make sure that sufficient and safe infrastructure is available to handle increased population or more intense uses; to align development with the community's economic goals; to prevent displacement of existing people; to preserve important historical sites; and to protect open space and the environment in general;

WHEREAS, Senate Bill 23-213 would place statewide mandates on hyper local land use matters and substitute the judgment of legislators and state regulators who lack the understanding needed to make the right decisions for our community;

WHEREAS, Senate Bill 23-213 will undermine long-range planning efforts and will severely limit the Town's ability to maintain reasonable zoning regulations to ensure a high quality of life and sound economic environment for the Town of Wellington's current and future residents, workers, and business owners;

WHEREAS, Senate Bill 23-213 silences the voices of Wellington's residents by taking away the right to be heard at public hearings on zoning matters or to use their constitutional rights of initiative or referendum to address zoning and land use matters;

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

1. It is the position of the Town of Wellington that municipalities are best suited to determine appropriate zoning laws for their communities and that collaboration and cooperation – not top-down statewide mandates and giveaways to special interests – are the solution to Colorado's affordable housing problem;
2. The Town of Wellington opposes Senate Bill 23-213 and strongly urges its legislators to vote NO on this unprecedented and irresponsible preemption.

Upon a motion duly made, seconded and carried, the foregoing Resolution was adopted this 11<sup>th</sup> day of April, 2023.

TOWN OF WELLINGTON

By: \_\_\_\_\_  
Calar Chaussee, Mayor

ATTEST:

\_\_\_\_\_  
Ethan Muhs, Town Clerk



## Board of Trustees Meeting

**Date:** April 11, 2023  
**Subject:** 1st Quarter 2023 CORA Report

- **Presenter:** Ethan Muhs (Town Clerk)

### **BACKGROUND / DISCUSSION**

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This report constitutes a summary of all CORA requests addressed by Town Staff in the 1st Quarter of 2023.

### **STAFF RECOMMENDATION**

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Receive and file the report.

### **ATTACHMENTS**

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1. CORA Report Jan-Mar 2023

| Date      | Requestor        | Description of Request                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Outcome                                                                                                              | STAFF PoC    | Staff Minutes Spent | Charges | Date Closed | Pending Closure  |
|-----------|------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------|--------------|---------------------|---------|-------------|------------------|
| 1/24/2023 | Mario Nicolais   | Documents from 1/17/23 BOT mtg re marijuana                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                      | Patti Garcia | 10                  |         | 1/25/2023   |                  |
| 1/25/2023 | Briana Hunter    | BOA emails from Tietz, threads between Chaussee and Eric Stahl (BOA)                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                      | Patti Garcia | 60                  |         | 1/30/2023   |                  |
| 1/27/2023 | Trisha Conway    | example of 3 or more BOT meeting notice                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                      | Patti Garcia | 1                   |         | 1/27/2023   |                  |
| 1/30/2023 | Bryce Sheetz     | Building files for 15 addresses identified on CORA document located in Harvest Village                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                      | Patti Garcia | 660                 |         | 2/2/2023    |                  |
| 2/25/2023 | Ayla Leistikow   | FOPA documents for Mayor and Trustees                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                      | Patti Garcia | 10                  |         | 2/27/2023   |                  |
| 3/3/2023  | Erica Bonner     | Documents related to 3811 Garfield Avenue                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                      | Patti Garcia | 60                  |         | 3/9/2023    |                  |
| 3/9/2023  | Christine Gaiter | Ord 26-2000, 27-2000, 28-2000                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                      | Patti Garcia | 5                   |         | 3/9/2023    |                  |
| 3/9/2023  | Christine Gaiter | Agendas for BOT mtgs - 12/1/2000-2/28/2001                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                      | Patti Garcia | 60                  |         | 3/14/2023   |                  |
| 3/9/2023  | Christine Gaiter | November 28, 2000 BOT meeting minutes                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                      | Patti Garcia | 5                   |         | 3/9/2023    |                  |
| 3/9/2023  | Kathleen Gormley | Communication re 3724 Wilson Avenue                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Request abandoned by requestor                                                                                       | Ethan Muhs   | 60                  |         | 3/28/2023   |                  |
| 3/12/2023 | Christine Gaiter | Library Board bylaws                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Documents provided                                                                                                   | Ethan Muhs   | 60                  |         | 3/15/2023   |                  |
| 3/12/2023 | Christine Gaiter | Most recent library board minutes                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Documents provided                                                                                                   | Ethan Muhs   | 60                  |         | 3/15/2023   |                  |
| 3/14/2023 | Christine Gaiter | Planning Commission meeting minutes for 1/08/2001                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Documents provided                                                                                                   | Ethan Muhs   | 60                  |         | 3/16/2023   |                  |
| 3/14/2023 | Christine Gaiter | CORA requests for Tietz email re BOA chair                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Documents provided                                                                                                   | Ethan Muhs   | 5                   |         | 3/14/2023   |                  |
| 3/15/2023 | Christine Gaiter | Previous Land Use Code & effective date                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Documents provided                                                                                                   | Ethan Muhs   | 45                  |         | 3/16/2023   |                  |
| 3/15/2023 | Christine Gaiter | Planning Commission packet for chicken plant in spring or summer of 2009                                                                                                                                                                                                                                                                                                                                                                                                                            | Documents provided                                                                                                   | Ethan Muhs   | 60                  |         | 3/16/2023   |                  |
| 3/17/2023 | Christine Gaiter | Ord 28-2000 gave town 90 days to zone an annexed property. I would like to see the minutes for the meeting where this property was zoned.                                                                                                                                                                                                                                                                                                                                                           | Request abandoned by requestor                                                                                       | Ethan Muhs   | 60                  |         | 3/23/2023   |                  |
| 3/18/2023 | Sherman Stringer | Structural plans for 6954 Mount Democrat Street                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Documents beyond retention schedule, no documents provided, request closed                                           | Ethan Muhs   | 60                  |         | 3/20/2023   |                  |
| 3/18/2023 | Christine Gaiter | Planning commission packet from July 3, 2006                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Documents provided                                                                                                   | Ethan Muhs   | 60                  |         | 3/20/2023   |                  |
| 3/21/2023 | Dawn Peacock     | I'm requesting the campaign finance records for all current trustees to include monetary, in kind, gifts and any other contributions. I would like to go back to 2020 if possible.                                                                                                                                                                                                                                                                                                                  | Documents provided                                                                                                   | Ethan Muhs   | 15                  |         | 3/21/2023   |                  |
| 3/21/2023 | Lauren Michaud   | I'm investigating the possibility of building an addition on my house and I've been trying to find the plat for the property and any building plans, permitting, drawings, etc. for the house that would provide me with dimensions and a good starting place for ascertaining the feasibility of a build and then doing the actual design for an addition if possible. 3295 Calumet Way                                                                                                            | Documents provided                                                                                                   | Ethan Muhs   | 60                  |         | 3/22/2023   |                  |
| 3/30/2023 | Sean Wells       | A copy of the Town of Wellington's document retention policy applicable to building department files. Copies of all correspondence, memos, writings, or other communications between Wyatt Knutson and any member of the Town of Wellington staff, employees or vendors regarding document retention or purging for the building department files. Please produce all documents containing direction to purge building department files, including structural plans for homes for the last 5 years. | Request Extension, CORA Policy, and Schedule 05 of CMRRS sent 3/30/2023. Pending staff assessment for time required. | Ethan Muhs   | 15                  |         |             | Suspense 4/13/23 |
| 3/31/2023 | Lindsey Robinson | 10 building permits (20WEL-00310, 00356, 00506, 00411, 00540, 00545, 00559, 00004, 00014, 00043)                                                                                                                                                                                                                                                                                                                                                                                                    | Documents provided                                                                                                   | Ethan Muhs   | 30                  |         | 3/31/2023   |                  |
| 3/31/2023 | Amy Martineau    | Building documents for 3775 Buckthorne St                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Documents provided                                                                                                   | Ethan Muhs   | 60                  |         | 4/3/2023    |                  |

| Category                       | Totals |
|--------------------------------|--------|
| Requests                       | 24     |
| Staff Minutes                  | 1581   |
| Staff Hours                    | 26.35  |
| Average Time/Request (Minutes) | 65.875 |
| Invoices Issued                | 3      |
| Charges Obtained               | \$0.00 |

## **Board of Trustees Meeting**

**Date:** April 11, 2023

**Submitted By:**

**Subject:** 1st Quarter 2023 Residential Building Permit and Lot Inventory Report

- **Presenter:** Cody Bird (Planning Director)

### **EXECUTIVE SUMMARY**

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#### **BACKGROUND / DISCUSSION**

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This report on residential building activities is intended to provide an update of the current trends and expected trends within the Town. It also identifies the number of buildable lots remaining within the Town, and future lots that will be available for permits once public infrastructure is installed.

Town staff tracks the number of new residential dwelling permits issued throughout the year. Staff also tracks the number of available buildable lots (buildable lots in this context means zoned residential, platted for development, and public infrastructure is installed and operational). Tracking the number of permits and the number of buildable lots is an indicator of development trends and is used as a resource to guide when and how many new residential building permits the Town is able to issue.

Attached is a report of residential building permits issued for 1<sup>st</sup> Quarter 2023 (January 1, 2023 to March 31, 2023). Also included is a report of new residential dwelling permits issued since 2009. The report also includes projected residential dwelling permits based on expected development trends. The annual total number of residential building permits is used to identify trends and project future permits. An inventory report is included to show available residential lots by subdivision, the number of lots remaining for permits, and the status of zoning, platting and infrastructure availability. Residential lot supply and inventory is depicted graphically to show the trend over time.

At the end of the first quarter of 2023, there are 54 residential lots within town that can be issued a building permit. For the 2023 Town budget, the Town anticipated issuing 80 new residential building permits. There are not currently sufficient residential lots ready for building permits to meet the budgeted permit projections for 2023. Town staff is working with developers to advance construction of public improvements in approved subdivisions to have residential lots available for permits.

Evaluating future year projections, there is also a shortfall between the number of platted lots that are currently approved (627 platted lots) and the number of residential dwelling units that are anticipated to meet community housing demand. The Town should anticipate future development proposals to include residential land uses of mixed densities to meet the housing supply needs of the community and the projected budget/revenue needs.

#### **STAFF RECOMMENDATION**

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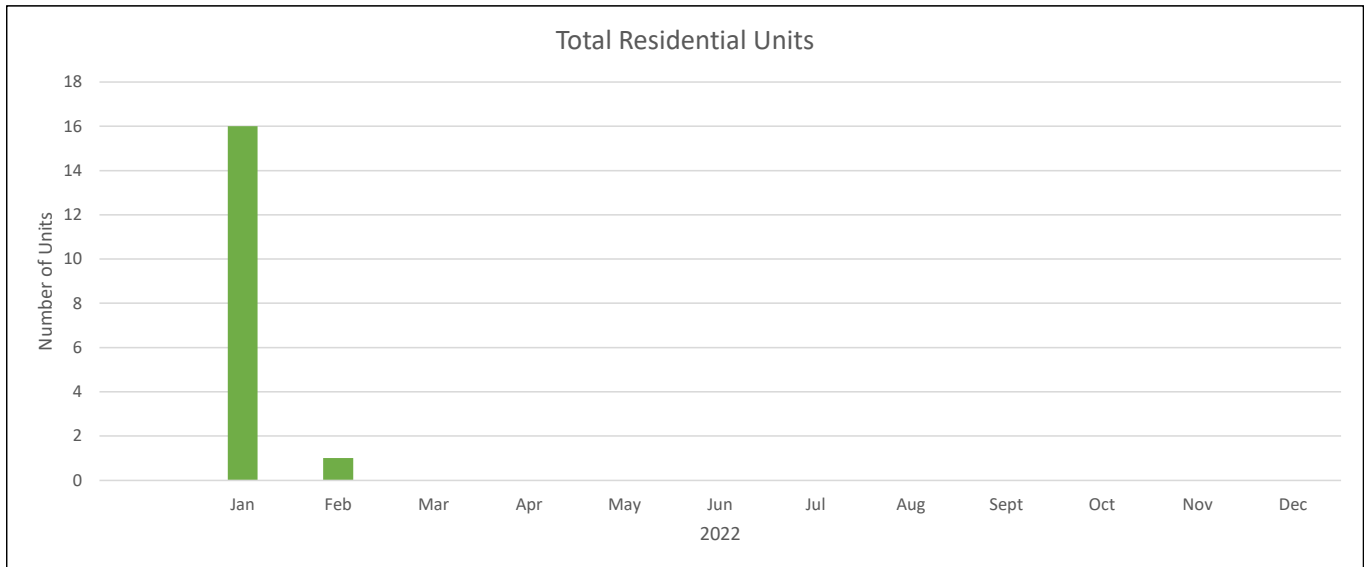
Receive and file report.

#### **ATTACHMENTS**

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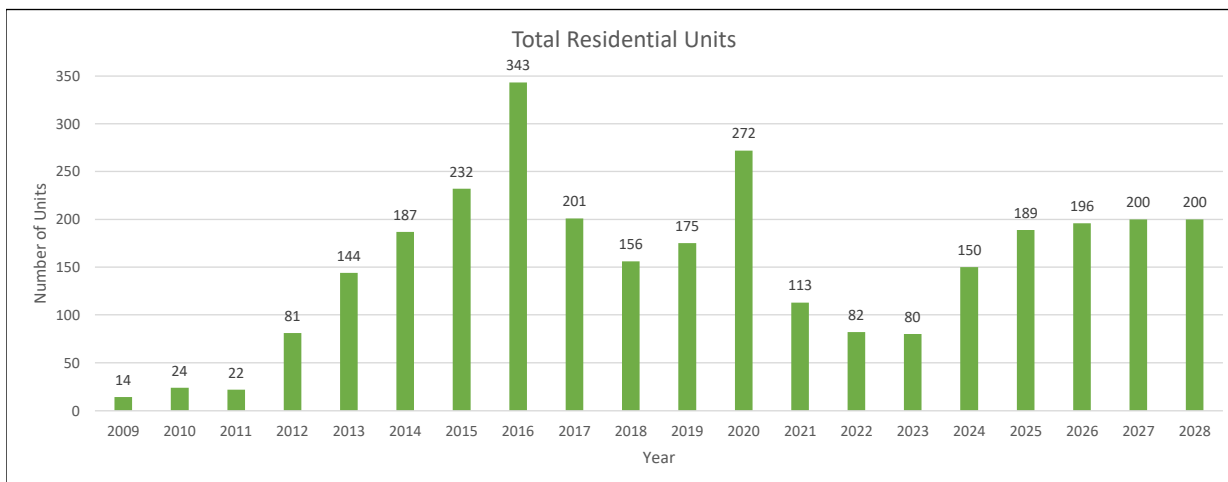
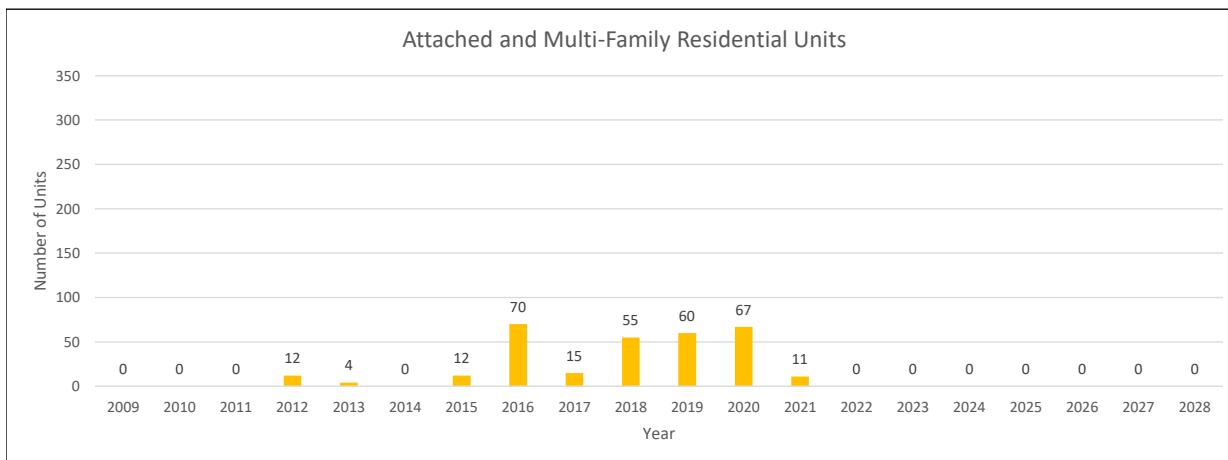
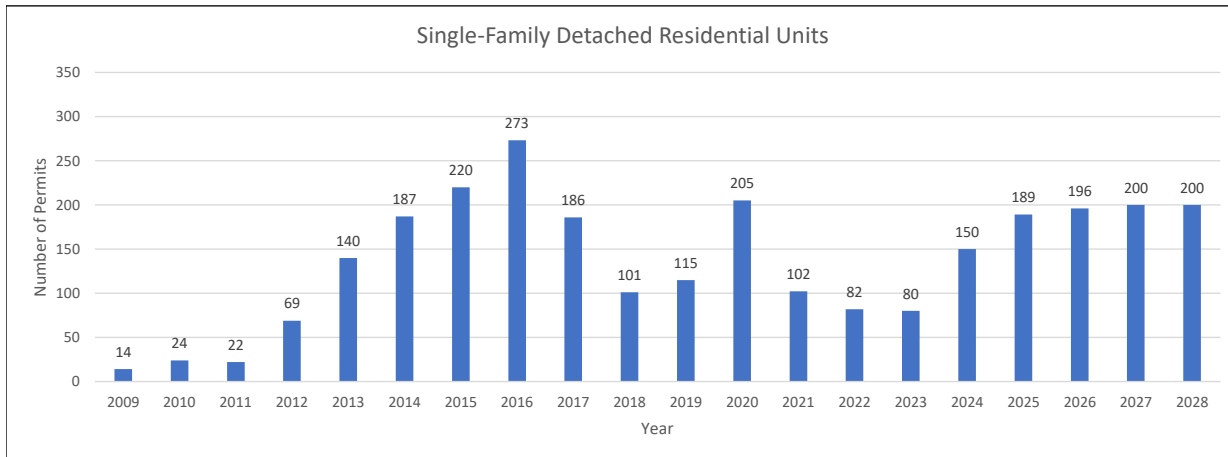
1. 1st Quarter 2023 Residential Building Permits Report

## Residential Permits Issued by Month 2023



| 2023                | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sept | Oct | Nov | Dec   |    |
|---------------------|-----|-----|-----|-----|-----|-----|-----|-----|------|-----|-----|-------|----|
| Single-Family Units | 16  | 1   | 0   | 0   | 0   | 0   | 0   | 0   | 0    | 0   | 0   | 0     |    |
| Attached Units      | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0    | 0   | 0   | 0     |    |
| TOTAL RES. UNITS    | 16  | 1   | 0   | 0   | 0   | 0   | 0   | 0   | 0    | 0   | 0   | 0     |    |
|                     |     |     | 17  |     |     | 0   |     |     | 0    |     |     | 0     |    |
|                     |     |     |     |     |     |     |     |     |      |     |     | Total | 17 |

### Residential Dwelling Units - Historic and Projected



|                           | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Single-Family Detached    | 14   | 24   | 22   | 69   | 140  | 187  | 220  | 273  | 186  | 101  | 115  | 205  | 102  | 82   | 80   | 150  | 189  | 196  | 200  | 200  |
| Attached and Multi-Family | 0    | 0    | 0    | 12   | 4    | 0    | 12   | 70   | 15   | 55   | 60   | 67   | 11   | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| TOTAL RES. UNITS          | 14   | 24   | 22   | 81   | 144  | 187  | 232  | 343  | 201  | 156  | 175  | 272  | 113  | 82   | 80   | 150  | 189  | 196  | 200  | 200  |

\* Attached and Multi-family unit counts manually adjusted to reflect changes in the way permits were entered over time

\*\* Years 2021, 2022 and 2023 - Permits limited due to capacity constraints during construction of water and wastewater treatment plant expansions

Wellington, Colorado  
Residential Dwelling Unit Inventory

Updated: 4/3/2023  
Printed: 4/3/2023

| Subdivision Name                        | Remaining<br>Lots/Units | Annexed        | Zoned                    | Platted        | Infrastructure |
|-----------------------------------------|-------------------------|----------------|--------------------------|----------------|----------------|
| Sage Meadows                            | 1                       | Yes            | Single-family            | Yes            | Yes            |
| <del>Boxelder Commons</del>             | <del>0</del>            | <del>Yes</del> | <del>Single-family</del> | <del>Yes</del> | <del>Yes</del> |
| <del>Harvest Village Townhomes</del>    | <del>0</del>            | <del>Yes</del> | <del>Multi-family</del>  | <del>Yes</del> | <del>Yes</del> |
| The Knolls (infill)                     | 2                       | Yes            | Single-family            | Yes            | Yes            |
| 5th Street (infill)                     | 1                       | Yes            | Single-family            | Yes            | Yes            |
| 3745 Garfield (infill)                  | 1                       | Yes            | Single-family            | Yes            | Yes            |
| <del>Wellington Village Townhomes</del> | <del>0</del>            | <del>Yes</del> | <del>Multi-family</del>  | <del>Yes</del> | <del>Yes</del> |
| <del>Wellington Row Townhomes</del>     | <del>0</del>            | <del>Yes</del> | <del>Multi-family</del>  | <del>Yes</del> | <del>Yes</del> |
| Columbine Estates                       | 49                      | Yes            | Single-family            | Yes            | Yes            |
| Sage Meadows 2nd (Phase 1)              | 45                      | Yes            | Single-family            | Yes            | No             |
| Sage Meadows 2nd (Phase 2)              | 58                      | Yes            | Single-family            | Yes            | No             |
| Saddleback (Phases 1 & 2)               | 89                      | Yes            | Single-family            | Yes            | No             |
| Saddleback (Phases 3 & 4)               | 64                      | Yes            | Single-family            | Yes            | No             |
| Sundance Phase 1A                       | 60                      | Yes            | Single-family            | Yes            | No             |
| Sundance Phase 1B                       | 91                      | Yes            | Single-family            | Yes            | No             |
| Sundance Phase 2                        | 101                     | Yes            | Single-family            | Yes            | No             |
| Sundance Phase 3                        | 65                      | Yes            | Single-family            | Yes            | No             |
| Country Lane Acres                      | 41                      | Yes            | Single-family            | No             | No             |

|                                             |            |
|---------------------------------------------|------------|
| <b>Platted Lots</b>                         | <b>627</b> |
| <b>Buildable Lots (with infrastructure)</b> | <b>54</b>  |

