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The 2013 Timnath Comprehensive Plan was prepared by
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**A1. History of the Town of Timnath**

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The Town of Timnath was first platted into blocks and lots in 1905. Early descriptions described the Town as having “large well-filled stores, a hotel, a bank, a public hall, and several other public conveniences.” The Town remained small until the 1960’s when new families began to move in. The built environment changed during this same period with the addition of a new post office and remodeling of a former food locker into a fire station. Until the turn of the century, Timnath remained a quiet, attractive, small residential community with most of its residents commuting to nearby cities for employment.

In 2004, the size of the Town changed dramatically with the annexation of more than 2,000 acres of land. These annexations extended the Town boundaries eastward to the Larimer-Weld county line and south past County Road 36. Later annexations extended the Town boundaries northward toward State Highway 14. Until the economic downturn in 2008, development was proceeding in all of these newly incorporated areas. After a period of stagnation, there are currently signs of renewed activity in these subdivisions.

The Town adopted its first Comprehensive Plan in 1984 with goals and objectives based largely on a citizen survey of residents’ views about future growth. This original plan did not include a future land use map instead allowing market forces to direct growth. Increasing growth pressure throughout northern Colorado in the 1990’s began to affect Timnath along with other communities. Rapid development of the Interstate 25 and Harmony Road commercial corridor to the west, nearby land use approvals by Larimer County and increased traffic through the Town brought concern about annexations by neighboring communities and the lack of control over land use decisions that affect the Town. Additionally, a survey indicated that surrounding large landowners were interested in developing their land.

As it became clear that growth and development was inevitable, the Town recognized the need for a Comprehensive Plan that would allow proactive decisions to be made about what kind of community Timnath should become. This Plan was formally adopted in 1999 and included a Future Land Use Map along with goals and policies that were designed to help the Town grow while retaining its close-knit, small town community character.

As growth pressures mounted and surrounding communities continued annexation plans that were trending toward Timnath, the Town began a series of Plan updates to ensure their ability to influence land use decisions in the area they envisioned eventually becoming part of Timnath. Plan updates occurred in 2002, 2005 and 2007 as property owners continued to request annexation into the Town and decisions needed to be made about the best way for these properties to develop. During these updates, the Town also took action to expand its area of influence in what is termed the Growth Management Area northward to its existing location of County Road 52.

The 2013 Plan Update was initiated as a result of continued steady growth even during the economic downturn. With an actual population of less than 1,000 residents but preliminary approved plans that support a population of 12,000 and building permit trends suggesting this population could be reached within the next 15-20 years, it was imperative that the town strategically plan for this expected growth. Additionally, the Town wanted to provide more guidance on how the downtown could recognize its potential as a highly desired destination and living environment.
The updated Plan addresses four key planning areas:

- The Growth Management Area;
- Transportation;
- Downtown; and,
- Intergovernmental Coordination

Growth is encouraged in staged development progressing north from Harmony Road. It is recommended that the Town identify a priority growth area within the Growth Management Area that encompasses the area between the existing development north and south of Harmony Road and the approved subdivisions to the north toward State Highway 14. Incentives should be developed that encourage future development to occur first in this area in close proximity to existing development and developing infrastructure. One of the highest priority action items after the adoption of this Plan is to proceed with an intergovernmental agreement with Larimer County. Without this agreement, there is no assurance development within Timnath’s Growth Management Area would occur as envisioned in this Plan.

A complete transportation system for Timnath is envisioned that includes a network of roads, pedestrian paths and bicycle routes. The Town continues to improve its network as part of a consortium of surrounding communities that are developing a regional trail system, with plans for the improvement of Harmony Road as the primary east west corridor and with regulations requiring development to dedicate and help finance future local roadways and connectors. The existing Transportation Plan for the Town, which was adopted in 2005, is out-of-date and needs to be updated in the immediate future. This will ensure that a complete network is planned for not only in the immediate vicinity of the Town but throughout the Growth Management Area.

Downtown is a small but important part of Timnath. It provides an anchor to the Town’s past and has the potential to become the focus and identity for the Town. This Plan envisions downtown as a compact core of mixed uses with residential, commercial and institutional uses encouraged at a pedestrian scale to provide a real center for the community.

In order for Timnath to grow logically, it must extend into the Growth Management Area. For this to occur successfully, future developments in unincorporated Larimer County need to conform to what Timnath expects as identified on the Future Land Use Map or at a density or intensity that does not preclude the preferred land use. In order for this to occur, a formal intergovernmental agreement between the County and the Town is necessary. Additionally, a working relationship and formal agreements must be kept current with other surrounding communities including Fort Collins, Windsor, Severance and Weld County.

The Plan is organized with five elements:

- Land Use
- Economy
- Transportation and Infrastructure
- Community Facilities and Services
- Parks and Recreation
Executive Summary

Each element has several goals that are statements of desired outcome related to each Plan element. Each goal then has multiple objectives which state how the goals might be achieved. Then each objective includes actual action items that are specific actions to implement the Plan related to specific goals and objectives. The action items are very specific and will be prioritized by the Town Council through a strategic planning process and can be used as measurements to gauge how the Plan is being implemented.

Timnath is positioned to take advantage of new growth and development as the region recovers from the recent economic downturn. Strategically located to take advantage of future commercial growth along Interstate 25 and Harmony Road, as well as providing a quality location for new residential development in close proximity to transportation corridors, the Town can create its own destiny. The updated goals and objectives, along with the implementation program that can be created through the identified action items will guide the Town as it realizes its future.
Purpose of the Comprehensive Plan

The Town of Timnath Comprehensive Plan (the Plan) provides the Goals, Objectives and Future Land Use map that will guide the physical development of the Town. The intent of the Plan is to preserve and enhance the existing Town and its identity while encouraging growth in a manner that recognizes the values of the Town’s residents. The Plan is a representation of what Town residents and other concerned citizens have come to envision their Town to look like in the next 10 to 20 years. The Plan is an official public document that will be used to guide the Town’s Planning Commission and Town Council in making decisions regarding development applications, the provision or extension of community services and infrastructure and regional coordination efforts with other jurisdictions and agencies. This Plan updates and replaces the 2007 version of the Timnath Comprehensive Plan.

Background of the Plan and Planning Process

The first Town plan, the Timnath Area Plan, was adopted in 1984. The planning area at that time encompassed approximately eight square miles and was bounded on the north by Larimer County Road 42, on the south by County Road 36, on the east by the Larimer/Weld County line and on the west by Interstate 25. The Timnath Area Plan’s goals and objectives were based largely on a 1980 citizen survey of resident’s views and preferences about existing conditions in Timnath and future growth alternatives. It was decided at that time that the Timnath Area Plan would not include a land use map to dictate the types of development that should occur within the Timnath area and market forces would direct growth.

During the mid to late 1990’s, increasing pressure of growth along the Front Range began to impact Timnath. This growth, manifested near Timnath with residential development and land use approvals by Larimer County, impending availability of sanitary sewer in the area, and increased traffic and the rapid development of the I-25/Harmony Road commercial corridor to the west, brought concerns with how the Town might control their own destiny regarding how it would grow and develop and how it could address the impacts of development decisions by other nearby entities. A 1996 survey of Timnath residents clearly indicated that citizens did not want the Town to grow or change. Just two years later, however, a survey of the surrounding major landowners revealed that more than 48 percent of survey respondents were in-
Introduction

Interested in developing their land within the next five years. Growth and development were inevitable and the Town decided to address how best to manage it.

Given the changing circumstances, the Town recognized the need for a Comprehensive Land Use Plan that would allow them to proactively foster the desired future for the community. The Timnath Planning Commission and the Town Council initiated the creation of a Comprehensive Plan in November, 1997, which was formally adopted in 1999. The 1999 Plan included a Future Land Use element to guide development and a set of goals and policies designed to help the Town grow while retaining its close knit, small town community character.

Growth and annexation were once again the driving force behind the 2005 update of the Comprehensive Plan. An update process was initiated when property owners to the north of the Town’s Growth Management Area (GMA) requested annexation of their property. The annexation request again raised issues regarding the most appropriate way to manage growth and identity. The result of this process was an additional expansion of the GMA north to SH 14/ Mulberry Road and the revision of the land use classifications and descriptions to offer greater clarity.

In 2006, the Timnath Planning Commission began a process to again review the Future Land Use Map and to consider extending the northern boundary of the GMA north of SH 14/Mulberry Road. Plan amendments and an expanded Growth Management Area were adopted in the summer of 2007 in anticipation of an intergovernmental agreement with Larimer County. An IGA between the Town and Larimer County has never been adopted.

The 2007 Plan guided a dynamic growth period for Timnath resulting in the implementation of many of the goals and objectives. Even with the nation-wide economic downturn, Timnath continued to expand services and saw a limited impact of the slowing residential market. As a result, the latest Plan update process was initiated in 2012 to develop new goals and objectives to consider the next phase of Timnath’s future.
Growth Management Area

The location and type of growth within the current and future boundaries of Timnath will be balanced to protect the quality of life of residents, encourage the success of business, provide for the housing needs of residents, and to help ensure fiscally sound expansions of Town services.

Growth will be encouraged in staged development concentrated on the I-25 corridor and major intersections serving Timnath that logically progress from Harmony Road north. Growth will also be encouraged within the existing town limits. Known as infill development, growth in these areas helps to ensure efficient provision of services by encouraging growth where services are already provided or are located nearby. Building from the inside out also helps to establish a strong community identity providing old and new residents and businesses a connection to Timnath regardless of how fast it grows in the future.

Planning for and encouraging a variety of business interests, housing types and park and recreation opportunities helps ensure economic success. Businesses that enrich the commercial and industrial fabric of Timnath and provide needed jobs will be targeted for recruitment. Housing will be allowed to develop based on market demand, which means that housing type and density will reflect the demands of new and existing residents. Quality parks and recreation choices enhance the attractiveness and health of the town and make recruitment easier. Planning for economic success will make Timnath a more sustainable community and provide a wide variety of employment, housing and recreational opportunities.

For the Growth Management strategy to succeed, the Town needs to make sure needed infrastructure is available and that the proposed development’s fiscal impact on the Town is evaluated prior to approval. Taking these steps will ensure that current residents are not overly burdened with the costs of growth and that Timnath has continuous viable growth for many years into the future. In the end, the Town will succeed because it planned for the proper balance of uses, provided residents choices about where to live and play, and it created a sense of community, merging the old with the new, that residents and visitors can immediately identify with.

Transportation

A complete transportation system for Timnath would consist of a network of roads, pedestrian paths, and bicycle lanes and routes. While rail and the nearby Denver International Airport are important for moving people and goods over long distances, the key planning issues embodied in this plan focus on moving people in and around Timnath and between Timnath and adjoining communities.

Timnath’s auto related transportation system is both regional and local in nature and when considering the entire Growth Management Area, it has both urban and rural roadways some of which are not yet paved. The primary road issue during the next planning period is how to best deal with growing pass-through traffic. This is especially true for Harmony Road/County Road 38 and State Highway 14 as traffic from continuing development in the subdivisions on the east side of Town and beyond into Larimer County, Weld County, Windsor, Severance and Greeley continues to increase. Harmony Road is a direct link from these growth areas to Interstate 25 as well as Fort Collins.
Pass-through traffic on County Road 5/Main Street going north and south through downtown is also an issue, especially since this road was designated as an alternative to Interstate 25. The 2005 Transportation Plan acknowledged the conflict between high volumes of traffic on Main Street with goals for preserving its historic character and encouraging small to moderate scale commercial and residential development. In the plan a parkway that would bypass downtown was designated to the east of Main Street and the existing residential district to divert much of the pass-through traffic around the downtown. The actual location and design of this road has yet to be identified.

Most streets built in the United States since World War II have focused almost exclusively on the motorist with little thought given to the cyclist or pedestrian. This has created environments that are generally hostile and dangerous to all forms of non-motorized travel. In addition to the obvious health benefits of active transportation, most commonly walking and cycling, a community that can be safely traversed on foot or by bike is generally perceived as having a higher quality of life and is more attractive to business and residents.

In order to plan for the orderly growth and development of a complete transportation network, the 2005 Timnath Transportation Plan needs to be updated. Developed in 2004 and 2005, this Plan is out-of-date and limited. It does not consider a Growth Management Area north of SH14/Mulberry Road and was developed prior to the majority of new residential units being approved on the eastern edge of Town. It also needs to focus more on completing the transportation network with pedestrian paths, including sidewalks and trails, and safely accommodating cyclists on all levels of roadway. Roadway corridors need to be rethought with the idea of isolating efficient pass-through traffic routes from the local road network. This could include additional arterials and collectors in areas where they currently do not exist and development has not yet reached.

**Downtown**

**Old Town**

Old Town is a small but important part of Timnath. With buildings dating back to the late 1800’s and early 1900’s, it provides an anchor to Timnath’s past, but with imagination and focus Old Town can also be an important part of its future. Actively preserving the historic fabric while encouraging adaptive reuse of historic structures and appropriate infill of new development is the key to unlocking what could be a catalyst for quality growth. It is envisioned that Old Town will serve as the cultural, entertainment, and restaurant center of the town.

Historic central cores such as Old Town often become a fundamental component of community character. They help to create an identity that is unique, bridging the community’s past with its future. As Timnath continues to grow with new development, and its limits and influence push further into the Growth Management Area, having a unique identity will be essential.

**Expanded Core**

Just to the south of Old Town, a new town core will begin to emerge in the near future. Building on the development at Riverbend south of Harmony, new retail, personal service and office uses will develop along the proposed Parkway connecting the new town center at Riverbend to Old Town. 4th Avenue will develop as pedestrian-scale commercial and mixed-use extending Old Town to the Parkway. The areas north and west of Main Street will devel-
op with mixed-use allowing commercial, office and residential uses.

**Riverbend and Parkway Commercial Areas**

The new Town Hall and Fire Station in Riverbend will be the civic focus of Timnath, and the remaining Harmony and Parkway commercial development will serve the broader Timnath community. Regional commercial and employment will continue to develop along I-25 at each intersection with the Harmony Road intersection attracting the most significant regional commercial development.

**Intergovernmental Coordination**

In order for Timnath to be successful, to grow logically, and to create a sense of community growth must extend into the Growth Management Area in a logical and efficient way. This requires a working relationship and finite agreements with Larimer County, Fort Collins and other surrounding communities to ensure that haphazard development, which could interfere with Timnath’s planned growth, not occur under these other jurisdictions. An Intergovernmental Agreement which requires collaboration between all the local governmental entities is required.
**Community Goals, Objectives, and Action Steps**

**Land Use**

The pattern of development in Timnath follows the transportation routes, principally I-25 and Harmony Road. These will always be the backbone of Timnath, regardless of how much it grows. Commercial development will locate along the I-25 intersections, and follow Harmony Road. The other catalyst for commercial development is Old Town and the proposed Parkway. Residential uses fill in the remaining areas.

The future of the Town will see a significant change in the existing land use pattern, with mostly infill of those areas within the current boundaries of the Town occurring first, along with some redevelopment of Old Town. Expansion to the north will occur as this core area fills.

The character of Timnath is important to the future vitality of the community. Much of that character is represented by the commercial development along the major arteries bringing traffic into and through the city. New commercial development will set the standard for all other development including redevelopment areas. Higher density, mixed use development should be encouraged taking advantage of the significant traffic being generated by these uses. Downtown has tremendous potential and should see reinvestment to take advantage of the historic character and focus the location provides.

**Goal:** Develop land within Timnath by targeting non-residential development and allowing housing to develop based on market demand and the ability of the Town to provide services.

**Objective:** New development, redevelopment, and infrastructure investment should strive to promote healthy communities and active lifestyles by providing or encouraging enhanced bicycle and pedestrian circulation, access, and safety along roads near areas of employment, schools, and parks.

- **Action 1:** Target pedestrian and cycling infrastructure investments in areas near employment centers, schools, public parks and trails and as outlined in the PROST plan.

- **Action 2:** Revise land development regulations to require pedestrian and cycling infrastructure and connectivity as an integral element of site plan review and approval processes.

- **Action 3:** Identify areas where changes to roads, intersections, bicycle lanes and pedestrian pathways are needed to improve safety and target these areas for funding priority.

**Objective:** Ensure that zoning changes conform to the Comprehensive Plan.

- **Action 4:** Incorporate a plan consistency requirement into the zoning code.

- **Action 5:** Require staff reports to include analysis of the consistency requirement into their staff report and recommendation.

- **Action 6:** Update the zoning text and map to insure that they are consistent with the Future Land Use Map.
**Objective:** Ensure existing residences are protected from adjacent, new and higher intensity non-residential uses through appropriate buffering such as fencing, set-backs, landscaping and other appropriate measures.

**Action 7.** Revise the land development regulations to require higher intensity uses to buffer adjacent existing lower density residential uses.

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**Goal:** Where feasible, annex lands adjacent to existing development prior to annexing other undeveloped areas to the town.

**Objective:** Create an educational program for property owners that explains the benefits of annexing into the town with initial emphasis on those properties in the amended Intergovernmental Agreement with Fort Collins.

**Action 8.** Use the town website to distribute information about fiscal and service benefits of annexation.

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**Objective:** Establish a priority growth area within the GMA.

**Action 9.** Use existing land use information, the Future Land Use Map and the policies established by the Comprehensive Plan to determine the location of a priority growth area.

**Action 10.** Negotiate intergovernmental agreements to insure that priority growth areas are protected from inappropriate use.

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**Goal:** Continue to encourage mixed use, employment and commercial activities along the eastern County Road 38/Harmony Road corridor.

**Objective:** Encourage development along this corridor through appropriate zoning, land use incentives, and infrastructure improvements.

**Action 11.** Revise the zoning code to allow mixed use, employment and commercial uses within the corridor.

**Action 12.** Establish intensity bonuses in the zoning ordinance for commercial developments that exceed required development standards.

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**Goal:** Create a new town center on Harmony Road with commercial, governmental, and community uses.

**Objective:** Develop a unique entryway that identifies the site as the new town center.

**Action 13.** Design and install a streetscape that uses lighting, landscaping, wayfinding, and public art to establish an identity for the entryway.

**Action 14.** Use design standards to establish common building and infrastructure patterns on adjacent properties to insure they tie in appropriately with the streetscape plan.

**Objective:** Construct a new town hall and government offices that are inviting to the public and encouraging of citizen visits.

**Action 15.** Use wayfinding signs and branding to ensure citizens and visitors can easily find town hall.
**Community Goals, Objectives, and Action Steps**

**Action 16.** Provide adequate and safe on-site infrastructure for vehicles, pedestrians and cyclists.

**Action 17.** Develop a town hall design that is geared towards customer service with good interior signage, comfortable waiting areas, and logical and efficient arrangement of spaces that are accessible to all citizens regardless of mobility challenges.

**Objective:** Create areas of parkland, pathways, and open space in the new town center that blend in with the new development and encourage citizens and area employees to enjoy the outside.

**Action 18.** Revise the zoning code to require the integration of connected public spaces in new developments.

**Action 19.** Provide public amenities such as benches, tables, trash cans, and site lighting that encourage people to enjoy the outdoors.

**Objective:** Encourage mixed use development to allow retail, commercial, and service uses in the new town center.

**Action 20.** Revise the zoning code to create incentives for mixed-use developments that integrate customer-oriented street level uses with office and residential uses on upper floors.

**Goal:** Protect and enhance the small town character of Old Town and link it to the new Town center.

**Objective:** Develop regulations and design guidelines that keep the scale of Old Town.

**Action 21.** Using historic architectural and site design elements as a guide, adopt design guidelines that protect historic properties from inappropriate renovation and adaptive reuse and the encroachment of inappropriate new development.

**Objective:** Create pedestrian, bike, and vehicular connections from Old Town to the new Town Center development on Harmony Road.

**Action 22.** Implement the trail connection to Old Town as indicated in the PROST Plan.

**Action 23.** Require new development to provide adequate, safe on-site pedestrian and cycling infrastructure as well as connections to similar adjacent public facilities.

**Action 24.** Install safe crosswalks within the downtown.

**Action 25.** Consider street and crosswalk designs that calm traffic and reduce vehicular speeds.

**Objective:** Gradually increase the scale and density from Old Town to the new Town Center. Avoid abrupt changes in scale and intensity of use that would conflict with the feel of Old Town.

**Action 26.** Revise the zoning code to create performance standards that buffer Old Town from newer, more intense development using intensity, dimensional standards, architectural controls and site design.
Goal: Amend the Land Use Code to encourage quality development.

Objective: Update the Land Use Code to reflect the Future Land Use Map classifications and associated land use recommendations.
   Action 27. Revise the zoning code and subdivision regulations to insure that districts and standards implement the Comprehensive Plan.

Objective: As part of the update of the Town’s development regulations, seek ways to improve the site plan review process by adopting more objective review standards, strengthening the standards for administrative review, adopting design guidelines and broadening the range of site plans that are reviewed administratively.
   Action 28. Conduct a thorough process review to identify areas of improvement.
   Action 29. Revise the zoning code to create clear standards as well as reasonable flexibility for staff approvals.
   Action 30. Develop site plan submittal and review requirements that are fair, reasonable, clear, and predictable and which successfully implement town policies.
   Action 31. Push decision-making down to the lowest acceptable level to facilitate approvals.

Objective: During the update of the development regulations, consider regulations that would require the appropriate public infrastructure and facilities to be programmed before new development is permitted.
   Action 32. As part of the permit application and site plan review process, require a statement of availability of water and sewer capacity from the appropriate authority prior to approval of building permits.
   Action 33. Require necessary transportation improvements needed to address the impact of new development to occur concurrent with or prior to development.
   Action 34. Require minimum standards (e.g. sidewalks, streetlights, etc.) be included in plans.


**Community Goals, Objectives, and Action Steps**

**Economy**

The purpose of this element is to guide public and private decisions that help promote the stabilization and retention or expansion of the economic base in Timnath, and the creation of quality employment opportunities in the local community.

As the Town's plans recognize Timnath is poised to compete in the global environment of the 21st century. Timnath has unique physical and locational attributes, a unique character, and a shared commitment to sustaining the community's assets as a basis for growth.

To capitalize on its potential, Timnath should focus on **Goals**, **Objectives** and **Actions** that will assist the Town in becoming livable, innovative, vibrant, and economically flexible. In particular, the Four Principles for Economic Sustainability put forth by the Rocky Mountain Institute’s Economic Renewal Program are worth incorporating into a comprehensive economic development strategy. These principles are:

1. **Plug the leaks.** Where possible, stop the outflow of local dollars by producing or providing goods locally that Timnath residents consume.
2. **Support existing businesses.**
3. **Encourage new local enterprise.**
4. **Recruit new businesses that are compatible with existing businesses.** In this context, “compatible” means that as new business develops underutilized resources, meets needs unfulfilled by existing businesses, complements existing economic activities, and is consistent with community social and environmental values.

*Source: Rocky Mountain Institute's Economic Renewal Program: An Introduction, by Michael J. Kinsley*

The following goals, objectives and actions will help Timnath implement these principles and achieve its economic potential.

**Goal:** Develop strategies to encourage businesses to locate in the Commercial, Mixed Use, and Industrial Areas.

**Objective:** Develop a package of economic incentives such as tax breaks, shared parking or expedited permitting to encourage new businesses to locate in Timnath.

**Action 1.** Develop specific funding resources to encourage private reinvestment in Old Town.

**Action 2.** Target specific commercial areas for infrastructure improvements which will make development more economically feasible.

**Action 3.** Acquire property to package for development or redevelopment in targeted commercial/mixed-use areas.

**Action 4.** Develop financial mechanisms to encourage joint development opportunities such as Tax Increment Financing, Community Reinvestment Act incentives, creation of a Downtown Development Authority, Special Districts, and other similar programs, and continue the role of the Timnath Development Authority.

**Action 5.** Work with service providers, business and industry users and other communities to develop an information technology and infrastructure plan.
**Objective:** Develop a Chamber of Commerce and/or work with area economic development agencies to promote and enhance the business environment of Timnath.

**Action 6.** Create and maintain an administrative structure to increase the City’s economic development capacity and to coordinate economic development activities and performance measures.

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**Objective:** Market Timnath as an excellent location for employers and businesses.

**Action 7.** Maintain a Town economic development plan that includes a 3-5 year implementation strategy to guide development and public investment decisions, evaluate public and private development projects and inform the allocation of Town resources through the annual capital and operating budget process.

**Action 8.** Dedicate resources in the Town budget to adequately promote Timnath.

**Action 9.** Develop a marketing strategy focused on customer and business attraction and leverage of existing and new community events.

**Action 10.** Consider creating a public-private marketing program.

**Action 11.** Maintain a position on the Board and involvement in NCEDC.

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**Objective:** Revise the zoning ordinance to ensure that new businesses are directed to appropriate locations.

**Action 12.** Undertake strategic revitalization plans for Old Town to identify appropriate zoning and public realm improvements, such as a plaza, necessary to catalyze economic development.

**Action 13.** Develop zoning mechanisms that reward mixed-use development in Old Town and the New Town Center.

**Action 14.** Ensure that town processes and regulations related to land development, permits, and construction are easy to understand, friendly to use, and promote a healthy environment consistent with the strategic plan, vision, and mission of the town.

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**Goal:** Promote a diversity of new commercial and industrial development, within appropriate areas, to create an economically sustainable community.

**Objective:** Analyze each new development proposal to ensure it contributes to the economic sustainability of the Town and supports the Timnath Comprehensive Plan.

**Action 15.** Develop a prioritization methodology to evaluate opportunity areas and to determine how redevelopment investments would best be made.

**Objective:** Strive for a balance between residential and non-residential development that maintains the community character while providing the tax base necessary to support priority services, facilities and projects.

**Action 16.** Conduct a market analysis to determine most likely development demand by use type.

**Objective:** Target businesses and industries that enrich the tax base, provide good jobs, and create few off-site impacts.
Community Goals, Objectives, and Action Steps

Action 17. Perform a market analysis to develop the types of retail and commercial services that should be pursued within the town.

Action 18. Maintain the Town’s commitment to provide infrastructure to existing business/industry parks, and to market these locations to prospective users.

Action 19. Maintain an updated inventory of available or vacant buildings and special facilities suitable for businesses/employers in the Town’s basic and target industries.

Objective: Support the growth of small-scale urban farms to ensure a local food supply.

Action 20. Provide small plot public land leases for small farm to market agricultural businesses.

Goal: Require commercial and employment development in Timnath to occur in a manner and scale that enhances the community.

Objective: Prohibit development that requires more intense, expansive infrastructure than will support the character of Timnath.

Action 21. Locate employment and industrial districts in areas with excellent and efficient access to streets and highways.

Objective: Promote the location of smaller retail, offices, sit-down restaurants and entertainment venues in the downtown core.

Action 22. Adopt development, design and performance standards that promote excellence in the design and construction of buildings, outdoor spaces, transportation facilities, and streetscapes in employment centers.

Objective: Promote the location of regional scale commercial activity, mingled with community commercial uses, light industrial uses, mixed-use and other complementary uses near the Interstate consistent with Timnath’s image and design goals.

Action 23. Designate specific areas within the Town’s land use plans that accommodate a business or employer requiring a very large site.

Goal: Provide an appropriate supply of land suitable for commercial and employment development at key locations along County Road 38 / Harmony Road and throughout the GMA.

 Objective: Encourage a mix of commercial uses in appropriate areas of the GMA as indicated on the Future Land Use Map.

Action 24. Locate employment and industrial districts in areas with excellent and efficient access to streets and highways.

Objective: Revise the zoning map as necessary to accommodate expected commercial and employment growth for the next two years.
Action 25. Based on the Future Land Use Plan and revised Land Use Code, revise the zoning map when the Land Use Code revisions are adopted.

Goal: Enhance the quality of community amenities as a means of ensuring Timnath’s attractiveness to future employers.

Objective: Create a schedule for ongoing improvements to Timnath’s pathway system, including acquisition of rights-of-way for future development, agreements with private developers for path and trail construction, and other approaches.

Action 26. Continue to pursue pathway and trail development and extensions throughout the GMA.

Action 27. Develop town entryways and wayfinding signs that are welcoming to visitors and residents.

Objective: Create a sense of community through community activities focused on activities related to community amenities.

Action 28. Use citizen surveys to determine local needs and wishes for improving the area’s quality of life and building a stronger sense of community.

Objective: Preserve and enhance the historic downtown of Timnath to make it an attractive destination for visitors and residents.

Action 29. Consider using Old Town as a focus of a marketing campaign.

Objective: Use the future construction of public facilities and buildings as examples of quality development through the use of energy efficient and attractive building material, landscaping, walkways, and public open spaces.
Transportation and Infrastructure

Timnath’s transportation system is both local and regional in nature. The most notable transportation corridor is Interstate 25 paralleling the western edge of the Town and Growth Management Area. The Harmony Road interchange is the focal point of the Town’s transportation system and commercial development with large areas designated by the Plan for Regional Commercial both north and south of Harmony Road. As growth eventually expands to the north, East Mulberry / State Highway 14 will take on additional importance. Three additional interchanges are easily accessible: East Prospect Road, East Mulberry / State Highway 14 and East County Road 50. To the south, the newly improved interchange at State Highway 392 may take on increased prominence as property within the southern portion of the Growth Management Area annexes and develops.

Harmony Road / County Road 38 represents both a regional and local corridor. As a regional arterial connecting Timnath with Fort Collins, Interstate 25 and communities to the east, it is a critical link that will continue to grow in importance as these communities continue to grow. Locally, Harmony Road provides direct access for Timnath residents to shopping both at the interchange with Interstate 25 and in south Fort Collins.

Timnath’s local transportation network centers on County Road 5 / Main Street, a minor collector running north and south through downtown. County roads and local streets feed into this road with the intersection of Main Street and Harmony Road considered the center of Timnath. In the past, local roadways have been two-lane streets without curbs or sidewalks with some remaining unpaved. This has begun to change with improvements to Main Street in downtown including the addition of sidewalks, and local streets in new subdivisions where curb, gutter and sidewalks are installed.

The Colorado and Southern Railway traverses Timnath in a northwest – southeast direction. The railroad connects Greeley, Windsor, Timnath and Fort Collins.

Because of Timnath’s location and importance in the context of Northern Colorado, continued coordination with regional entities such as the North Front Range Metropolitan Planning Organization will continue to be important. As reflected in the goals and objectives, identifying required infrastructure levels of service and system standards, continuing to identify and develop alternative transportation routes for bicycles and pedestrians and developing a capital improvement element to be included in the Comprehensive Plan will all assist with prioritizing and budgeting for future capital projects.

Beyond the transportation system, infrastructure for the Town, including sewer and water, are provided by regional organizations including Fort Collins / Loveland Water District, East Larimer County Water District, Weld County Water District, Boxelder Sanitation District and South Fort Collins Sanitation District. As discussed in the Community Facilities and Services section, the Comprehensive Plan’s goals and objectives focus on ensuring these providers are aware of new development proposals so acceptable levels of service can be maintained for a quality living environment.

**Goal:** Update the 2005 Transportation Plan to accurately reflect changes that have occurred over the last decade with the expansion of the Growth Management Area, regional growth and development and transportation improvements to the regional road system.
Objective: Coordinate with the North Front Range Metropolitan Planning Organization to represent Timnath’s interests on a regional basis.

Action 1: Keep the Town’s appointment to the North Front Range Metropolitan Planning Organization current and attend all regularly scheduled meetings.

Objective: Determine potential growth patterns at build-out and develop a future transportation network that will most efficiently and economically accommodate that growth.

Action 2: Develop a computer model of the proposed transportation network that can be updated as new development is approved throughout the region.

Action 3: Prioritize, review, and annually update transportation projects within the Town based on the transportation model.

Objective: Develop a program to assess a proportionate share of the cost of any new roadways to each new development.

Goal: Develop a well-balanced transportation system that supports automobile, pedestrian and bicycle movement.

Objective: Provide on- and off-street bicycle lanes as well as sidewalks along urban streets throughout the community.

Action 4: Require sidewalks on all streets in development approvals. All street reconstruction should include sidewalks.

Action 5: Consider alternative transportation projects when prioritizing future parks, open space, and trails for the Parks, Recreation, Open Space and Trails Plan.

Objective: Develop a safe and efficient transportation system utilizing complete street concepts where feasible.

Action 6: Design street cross-sections to include easily identifiable spaces for all users: drivers, pedestrians, and bicyclists, as appropriate.

Action 7: Provide frequent street crossings in developed areas with easily accessible pedestrian signals at intersections.

Objective: Ensure all new streets and sidewalks, particularly in and around the Downtown Core and existing residential areas, are designed and installed to connect with existing streets and sidewalks.

Action 8: Amend the Land Use Code to require connectivity between new streets and existing streets.

Action 9: Identify minimum spacing requirements between connecting streets.

Action 10: Where cul-de-sacs are proposed, require a sidewalk connection to existing sidewalks.

Action 11: Ensure all new sidewalks and sidewalk crossings comply with the standards of the Americans with Disabilities Act.
**Community Goals, Objectives, and Action Steps**

**Objective:** Design pedestrian street crossings to be well-marked and visible to motorists and to enhance the character of the area.

**Objective:** Develop a continuous system of bicycle lanes and trails that connect the Downtown Core, New Town Center, activity centers and developing neighborhoods.

**Action 12:** Incorporate bicycle lanes and trails as recommended in the Parks Recreation Open Space and Trails Plan into the development review process and require trails to be constructed or the right-of-way provided as new developments are approved.

**Action 13:** Include bicycle lanes in the design of new roadways and streets when off-street facilities are not convenient.

**Action 14:** Continue to coordinate with Larimer County and surrounding communities to apply for grants to fund the regional trail system.

**Objective:** Develop an off-road pedestrian, bicycle and equestrian trail system that connects open spaces and recreation areas in and around Timnath as adopted in the Parks Recreation Open Space and Trails Plan.

**Action 15:** Refer to the trails adopted in the Parks Recreation Open Space and Trails Plan during development review and require new trails be constructed or the right-of-way for new trails be provided as new developments are approved.

**Action 16:** Continue to coordinate with Larimer County and surrounding communities to apply for grants to fund the regional trail system.

**Objective:** Incorporate bicycle facility design into new development and street construction projects including bicycle parking areas, bicycle racks, and other features as necessary.

**Goal:** Support the concept of a County Road 5 Parkway as depicted on the Timnath Land Use Plan Map.

**Objective:** Determine the exact location of the parkway using detailed design studies building on the right-of-way identified in the Timnath Farm North annexation agreement.

**Action 17:** Prioritize and fund a design study to identify right-of-way, design features and cross-sections for the Parkway.

**Action 18:** Consider the design or conditions of approval for approved projects that might infringe on the proposed parkway location.

**Action 19:** Use the design study and the right-of-way identified in the Timnath Farm North annexation agreement to identify additional right-of-way that may fall within new developments and require right-of-way dedication as part of project approval.

**Action 20:** As necessary, revisit past approvals to negotiate needed right-of-way acquisition for the parkway.

**Objective:** Actively involve the public in the design of the new parkway.

**Action 21:** Hold public meetings with all key stakeholders to obtain input into the parkway designations.
**Objective:** Ensure that the parkway design provides safe, convenient street connections.

**Action 22:** Identify streets to connect with downtown to the west and east, ensuring that intersections onto the parkway are designed as aligned, full movement intersections.

**Objective:** Require that each new project account for the future parkway in long range traffic impact studies.

**Action 23:** Have Town staff identify a collection area within which any proposed development or redevelopment will consider the parkway in their traffic impact studies.

**Action 24:** Until the parkway is completed, traffic impact studies prepared for development proposals will consider traffic impacts both before construction of the parkway and after.

**Objective:** Emphasize Main Street gateway connections and ensure they project a positive, inviting community image.

**Action 25:** Identify the north and south terminus points for the parkway as gateways into downtown.

**Action 26:** Develop special identification features to identify these points as the beginning of the downtown area.

**Action 27:** Create logo and signage specific to Old Town Timnath within any established Town guidelines.

**Objective:** Work with Larimer County and the State to seek additional funding sources to assist with development of the parkway.

**Goal:** Provide an adequate level of public facilities, infrastructure and services for the residents of Timnath.

**Objective:** Plan the locations of new public facilities to meet the needs of existing and future growth.

**Action 28:** Refer to the Future Land Use Map to anticipate the location and levels of future development and plan the extension of public facilities accordingly.

**Action 29:** As the Town identifies preferred development areas, plan for the installation of infrastructure and the siting of public facilities to encourage growth in these areas.

**Objective:** Require adequate infrastructure concurrent with development.

**Action 30:** Establish level of service standards for all infrastructure.

**Action 31:** Require all new development to maintain adopted levels of service.

**Objective:** Review and monitor agreements with utility providers to ensure infrastructure will be planned and installed consistent with the Comprehensive Plan in a timely, efficient and cost effective manner.

**Action 32:** Use the adopted levels of service and concurrency requirements as the threshold for meeting this objective.

**Objective:** Require new developments to connect to existing water and sewer systems and prohibit the proliferation of small private water and sewer systems.
**Community Goals, Objectives, and Action Steps**

**Action** 33: Update the Land Use Code to prohibit the use of private water and sewer systems and require connection to existing public water and sewer systems.

**Action** 34: Require developers to pay for 100% of the cost of providing infrastructure to support new developments, except when the development is part of a public private partnership in which case the costs may be shared.

**Goal**: Maintain a short-term and long-range Capital Improvements Plan for improvements to and scheduled replacements of the Town’s infrastructure that is coordinated with the Comprehensive Plan.

**Objective**: Continue the development of a five year Capital Improvements Plan based on projected revenues.

**Action** 35: Continue the development of maintenance and expansion plans for capital facilities based on the anticipated growth patterns in the Comprehensive Plan.

**Action** 36: Prioritize projects based on maintenance needs, anticipated growth and projected cost.

**Action** 37: Review and update the five-year Capital Improvements Plan annually at the time the Town adopts a new budget.
Community Goals, Objectives, and Action Steps

Community Facilities and Services

Most of Timnath's municipal services are provided by special districts and contract employees. Potable water service in the Growth Management Area is provided by the Fort Collins / Loveland Water District, the East Larimer County Water District and the North Weld County Water District. Until recently, except for new developments approved over the last decade, Town residents were dependent on individual septic systems. During 2012, the Boxelder Sanitation District and the South Fort Collins Sanitation District expanded their services to now provide sewage treatment within the Town as well as developing areas in the Growth Management Area.

Timnath is within the Poudre School District. Two elementary schools are located within the Town: Timnath Elementary, which currently provides classes for kindergarten through sixth grade; and, Bethke Elementary School which provides classes for kindergarten through fifth grade. Middle school and high school students are currently bussed to Preston Middle School and Fossil Ridge High School, both in Fort Collins.

Fire service is provided through the Poudre Fire Authority. One station is currently located in downtown. Property more central to existing and new development has been acquired south of Harmony and west of the railroad tracks to build a new station in 2013. Two full time officers, both employees of the Town, provide police service.

Because of the regional nature of most service providers, the Comprehensive Plan’s goals and objectives focus on ensuring these providers are aware of new development within the Town that affects potential levels of service. The Plan also contains information on growth patterns and expectations that is essential for maintaining quality services for Town residents. In particular, as new families move to Timnath, coordination with the School District will become increasingly important to identify potential locations for new schools, primarily an additional elementary school and a middle school.

**Goal:** Coordinate with special districts and authorities that provide community services to ensure an appropriate level of service is maintained as the Town grows.

**Objective:** Identify minimum levels of service for all infrastructure.

**Action 1:** Conduct routine updates between Town officials and the Public Works Department to assess current levels of service and pending future needs.

**Objective:** Review all agreements with special districts to ensure minimum levels of service are acceptable for the Town.

**Action 2:** Develop review procedure to ensure Town staff has the ability to review and comment on pending service agreements.

**Goal:** Cooperate with the school district in planning the location, siting and development of new schools to keep current with a growing population.

**Objective:** Based on population trends and projections and school district standards, identify potential locations for future elementary, middle and high school sites.
**Community Goals, Objectives, and Action Steps**

**Action 3:** Meet with School District representatives to discuss plans for future school sites.

**Action 4:** Locate prospective school sites on the future land use map.

**Objective:** Adopt requirements stipulating that as school district thresholds are exceeded that either land is set aside for new schools or fees are contributed in lieu of land to allow the district to pursue the purchase of new school sites.

**Action 5:** Develop language in association with the School District that will require land set asides for new schools or fees in lieu of land for the purchase of future school sites.

**Goal:** Cooperate with the Poudre Fire Authority to build a new fire station central to the Town on Harmony Road.

**Objective:** Work with the Poudre Fire Authority on preparation of the site plan for the new station to ensure coordination for location and access for emergency vehicles.

**Action 6:** Include the Fire Authority in site development plan meetings for the new station and consider their input when preparing the final site plan.
Parks, Recreation and Open Space

In May, 2011, the Town adopted the Parks, Recreation, Open Space and Trails Master Plan (PROST Plan). The vision and mission statement adopted in that plan reinforce the Town's original vision of a parks and recreation system as identified in the 2007 Comprehensive Plan:

Vision Statement: Timnath will have a high quality, connected parks, recreation, open space and trails system that provides a sustainable foundation for community economic, social and environmental success.

Mission Statement: As the Town is financially and organizationally capable, Timnath will efficiently provide safe and comprehensive leisure time opportunities, facilities, amenities, programs and services that will enrich the quality of life for all residents and visitors.

The PROST Plan included goals and objectives and an implementation program that indicates the Town's commitment to provided parks, recreation and trails in the community. Those goals and objectives are incorporated into this 2012 Comprehensive Plan update as follows.

**Goal:** The Town will build upon its natural assets in providing a connected, balanced system of parks, trails, open space and recreation facilities that is equitably distributed and accessible to all residents.

**Objective:** Provide 2.5 acres of neighborhood parkland and 5.5 acres of community parkland for every 1,000 residents.

*Action 1:* Develop requirements for parkland dedication in land or payment in lieu of land for all subdivision development.

**Objective:** Rely on private development to provide pocket parks within 0.25 mile of every resident in new subdivisions, and to meet a level of service of .5 acres per 1,000 population.

*Action 2:* Create incentives such as density bonuses to encourage the provision of pocket parks.

**Objective:** Locate neighborhood parks within 0.5 mile of the neighbors they are intended to serve, and in locations that are comfortably and safely accessible by pedestrians and bicyclists.

*Action 3:* Maintain and use Map 2.2 (Existing and Planned Resources) found in the Parks, Recreation, Open Space and Trails Master Plan (PROST Plan) as a guide for future park development.

**Objective:** Develop additional lands to provide appropriately sized neighborhood parks in existing underserved neighborhoods. Where additional land is not feasible, provide safe and convenient pedestrian and bicyclist access to the nearest neighborhood park through construction of sidewalks, improved crossings of roadways, and grade-separated crossings of barriers, where practical.

*Action 4:* Consider parkland acquisition and potential pathway routes during the development approval process.

*Action 5:* Purchase lands to be set aside for future parks as the opportunities arise.
Objective: Design parks to provide for a variety of experiences that appeal to a broad range of interests, abilities and ages.
   Action 6: Review the survey results contained in the PROST Plan that outline local preferences for parks.

Objective: Provide accessible facilities and rehabilitate existing facilities to meet the requirements of the Americans with Disabilities Act (ADA).
   Action 7: Require compliance with the specifications of the Americans with Disabilities Act.

Objective: Provide community parks within 1.5 to 2.0 miles of urban-density residential areas, and on sites that are accessible by trails, bike lanes and major roadways.
   Action 8: Maintain and use Map 2.2 (Existing and Planned Resources) found in the Parks, Recreation, Open Space and Trails Master Plan (PROST Plan) as a guide for future park development.
   Action 9: Acquire land for future community parks as opportunities arise.

Objective: Centrally locate recreation centers, community centers and other facilities that are heavily used by youth, adults and seniors on sites with visual and vehicular access from major roadways, with public transit access and with direct trail connections.
   Action 10: Assess the need for community facilities through public opinion surveys.
   Action 11: Determine funding options for local community facilities as well as opportunities for shared use of facilities in neighboring jurisdictions.

Objective: Keep abreast of current trends and changing demands for recreational activities by periodically conducting a community-wide survey and updating the Master Plan.
   Action 12: Routinely conduct community-wide surveys and update the Parks and Recreation Element based on those results and changing conditions in the town.

Objective: Locate multi-purpose practice fields for youth sports in neighborhood parks as well as community parks. Size neighborhood parks adequately to allow for such uses.

Objective: Construct parks at adequate sizes to allow for construction of desired amenities (excluding unusable land such as frequently wet storm drainage ponds, drainage corridors, steep slopes, or other obstacle to development).
   Action 13: Consider natural features and physical limitations on-site when designing parks.

Goal: Provide safe, enjoyable and comprehensive bicycle and pedestrian connections throughout Timnath.

Objective: Provide a multi-purpose community-wide core trail system that connects major destinations (e.g., neighborhood and community parks, regional trail systems, open space areas, recreation centers, schools, downtown, major event centers, etc.) and provides opportunities for trail loops with areas of interest along the route.
Action 14: Implement the PROST Plan and the objectives and actions of the Transportation and Infrastructure Goals of the Timnath Comprehensive Plan.

Objective: Connect neighborhood parks and neighborhood schools to a community-wide trail system with neighborhood connector (local) trails that are provided for and maintained by private development (where feasible and appropriate in the context of the neighborhood design).

Action 15: Maintain and update Map 2.2 from the PROST Plan to illustrate the likely trail system throughout Timnath.

Action 16: Prepare a map that provides the locations of current, pending, and possible extensions of the town pathway system.

Objective: Identify future trail corridors along drainage ditches, irrigation canals and publicly owned property and easements.

Action 17: Prepare and maintain a pathway map providing the locations of current, pending, and possible extensions of the town pathway system.

Action 18: Create written agreements with local ditch companies and irrigation providers for pathway access.

Objective: Establish standards for open space corridors associated with various types of trails, and locate trails to provide pleasant and safe experiences.

Action 19: Follow the recommendations and standards outlined in the PROST Plan for open space.

Action 20: Include designated open space and trails as part of the project design for new developments.

Objective: Provide both paved and non-paved trails to accommodate a variety of users.

Action 21: Prepare and maintain a town pathway map that illustrates the locations of current, pending, and possible extensions of the town pathway system, including their surface type.

Objective: Provide pedestrian and bicycle access (bike lanes and routes as appropriate for the road classification) throughout neighborhoods to facilitate safe, enjoyable routes between homes, parks and recreational amenities.

Action 22: Ensure that new developments include sidewalks, bicycle lanes, and trails as part of their design.

Goal: Develop and maintain parks, trails, recreational facilities and open space at a high level of quality that is appropriate for the location, type of use and nature of the facility.

Objective: Incorporate historic and cultural resources and art into park designs to celebrate the unique aspects of Timnath and provide distinctiveness between parks.

Action 23: Have community competitions for permanent and rotating art displays in local parks.
**Community Goals, Objectives, and Action Steps**

**Objective:** Establish maintenance and design standards and management plans for the various types of parks and other Town-maintained properties.

**Action 26:** Adopt and follow the recommendations of the PROST Plan.

**Action 27:** Provide budget for the maintenance and development of publicly owned properties in Timnath, including parks, public open spaces, and landscaping around town facilities.

**Objective:** Manage fields to prevent overuse and irreparable damage to playing surfaces.

**Action 28:** Schedule and fund routine maintenance of public playing fields and play areas.

**Objective:** Select durable materials that are sustainable, resource efficient and non-toxic for construction of new facilities.

**Action 29:** Investigate and use construction material that is long lasting and not harmful to the surrounding environment or users.

**Objective:** Identify key areas with high quality native vegetation, wetlands or wildlife habitats and manage them to reduce invasive, non-native species.

**Action 30:** Contact the Larimer County Extension Office or the Natural Resources Conservation Service to obtain information about invasive species, natural habitats, and wetlands.

**Action 31:** Map areas that have high quality native vegetation, wetlands, and wildlife habitats.

**Action 32:** Work in cooperation with other agencies to advertise the benefit of removing invasive, non-native species from private property.

**Action 33:** Eradicate invasive vegetation from Town property.

**Objective:** Periodically assess satisfaction levels of residents.

**Action 34:** Conduct yearly satisfaction survey of town residents and business owners.

**Objective:** Adequately staff and fund maintenance and operations to achieve an acceptable level of maintenance, and adjust staffing levels to keep pace with the addition of properties to the system.

**Action 35:** Maintain a capital improvements plan and staffing program for parks, trails, and recreation facilities.

**Goal:** Develop and maintain parks, trails and recreational facilities in an environmentally sensitive manner.

**Objective:** Place emphasis on the use of non-irrigated landscapes, native species and low water plant materials.

**Action 36:** Provide information to developers that describe xeriscaping and low water landscaping.
**Action** 37: Encourage developers to landscape with native species that blend into the area and require less water.

**Objective:** Preserve areas of high quality natural vegetation.

**Action** 38: Obtain open space in areas with high quality natural vegetation.

**Objective:** Avoid environmentally sensitive areas when locating trails and other developed facilities. Establish appropriate buffer distances from sensitive resources.

**Action** 39: Map sensitive lands and refer to the map when delineating new trails and facilities.

**Objective:** Protect water quality through implementation of “Best Management Practices” in the design of storm water conveyance and detention facilities


**Objective:** Use permeable pavements, recycled materials, locally manufactured products, locally available materials and low energy requiring facilities and technologies to the greatest extent practicable (see the Sustainable Sites Initiative rating system http://www.sustainablesites.org/report/).

**Action** 41: Buy local and regional building materials to the fullest extent possible.

**Action** 42: Use recycled and energy efficient materials for town construction projects where it is feasible to do so.

**Objective:** Provide Town residents with information on the benefits of sustainable landscapes through demonstration gardens, backyard wildlife programs and interpretive signage.

**Action** 43: Obtain informational material from services such as the County Extension Office that describe environmentally friendly landscaping techniques and have it available for distribution to citizens.

**Objective:** Implement area-specific resource management plans for open spaces that define the appropriate level of public use and ecosystem management strategies.

**Action** 44: Prepare resource management plans for public open space.

**Objective:** Seasonally close areas and trails if necessary to protect sensitive resources.

**Action** 45: Monitor seasons and local conditions that warrant temporary area closures.

**Objective:** Provide for integrated pest management where and/or when necessary.

**Action** 46: Routinely monitor public lands for pest management.

**Objective:** Seek opportunities to incorporate on-site clean power generation.

**Action** 47: Encourage the use of on-site wind generators, solar panels, and other clean power generators.
Community Goals, Objectives, and Action Steps

Objective: Strive to provide opportunities to grow food locally in the parks system.
Action 48: Provide areas for community gardens on public land.

Goal: Develop adequate land acquisition, development, operations and maintenance funding sources and tools to realize the vision of the Parks, Recreation, Open Space and Trails Master Plan (adopted May, 2011).

Objective: Ensure that new residential development contributes its fair share for parks and recreational facilities to the extent allowed by state law and Town code.
Action 49: Update requirements in subdivision, zoning and other land-use and development regulations to incorporate the PROST Master Plan recommendations.
Action 50: Create a development impact fee system that will cover the cost of acquiring and developing parks, trails, and recreation facilities as a part of new residential development.

Objective: Seek partnerships with adjacent communities, Larimer County and Weld County, as well as public-private partnerships where mutually beneficial and appropriate.
Action 51: Maintain good working relationships with area communities and counties through regularly scheduled meeting participation and outreach efforts.
Action 52: Coordinate with other agencies or private partners on a regular basis to connect trails, minimize duplication of service, discuss beneficial partnerships, and leverage available funding.

Objective: Aggressively seek grants from available sources.
Action 53: Monitor funding sources on an as needed basis.

Objective: Support funding for the establishment of a Park, Recreation and Open Space and Trails Department when the community has enough people to warrant this organizational structure.

Goal: Maximize the relationships and partnerships with adjacent communities, Larimer and Weld Counties, and other potential partners who have mutual community interests benefiting the region.

Objective: Understand the plans of others within the region and assess if other partners could contribute to make the overall regional system better for all residents.

Objective: Proactively communicate so that opportunities are not missed (e.g., develop working groups and meeting schedules).
Action 54: Maintain good working relationships with area communities and counties through regularly scheduled meeting participation and outreach efforts.
Action 55: Coordinate with other agencies or private partners on a regular basis to connect trails, minimize duplication of service, discuss beneficial partnerships, and leverage available funding.

Objective: Partner on grant funding applications to improve chances of success.
Goal: Town expansion and growth will recognize and design with the natural amenities within the community including wildlife, habitat, waterways and groundwater.

Objective: Council, or their appointed boards or commissions as delegated, will annually assess the plan, recommended projects, and implementation tools and develop actions that are within the Town’s financial and administrative capacity to deliver.

Action 56: Include parks and recreation projects in any newly developed Capital Improvement Plan

Objective: Monitor and evaluate the effectiveness of past and current tools for providing parks, recreation programs, trails, conservation lands and recreational facilities.

Objective: Review and if needed, update the PROST Master Plan for Timnath in concert with the Town’s Strategic Plan and updates to transportation plans, comprehensive plans, sub-area plans and state statutes to reflect changing needs and opportunities.

Action 57: Annually review all Town planning documents to ensure documents are current and reflect existing Town values.

Goal: Pursue the development of the land around Timnath Reservoir as an active recreation area.

Objective: Consider all viable options including public-private partnerships to ensure the Town can develop the land around the reservoir according to community desires.

Action 58: Revise the master plan for the reservoir to more realistically address development consistent with the goals of the Town and their financial capabilities. Include extensive public participation to determine a preferred development scenario.

Action 59: As part of the new master plan, consider development and funding options to pursue the preferred development scenario.
Future Land Use

The Future Land Use map shows how growth is planned to occur both within the Town of Timnath and further into the Growth Management Area. Future development within the Growth Management Area is to be regulated by an intergovernmental agreement with Larimer County that will be developed as part of the implementation of this Plan. New development within the Town of Timnath will be required to be consistent with this Plan.

Land Use Categories

The following are the definitions of the Land Use Categories used on the Future Land Use Maps:

- **County Density Residential – Agri-business (CDR)** - This category establishes residential densities consistent with the rural and large lot development of the unincorporated areas of Larimer County. Smaller lot sizes may occur as developments occur as planned unit developments with significant open space. This land use designation also recognizes low intensity agricultural commercial and industrial uses. Residential densities are to be a minimum of 1 home per 2.29 acres south of County Road 50 and one home per 10 acres north of County Road 50. Examples of agricultural businesses include dairies, sod farms, tree farms and greenhouses.

- **Very Low Density Residential (VLR)** – This is the lowest residential density that occurs within the Town limits. Intended for single family estate size lots, smaller lots could occur if developed as part of a large master planned development under a Planned Development overlay. Residential densities are equal to or less than one dwelling unit per acre.

- **Low Density Residential (LDR)** – At a density of one to three dwelling units per acre, this designation allows more flexibility that the lower density designations with a small range of densities allowing varying lot sizes within a single development. Smaller lots and a higher net density could occur for large master planned developments using a Planned Development overlay.

- **Low Density Mixed Use (LDMU)** – Areas where development includes a mixture of uses on the same property, or on adjacent properties. The development could include varying types of residential, commercial, office and civic uses in both horizontal or vertical mixes. The density would be similar to adjacent low and medium density residential.

- **Residential Mixed Use (RMU)** - Similar to Low Density Mixed Use with a preference for residential development supported by retail, personal service, and office uses.

- **Medium Density Residential (MDR)** - This is a traditional suburban density of medium size lots with a density of three to six units per acre. Developments on larger land areas that are able to take advantage of a Planned Development overlay could provide a diverse range of densities including attached dwelling units.

- **High Density Residential (HDR)** – This is the highest residential density allowed within the Town limits. Primarily a multifamily designation, a variety of lot sizes could occur on property with this designation if included in a large master planned development using the Planned Development overlay. Residential densities are more than six units per acre.
Regional Commercial (RC) – Located solely at the interchange of Interstate 25 and Harmony Road, this designation identifies the area that will be designed to facilitate an appropriate mix of the following types of uses: commercial activities with a regional draw including, but not limited to, large retail establishments designed to become destination shopping areas, community commercial uses, business and light industrial uses, medical facilities/offices, higher density multifamily residential, a continuum of life care housing options and open space.

Downtown Core (DC) – The Downtown Core is that part of Old Town that represents historical Timnath downtown development. It includes commercial, institutional and residential uses.

Commercial (C) – This designation is where retail stores, personal and business services and offices will occur. Commercially designated property may develop with stand-alone stores, convenience and neighborhood shopping areas or community scale shopping centers.

Commercial Mixed Use (CMU) - This is similar to mixed-use development with a preference for commercial development with high density residential either in the same building or on the same property as non-residential development.

Employment (E) – Property designated for Employment use is anticipated to develop with warehousing, light industrial uses, office centers and employment / business parks.

Mixed Use (MU) – This designation identifies areas where development is to include a mixture of uses within a common development. Uses could include varying types of residential, commercial, office and civic uses. Mixed use can occur within a single building or within a master planned development.

Open Space / Trail Corridors – This designation identifies open space and recreation areas within the planning area.
Proposed Growth Management Area Expansion

Growth Management Areas (GMA) represent those areas beyond City and Town limits that can reasonably be expected to annex into a municipality as growth continues over a period of time. For GMAs to be effective, an intergovernmental agreement between a City or Town and the County is required so County development respects land uses and densities proposed in a GMA. Frequently, GMA boundaries for municipalities will abut each other as is the case with Timnath and Fort Collins on the east side of Interstate 25.

Over the years, Timnath has taken an aggressive stance to their GMA expanding it well beyond the Town limits. Even though the Town comprises approximately 5 square miles, the Growth Management Area is approximately 26 square miles extending to the north toward Wellington and to the east to the Weld County line. The current GMA is represented on the Future Land Use Map as well as the following map. As shown, the Town is currently in discussion with the City of Fort Collins to amend their joint boundary from south of Prospect Road to north of Mountain Vista Drive. This would amount to additional acreage being added to the Timnath GMA.

Additionally, the Town is considering expanding the GMA to County Road 56, north of Cobb Lake, a distance of approximately two miles, adding 8 square miles to the overall size of the GMA. If this expansion is approved, the northern boundary will extend to the southern most limit of the Town of Wellington’s GMA.

While the Town does have an intergovernmental agreement with the City of Fort Collins, which will be amended once the respective boundary changes are agreed to, the Town does not have an intergovernmental agreement with Larimer County. For the existing and proposed GMA to be effective and allow the Town to expect any development within the unincorporated area of the GMA to be consistent with the Town’s adopted Future Land Use Map, an agreement between the Town and the County is required.
Implementation Strategy

The important part of a comprehensive plan is how it is carried out. This Comprehensive Plan sets the goals, objectives and actions for a number of initiatives to help transform Timnath into a vibrant community with a balance of land uses including housing, retail, personal service, office and other employments uses. With this plan in place, many individual but unified actions can occur within the framework of the recommendations of this plan. For example, public improvements to streets, parks and buildings, as well as private actions for parcel development or building rehabilitation, can now be planned and occur knowing how they will fit into this larger plan for the entire Town.

Implementation can take time, especially when needed resources are limited and required for more than one goal and objective. Because implementation can take time, the Town Council and those to whom the Council delegates, will need to prioritize programs. The Plan contemplates this ongoing process as part of Timnath’s policy-making function. While the Plan identifies specific programs, implementation measures may be adjusted over time based on new information, changing circumstances, and evaluation of their effectiveness, so long as they remain consistent with the intent of the Plan.

There are a number of actions the Town can initiate to start achieving the recommendations of the Plan. These include:

• Use of the Plan by the Planning Commission and Town Council to guide proposed development to those locations that support the larger vision.
• Identify the parties responsible for each action.
• Use of the Plan by Town staff and other governmental agencies to guide any initiatives or improvements in the area of the Town, such as improvements to parks, streets, utilities, schools, housing, etc. As part of this, adopt a Five-Year Capital Improvement Plan for those highest priority capital improvements.
• Build on the current marketing plan to ensure appropriate uses are attracted to key places in the Town.
• Changes to the Land Use Code text and/or Zoning Map to support the development recommendations for the Town.
• Development of Design Guidelines, either as a stand-alone document or as part of the Urban Renewal Plan, to set standards for the rehabilitation or construction of new buildings.
• Update the Transportation Plan based on the projected development in the Future Land Use plan.
History of the Town of Timnath

The Timnath area was first settled in 1859 by farmer/trader Ebenezer Davis who set up camp about two miles south of the present town on the west bank of the Poudre River and eventually established a farm on the site. Throughout the 19th Century the majority of the settlers who came to the area were farmers looking to take advantage of the plentiful irrigation waters available from the Poudre River.

With the construction of the Greeley, Salt Lake and Pacific Railroad in 1882, the Town of Timnath was established and served as a minor shipping center for agricultural produce and livestock. By 1884, a town post office was established and the Town of Timnath was given its official name by the town minister and postmaster, Reverend C. A. Taylor. The Town was officially incorporated on January 1, 1920.

By the early 1900’s the Town of Timnath boasted a bank, two grocery stores, a hotel, and a lumberyard. Sugar beets were an important crop in Timnath and the area was home to several sugar factories. Potatoes and sheep were also popular commodities in Timnath. The various vegetables, grains, and livestock produced in Timnath were shipped by train to Greeley and Fort Collins.

The economy in Timnath has fluctuated over the years, largely in response to changes in the agricultural markets. A drastic decline in sheep prices forced many farmers out of business and led to the eventual failure of the Farmers’ State Bank in the early 1920’s. The decline in the sugar beet industry resulted in the closing of most of the area’s sugar factories and Timnath’s importance as a shipping point diminished. For the past few decades, Timnath has remained a quiet, attractive small residential community, with most of its residents commuting to nearby cities for employment.

In 2004, the size of the Town changed dramatically with the annexation of more than 2,000 acres of land within the Growth Management Area. These annexations extended the town boundaries from the historically developed 100-acre area along County Road 5/Main Street, eastward to the Larimer/Weld County Line and south past County Road 36. Since 2004, additional annexations have extended the Town boundaries north to State Highway 14. Until the economic downturn in 2008, development was proceeding in all of these newly incorporated areas. While some developments were impacted negatively, there are currently signs of renewed activity in these subdivisions.

There are currently a few businesses in downtown, and some light industrial uses exist downtown and along Harmony Road. The opening of Walmart at the Harmony Road and Interstate 25 interchange in 2009 provided residents basic shopping services close to home and has resulted in a significant addition to sales tax revenues for the Town.
Existing Conditions and Trends

This chapter provides a brief summary of the factors affecting development within the Town of Timnath and its Growth Management Area. These factors include existing land uses and zoning, water and sewer facilities and services, and transportation facilities.

Regional Context

The Town of Timnath is located east of Interstate 25 and the cities of Fort Collins and Loveland, and northwest of Windsor. The Town is also within convenient travel distance via Interstate-25 to Denver, just 56 miles to the south, and Cheyenne, 46 miles to the north. The proximity of Timnath to I-25, and ease of access to that major transportation corridor via interchanges at Mountain View/County Road 50, East Mulberry Street/State Highway 14, Prospect Road/County Road 44, and East Harmony Road/County Road 38, makes Timnath a prime location for development. Fort Collins and Windsor presently provide the majority of employment, service, and retail opportunities to the town and its residents.

Current Land Use Patterns

The incorporated area of Timnath currently comprises approximately 3,237 acres of land, or 5 square miles of land. The Growth Management Area encompasses approximately 13,684 acres or 21.4 square miles. Residential development is predominantly concentrated in the eastern portion of the town limits both north and south of Harmony Road in the Harmony and Timnath Ranch subdivisions, north of downtown in the Serratoga Falls subdivision, and in the downtown area along Main Street between County Road 38 and County Road 40. New development is also occurring in the Wild Wing subdivision located north of Harmony west of County Line Road. Larger lot single-family residential development has occurred on agricultural lands both in the Town and in unincorporated Larimer County, a trend that is expected to continue as the town grows. Commercial activity is centered within the downtown area along Main Street, and at the Interstate 25 and Harmony Road interchange. New commercial development has been approved along Harmony Road just east of the Cache la Poudre River.

<table>
<thead>
<tr>
<th>EXISTING LAND USE</th>
<th>ACRES</th>
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<tbody>
<tr>
<td>Agriculture</td>
<td>13,007</td>
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<td>Large Lot</td>
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<tr>
<td>Single Family</td>
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<tr>
<td>Mobile Home</td>
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<tr>
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<tr>
<td>Industrial</td>
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<tr>
<td>Water</td>
<td>649</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>16,921</strong></td>
</tr>
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</table>

Source: Town of Timnath
Appendix A2

Zoning

Within the incorporated limits of the Town, property is currently zoned consistent with the 2007 Town of Timnath Comprehensive Plan. After adoption of this Plan, any rezoning of property will be required to be consistent with current land use designations as shown on the Future Land Use Map. Zone districts are described in the Town’s Land Use Code.

Land surrounding the incorporated areas of Timnath within the Growth Management Area is zoned and regulated by Larimer County and Weld County. Unincorporated Larimer County land south of County Road 50 is zoned as FA-1, Farming District One. Besides agriculture, single-family residential dwellings are permitted at a 2.29/acre minimum lot size (if well and septic is used) or a one-half acre minimum lot size if both public water and sewer are available. North of County Road 50, the O - Open District allows similar uses, with a minimum lot size for single-family residential dwellings increased to 10 acres. Weld County land in Timnath’s Growth Management Area is zoned predominantly A - Agricultural, allowing agricultural uses and single family dwelling on minimum lot sizes of 80 acres. Two small existing areas of E - Estate zoning, one along WCR 84 and one south of WCR along WCR 15, allow dwellings on minimum lot sizes of 2.5 acres.

Population

The population of Timnath was 625 at the time of the 2010 census. The 2011 population was estimated at 802 by the Colorado State Demographer’s office. Growth rates over different time periods covering the last 30 years are shown below:

<table>
<thead>
<tr>
<th></th>
<th>2020</th>
<th>2030</th>
<th>2040</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010 Population 2010</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• 1980-2010 growth rate</td>
<td>1,725</td>
<td>4,477</td>
<td>11,615</td>
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<tr>
<td>2010 Population 2010</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• 1990-2010 growth rate</td>
<td>1,663</td>
<td>4,156</td>
<td>10,391</td>
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<tr>
<td>2010 Population 2010</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• 2000-2010 growth rate</td>
<td>881</td>
<td>1,168</td>
<td>1,548</td>
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<tr>
<td>2010 Population 2010</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• 2005-2010 growth rate</td>
<td>1,010</td>
<td>1,534</td>
<td>2,330</td>
</tr>
<tr>
<td>Average of projections</td>
<td>1,320</td>
<td>2,834</td>
<td>6,471</td>
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</table>

While using the average of different projections over this period time is a reasonable estimate of future population, given the level of building permits and development proposals going through the review process, it is reasonable to consider the higher end of these projections as well.
School District

Timnath is located in the Poudre School District. Two elementary schools are located within the Town: Timnath Elementary with classes in kindergarten through sixth grade and Bethke Elementary with classes in kindergarten through fifth grade. Students are presently bussed to Preston Middle School and Fossil Ridge High School, both in Fort Collins.

Several sites in the Timnath area are being considered for the development of a middle school and an additional elementary school. One such site is a parcel owned by the District that is directly across Main Street from Timnath Elementary.

Water and Sewer

Sewer service is provided within the Growth Management Area by the Boxelder Sanitation District and the South Fort Collins Sanitation District. Potable water service in the Growth Management Area is provided by the Fort Collins/Loveland Water District, the East Larimer County Water District, and the North Weld County Water District. Residents in the downtown area of Timnath are still dependent on individual septic systems while new sewer is under construction.

Police

Police service is provided by two full time officers employed by the Town.

Fire

Fire protection is provided by the Poudre Fire Authority. A station is currently located downtown on Main Street. Property has been obtained by the Town to build a new station south of Harmony Road just west of the railroad in the new “town center.”

Urban Renewal Authority

In December, 2004, the Town created an urban renewal authority with the Town Council serving as the Commissioners of the Authority. The Authority was created to mitigate blight factors and safety hazards in the Town. The Authority has addressed several of the areas of greatest concern identified at its formation including improvements to Harmony Road, in particular the bridge over the Poudre River, and the extension of sewer service opportunities to the existing old town area that is currently on septic systems. Remaining areas of concern include: (a) the Boxelder Creek overflow that could create as much as 4,500 cfs to flow from north of the Growth Management Area through portions of the Town until it returns to the Poudre River south of the Growth Management Area; (b) the planning and construction of the parkway that would divert County Road 5 around the existing Town area to the east. Most of these issues have been caused by growth and decisions of other governmental entities; however, they all directly affect the existing Town residents. Development in the Growth Management Area generates the revenues necessary to pay for improvements.
Transportation Inventory and Analysis

Existing Network

Local Street Network

Timnath’s local transportation network centers along Harmony Road / County Road 38, an arterial running east / west from Interstate 25 east to Weld County and County Road 5/Main Street, a minor collector running north/south through the center of downtown. County roads and local streets feed into these principal roadways. Local streets in Timnath are rural in nature, and can generally be characterized as two-lane streets without curbs or sidewalks and in some cases are still unpaved. Traffic within the Growth Management Area is controlled with stop signs or traffic lights.

Regional Network

Main Street/County Road 5 provides several direct links into the regional transportation network. County Road 38/ East Harmony Road is an arterial running along the southern border of the downtown area linking the town with Interstate 25 and Fort Collins to the west, Windsor to the east, and other Front Range communities. To the north, East Mulberry Street/State Highway 14 and East Prospect Road/County Road 44 provide direct access to Fort Collins to the west and Severance to the east.

The most notable regional transportation feature in the Timnath area is Interstate-25 which runs north-south just 12 miles west of town. Five Interstate 25 interchanges are easily accessible from Timnath. Of these, the closest is the Harmony interchange to the south, followed by the East Prospect, East Mulberry and Mountain View interchanges to the north. Currently outside of the Timnath Growth Management Area is the recently improved State Highway 392 interchange further to the south which would increase in prominence as southerly annexed areas are developed.

The Colorado and Southern railway crosses Main Street northwest-southeast in the heart of downtown and connects Timnath with Fort Collins, Windsor and Greeley.

Existing Traffic Volumes

Traffic counts for the Town and roads within the Growth Management Area are collected by four different entities: Town of Timnath, Larimer County, Weld County and the Colorado Department of Transportation. Available traffic data is dated with Larimer County traffic counts available from 2011 and Town traffic counts limited to 2008. Existing traffic data and models to forecast anticipated future traffic volumes will be collected when the Transportation Plan is updated to reflect growth anticipated by this Comprehensive Plan.

Not surprisingly, the dominant trend along major east-west roadways is for traffic volumes to increase with proximity to an I-25 interchange and Fort Collins. The most recent traffic forecasts indicate these volumes may increase significantly in the future as the economy recovers and the housing market begins to recover. The most significant impacts are expected on those sections of County Road 50, E. Prospect, and E. Harmony Roads that are adjacent to I-25.
Traffic counts for north-south corridors indicate the heaviest traveled roadway is Main Street/County Road 5. This trend is not surprising given that this corridor runs through the historic center of Timnath. Future development is anticipated to increase travel along this route and has raised concerns regarding the impact on downtown Timnath. Given the historically light travel volume along most other north-south roadways in the Growth Management Area, future growth will have notable impacts on all roads generally, but most significantly on County Line Road.
Plan Revisions and Amendments

This Comprehensive Plan is a policy document used to guide land use decisions within the Town and surrounding area. For the Plan to function over time, it must be able to be reviewed, revised and updated on a regular basis, in order to respond to any changes in the economic, physical, social or political conditions in the Town.

Revisions bring portions, or all, of the plan up to date through review and change of background data, analysis and conclusions. Amendments are alterations to adopted Plan elements that change the land use designation of a specific area.

Adoption of this Plan, and future amendments or revisions, is governed by State statute. Pursuant to these statutes, it is the duty of the Planning Commission to make and adopt the Plan and to certify a copy of the Plan or any revisions or amendments to the Town Council. It is the intent of the Town that the Plan reflects the policy choices and directives of its elected officials. Therefore, the Town Council will, in turn, endorse the Plan and all amendments and revisions by resolution.

In addition, amendments or revisions that change the Plan’s goals and objectives must be endorsed by the Town Council after action is taken by the Planning Commission. A complete review of the Plan should occur at least every three to five years.

Plan amendments may be initiated by either a private landowner or by the Town. All requests for Plan revisions or amendment must be submitted in accordance with the Town’s Land Use Code prior to the Planning Commission hearing dates in order to allow adequate time to complete all necessary review and permit adequate public notice to be given. The Plan amendment process must be completed before any rezoning request or development application that is inconsistent with the Plan can be approved. Rezoning applications will not be processed concurrently with a Plan amendment request.

A Plan amendment will be approved by the Town Council after receiving a recommendation from the Planning Commission. Prior to approval, the Town Council must make specific findings that may include any or all of the following:

- Development factors have substantially changed in ways that support the amendment (e.g., new transportation improvements, utility extensions, substantial changes in land use character in the area or physical changes in the environment that render previous uses or restrictions out of date);
- The proposed amendment will promote the public good and is in compliance with the overall purpose, intent, goals and objectives of the Plan;
- The proposed amendment will be compatible with existing and planned surrounding land uses;
- The proposed amendment will not overburden existing or planned infrastructure systems or will provide measures to mitigate such impacts; and,
- If applicable, the proposed amendment will satisfy any specific criteria related to the proposed change in land use, as set forth in this Plan.

If endorsed by the Town Council, the amendment will become part of the Plan and the Plan will be revised to include the changes resulting from the amendment.
Appendix A4

Town of Timnath

Downtown Plan 2013

Timnath Comprehensive Plan - 2013 49
Brief History of Timnath Old Town

Early Agricultural Settlement: Pre-History to the 1880’s - Timnath came to life in the center of a prosperous agricultural area known in the early days as Sherwood, in honor of a pioneer of the Cache la Poudre Valley. Early settlers shared the valley with the Arapaho people, with whom they traded. Before long, settlers found that opportunities in trading with mining camps in the area and with farming and ranching. The agricultural opportunities available in the area attracted many, especially after the 1862 Homestead Act.

The Coming of the Railroad and Community Growth: 1880s to the Turn of the 20th Century - Timnath owes its existence to the building of the Greeley, Salt Lake, & Pacific Railroad through the area which was spawned by conflict between the Chicago, Burlington & Quincy and the Union Pacific railroads in the late 1870s and early 1880s. The line was constructed in 1882 and cut through the future site of Timnath.

A community began to organize around the rail activity. Among the earliest of the community organizers was Rev. Charles Taylor who was given charge of a growing Presbyterian Church. The Presbyterian Church of Timnath was completed in 1888 and has remained a focal point of the community since that time. Once a level of population was reached, a post office was established. Reverend Taylor served as the first postmaster, and is credited with providing an official name for the community that developed around the church and the railroad facilities. Taylor selected a Biblical reference of “Timnath”. Timnath first appeared in the 1888 edition of the State Business Directory with an estimated population of twenty.

Decades of Growth

1900-1919 - During the first decade of the twentieth century Timnath experienced a small boom in development. The town was platted into blocks and lots in 1905: A 1911 description reads, “There are large well-filled stores, a hotel, a bank, public hall, and several other public conveniences.” Among the amenities was a “well-appointed” railroad station. It was during this period that the Timnath hotel was constructed and a metered water system installed.
From Depression to War: 1920’s to the 1940’s - During the Great Depression, declining agricultural prices and drought conditions created severe hardships for the community. Almost one-third of the farms in Larimer County were put up for sale as farmers gave up on production. President Franklin Roosevelt’s New Deal program was designed to provide relief, recovery, and reform. In 1935 the Timnath School was destroyed by fire and rebuilt with Works Progress Administration labor, federal funds and insurance money.

World War II and After: 1940’s to 2000 - During World War II, Timnath residents served in the armed forces and contributed to the war effort on the home front. Farmers expanded their acreage to insure the necessary food supplies for the country at the same time that farm labor became scarce due to enlistments. German prisoners of war worked in the fields to replace lost labor, and Timnath citizens planted victory gardens to lessen the demand for produce. After the War Timnath remained small, not experiencing the population increases of other Larimer County communities. It remained a small, busy community in an agricultural area. During the 1960s, the small town atmosphere of Timnath began to attract new families. The built environment of the town changed during the 1960’s with the addition of a new post office south of the former Farmers’ Bank and the remodeling of the food locker as the fire department.

A New Century: 2000 and Beyond - After a period of stagnation, new interest in Timnath’s downtown has emerged. The downtown area has been recognized for the vital role it plays in providing Timnath’s community identity and its most desired development pattern. The downtown has been the focus of recent design enhancements in the public realm such as street reconstruction, lighting installation and street furniture. This enhanced the pedestrian scale of downtown. The extension of these downtown enhancements through a formal and systematic effort of historic preservation and revitalization as a development priority, economic opportunities in the downtown area can be expanded outward from the historic core to expand Timnath’s identity.
Background and Existing Conditions

Identifying Downtown

The identity of Timnath Colorado, particularly its downtown, is rooted in its historic core at the intersection of Main Street and the Railroad track. The core, consisting of a single block of less than 2 acres, offers a unique small town environment characterized by historic buildings and pedestrian scale streetscape enclosing a main street. The developed core radiates from its center in a grid and block pattern established by the original town plan.

To target attention and redevelopment energy, the downtown has been identified specifically as the area extending from the Cache la Poudre River on the West to the proposed Parkway on the East and from the historic Timnath Hotel on the south to the Historic School on the North. Also included in the downtown designation are the entry corridors along Main Street to the North and to the South of this historic core.

Existing Land Use Patterns

As indicated on the existing land use map, Downtown land use is comprised of single-family residential, retail, industrial and public uses. Vacant parcels are scattered among these uses. Agricultural lands lie to the north, east and south while the Cache La Poudre River lies to west. Also included in the mix of land uses is an industrial area which lies at the heart of downtown.
Conceptualizing Timnath’s Community Image and Design

Though Timnath was officially established in 1882 as a small railroad community, in many ways it can be considered a new town. Its original core occupies about 100 acres of land. However, that original territory expanded dramatically after 2004, in a series of annexations that added over 2000 acres of territory to the town from its growth management area. The annexations extended the town boundaries from the historically developed core along County Road 5/Main Street, eastward to the Larimer/Weld County Line and south past County Road 36. As a result, Timnath is in a position to expand its population and reinforce its community identity by guiding the design of new development in a manner complementary to its existing town core. There are several opportunities to carry out this goal in relation to preservation, transportation and emerging development patterns.

First, the historic core of Timnath offers a unique small town environment characterized by historic buildings and a pedestrians scale enclosing a main street. The downtown has been the subject of recent design enhancements in the public realm such as street reconstruction and lighting installation. The extension of these downtown enhancements through a formal and systematic effort of historic preservation and revitalization as a development priority, economic opportunities in the downtown area can be expanded and the downtown area can form Timnath’s sense of identity and community as it grows in the future.
Secondly, a north–south alternative route to Interstate 25 is proposed directly to the east of Interstate 25 along County Road 5. As this alternative route progresses north of Harmony Road, it is projected to arc to the east, diverting automobile traffic around the historic core of Timnath. The reconfiguration of the intersection to accommodate this route will form a key community Gateway. A traditional perpendicular intersection with traffic control provided by stop lights will create a standard environment indistinguishable from countless intersections found thorough the region and country. More creative design options, such as a roundabout at the intersection can create a unique alternative and create and extend a highly favorable community image in an area that would otherwise be subject to sprawl patterns of development.

A third component of Timnath’s community image and design is the vast potential to guide its new development through standards and principles which build upon and extend the identity already present in the downtown. In this element Timnath has the opportunity to adopt and implement zoning provisions and design standards which produce new construction in which inefficient and generic patterns of sprawl are deemphasized and more efficient and sustainable patterns are promoted. These elements include mixed use and pedestrian oriented development, a higher density of dwelling units, and buildings that are constructed nearer streets with parking to the side and rear. Site design will include compact building designs with abundant green spaces and diversity of housing choices. Timnath’s community image and design goals and objectives reflect these which follow.

**Community Image and Design Goals and Objectives**

**Downtown**

**Goal:** Preserve and enhance the existing downtown core as a vital part of community life

**Objective:** Reestablish public uses downtown

- **Action 1:** Emphasize and expand community scale activity opportunities such as the downtown community garden.

- **Action 2:** Establish and promote special community events and celebrations downtown.

- **Action 3:** Interpret Town history through the appropriate marking of historic sites.

**Objective:** Focus downtown development and redevelopment efforts on a compact area surrounding the historic core.

- **Action 4:** Revise the Land Use Code so that the expanded area is governed under the provisions for downtown development.

- **Action 5:** Redevelop the land on the west side of Main Street to provide additional opportunity for shopping and dining downtown and ensure a critical mass of vitality.

**Goal:** Establish downtown as a highly desired, quality living environment

**Objective:** Encourage well designed housing developments compatible with the historic housing patterns present in downtown while ensuring that new home designs do not overwhelm existing homes in scale or size in the downtown area.

- **Action 6:** Create standards requiring scale and buffering compatible with adjacent residential zoning.
Objective: Enhance the small town environment through an expanded pedestrian scale and walkable environment, connecting key pedestrian destinations and points of interest.

Action 9: Enhance existing and create additional public space to provide opportunities for gathering and recreation.

Action 10: Provide a walkable, bikable connection from downtown to the Cache La Poudre River connecting to the regional trail system

Action 11: Provide ample street trees and other vegetation for attractiveness and comfort, utilizing xeriscape landscaping where appropriate.

Action 12: Market downtown as a destination through imaging and branding mechanisms such as wayfinding signs and banners and through colorful season décor

Objective: Manage Parking so it does not detract from the pedestrian feel of the Old Town core.

Action 13: Consider land uses and parking needs when redeveloping parcels within the Old Town core, so adequate parking for new development/land uses is accommodated.

Action 14: Emphasize the historic nature of downtown by siting parking lots to the side and rear of buildings.

Action 15: Retrofit existing parking areas with green spaces and landscaping as sites redevelop.

Future Land Use and Development

Future Development in Downtown Timnath focuses on the historic core of the community. The character seen in the historic fabric of Timnath is one of its most loved characteristics and serves as a pattern for redevelopment as well as new development adjacent to the existing downtown core. Key to the downtown's preservation and future vitality is the creation of a substantially higher level of activity in the center. Actions for achieving this are reflected in the goals and objectives for downtown. The future Land Use and Development Map identifies the area of redevelopment and new development.

Extending from the downtown core and supporting downtown development are residential areas of varying densities built to respect the street pattern, building scale, and lot configuration established in downtown. North and east entry corridors are planned as mixed use areas intended to develop over time as development pressures build. The entrance from the south will be severed for vehicles at the railroad tracks as a new crossing is built for the parkway. This will further protect the residential character on the west side of Main, south of the railroad tracks. The east side of south Main is proposed for low scale mixed use including residential.
The redevelopment of 4th Avenue from the new parkway west to Main Street will be mixed use also of a pedestrian scale similar to Main Street. This will create a large enough destination, unique in the area, which will attract locally owned shops and restaurants.

The area on the west, north, and east surrounding the core of Main Street and 4th Avenue will be mixed-use allowing retail, office, and residential uses in both horizontal and vertical mixes.

The implementation of this downtown plan will rely on changes to the Land Use Code permitting a variety of mixed-use districts. The core area will be predominantly commercial with above floor residential permitted where second stories are appropriate. Adjacent to this area will be mixed-use districts allowing a balance of higher density residential and supporting retail and personal service uses. Further away, but on lands related to the downtown core will be districts allowing a variety of office and residential uses, with supporting retail at a lower density then the core.