

Comprehensive Plan

Adopted February 25, 2020



PREFACE

Current building permit trends suggest that the Town of Timnath's population could grow from 4,500 to 12,000 residents in the next 10-15 years. The migration of families and young professionals to Timnath, and Northern Colorado in general, the past 5-10 years demonstrates demographics, lifestyles, and markets in the area are shifting rapidly. As such, it is imperative that the community continue to strategically plan for this expected growth. This Comprehensive Plan Update comes at a timely moment for the Town and its residents to take a broad and intentional look at the future.

This Comprehensive Plan Update, building on the 2013 Comprehensive Plan, reflects the desire of the community to maintain its small town character and to support and manage growth in a responsible manner. This plan update also incorporates and combines the existing Downtown Plan (provided as an appendix to the 2013 Plan) and the Parks, Recreation, Open Space and Trails Master Plan (adopted in 2011) into one document.



The goal of the Comprehensive Plan is to:

- Provide a 10-20 year outlook; taking a broad view of many different aspects of the community;
- Address the needs and desires of the community through visions, goals, objectives, and actions;
- Include a Future Land Use Plan map that illustrates the locations of desired uses;
- Inform land use and transportation planning, economic development forecasting, budget, and timing for capital improvements; and
- Set recommendations to subsequently update land development codes.

The Town Council has envisioned that 25 years from now, the Town of Timnath will be:

- A well-planned and branded community that provides full services and amenities to its residents.
- An integrated and safe community with multiple physical connections and mobility options.
- Self-sustaining with a stable balance of commercial and residential growth.
- Artfully reflective of the Town's history, ambiance, and historical agrarian services.
- Well-managed with intelligent use of financial resources.
- Pro-business with meaningful primary employment opportunities for the residents.
- Connected with an integrated system of parks, trails, open space, and protected natural areas.
- An influential player in Northern Colorado regional partnerships.
- A destination community that is clean, green, and serene.



OUR VISION

The Comprehensive Plan has been developed to help guide community and private development to compatibly invest in and build to the Town's Vision. The Comprehensive Plan is organized around six central themes:



A First-Rate Small-Town | A historic town between the mountains and the plains with an exceptional quality of life, open spaces, small-town character, and a vibrant sense of community.



An Unparalleled Old Town | A vibrant, small-town center that cultivates local historic pride, social connections, and economic vitality.



An Open Country Feel with Parks and Natural Areas | An expansive and accessible system of parks, open space, and greenway corridors that serve as the overall foundation and framework for development within the Town.



A Regionally-Connected, Locally Enhanced Multimodal System | A regionally-linked transportation network with enhanced local connectivity to quality of life amenities via streets serving multiple forms of transportation and off-street trail system.



A Neighborly, Cohesive Community | A family-friendly and neighborly community offering a leading school system and a thoughtful range of high-quality housing options meeting all generational preferences.



A Supported Small-Town Economy | A resilient economic strategy that balances both large-scale economic generators and preservation of neighborhood-oriented, local businesses.





ACKNOWLEDGMENTS



Town of
TIMNATH
ESTABLISHED 1882



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Aerial drone imagery courtesy of Dave Bruen



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CHAPTER 1: INTRODUCTION



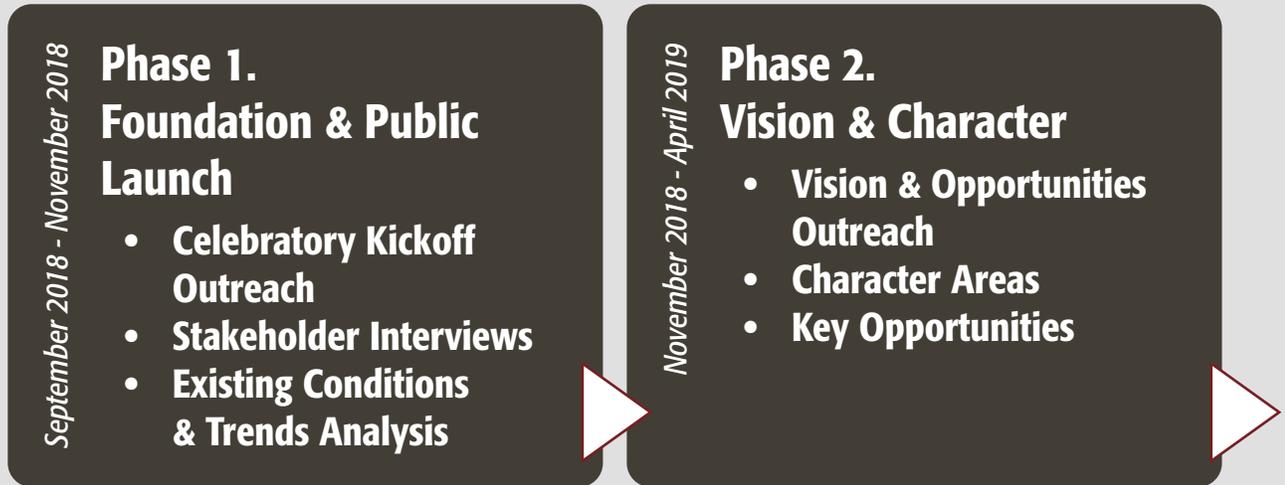
OVERVIEW

The Town of Timnath Comprehensive Plan Update (the Comprehensive Plan) is a public policy document and land use plan that guides future development based on the community's vision and values. The Comprehensive Plan provides the Vision, Goals, Objectives, and Future Land Use Map. Together, these elements will guide continued physical development of the Town by strategically planning for expected growth while reflecting on the community's values and desired enhancements.

This Chapter provides an overview of the Comprehensive Plan purpose, the authority and goals of the Plan, and how the Plan came to be through community outreach.

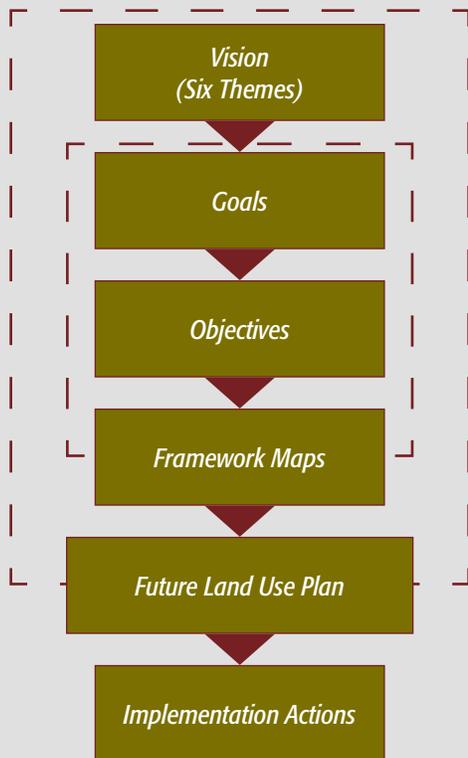
PLAN PURPOSE & PROCESS

SCHEDULE



PLAN ELEMENTS

This document sets the direction for the future through establishment of a community vision, the identification of goals and objectives, and illustration of framework maps, culminating with the future land use plan and a series of implementation actions.



The Plan is a representation of what citizens and stakeholders 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.

The Comprehensive Plan is updated periodically to reassess community values and to better leverage new opportunities, while helping Timnath plan for recent and forecasted changes in the economy and demographics. This Comprehensive Plan updates and replaces the 2013 version of the Timnath Comprehensive Plan, along with integrating the Downtown Plan Appendix (2013) and the Parks, Recreation, Open Space and Trails Master Plan (adopted in 2011).

April 2019 - August 2019

Phase 3. Plan Frameworks & Implementation

- Frameworks & Priorities Outreach
- Goals, Objectives, & Actions
- Land Use Framework

August 2019 - February 2020

Phase 4. Plan Development & Approval

- Draft Plan Outreach
- Adaptive Management Plan
- Draft & Final Plans
- Adoption

PLAN USERS

The Planning Commission shall prepare and submit the Plan to the Town Council for its approval and adoption. The Comprehensive Plan is designed to be used by those interested in the future of the Town:

- Decision-makers, Planning Commission, Town Council, and staff use the document to make decisions regarding:
 - Development applications,
 - The provision or extension of community services and infrastructure, and
 - Regional coordination efforts with other jurisdictions and agencies.
- Residents or potential buyers who may be interested in the location of new parks, trails, or community facilities and services.
- Business, property owners, or potential developers who may be interested in land use recommendations or development policies for their property.
- Adjacent jurisdictions interested in growth management.

AUTHORITY TO PLAN

Comprehensive plans are authorized through state statute (C.R.S. 30-28-106 and 31-23-206) as long-range guiding documents that provide the policy framework for regulatory tools like zoning, subdivision regulations, annexations, and/or updates to Town codes and standards. The Comprehensive Plan is referenced in development review. Staff recommendations should be consistent with the policies and/or the future land use plan. For example, in annexations and rezonings, new zoning designations should match those of the Comprehensive Plan. When processing discretionary land use applications such as planned unit developments (PUDs), staff uses the policies of the Comprehensive Plan to guide their reviews. When undertaking updates to code, the Town uses the policies as a basis to determine what needs to be addressed.

OUTREACH SUMMARY



The planning process offered an opportunity to bring the community together through a discussion of Timnath’s future. The Comprehensive Plan process included four planning phases where the public was engaged via public open houses, one-on-one interviews, presence at key social events, and online questionnaires. Work sessions with Town Council and Planning Commission were conducted at key points throughout the process.

STEERING COMMITTEE

To provide guidance on the planning process, a Steering Committee was convened. This working group was selected by Town leadership and represented a variety of perspectives and interests including Town Council, Planning Commission, and residents of most neighborhoods. They actively engaged friends, neighbors, family, etc.; represented the broader community; served as a sounding board for key concepts and alternatives; reviewed sections of the plan; and advocated for the final Comprehensive Plan. They provided input on all aspects of the Comprehensive Plan through participation in eight Steering Committee meetings.



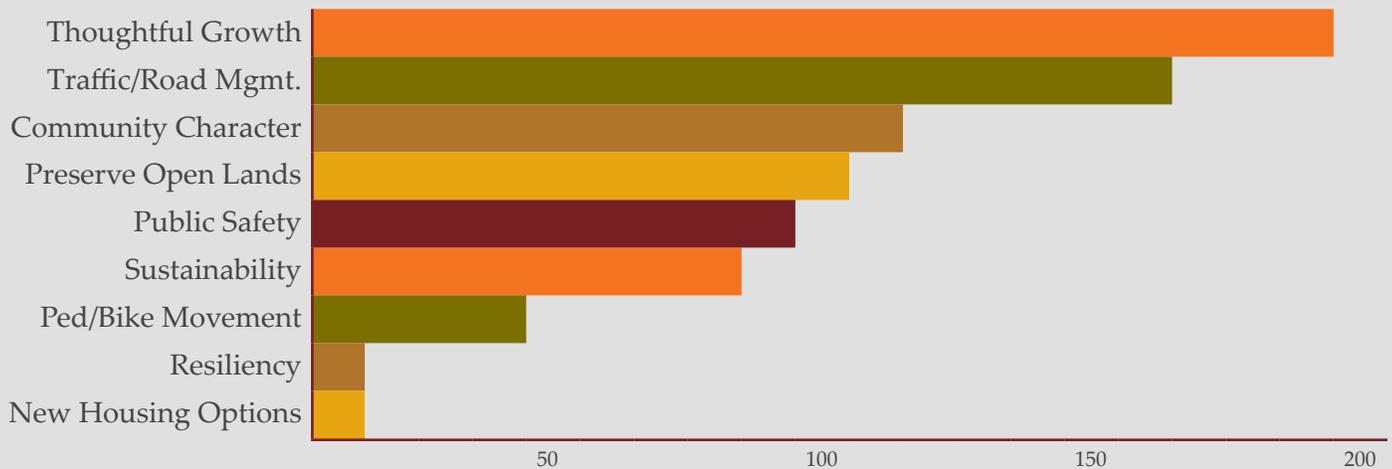
Outreach Events Overview

- **A Comprehensive Plan Website and Social Media** was used throughout the planning process to provide updates, share documents, and gather feedback on the Comprehensive Plan update. The Town used existing channels to keep residents and interested stakeholders informed and involved in the process.
- **Sixteen One-on-One Interviews** took place in October 2018 with representatives from various groups and agencies, such as utility and service districts, neighboring municipalities, and local developers.
- **Four Public Events and Community Event Receptions** were utilized in various ways during the process to inform and engage the community. The first and second phase involved presence at existing community-oriented events to generate creativity and raise awareness about the Plan. The third and fourth phase invited involvement at community receptions encouraging participants to spend time reviewing the vision, goals, objectives, land use plan and framework maps, and the implementation plan.
- **Four Online Questionnaires** accompanied each of the four major planning phases to gather additional input. The online questionnaires were posted on the Town's website and distributed through the Town's newsletter, Facebook, Nextdoor App, and by email blast.
- **Eight Steering Committee Meetings** were used to provide a sounding board for issues and ideas. These worksessions dove meticulously into the details of each chapter of the Comprehensive Plan.
- **Four Planning Commission and Town Council Updates and Worksessions**, along with dialogue with Council leadership, were held throughout the process to guide the Comprehensive Plan's direction. At the end of the process, the Planning Commission recommends the Comprehensive Plan's adoption to the Town Council.

A COMMUNITY-DRIVEN VISION

While any community will have a diverse set of ideas and goals, the Comprehensive Plan reflects a range of voices to illustrate the future of Timnath. Online questionnaires and in-person events throughout the process gathered feedback on the community’s values to draft the vision and opportunities ultimately reflected in the goals and policies. The following graphs and community input reflect the results gathered from 311 responses during the Phase 1 Questionnaire.

Why do you think planning is IMPORTANT for the future?

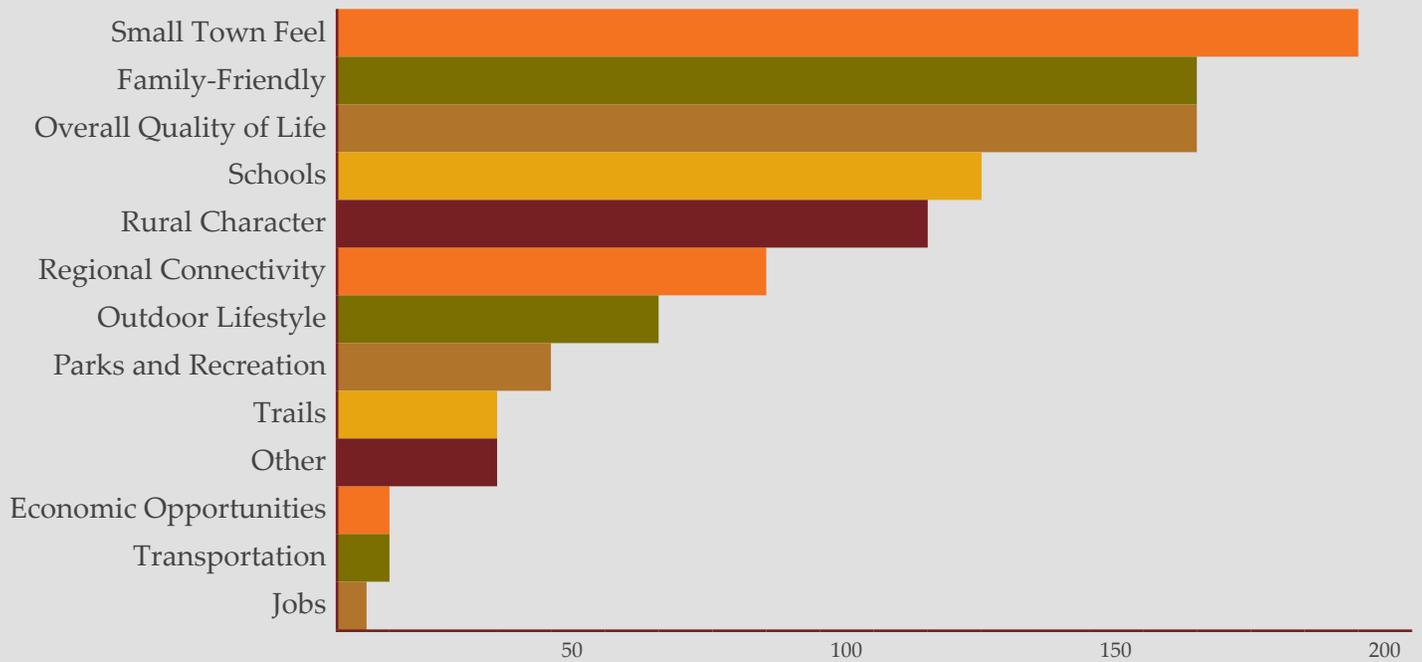


“It should be thoughtfully planned; a smart town plans infrastructure for growth in coming decades.”

“There is a very bright future ahead for this [town] as long as the planners and community work together to make Timnath the best [town] in northern Colorado.”

“Plan for growth with a long-range vision.”

What do you LOVE about the Town of Timnath?

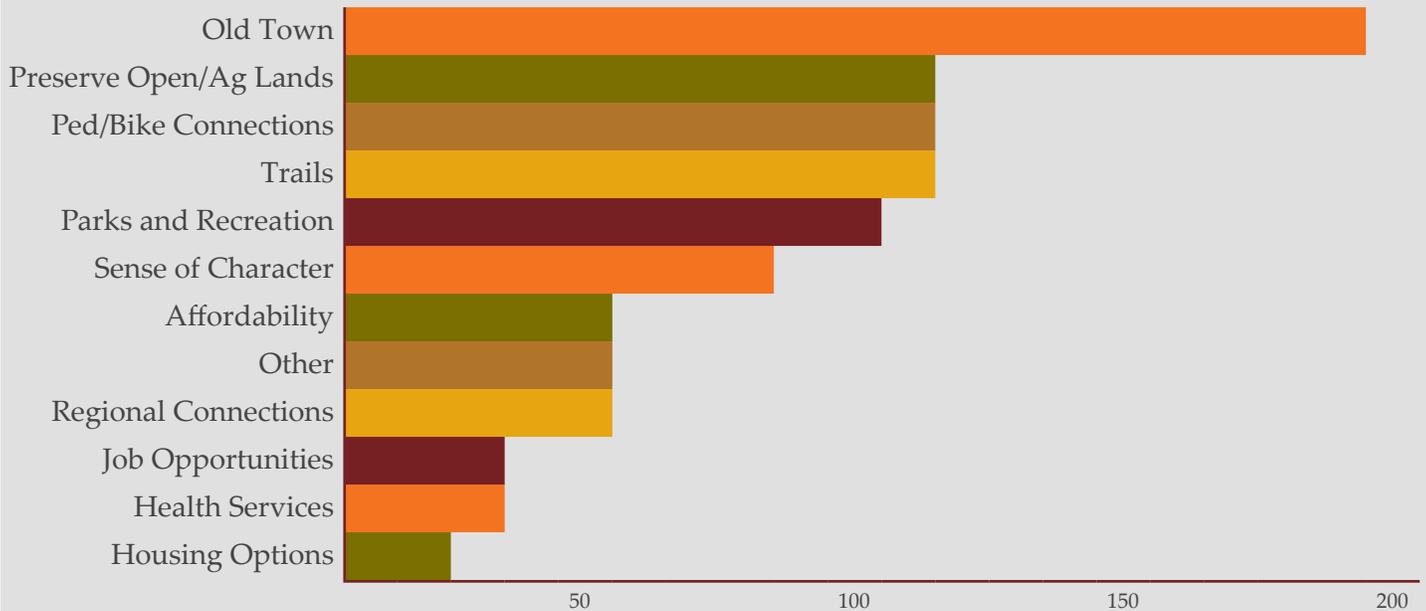


"...the opportunity to be part of a growing town - make it interesting, viable, and quirky...."

"...less congested, but still close to amenities..."

"...friendly neighborhoods and community feel..."

What would you IMPROVE about the Town of Timnath in the future?



What should Timnath be in 2040?

“A small town near big city amenities. Ideally with boutique restaurants and shopping options that retain this uniqueness.”

“A family-focused community with options for grocery shopping, restaurants, small businesses, and a recreation center.”

“Good trails, parks, and recreation with quality housing, and good retail and office solutions.”

“Interconnected family-friendly neighborhoods with mixed-use development, including commercial, retail, restaurants, unique businesses, etc., and overall, consistent with Timnath’s rural roots.”



What should Timnath be in 2040?

"Accommodate smart growth, well planned infrastructure, a small town feel, and community events."

"Timnath will have a fun, small downtown, with shops and eating options, like Stars Hollow (in Gilmore Girls)."

"It should be a small town that is known for balance between growth and open space. It should be renowned for its bike trails and small town feel as well as its sense of community."

"Its own town with a lot of character and built up to be something different in northern Colorado."

"Known as a community that people want to live in and are proud to be a part of."

"An outdoor rural feel, strong community, and outdoor activities."



CHAPTER 2: BUILDING OUR FOUNDATION



TOWN OVERVIEW

The Town of Timnath is neighbored by the City of Fort Collins to the west, the Town of Windsor to the south, and the Town of Severance to the east. 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 major transportation corridors via interchanges at East Mulberry Street/State Highway 14, Prospect Road, and East Harmony Road, makes Timnath a prime location to live and work. Fort Collins and Windsor presently provide significant employment, service, and retail opportunities to the Town and its residents, but new opportunities are continually being offered in Timnath and its retail and service landscape is changing.

A BRIEF HISTORY

pre-history



1880



1900



Early Agricultural Settlement: 1880

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, with whom they traded. Before long, settlers found other opportunities in trading with area mining camps and with farming and ranching.

Agricultural opportunities available in the area attracted many, especially after the 1862 Homestead Act.

The Coming of the Railroad/Community Growth: 1880 - 1899

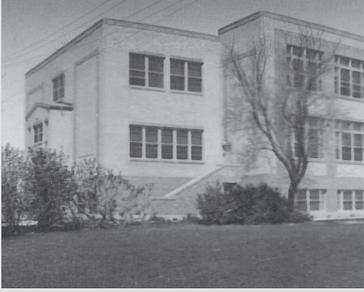
Timnath owes its existence to the building of the Greeley, Salt Lake, & Pacific Railroad through the area which was spawned by conflict between the Chicago, Burlington & Quincy and the Union Pacific railroads in the late 1870s and early 1880s. The line was constructed in 1882 and cut through the future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

A community began to organize around the rail activity. Among the earliest of the community organizers was Reverend 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 also 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.

The First Development Boom: 1900-1920

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.

1920



1940



Historic photos courtesy of Nancy Greenwood

2000



***From Depression to War:
1920 - 1939***

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. As part of the New Deal programs, Timnath School was rebuilt in 1935 after being destroyed by fire.

***World War II and After:
1940 - 1999***

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 ensure 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 did not experience 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 Old Town has emerged. The Old Town area has been recognized for the vital role it plays in providing Timnath's community identity and its most desired development pattern. The Old Town 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 Old Town. Private development, with the support of the Town, have resulted in new, unique businesses and provided an exciting foundation for future economic opportunities in the area.

PLANNING EFFORTS

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 were 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.

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. Now, after recovery from the 2008 recession, there is extensive building and activity in these subdivisions once again.

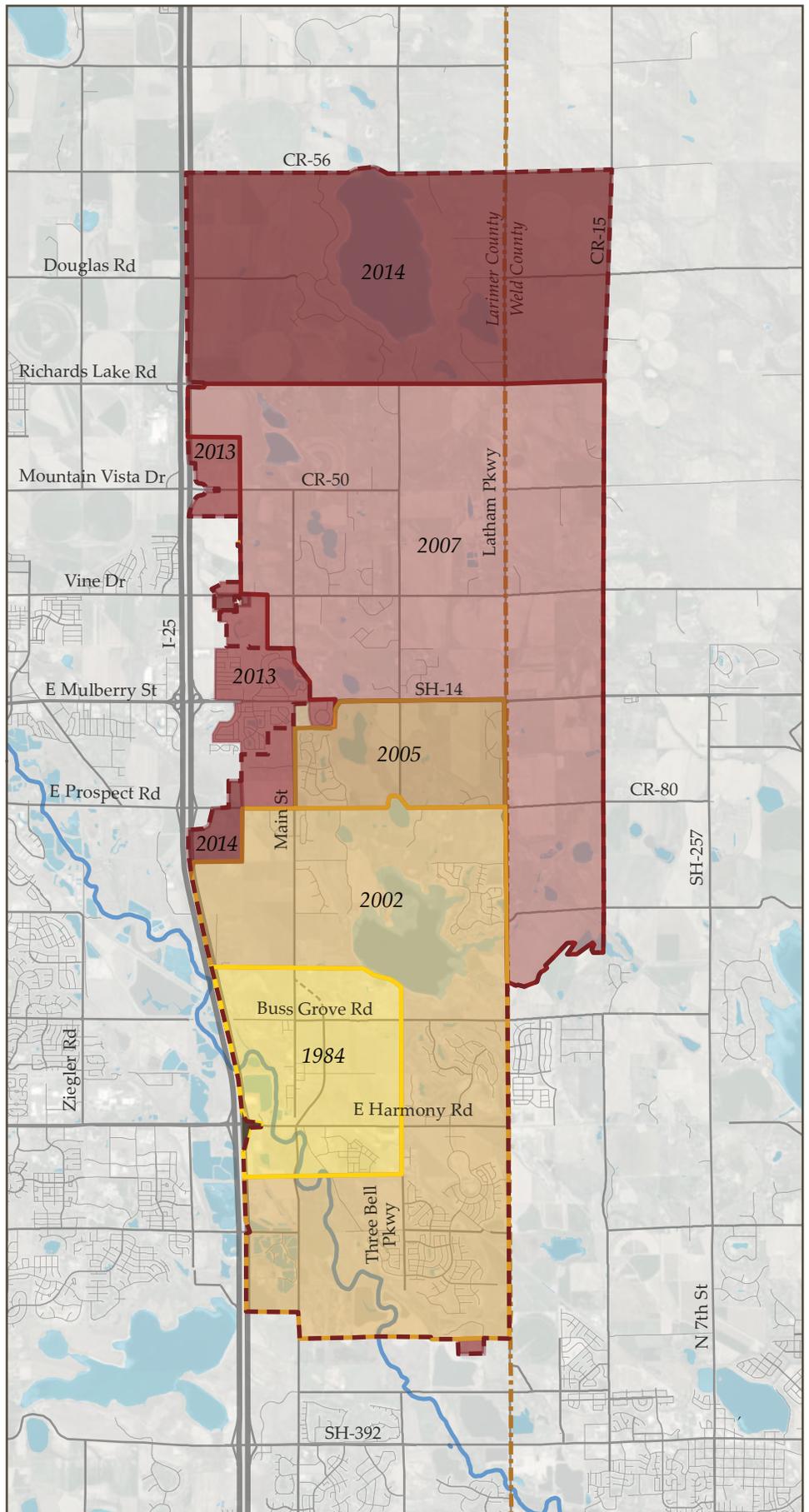
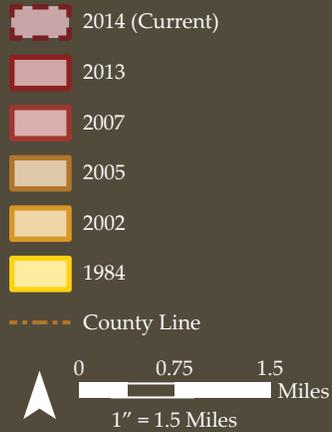
As growth pressures mounted and surrounding communities continued annexation plans that were trending toward Timnath, the Town began a series of Plan updates to ensure their ability to influence land use decisions in the area they envisioned eventually becoming part of Timnath. Plan updates occurred in 2002, 2005 and 2007 as property owners continued to request annexation into the Town and decisions needed to be made regarding future development. 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 Comprehensive Plan has shaped the community through the following accomplishments:

- ✓ Update of the zoning code in 2015 and revised subdivision regulations to ensure that zoning districts and development standards implement the Comprehensive Plan.
- ✓ Construction of Timnath Town Center building with a design geared towards customer service and intended to be inviting to all citizens.
- ✓ Revision of land development regulations to require pedestrian and cycling infrastructure and connectivity as an integral element of site plan review and approval processes.
- ✓ Update of staff reports to include an analysis of Comprehensive Plan consistency when reviewing development proposals.
- ✓ Provision of an appropriate supply of land suitable for commercial and employment development at key locations along Harmony Road and throughout the GMA.
- ✓ Developed a computer model of the transportation network that can be updated as new development is approved throughout the region through the Transportation Master Plan.
- ✓ Where cul-de-sacs are proposed, require a sidewalk connection to existing sidewalks.
- ✓ Worked with the Poudre Fire Authority to build a new fire station.
- ✓ Creation of a development impact fee system that covers the cost of acquiring and developing parks, trails, and recreation facilities as a part of new residential development.
- ✓ Revised the master plan for the reservoir to more realistically address development consistent with the goals of the Town and financial capabilities.
- ✓ Update the Land Use Code to reflect the Future Land Use Map classifications and associated land use recommendations.
- ✓ 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.
- ✓ Completion of the 2015 Transportation Plan.
- ✓ Construction of a bicycle and pedestrian underpass under Harmony Road at Three Bell Parkway to ensure future connectivity.

EXPANSION OF GROWTH MANAGEMENT AREA

Growth Management Areas





The 2013 Plan Update was initiated as a result of continued steady growth. The Town had an actual population of less than 1,000 residents but preliminary approved plans that supported a population of 12,000. Additionally, the Town wanted to provide more guidance on how the Old Town could recognize its potential as a highly desired destination and living environment.

In 2015, Timnath updated their Transportation Plan. While the goals and objectives of the Transportation Plan have been integrated into this Comprehensive Plan, the 2015 Plan serves as the primary reference for detailed elements of the Master Streets Plan and implementation of multimodal projects.

Since the 2013 Comprehensive Plan, Timnath has quadrupled to over 4,500 residents with the continued development of significant subdivisions.

In 2014, the community came together to identify a common vision and wishes and aspirations for a vibrant, healthy, and engaging community through the Timnath Dreambook. Key ideas of the Dreambook were refined and expanded upon in this Comprehensive Plan update. Over the past few years, Timnath has welcomed multiple new businesses, both in Old Town and near the Harmony Road and I-25 Interchange, and opened its new Town Center Building and Poudre Fire Authority's Fire Station 8.

OUR PLANNING NEEDS AND KEY OPPORTUNITIES

Through an analysis of stakeholder interviews and feedback from the visioning workshops, a series of needs and opportunities emerged. They are highlighted here to set the stage and focus the Comprehensive Plan's efforts in developing existing conditions, and the vision, goals, objectives, and action plan.

Need 1. Timnath is experiencing rapid population growth that is putting pressures on the provision of housing, adequate infrastructure and public facilities, and the economy.

Opportunity. Proactive planning and coordination of growth and public services to reinforce community values and maintain a small-town character.

Need 2. The Town suffers from the absence of a vibrant core.

Opportunity. Position Old Town to become an economically and socially vibrant core for the Town.

Opportunity. Identify neighborhood commercial areas for residents to gather, shop, and thrive.

Need 3. There is a lack of an employment base with diverse job opportunities to support a sustainable regional and local economy.

Opportunity. Focus on providing a variety of commercial centers, including neighborhood-scale, community-scale, and regional destinations.

Opportunity. Leverage I-25 and other major commuter corridors to create gateways and developments that are destination-oriented with a unique lifestyle environment.

Opportunity. Reconcile the jobs to housing balance by attracting major employers with well-paying jobs and supporting local business.

Need 4. Health and public safety is a key concern and additional services are needed to meet growth.

Opportunity. Attract businesses that provide mental and physical health facilities and services.

Opportunity. Continue to support and expand police, fire, and medical emergency services in tandem with growth patterns.



Need 5. The lack of connectivity in the parks and trails system continues to degrade a strong sense of community character and does not effectively leverage existing assets, such as the Timnath Reservoir.

Opportunity. Improve physical connectivity of subdivisions and communities by creating a cohesive trail system to support a town-wide sense of community.

Opportunity. Bolster resident access to ample green space by developing public parks in addition to those provided as part of residential subdivisions.

Need 6. There is a lack of diversity of housing types to support changing demographics and affordability.

Opportunity. Create a mix of uses to target a diverse population and support attainability for all demographics.

Opportunity. Utilize the Land Use Code to allow for a variety of housing types to meet current and future demand.

Opportunity. Consider water supply and cost limitations in residential development.

Need 7. With Timnath’s agricultural heritage, preservation of agriculture and related businesses needs to be balanced with increasing residential development to maintain the rural character of the Town.

Opportunity. Support development patterns that focus higher densities in the Town core, and lower densities, open space, and agriculture on the outer edges of the GMA.

EXISTING CONDITIONS AND TRENDS

Using the best and most recent available data from the Town of Timnath, Larimer and Weld counties, and other sources, these existing conditions snapshots present an overview of baseline conditions organized by themes that emerged from early outreach:

- A First-Rate Small-Town
- An Unparalleled Old Town
- A Town within the Plains
- Regionally-Connected, Locally Enhanced Mobility
- A Neighborly, Cohesive Community
- A Supported Small-Town Economy

These snapshots also include comparisons to other local communities, such as Fort Collins and Windsor and Larimer and Weld counties, and aspirational communities with similar values and future demographics, such as Brighton, Louisville, and Arvada, Colorado.

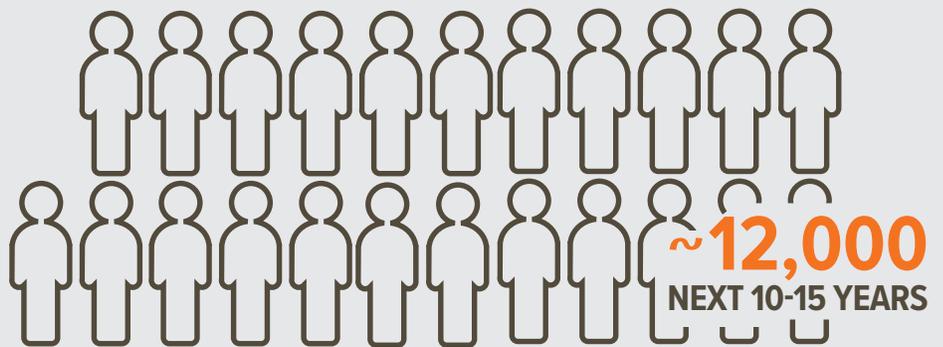
A First Rate Small Town



Sources: Data USA, 2017;
World Population Review

POPULATION GROWTH

447
2010



Timnath has been experiencing rapid population growth that is putting pressure on the provision of housing, adequate infrastructure, public facilities, and the economy. The subdivisions of West Village, Timnath South, Summerfield Estates, Timnath Landing, Fisher, and Trailside, as well as the continued buildout of the existing subdivisions, have all come online since the 2013 Comprehensive Plan update. There is a strong community desire to maintain the small town character. The preservation of Timnath's agricultural heritage adds to the community's appeal.

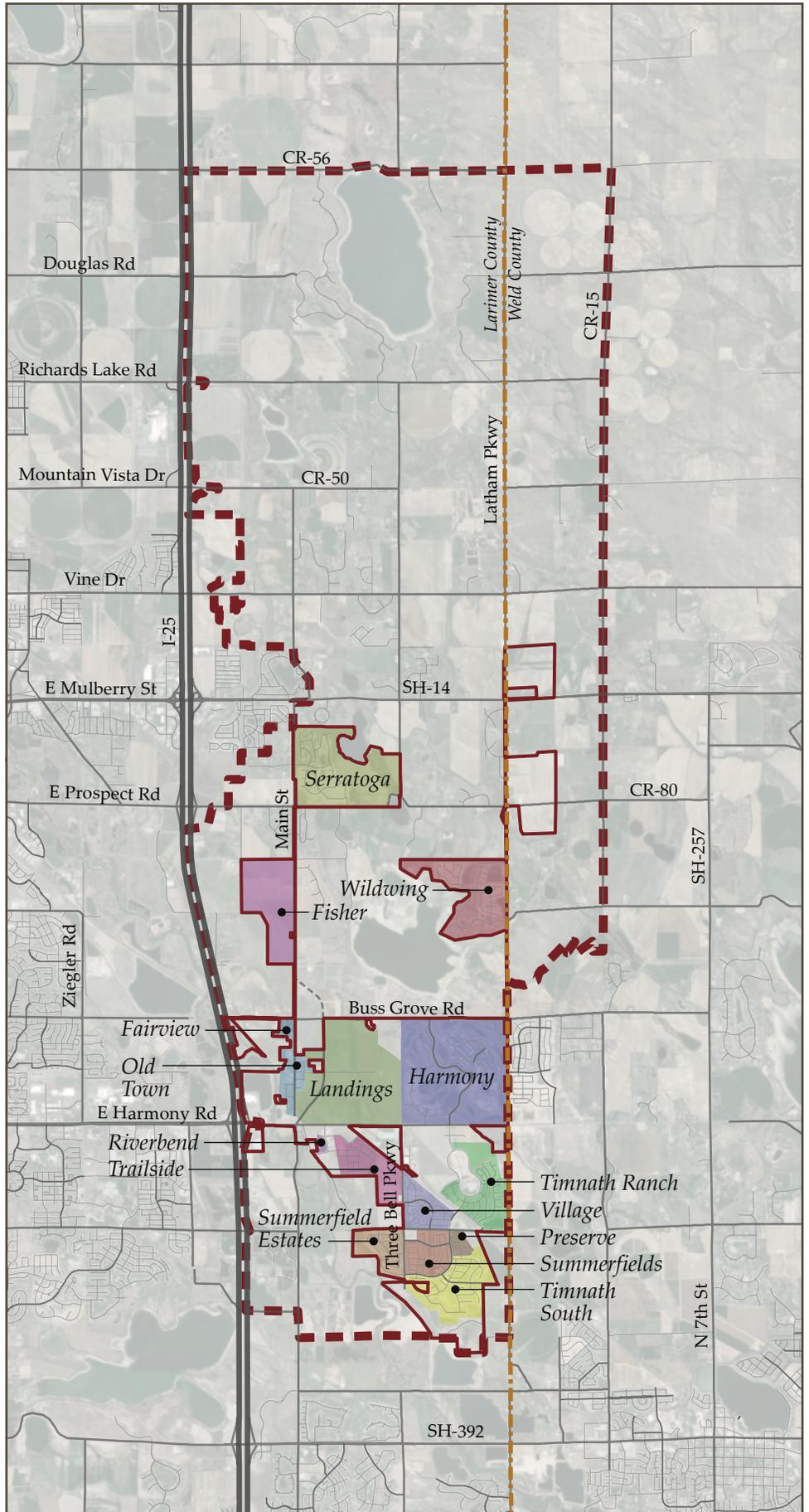
The population grew 353 percent between 2010 and 2016, with more homes coming online daily within Town limits. Comparatively, Windsor grew by only 22 percent and Larimer and Weld counties increased by 12 percent and 14 percent, respectively.

Timnath's median household income and home value are nearly double that of Larimer and Weld counties. One factor for this is the fact that Timnath is predominately single-family housing. The new housing has been marketed to affluent, family-oriented demographics.

SUBDIVISIONS

-  Town of Timnath
-  Timnath Growth Management Area
-  County Line

Subdivisions



An Unparalleled Old Town



*The Artisan District character as presented in the Dreambook.
Photo credit: Spiral Experience, LLC*

In 2014, Timnath completed the Dreambook, which developed a set of ideas and catalyst projects to achieve Timnath's future vision. Primary projects included the conceptual design of an Artisan and Creative District (Artisan District) and the Riverwalk Experience within and adjacent to Old Town. The vision for the Artisan District is a creative and economic public gathering and performance space that is pedestrian-oriented and includes places to live, work, shop, and dine. The Artisan District is to be centered between Main Street and the Timnath Parkway, a new north-south connection that is planned to be constructed just east of Old Town.

Timnath has the opportunity to truly distinguish itself as a town that provides something for everyone while still maintaining the small-town character that residents love; a vibrant Old Town. Old Town Timnath is the community's Old Town with small local shops, a new brewery, improved streetscapes, and emerging businesses. Future connections should focus on multimodal access from the Old Town to the newer neighborhoods to the south and east, including roadside trails paralleling Timnath Parkway. A destination location for out-of-town visitors and residents alike.



*Old Town aerial photo looking east,
September 2019*

There is a desire to position Old Town to become an economically and socially vibrant core for the Town. Providing a mixture of housing types, including a focus on higher densities in the Town core and lower densities and open space on the perimeter.

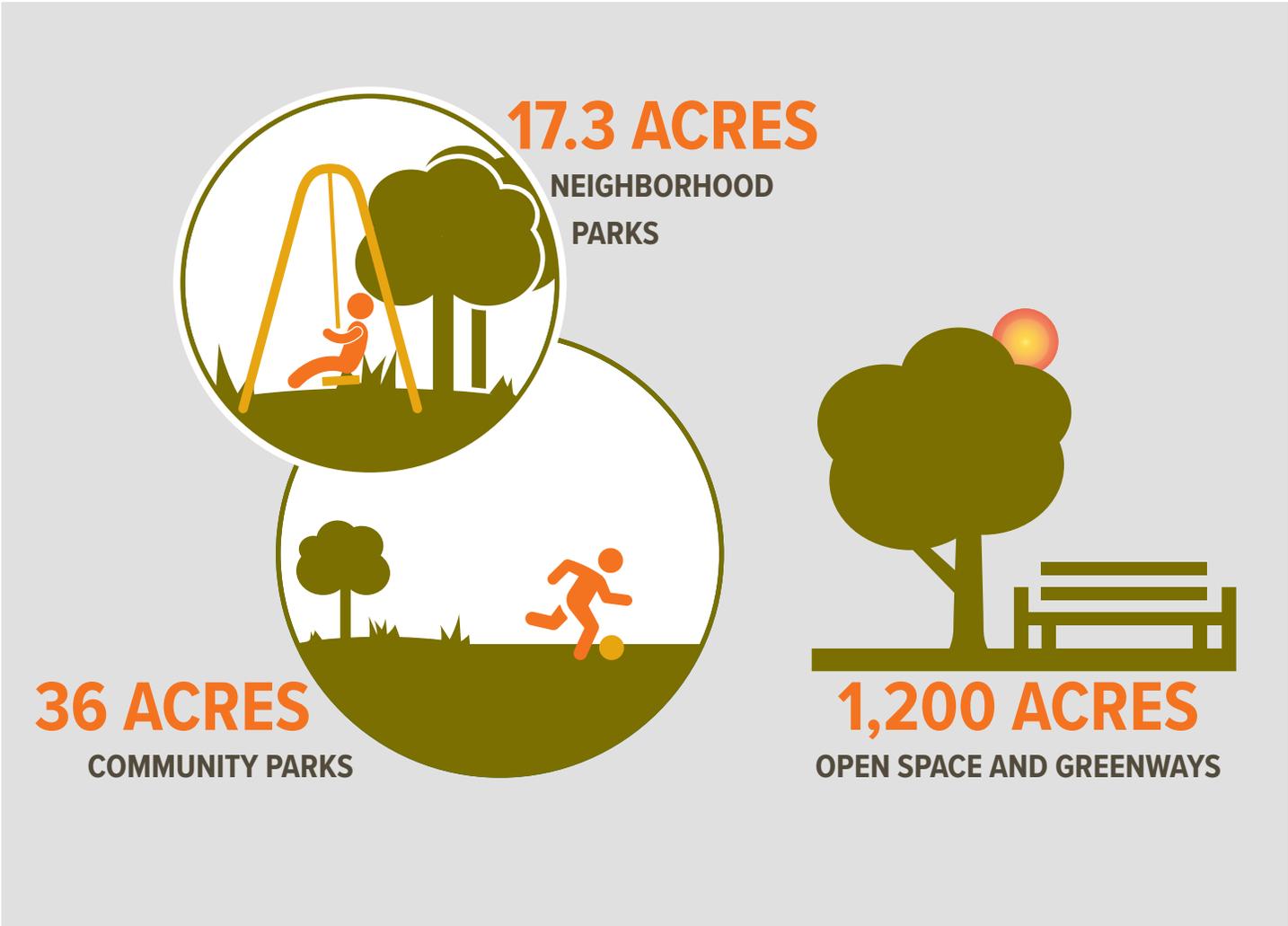
While older neighborhoods may require public investment to preserve value, Old Town is a market strength. It is worth enhancing and strategizing its direction to thrive into the future.

An Open Country Feel with Parks and Natural Areas



Recreational opportunities contribute to a community's quality of life and improve the physical and mental health of community members. As such, they have become an increasingly important factor in determining where to live or locate a business. Timnath key parks and open space resources include the Timnath Reservoir and Open Space, the Poudre River, and multiple metropolitan district owned neighborhood parks. The Poudre River creates an opportunity for floodplain preservation and habitat creation.

The larger parks within Timnath include the Town-owned Wild Wing Park, the Timnath Community Park, and Weitzel Park. One measure of how well community needs are being met is the provision of parks and facilities per the population (i.e. the number of acres or the number of facilities per 1,000 residents). Residents currently have access to about 36.0 acres of community parks, which is approximately 9.5 acres per 1,000 people. In addition, there are 17.3 acres of neighborhood parks or 4.6 acres per 1,000 people. The Town of Timnath parks provide diverse activities and are centrally located. Neighborhood parks provide access at the residential level and are typically provided by Metropolitan Districts or homeowners' associations.

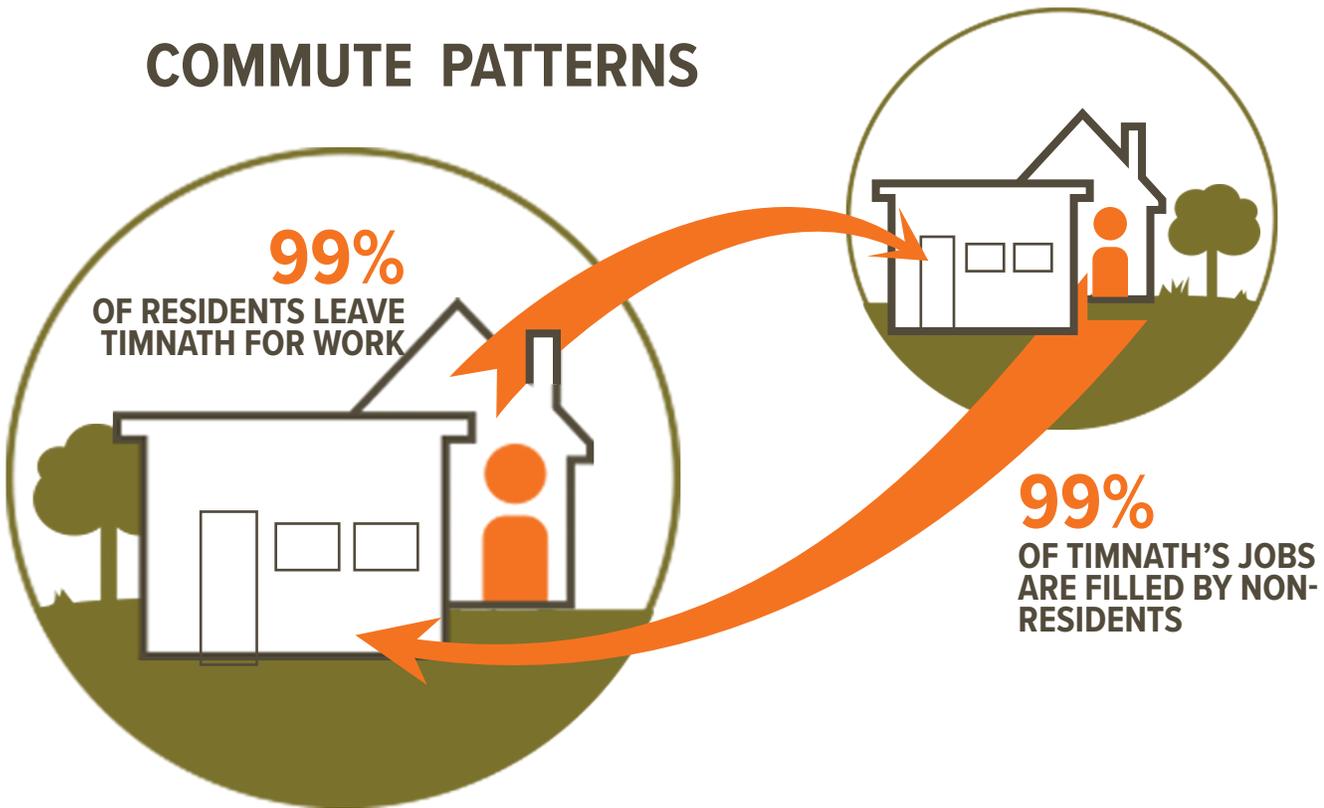


There is a desire to improve physical connectivity of subdivisions and communities by creating a cohesive trail system to support a town-wide sense of community. Additional connectivity to the parks and commercial centers via alternative walking and biking will help meet recreation, quality of life, and economic goals. Economic benefits of parks, recreation, and trails include the ability to attract and retain businesses, visitors, and residents, as well as ecosystem services such as storm water management. Canals and drainages, which exist throughout Timnath, provide opportunities for adjacent trail construction to improve connectivity between neighborhoods and regional parks or economic hubs.

A Regionally-Connected, Locally Enhanced Multimodal System



COMMUTE PATTERNS



TRAILS

10 MILES
OF EXISTING

113 MILES
OF PLANNED

Timnath is within convenient travel distance to Denver- 56 miles south on I-25, and Cheyenne- 46 miles north. The proximity and ease of access to I-25, make Timnath a prime location for development. Connectivity to the larger region is important economically for the fiscal health of the Town. Plus major services, employment centers, and healthcare facilities are currently located outside the Town limits. Timnath updated its Transportation Master Plan in 2015, which provides a detailed analysis of existing transportation infrastructure and recommendations for future improvements. Main Street, Latham Parkway, and Timnath Parkway provide additional major north-south connections. Harmony, Prospect, and Mulberry roads are the primary east-west connections with connections across I-25 to Fort Collins. The Town continually works with Colorado Department of Transportation (CDOT), North Front Range Metropolitan Planning Organization

(NFRMPO), and adjacent municipalities to assess and improve transportation connections regionally.

The Greeley Line of Great Western Railroad diagonally bisects Timnath with five at-grade railroad crossings within the Town's GMA. At-grade railroad crossings can present safety challenges to all modes of transportation as gates and signs are not present at many of the crossings, and trains can block key access points for neighborhoods.

Trails connect to quality of life and outdoor recreation amenities, such as Timnath Reservoir, the Poudre River Trail, local parks, and Old Town Timnath. In 2019, the Town of Timnath, along with Larimer County and the cities of Fort Collins and Windsor secured a grant and property easements to complete a large section of the Poudre River Trail through Timnath. The Northern Colorado I-25 expansion will make the underpass of the trail possible just north of Wal-Mart, making the 35-mile trail between Bellvue and Greeley a reality.

A Neighborly, Cohesive Community

3.14
AVERAGE
HOUSEHOLD SIZE



99%
SINGLE-FAMILY



TIMNATH IS
YOUNGER, AT A
MEDIAN AGE OF



Many call Timnath home; from ranchers and farmers, to neighbors and friends. Since the adoption of the current Comprehensive Plan, Timnath has approved plans to support a population of 12,000; a number three times the current population. The Town is expected to reach 12,000 in the next 10 to 15 years, based on current trends.

Timnath is increasingly made up of young families, but still has a significant senior (65+) population. The median age of Timnath is lower than peer communities and has a larger household size. Families are interested in activities and amenities that appeal to their children and help to provide a comfortable lifestyle. Additionally, safety and schools play a key role in where families locate.

Younger families, millennials, empty-nester boomers, and singles are demanding different housing types, such as smaller lots and affordable price ranges. There is currently a lack of diversity of housing types to support changing demographics and affordability. Adding new housing options can be difficult, but done right, it stands to broaden multigenerational appeal and improve livability for all ages. As of this writing, the addition of townhomes are on par with the trend to develop smaller, highly-amenitized living. Regionally, the market has shown a demand for smaller lots (4-8 dwelling units per acres) and Timnath has leaned towards a desire for higher-quality and luxury options for these dwelling types.



Historically, Timnath was a small town, centered on a gridded street network surrounded by large-lot residential and agricultural lands. Newer developments are master planned by developers that have created special funding districts (Metropolitan Districts) to provide necessary infrastructure including parks, greenways, and trails. Currently development is focused south and along the Harmony Road corridor, with some developments such as Serratoga and WildWing, along Main Street and Latham Parkway, respectively. Compatibility with rural and County subdivisions, including community separators, is desired to preserve a small town feel.

GROWTH PATTERNS

1.16 ACRES
 AVERAGE LOT SIZE
 WITHIN THE GMA

.38 ACRES
 AVERAGE LOT SIZE
 WITHIN TOWN LIMITS



Civic Services and Utilities

Timnath is located within the Poudre School District and the Poudre District Public Library District and is served by the Poudre Fire Authority and the Timnath Police Department. Fire Station 8 opened in 2017, and a new police facility is being planned. Timnath and Bethke Elementary Schools are located within Town limits. Water and sewer amenities are provided by multiple utility district providers. Decreasing water availability and increasing cost continues to be a concern throughout Northern Colorado.

A Supported Small-Town Economy



Timnath currently has two primary economic nodes, with a third currently under development. Harmony Road and I-25 is Timnath's major economic driver with regional retail, fast food and fast-casual restaurants, and service industries. Old Town Timnath is a mix of small, locally-owned stores and Timnath's first brewery. The 15-minute trade area includes eastern Fort Collins, Windsor, north Loveland, and unincorporated Larimer and Weld counties and 93 percent of shoppers at Costco are non-residents. The third and up and coming node is the Riverbend subdivision that includes community-serving businesses such as a fitness facility and restaurants.

Timnath's incorporated area is approximately 6.6 square miles of land. The 2018 Growth Management Area encompasses approximately 36.3 square miles. Land surrounding the incorporated areas of Timnath, within the Growth Management Area, is zoned and regulated by Larimer and Weld Counties, and is primarily agricultural with some large-lot residential. Land within the Town is currently zoned as shown in the Zoning Mix graph at right.

Retail jobs account for 36 percent of the employment in Timnath. Diverse job opportunities are needed to support a sustainable regional and local economy. A jobs/housing balance of 1.5 is an ideal measure representing reduced congestion and travel costs, better environmental quality, slower increases in housing costs, and other quality of life measures. Timnath's jobs/housing balance is 0.69, which is

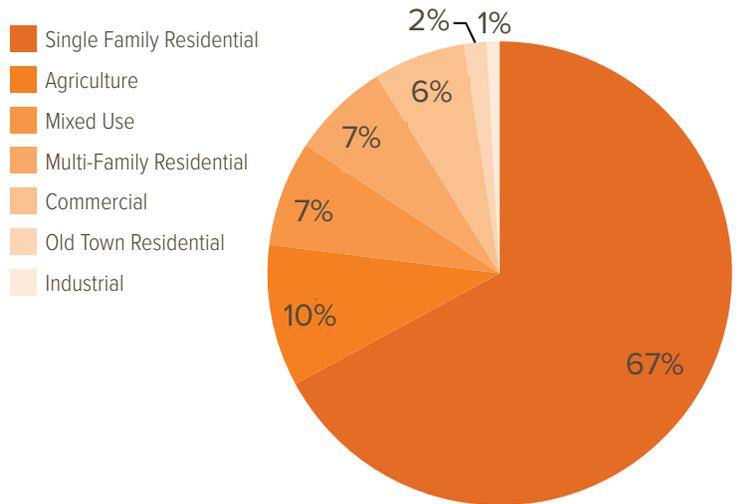


the distribution of employment opportunities and population measured by the ratio of jobs (employees) to households. Office and retail formats are continuing to evolve; therefore, the Town needs to be flexible and adapt to changing market demands.

Opportunity exists to strike a balance between jobs and rooftops and attract employers that match the local workforce. This combination would ensure Timnath is a sustainable community that provides a unique lifestyle environment and well-paying jobs. Likewise, true economic growth and greater access to services and transit would benefit Timnath.



ZONING MIX (IN ACRES)



JOB GROWTH





CHAPTER 3: OUR FUTURE VISION



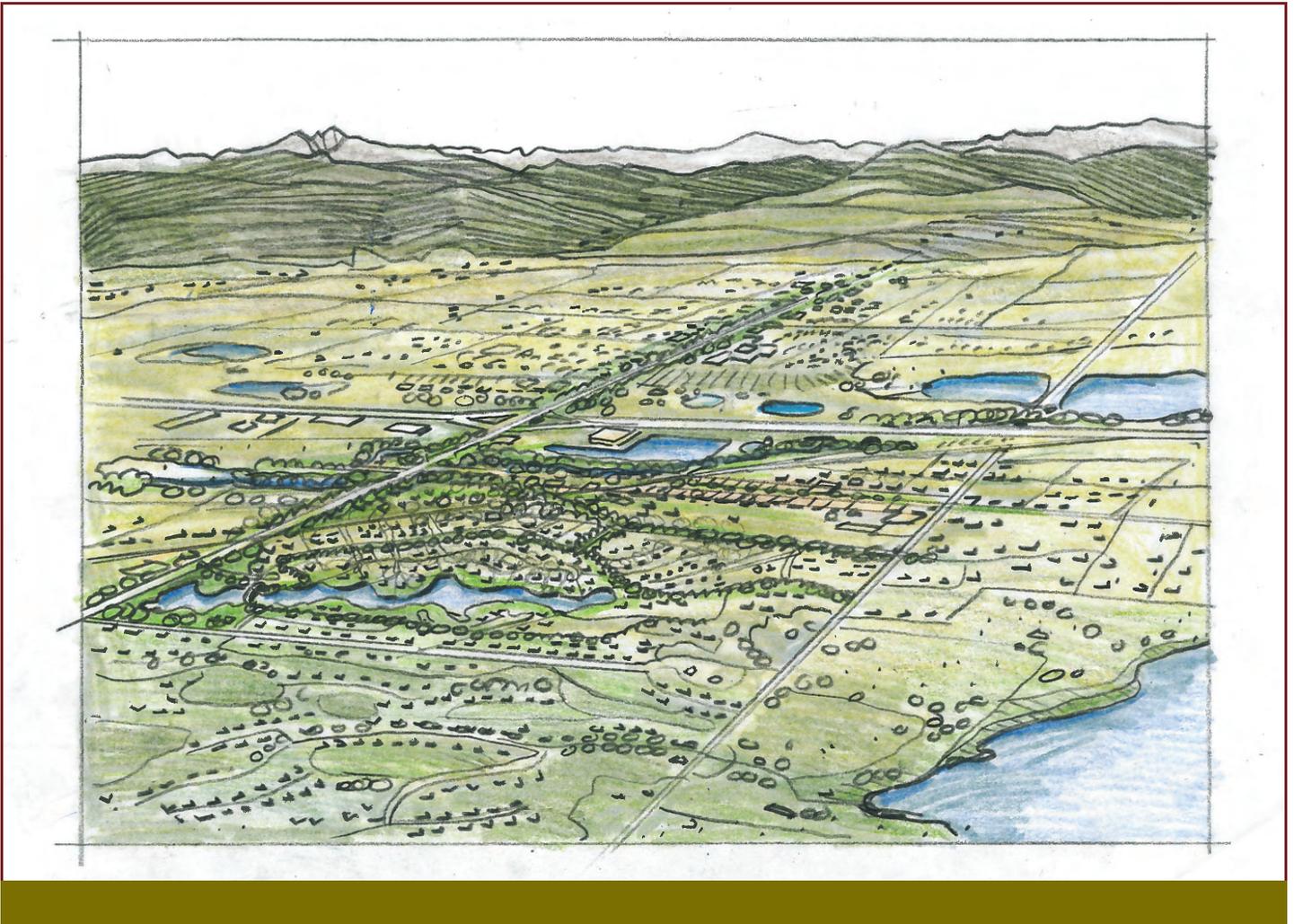
OVERVIEW

The following chapter identifies our vision, goals, and objectives. The *vision statements* present the guiding principles derived from the community's values, and are supported by images of desired character. These statements are not hard-and-fast regulations; rather they are statements to which we should aspire.

- *Goals* illustrate desired future ideals and/or state of affairs within the 10-15 year plan horizon.
- *Objectives* outline standards or a course of action to guide governmental action and decision-making to meet those goals.
- *Action items* (see Chapter 5) outline specific steps to be taken by the Town and community partners to achieve the community's goals.

While an individual goal or objective is likely to achieve multiple visions, each is organized into the best fitting vision theme. Many of the goals and objectives from the 2013 Comprehensive Plan were brought forward intact or refined to reflect new realities and to achieve the revised community vision.

1. A First-Rate Small-Town



Vision: A historic town between the mountains and the plains with an exceptional quality of life, open spaces, small-town character, and a vibrant sense of community.



Desired Character

Goal 1.1: Timnath has an appropriate balance of commercial and employment land uses.

Objective 1.1.1: Continue to manage the Harmony Corridor Plan to encourage mixed use, employment, and commercial activities through appropriate zoning, land use incentives, and infrastructure improvements.

Objective 1.1.2: Promote development of the Town-owned Fewell property consistent with the standards of the Harmony Corridor Plan and the vision of the Town for quality commercial development.

Objective 1.1.3: Focus on Old Town/Main Street as a core activity center providing opportunity for retail, restaurants and services. (see An Unparalleled Old Town for more details)

Objective 1.1.4: Partner with the private sector to create an Artisan and Creative District that catalyzes unique and energetic commercial, entertainment, and community centers for residents and visitors alike.

Goal 1.2: The quality of community amenities and features attracts future employers and promotes active lifestyles.

Objective 1.2.1: Develop unique Town gateways with aesthetic enhancements and wayfinding signs that are welcoming to visitors and residents.

Objective 1.2.2: Create areas of parkland, pathways, seating areas, open space, and connectivity that integrate with the new developments and encourage citizens and employees to enjoy the outdoors.

Objective 1.2.3: Provide public amenities such as benches, tables, and site lighting that encourage people to enjoy the outdoors.

Goal 1.3: New developments, redevelopments, and infrastructure investments encourage efficient and intentional use of land to create a livable community.

Objective 1.3.1: Ensure that zoning changes and proposed developments conform to the Comprehensive Plan.

Objective 1.3.2: Protect existing and future residents from adjacent higher intensity non-residential uses through appropriate buffering such as fencing, set-backs, landscaping, and other appropriate measures, where applicable.

Objective 1.3.3: Prioritize public and private partnerships and conditional use development proposals that maximize positive fiscal impacts and ensure they contribute to the health, quality, and economic sustainability of the Town.

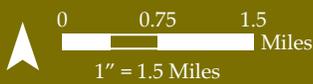
Objective 1.3.4: Evaluate impacts of annexation petitions on the Town’s current and future service levels, the fiscal impacts of the annexation, and their consistency with the Town Vision.

Objective 1.3.5: Require developments to provide adequate and safe on-site infrastructure for vehicles, pedestrians, and cyclists. Access and connectivity to major road networks should be included in development designs.

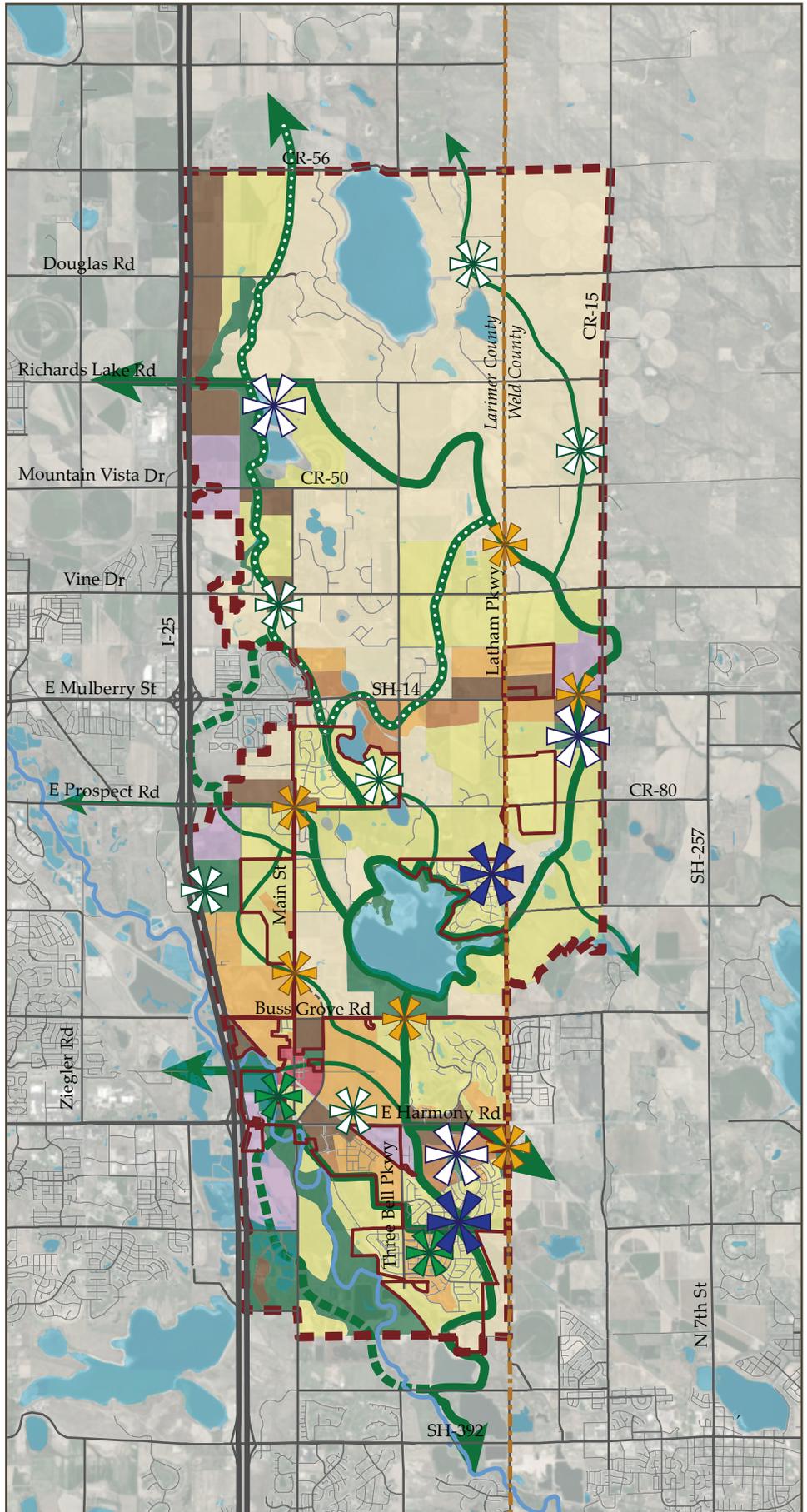
Objective 1.3.6: Increase connectivity with adjacent existing and future developments for the efficient development of utility infrastructure and emergency response.

A FIRST RATE SMALL-TOWN Framework Map

-  Proposed Community Park
-  Existing Community Park
-  Proposed Neighborhood Park
-  Existing Neighborhood Park
-  Enhanced Crossing
-  Primary Community Trails
-  Primary Community Trails (Ultimate Alignment)
-  Secondary Community Trails
-  Equestrian Trails
-  Commercial Mixed Use
-  Downtown Core
-  Employment/Regional Commercial
-  High Density Residential/Mixed Use
-  Medium Density Residential
-  Low Density Residential
-  Rural Residential
-  Open Space
-  Town of Timnath
-  Timnath Growth Management Area
-  County Line



Conceptual/for illustrative purposes only. Exact locations will be determined at time of development proposals.



Framework Map Description

Timnath is a small sized city offering quality of life, high connectivity, and an unique sense of place that sustains and attracts residents, shoppers, and employers. The Town is characterized by smart growth decisions, connectedness of its neighborhoods, an abundance of amenities and services, and community ownership in events and leadership. Investing in the redevelopment of Old Town and emerging commercial areas encourages exciting new opportunities, innovations, and amenities. Welcoming public spaces incorporate and build upon the historic culture of Timnath bringing together a younger, diverse demographic. Open spaces and access to nature are anchored by the Poudre River, Timnath Reservoir, and a system of trails and community parks. Environmental, fiscal, and social sustainability are emulated in the community's building and operational practices.

Objective 1.3.7: Strive for a balance between residential and non-residential development that maintains the community character while providing the tax and employment base necessary to support priority services, facilities, and projects.

Objective 1.3.8: Encourage development that incorporates the ability to live, work, shop, and play in a walkable environment.

Goal 1.4: The Timnath community is supported by an effective local government.

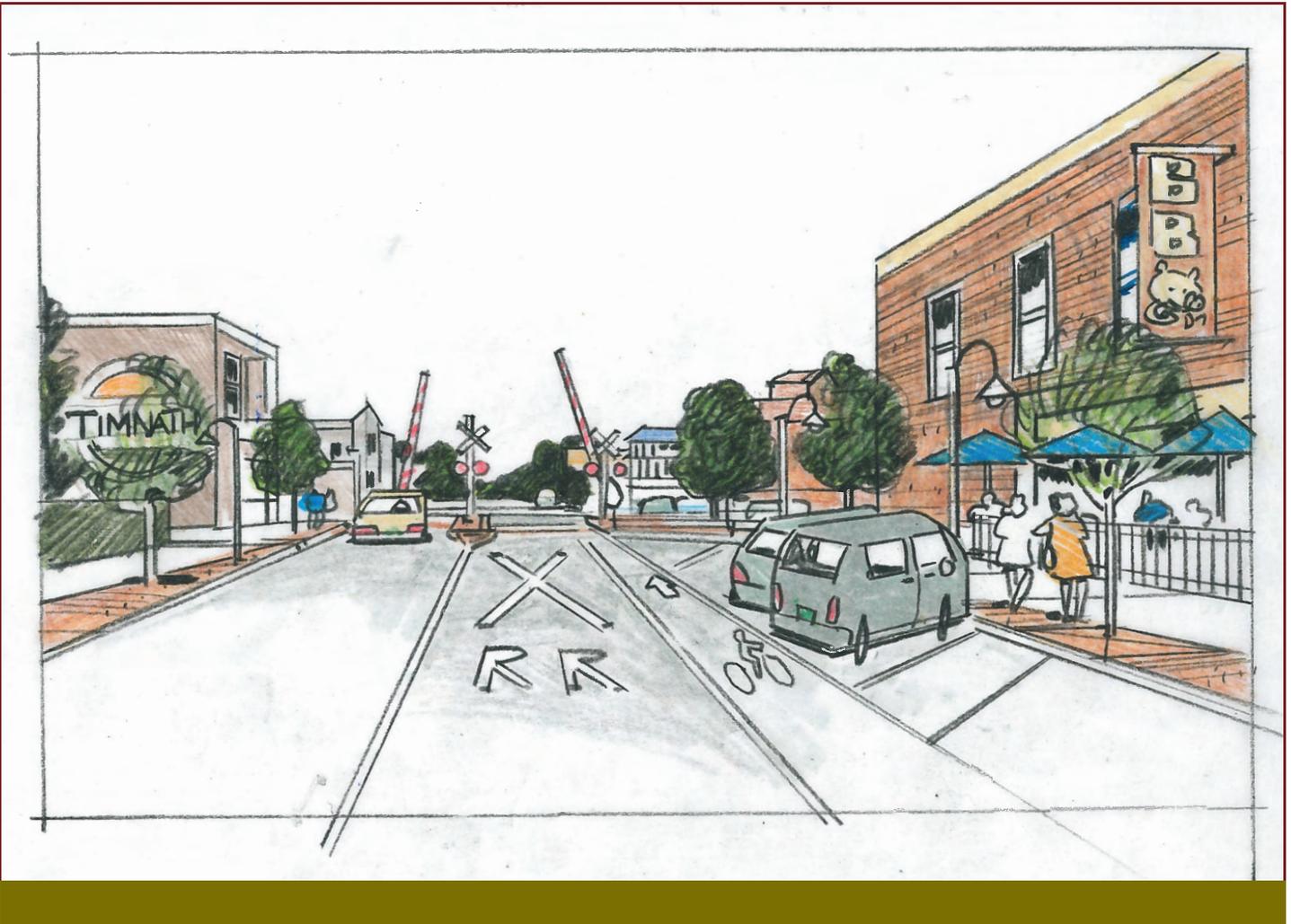
Objective 1.4.1: Assess satisfaction levels of Town residents and business owners by conducting a citizen survey at least every three years.

Objective 1.4.2: Utilize Budgeting for Objectives to allocate funding of programs and services outlined in the Comprehensive Plan.

Objective 1.4.3: Ensure that Town processes and regulations related to land development, permits, and construction, are easy to understand, user-friendly, and promote a healthy environment consistent with the strategic plan, vision, and mission of the Town.

Objective 1.4.4: Communicate effectively with residents and business owners about Town happenings, projects, and responsibilities of various entities.

2. An Unparalleled Old Town



Vision: A vibrant, small-town center that cultivates local historic pride, social connections, and economic vitality.



Desired Character

Goal 2.1: The small town character of Old Town is preserved and enhanced through revitalization.

Objective 2.1.1: Implement regulations and design guidelines that maintain the scale of Old Town.

Objective 2.1.2: Encourage unique, boutique style, local shops, and restaurants and discourage other uses that do not support the Old Town character.

Objective 2.1.3: Develop corridor plans (e.g. Main Street, 4th Street) that promote the historic character and land use of Old Town through landscaping, signage, and building and site design.

Objective 2.1.4: Enhance the historic significance of Old Town by respecting and integrating historic architectural and site design elements, as appropriate.

Objective 2.1.5: Utilize the Timnath Foundation as a mechanism for donations and legacy funding to support initiatives consistent with the foundation's mission.

Objective 2.1.6: Encourage redevelopment that mitigate or eliminate land uses that are inconsistent with this plan.

Goal 2.2: Old Town is a vital community center with adjacent mix of land uses, housing, and neighborhood services.

Objective 2.2.1: Encourage creative office/co-working spaces.

Objective 2.2.2: Invest in unique public places such as the Artisan District, community gardens, and festival space.

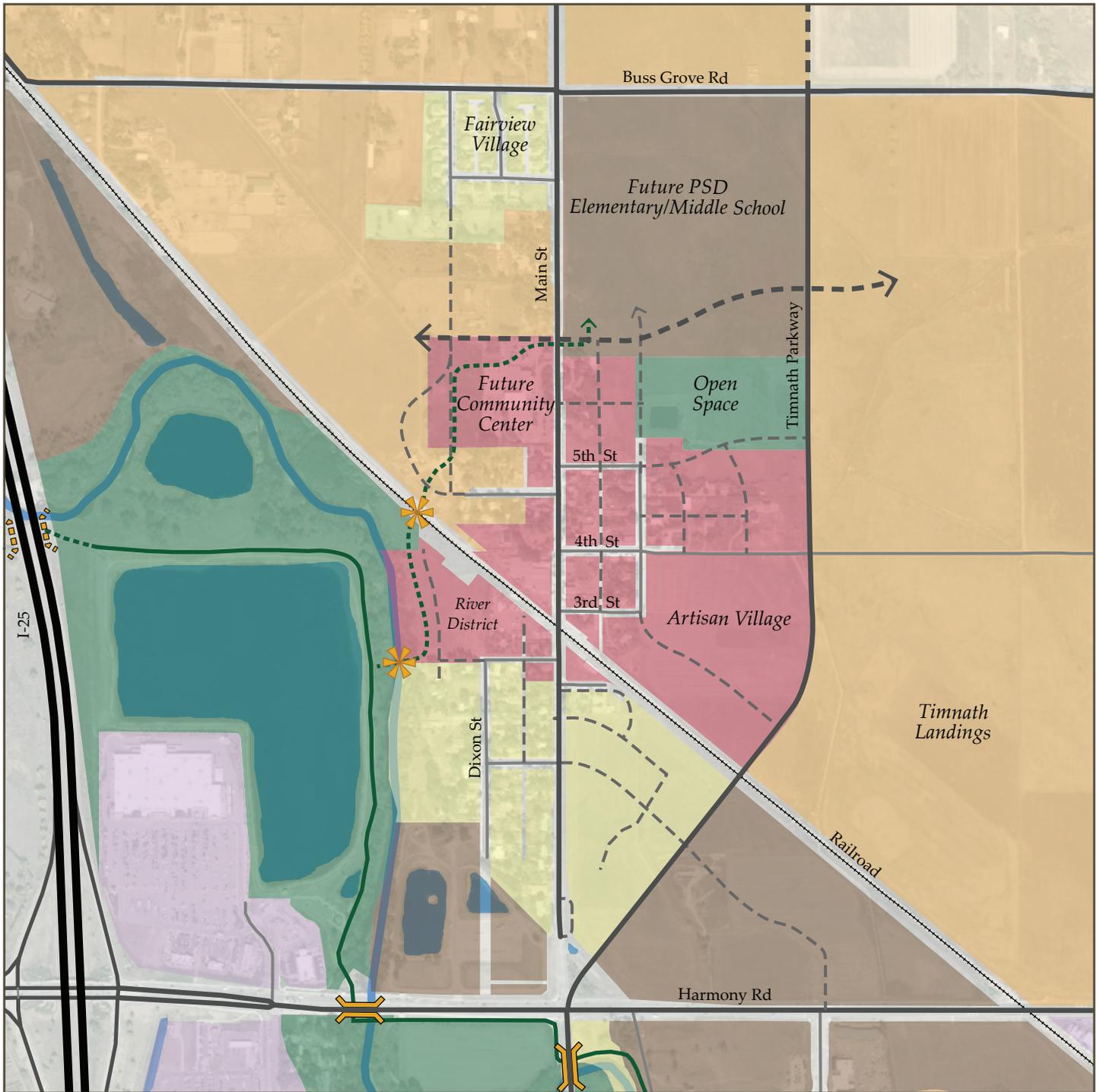
Objective 2.2.3: Create sufficient public parking to support the growing uses in Old Town and reduce impacts on residential streets and Old Town residents.

Objective 2.2.4: Explore a district parking approach based on increased use of public parking structures and/or lots.

Objective 2.2.5: Increase physical access to the Poudre River.

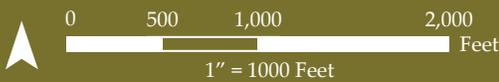
Objective 2.2.6: Continue to build upon a unique series of community events and activities to create a sense of community and encourage sponsorships.

Objective 2.2.7: Encourage redevelopment to create a unique commercial and retail environment (e.g. bed and breakfasts, small boutique hotel, etc.).



AN UNPARALLELED OLD TOWN

- | | | | |
|---|----------------------------------|---|--------------------------------|
|  | Existing Trail Bridge/Underpass |  | Commercial Mixed Use |
|  | Planned Trail Bridge/Underpass |  | Downtown Core |
|  | Potential Trail Bridge/Underpass |  | Employment/Regional Commercial |
|  | Existing Road |  | Medium Density Residential |
|  | Future Road |  | Low Density Residential |
|  | Existing Trail |  | Open Space |
|  | Future Trail | | |
|  | Railroad | | |



Conceptual/for illustrative purposes only. Exact locations will be determined at time of development proposals.

Framework Map Description

The vision for Old Town includes thriving public amenities, businesses, and appropriate residential development to create a vibrant center for residents and visitors to gather and engage. Old Town is anchored by multiple activity nodes including the River District, the Artisan District, a Community Center, and a school. The existing gridded network is expanded east and north of the current Old Town. The Timnath Parkway development places a greater emphasis on 4th Street as the primary, full-movement entrance in and out of Old Town and the spine of the envisioned Artisan District. Streets provide comfortable places to walk and parking is centrally located. Pedestrian and bicycle access to Old Town is enhanced via a proposed bridge over the Poudre River to the River District and underpass of the Railroad, as well as trail connections to Timnath Landings to the east.

Goal 2.3: The Old Town core is a catalyst for economic success consistent with this plan and is linked to other commercial hubs and public spaces.

Objective 2.3.1: Preserve and enhance the Old Town of Timnath to make it an attractive destination for visitors and residents, highlighting Old Town as a unique asset.

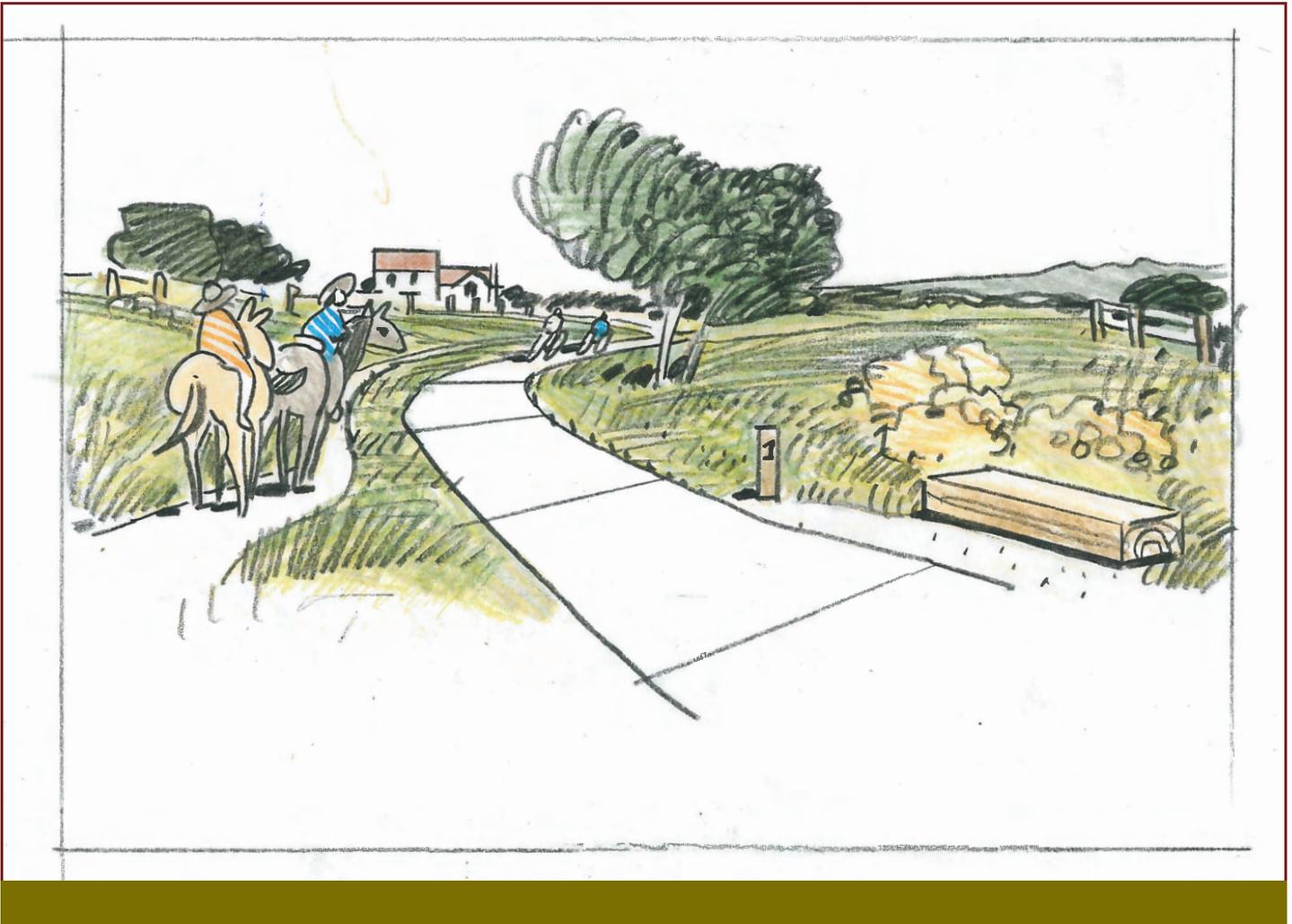
Objective 2.3.2: Create pedestrian, bike, and vehicular connections from Old Town to other residential neighborhoods and commercial hubs.

Objective 2.3.3: Allow for publicly-accessible parks, plazas, and open spaces in both design and policy, meeting the goal of being an inviting community.

Objective 2.3.4: Investigate opportunities for the creation of indoor and outdoor social spaces (e.g. fix-it cafes, homebrew clubs, or community kitchen facilities).

Objective 2.3.5: Promote the creation of small-scale, low cost neighborhood resources that foster community (e.g. Little Free Libraries).

3. An Open Country Feel with Parks and Natural Areas



Vision: An expansive and accessible system of parks, open space, and greenway corridors that serve as the overall foundation and framework for development within the Town.



Desired Character

Goal 3.1: Building upon its natural assets, Timnath provides a connected, balanced system of parks, trails, open space, and recreational facilities that is equitably distributed and accessible to all residents.

Objective 3.1.1: Provide community parks generally 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.

Objective 3.1.2: Provide 3.0 acres of neighborhood parkland and 6.0 acres of community parkland for every 1,000 residents.

Objective 3.1.3: Locate neighborhood parks generally 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.

Objective 3.1.4: 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 1.5 acres per 1,000 population.

Objective 3.1.5: Continue to provide incentives such as density bonuses to encourage the provision of pocket parks, greenbelts, or other benefits to the community.

Objective 3.1.6: Design parks to provide for a variety of experiences that appeal to a broad range of interests, abilities, and ages.

Objective 3.1.7: Incorporate nature play and agriculture links into park features.

Objective 3.1.8: Provide accessible facilities and rehabilitate existing facilities to meet the requirements of the Americans with Disabilities Act (ADA).

Objective 3.1.9: 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, and direct trail connections.

Objective 3.1.10: Keep abreast of current trends and changing demands for recreational activities by periodically conducting a community-wide survey.

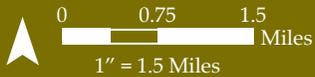
Objective 3.1.11: Locate multi-purpose practice fields for youth sports in neighborhood parks as well as community parks. Size neighborhood parks adequately to allow for such uses.

Objective 3.1.12: Support the growth of small-scale urban farms and community gardens to ensure a local food supply and exchange, as well as provide buffers and community separators.

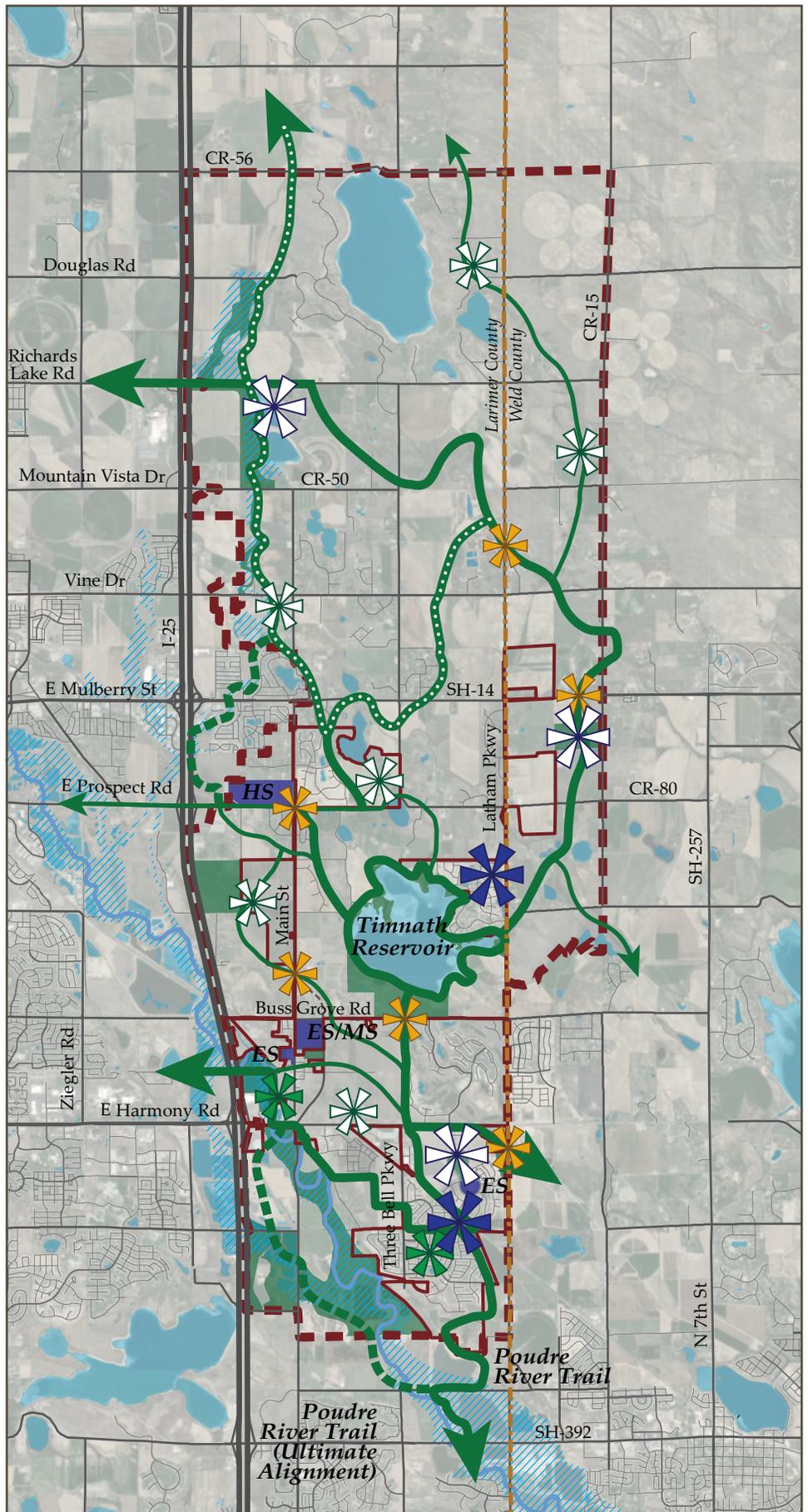
AN OPEN COUNTRY FEEL WITH PARKS AND NATURAL AREAS

Framework Map

-  Proposed Community Park
-  Existing Community Park
-  Proposed Neighborhood Park
-  Existing Neighborhood Park
-  Enhanced Crossing
-  Primary Community Trails
-  Primary Community Trails (Ultimate Alignment)
-  Secondary Community Trails
-  Equestrian Trails
-  School
-  Open Space
-  Town of Timnath
-  Timnath Growth Management Area
-  County Line



Conceptual/for illustrative purposes only. Exact locations will be determined at time of development proposals.



Framework Map Description

The Timnath GMA will include up to five great community parks, each providing a different experience to help brand and amenitize the area. Two community parks exist currently. Neighborhood parks are distributed throughout residential areas to provide an equal and ease of access to nature and recreation facilities. Timnath identifies a vast system of community trails that weave throughout the GMA. Two long range trails intersect within Timnath, the Poudre River and the Front Range trails. These trails are identified as having regional and state-wide significance. Community trails are co-located with greenways along river, stream, and/or canal systems. As neighborhoods and commercial centers are developed, neighborhood trails should integrate and connect to the large community trails. Exact locations of the community trails will be determined based on future development proposals; however, it is key to preserve these corridors for future connectivity. Schools identified were determined by the Poudre School District and may change over time in response to development patterns and population densities. School sites should be generally integrated within neighborhoods, especially elementary schools, which are intended to be walkable for most students.

Goal 3.2: Safe, enjoyable, and comprehensive bicycle and pedestrian connections are accessible throughout Timnath.

Objective 3.2.1: Provide a multi-purpose community-wide core trail system that connects major destinations (e.g. neighborhood and community parks, regional trail system, open space areas, recreation centers, schools, downtown, major event centers, Old Town, etc.) and provides opportunities for trail loops featuring areas of interest.

Objective 3.2.2: Connect neighborhood parks and schools to a community-wide trail system with neighborhood connector (local) trails that are provided and maintained by private development (where feasible and appropriate in the context of the neighborhood design).

Objective 3.2.3: Utilize publicly-owned property and easements, as well as drainage ditches and irrigation canals to develop future trail corridors as identified on the An Open Country Feel with Parks and Natural Areas Framework Map.

Objective 3.2.4: Provide both paved and non-paved trails to accommodate a variety of users.

Objective 3.2.5: Develop enhanced pedestrian and bicycle crossings that could include, but are not limited to, push-to-walk crossings, raised medians, variations in pavement, or underpasses as identified on the An Open Country Feel with

Parks and Natural Areas Framework Map, as feasible.

Objective 3.2.6: Provide pedestrian and bicycle access (bike lanes, roadside trails, and routes as appropriate for the road classification) throughout neighborhoods to facilitate safe, inviting routes between homes, areas of employment, parks, and recreational amenities.

Objective 3.2.7: Ensure that new developments include sidewalks, bicycle lanes, and trails as part of their design.

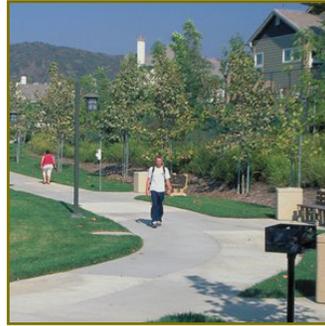
Objective 3.2.8: Establish clear wayfinding signage and mark trail mileages along a trail to improve connectivity and efficient emergency response.

Goal 3.3: Parks, trails, recreational facilities, and open space are high-quality and appropriate for the location, type of use, and nature of the facility.

Objective 3.3.1: Incorporate historic and cultural resources and art into park designs to celebrate the unique aspects of Timnath and provide distinctiveness between parks.

Objective 3.3.2: Manage fields through scheduling and funding of routine maintenance to prevent overuse and irreparable damage to playing surfaces.

Objective 3.3.3: Select durable materials that are sustainable, resource efficient and non-toxic for construction of new facilities.



Desired Character

Objective 3.3.4: Identify and develop trailheads as the trail system is designed and constructed.

Goal 3.4: The Town has adequate land acquisition, development, operations and maintenance funding, sources, and tools.

Objective 3.4.1: 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.

Objective 3.4.2: Adequately fund the development of publicly-owned properties in Timnath, including parks, public open spaces, and landscaping around Town facilities.

Objective 3.4.3: Establish maintenance and design standards and management plans for the various types of parks and other Town-maintained properties.

Objective 3.4.4: Ensure that new residential development contributes its fair share for parks and recreational facilities to the extent allowed by state law and Town code.

Objective 3.4.5: Monitor and evaluate the effectiveness of past and current tools for providing parks, trails, conservation lands, and recreational facilities.

Objective 3.4.6: Support funding for the establishment of a Park, Recreation and Open Space and Trails Department when the community has enough residents to warrant this organizational structure and level of recreational programming.

Goal 3.5: Town expansion recognizes the natural amenities within the community—including wildlife, habitat, waterways, and groundwater— and supports environmentally-sensitive design and development.

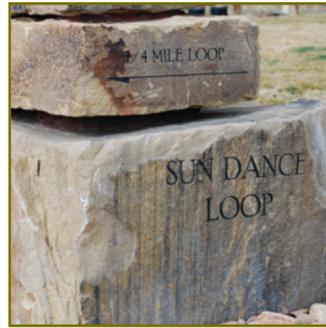
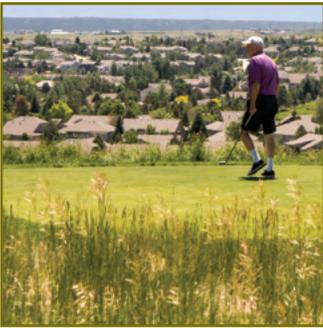
Objective 3.5.1: Emphasize the use of non-irrigated landscapes, native species, and low water plant materials.

Objective 3.5.2: Preserve areas with high quality native vegetation, wetlands or wildlife habitats and manage them to reduce invasive, non-native species.

Objective 3.5.3: Work to avoid environmentally-sensitive areas, specifically wildlife corridors and habitat, when locating trails and other developed facilities.

Objective 3.5.4: Establish appropriate buffer distances from sensitive resources.

Objective 3.5.5: Protect water quality through implementation of “Best Management Practices” in the design of stormwater conveyance and detention facilities.



Desired Character

Objective 3.5.6: Use permeable pavements, recycled materials, locally manufactured products, locally available materials and energy efficient facilities and technologies to the greatest extent practicable (see the Sustainable Sites Initiative rating system).

Objective 3.5.7: Provide Town residents, developers, and business owners with information on the benefits of sustainable landscapes.

Objective 3.5.8: Seasonally close areas and trails if necessary to protect sensitive resources.

Objective 3.5.9: Provide for integrated pest management where and/or when necessary and routinely monitor public lands for pest management.

Objective 3.5.10: Encourage the use of on-site wind generators, solar panels, and other clean energy generators, and seek opportunities to incorporate on-site clean energy generation on Town-owned parcels.

Goal 3.6: Timnath Reservoir and the land around it is further developed and managed as an active recreation area.

Objective 3.6.1: Consider all viable options, including public-private partnerships, to ensure the Town can develop the land around the reservoir for recreational purposes according to community desires.

Objective 3.6.2: Develop and implement resource management plans for Timnath Reservoir and Poudre River open spaces that define the appropriate level of public use and ecosystem management strategies.

Objective 3.6.3: Continue to lease and maintain control of the recreational rights on the Reservoir, to allow for a trail system.

Objective 3.6.4: Improve access and expand active recreational amenities (i.e. shade structures, trails) around Timnath Reservoir to serve as a premier location for regional and Town activities and events.

Objective 3.6.5: Implement the Timnath Reservoir Operational Management Plan.

Objective 3.6.6: Invest in the Reservoir property by planting shade trees to develop comfortable spaces.

Objective 3.6.7: Explore potential for equestrian facilities at the Reservoir off of dam facilities.

PARKLAND DEFINITIONS



COMMUNITY/SPECIAL USE PARKS

Community Parks should be adequately sized to accommodate a variety of diverse activities, including passive uses. Community Parks are ideally 20-100+ acres in size, and often combine developed parkland for self-directed or programmed activities (festivals, performances, fitness trails, sports fields and courts, picnic shelters, etc.) with natural areas or other interesting elements (water features, forests or gardens). They should be strategically located to geographical locations and accessible to everyone in the service area.

An off-street trail system should also be connected to Community Parks, allowing for access not reliant on automobiles. Sports complexes are a subset of Community Parks and are intended to provide opportunities for community-wide, self-directed, or programmed activities in higher intensity use facilities. Many larger Community Parks include sports complexes as part of a park, but not all sports complexes include full Community Park facilities and amenities and then they are not calculated as part of the level of service for the community.

Special use parks are those that are unique, so standards do not apply. They are important components of a parks system, and often are parks that contribute greatly to a community's identity through preservation of history, celebration of arts and culture, or providing venues for people to interact.



<i>Classification</i>	<i>Purpose/Function</i>	<i>Site Characteristics</i>	<i>Level of Service</i>
<p><i>Community Park/ Sports Park</i></p> <p>Desirable acreage: 20-100+ acres</p> <p>Typical ownership: Town</p>	<p>Provides opportunities for community-wide activities and facilities. Should maintain a balance between programmed sports facilities and other community activity areas, such as urban forests, gardens, historic features, water features, performance areas, festival spaces, plazas, gathering spaces, etc., and have features that appeal to the broader community.</p> <p>Sports parks provide opportunities for community-wide programmed and self-directed sports, such as baseball, softball, soccer, tennis, roller hockey, and skateboarding in higher intensity use facilities. Sports complexes are not complete Community Parks, as they are very special purpose in nature. However, they contribute to the overall level of service for Community Parks.</p> <p>Community Parks should generally be located to provide all residents access to a Community Park within 1.5 to 2.0 miles of their home. Community Parks may also serve as the local Neighborhood Park for residential areas within 0.5 mile.</p>	<p>Portions of the site should be relatively flat to accommodate fields and facility development. Special site features, such as streams, lakes, forests, rock outcrops, historic or archaeological sites and other interesting elements may add to the park’s unique character.</p> <p>Sites should be centrally located to geographical locations, and will ideally have good access from a collector or arterial street. Direct access to primary community trail system is desirable. Site should not be encumbered with constraints that preclude development of the site for desired uses.</p> <p>Additionally, for sports parks: Majority of site should be relatively flat to accommodate sports fields. Locate away from residential areas to avoid traffic, light and noise conflicts.</p>	<p>6.0 acres per 1,000 residents</p>
<p><i>Special Use Park</i></p> <p>Desirable acreage: Varies</p> <p>Typical ownership: Town</p>	<p>One of a kind park that serves a singular, or much focused activity, such as a horticulture center, environmental education center, museum or historic site, working farm, performance area, festival area, fairgrounds, urban plaza, equestrian center, civic park, sculpture park, and children’s theme parks.</p>	<p>Varies</p>	<p>N/A</p>



NEIGHBORHOOD/POCKET PARKS

Neighborhood parks should be adequately sized to provide space for a variety of activities, and are ideally a minimum of five usable acres. They should be centrally located within the residential area they serve and are often located adjacent to an elementary or middle school. Neighborhood parks can be active or passive in nature, but most commonly provide a combination of both. League sports activities in neighborhood parks should be limited to younger children, as the need to be compatible with surrounding residential land uses limits the intensity of use. Parking should be on the street to avoid paving more parkland. Exceptions may be necessary if no other facilities exist, or if the use is not detrimental to the neighborhood.

Additional pocket parks nearby, owned and maintained by metro districts or HOAs, would increase the combined level of service without the cost to the Town.

This section references long-term community-wide goals, while the Land Use Code dictates specific standards per development that need to be implemented to achieve those goals.

<i>Classification</i>	<i>Purpose/Function</i>	<i>Site Characteristics</i>	<i>Level of Service</i>
<p><i>Neighborhood Park</i></p> <p>Desirable acreage: 5 - 10+ acres; slightly smaller size may be acceptable if adjacent to other parkland/natural areas or greenway parks, while also accommodating larger neighborhood park purposes/ functions.</p> <p>Larger sites are acceptable and provide space for additional amenities, features, etc.</p> <p>Typical ownership: Metro/HOA</p>	<p>Provides nearby recreation and leisure opportunities within walking distance (0.5 mile) of residential areas. Should serve as a common gathering area for neighbors of all ages to gather, socialize, and play.</p> <p>Typically would include a paved, multi-purpose area for court games or tennis courts, a multi-purpose play field with backstop, play equipment, ADA accessible trails, and shaded areas for picnics and sitting within a landscaped setting that is a blend of full irrigation for active uses and xeriscape. Features such as interpretive signs, water bodies, and areas of natural vegetation may also be included where appropriate. In most cases, programmed sports activities should be limited to practices. On-street parking is typically adequate, and separate parking areas are not necessary.</p> <p>School/park facilities include many of the same neighborhood standards, except that school/parks should include game fields (preferably 2), off-street parking that is situated for school and park purposes, and a playground designed for age groups not served by school playgrounds.</p>	<p>Locate adjacent to greenway, open space, elementary or junior high schools when possible.</p> <p>Centrally located within area served.</p> <p>Accessible via walkway, neighborhood or urban trail. Portions of the site should be relatively flat to accommodate fields and facility development.</p> <p>Size, slope, and soil conditions should be considered for optimum development.</p> <p>At least half of the park (2 sides) should be bordered by a street to provide easy public access, visual surveillance, and parking.</p> <p>Surrounding the site with the rear property lines of residential lots is strongly discouraged.</p> <p>Site should not be encumbered with constraints that preclude development of the site for desired uses.</p>	<p>3 acres per 1,000 residents</p>
<p><i>Pocket Park</i></p> <p>Desirable acreage: 2 acres or less</p> <p>Typical ownership: Metro/HOA</p>	<p>From a community-wide standpoint, serves a neighborhood where opportunities for a larger park site are unavailable. Typically considered to serve residents within 0.25 mile of the park. Due to limited size, may only contain a few of the elements typical of a standard Neighborhood Park. Not a substitute for adequately sized Neighborhood Park. Developments may include Pocket Parks as amenities for residents.</p>	<p>Similar to Neighborhood Park.</p>	<p>1.5 acres per 1,000 residents</p>

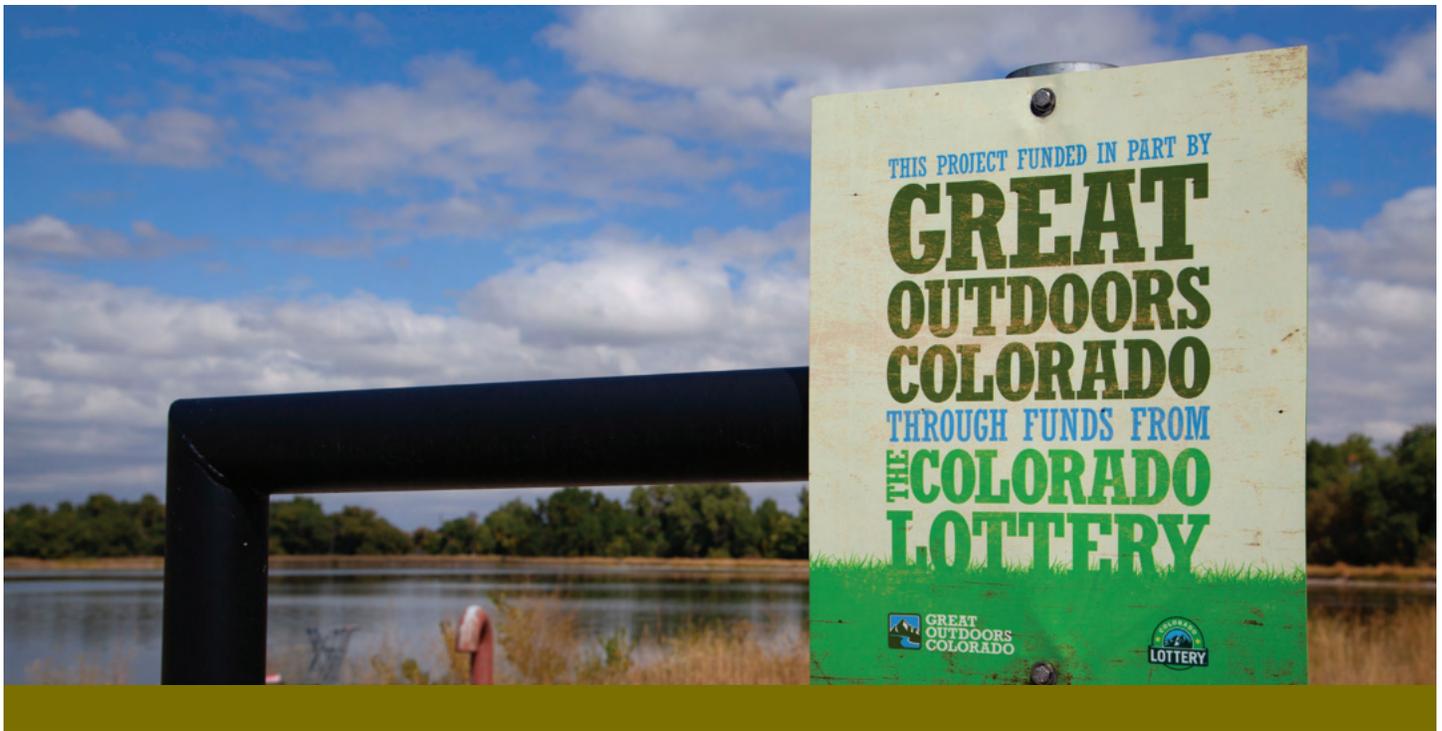


Aerial view looking south

OPEN SPACE CLASSIFICATIONS

In Timnath, where agricultural lands and open spaces have greatly influenced the community's character and heritage, open space preservation will play an important role in preserving the Town's quality of life. Open lands are areas that retain a primarily natural condition and serve a variety of conservation purposes, not only for ecological value, but also for cultural and social value. These lands can accommodate recreational and historic facilities and uses such as trails, environmental education, swimming, boating, and picnic sites, but their character is natural and not urban. The level of facility development and recreational use should vary depending upon resource sensitivity and overall management objectives. In limited cases, public access will not be provided and no facilities will be developed to emphasize protection of the values that qualify the area for designation as a special resource area. These may include areas of significant vegetation, important and sensitive habitats, scenic areas, or areas that contribute to the urban shaping and buffering goals of the community.

The Town does not have an open space conservation program, except as is provided through the land development process and shareback funding through Larimer County's *Help Preserve Open Space Tax*. Larimer County has an extensive open space program and has placed priority on preservation of lands along the Cache la Poudre River corridor, as well as regionally significant water bodies, wildlife habitat and landscapes. Larimer County is also experienced and organized to maintain and operate large regional parks, like Timnath Reservoir. Their capabilities in open space preservation and management provide Timnath a potential partner.



<i>Classification/ Desirable Acreage</i>	<i>Purpose/Function</i>	<i>Management Guidelines</i>
<p><i>Public Open Space</i> Desirable acreage: 10 acres minimum Typical ownership: Town</p>	<p>Protects natural values on smaller parcels than the park preserves; often located along stream corridors; provides opportunities for nature-oriented, outdoor recreation, which often includes multi- purpose trails. May be lands associated with trails if the trail corridor is adequate width to preserve the properties natural resource values.</p>	<p>Emphasis is on resource protection with some public access provided; no more than 10% of site area should be dedicated to park-like uses, including roads, parking, trails, environmental education/ interpretive areas, picnic sites, and visitor support facilities.</p>
<p><i>Greenbelts/Parkways</i> Desirable acreage: Varies Typical ownership: Metro/HOA</p>	<p>These maintained visual green spaces typically consist of landscape areas that do not have developed park and recreation amenities but provide linear corridors for trails or connections through the Town, 'backyard' type space to throw a ball, and/or provide drainage and stormwater management facilities. They include streetscapes with street trees and sidewalks as well as patches of landscaping that enhance the aesthetics of the community.</p>	<p>The lands that result from this are likely to be fairly small and linear in nature. They may provide some usable area but are typically managed visual green spaces. The Town should avoid taking responsibility for open space properties that are not of community-wide significance, and clarify the Land Use Code to specify the difference between development open space/greenways and open space for which the Town, or other public agencies, will be responsible.</p>



TRAIL CLASSIFICATIONS

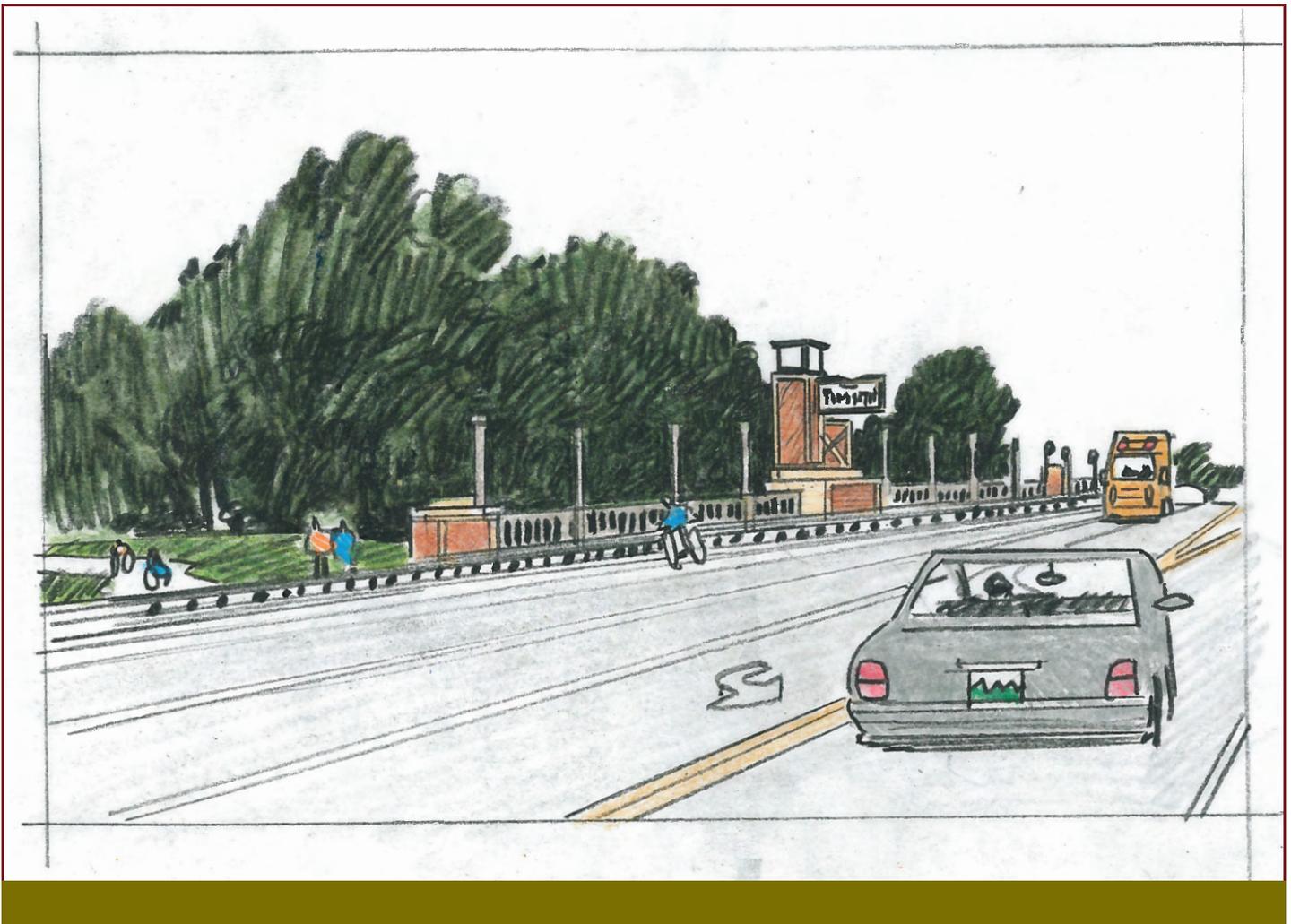
The Timnath trail system will consist of three basic trail types: community, neighborhood, and roadside trails. The conceptual locations of existing and planned trails are shown on the An Open Country Feel with Parks and Open Space Framework Map. Community trails will have a minimum 10-foot trail width and a preferred corridor width of 50 feet. The Front Range and Poudre River trails are regional trails that serve as community trails. However, they may have a 12-foot width to accommodate a larger volume of users, additional amenities, and different signage.

The Front Range/Poudre River Trail will be developed through coordination with regional partners and willing land owners. A soft-surface parallel trail for hikers and equestrians will be provided as appropriate.

Neighborhood trails are intended to serve the local neighborhood and provide connections to the primary system, and are constructed and maintained by that neighborhood. Neighborhood trails are not identified on the Framework Map as they are provided by developers and their locations are contingent on the final subdivision plan. Specific design criteria are provided on the following page.

	<i>Community Trails (Primary or Secondary)</i>	<i>Neighborhood Trails</i>	<i>Roadside Trails</i>
<i>Uses</i>	<p>Connects through the Town to community destinations, such as parks, open space, major commercial areas, as well as to adjacent communities and regional trail system.</p> <p>Recreation destination for pedestrians, bicyclists, and other non-motorized users.</p> <p>Intended primarily for transportation and recreation.</p>	<p>Local connection within neighborhoods for bicyclists, pedestrians and other non-motorized users. Use by the general public is allowed.</p> <p>Connects neighborhoods to the Community Trail system.</p> <p>Connects neighborhoods to adjacent commercial developments or other properties.</p>	<p>Intended primarily for transportation and commuting</p> <p>Provides direct connectivity along major street to destinations such as major commercial areas, major employment areas, adjacent communities, and regional trail system (as connections are available).</p>
<i>Preferred Location</i>	<p>Through parks, open space, greenways, irrigation canal corridors or drainage corridors.</p> <p>May sometimes be located along a roadway, but should be detached from the roadway and within an adequately sized corridor to provide a pleasurable and safe experience.</p>	<p>Developer-provided trails within neighborhood- scale open spaces.</p>	<p>Parallel to major roadways and within the road’s right-of-way or easement</p> <p>Detached from the roadway to provide a direct, but safe experience</p> <p>Developer-provided or Town provided</p>
<i>Preferred Corridor Width</i>	30 feet minimum; 50 feet preferred.	20 feet minimum; 30 feet preferred	20 feet to include trail and clearances
<i>Trail Width</i>	12 feet ideal; 10 feet minimum. Parallel 3-foot jogging path, and where appropriate, may include equestrian path.	8 feet minimum.	6 feet minimum; 8 to 10 feet preferred
<i>Trail Surface</i>	Concrete; asphalt or crushed gravel acceptable for interim surface.	Concrete.	Concrete
<i>Vertical Clearance</i>	8 feet minimum; 10 feet minimum for equestrian.	8 feet minimum	8 feet maximum
<i>Horizontal Clearance</i>	Minimum 3 feet clear both sides of trail. Minimum bridge width 10 feet.	Minimum 3 feet clear both sides of trail. Minimum bridge width 8 feet.	Minimum 6 feet clearance on roadway side Minimum 8 feet bridge width.
<i>Lighting</i>	At trailheads and access points, underpasses, crosswalks and intersections.	Utilize adjacent roadway lighting where possible. Locate at intersections with other trails.	Utilize adjacent roadway and intersection lighting, where possible
<i>Trail Waysides</i>	<p>Major waysides 1 per mile or as utilities are available.</p> <p>Combine amenities with trailheads where possible.</p>	N/A	N/A
<i>Grade</i>	5% maximum.	5% maximum	5% maximum
<i>Trailheads</i>	<p>At major access points.</p> <p>Use parks and open space parking areas and facilities where possible.</p> <p>Amenities may include restroom, shaded seating, picnic areas, trash receptacles, and/or regulatory, informational, and entry signs.</p> <p>Drinking fountain where feasible.</p>	N/A	N/A

4. *A Regionally-Connected, Locally Enhanced Multimodal System*



Vision: A regionally-linked transportation network with enhanced local connectivity to quality of life amenities via streets serving multiple forms of transportation and off-street trail system.



Desired Character

Goal 4.1: Timnath maintains a current transportation plan. (Refer to the Transportation Master Plan for additional detail.)

Objective 4.1.1: Update the Timnath Transportation Plan every five (5) years to adjust to growth, changing conditions, and changing technologies.

Objective 4.1.2: Coordinate with regional transportation agencies, such as the NFRMPO, CDOT, Northern Colorado Economic Alliance, etc. to represent Timnath’s interests.

Objective 4.1.3: Determine potential growth patterns at build-out and develop a future transportation network that will most efficiently and economically accommodate that growth.

Objective 4.1.4: Maximize infrastructure dollars by focusing denser uses near arterials.

Objective 4.1.5: Assess a proportionate share of the cost of any transportation infrastructure to each new development.

Objective 4.1.6: Complete the Parkway as depicted on the Timnath Land Use Plan Map.

Objective 4.1.7: Engage the public on transportation issues through educational outreach.

Goal 4.2: Timnath has a well-balanced, safe, and efficient transportation system that is welcoming to all modes vehicular, bicycle, pedestrian (i.e. “complete streets”), where feasible.

Objective 4.2.1: Provide on- and off-street bicycle lanes with bicycle facilities (bicycle parking areas, bicycle racks, etc). Include bicycle lanes in the design of new roadways and streets when off-street facilities are not convenient.

Objective 4.2.2: Ensure all new streets and sidewalks, particularly in and around Old Town, urban areas, and existing residential areas, are designed and installed to connect with existing streets and sidewalks.

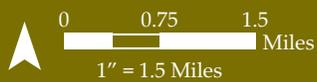
Objective 4.2.3: Provide continuity between adjacent developments to promote multiple modes of transportation between existing and new streets.

Objective 4.2.4: Design pedestrian street crossings to be well-marked and visible to motorists to enhance the character of the area.

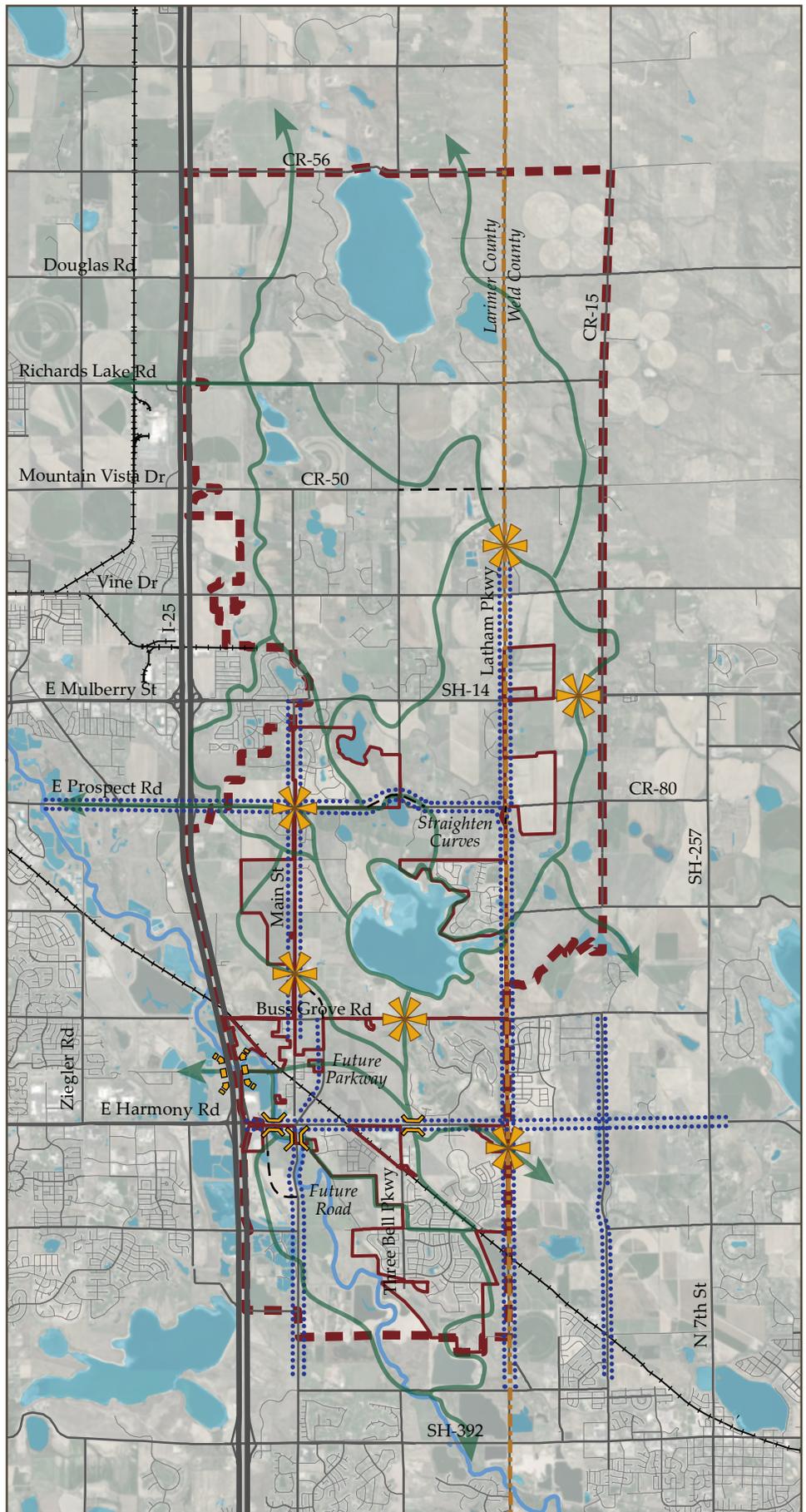
Objective 4.2.5: Develop a continuous system of bicycle lanes that connects the community; target infrastructure investments in areas near Old Town, employment centers, schools, recreation areas, public parks, and trails.

A REGIONALLY-CONNECTED, LOCALLY ENHANCED MULTIMODAL SYSTEM Framework Map

-  Enhanced Crossing
-  Future Road
-  Trails
-  Future Roadside Trail
-  Railroad
-  Existing Underpass
-  Planned Underpass
-  Town of Timnath
-  Timnath Growth Management Area
-  County Line



Conceptual/for illustrative purposes only. Exact locations will be determined at time of development proposals.



Framework Map Description

Land use and transportation are closely integrated with a cardinal direction oriented arterial road system supported by a well-connected system of collectors and local streets. By providing a well-connected roadway system with a high number of intersections per square mile and minimal number of cul-de-sacs, drivers have a multitude of driving options, reducing the need for large arterials, which can reduce walkability and the vibrancy of a community; congestion; vehicles mile traveled (VMT); and pollution. Pedestrian crossing times should remain in the forefront when designing roadway widths and intersection treatments. Enhanced crossing, supplement existing and planned underpasses, to provide for a safe pedestrian and bicycle network and connect to a rich off-street system of trails. The Timnath Parkway, along with other minor arterial improvements (e.g. Prospect Road and Latham Parkway straightening), enhance the existing network adding ease and safety to network.

Goal 4.3: Timnath is prepared for changes in transportation technology.

Objective 4.3.1: Work with regional partners to provide transportation options such as bus service, car sharing services, ride hailing, dial-a-ride, accessible transportation, and ride sharing.

Objective 4.3.2: Examine the need for requirements for passenger drop-off, loading zones, and parking within new development and redevelopment to accommodate changes in transportation technologies and services (e.g. microtransit and electric/autonomous vehicles).

Objective 4.3.3: Analyze new trends in parking requirements to adapt to the sharing economy.

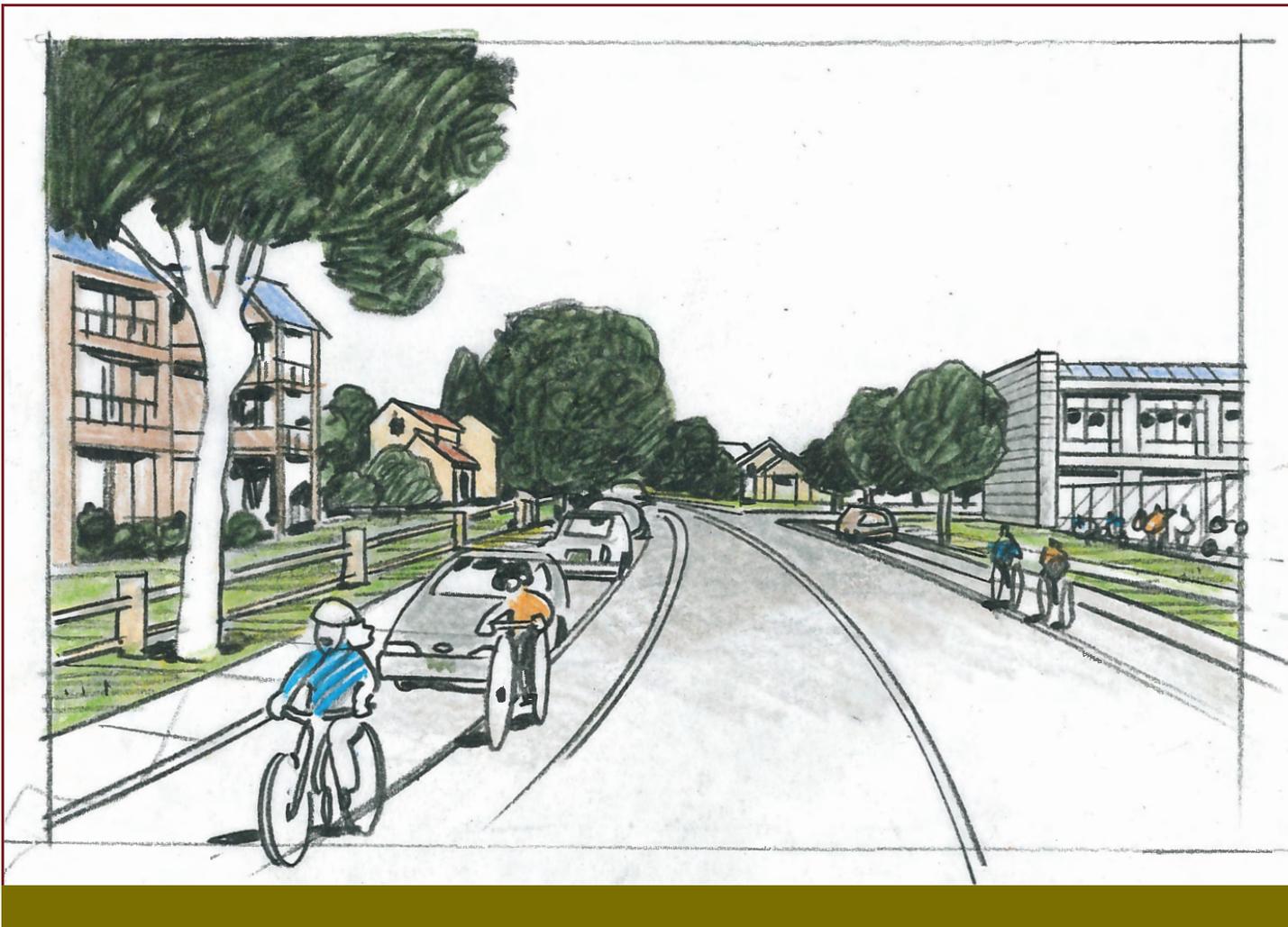
Objective 4.3.4: Work with Front Range partners to explore regional transportation options such as commuter rail, bus rapid transit, bus express service, or other public transit options.

Goal 4.4: Timnath follows 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 4.4.1: Create a schedule for ongoing improvements to Timnath's trail system, including acquisition of rights-of-way for future development, agreements with private developers for path and trail construction, and other approaches.

Objective 4.4.2: Continue the development of a five-year Capital Improvements Plan and focus on projects based on maintenance needs, anticipated growth, projected costs, and public input.

5. A Neighborly, Cohesive Community



Vision: A family-friendly and neighborly community offering a leading school system and a thoughtful range of high-quality housing options meeting all generational preferences.



Desired Character

Goal 5.1: A mix of housing is available to support a variety of household compositions and income levels.

Objective 5.1.1: Support a mix of housing for the local workforce within commercial developments.

Objective 5.1.2: Develop programs to support different types of attainable housing, especially for seniors.

Objective 5.1.3: Encourage mixed-use development along primary corridors.

Objective 5.1.4: Promote design standards to ensure aesthetic and connected neighborhoods.

Objective 5.1.5: Preserve environmental and visual resources through clustered development patterns and open space standards.

Goal 5.2: Residents have access to high quality schools.

Objective 5.2.1: Based on population projections and school district standards, identify potential locations for future elementary, middle and high school sites in coordination with Poudre School District and Weld County RE-4.

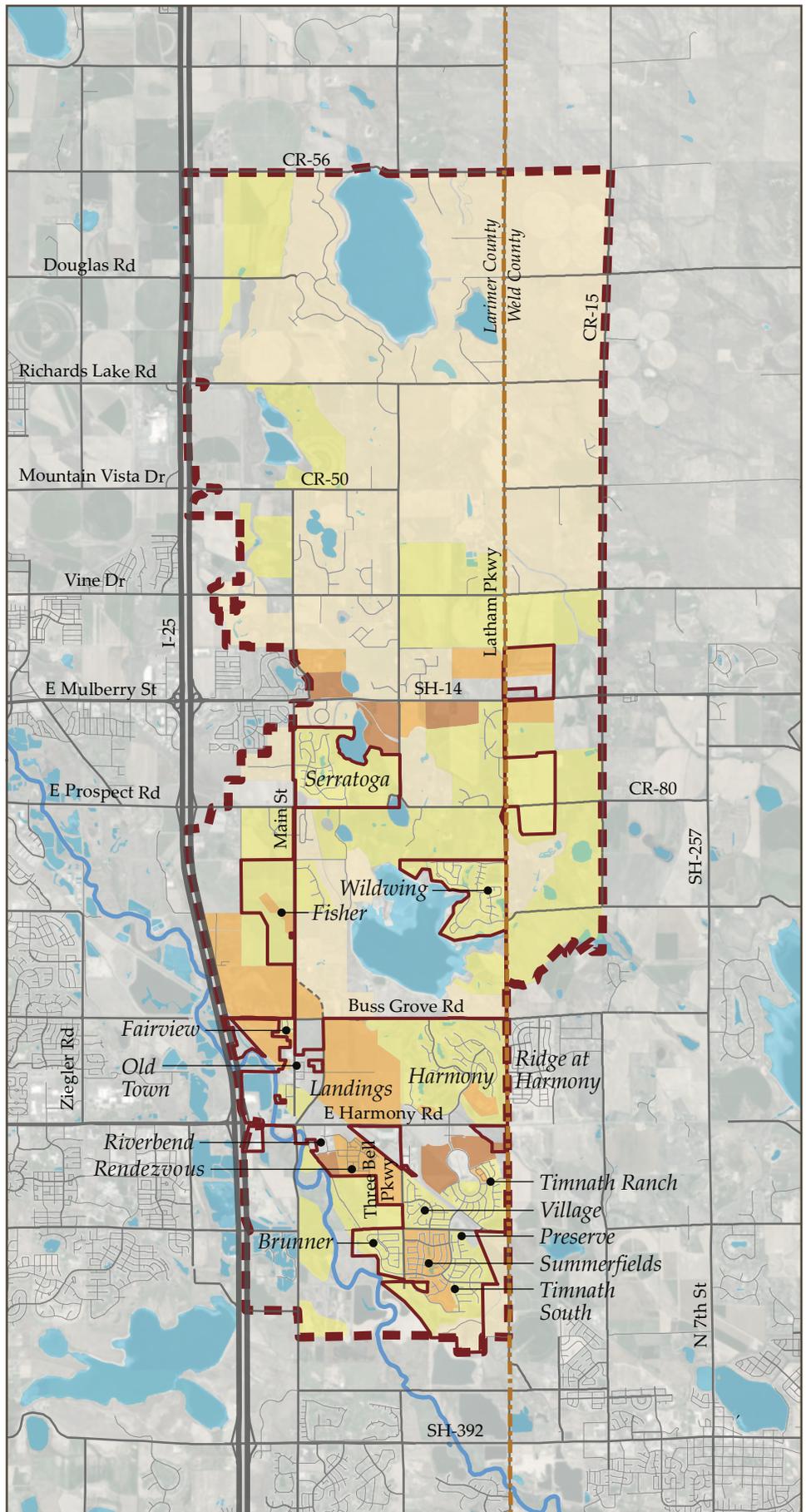
Objective 5.2.2: Continue working with school districts to provide safe and convenient multimodal access to neighborhood schools.

Objective 5.2.3: Continue supporting the school districts to provide safe learning environments.

A NEIGHBORLY, COHESIVE COMMUNITY Framework Map

- High Density Residential/
Mixed Use
- Medium Density Residential
- Low Density Residential
- Rural Residential
- Town of Timnath
- Timnath Growth
Management Area
- County Line

Subdivisions



Conceptual/for illustrative purposes only. Exact locations will be determined at time of development proposals.

Framework Map Description

Residential development makes up the majority of the GMA. Neighborhood areas range from rural residential farm homes and estates to traditional single-family lots to townhomes and patio homes. Design of great new neighborhoods requires the integration of certain architectural elements, amenities, and sustainability measures, such as parks, schools, and greenways. Low density to higher density developments are highly connected to each other for ease of transportation and emergency services. A variety of housing options from single-family homes to higher density townhomes help shape a balanced community. Higher density, including some mixed use areas, are concentrated along Mulberry Street and Harmony Road. Transitions are provided between commercial areas and lower density residential neighborhoods to minimize impacts and promote a high-quality of life. Rural residential neighborhoods transition to abutting County uses.

Goal 5.3: Public services, facilities, infrastructure, and utilities are coordinated with service providers and authorities to ensure an appropriate level of safety and service is maintained as the Town grows.

Objective 5.3.1: Coordinate with PFA, Timnath Police Department, and Larimer County Sheriff's Office to maintain adequate emergency response times for all areas of Timnath.

Objective 5.3.2: Explore new technologies and best practices to expand service responses and create a greater sense of community securities.

Objective 5.3.3: Conduct routine updates with the Public Works Department and service providers to assess current levels of service and future needs.

Objective 5.3.4: Continue and expand programs and services designed to ensure reliable public safety.

Objective 5.3.5: Work with the Poudre Fire Authority to locate new stations as required by future town development.

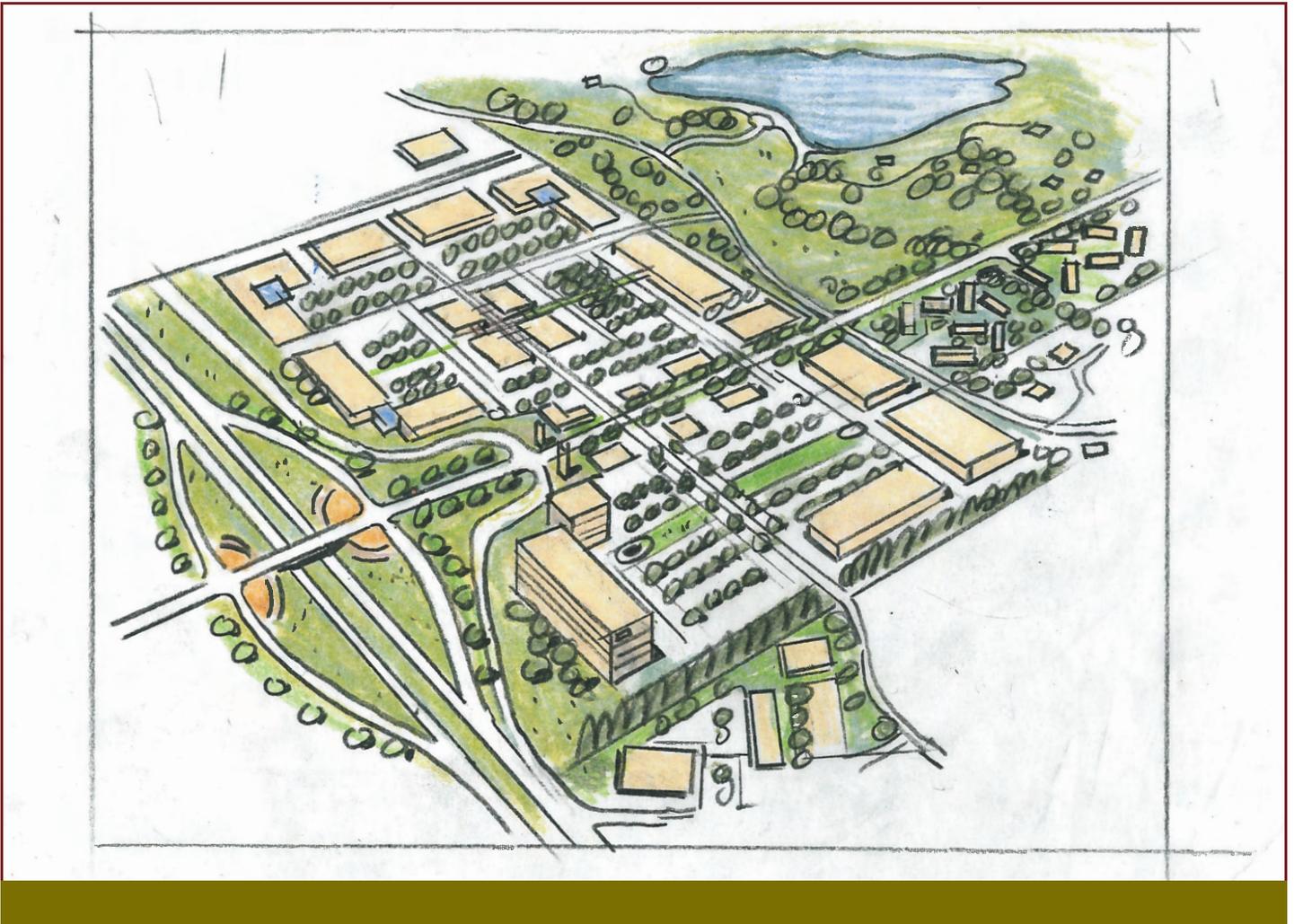
Objective 5.3.6: Work with service providers, business and industry users, and other communities to provide adequate telecommunications infrastructure and provide incentives as needed.

Objective 5.3.7: Plan the locations of new public facilities and infrastructure to meet the needs of existing and future growth.

Objective 5.3.8: Continue to require adequate infrastructure concurrent with development.

Objective 5.3.9: 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.

6. A Supported Small-Town Economy



Vision: A resilient economic strategy that balances both large-scale economic generators and preservation of neighborhood-oriented, local businesses.



Desired Character

Goal 6.1: Timnath sustains new commercial and industrial development within appropriate areas to create an economically sustainable community.

Objective 6.1.1: Incorporate residential development into retail, commercial, and service development.

Objective 6.1.2: Encourage private investment in Old Town.

Objective 6.1.3: Cluster commercial centers for efficient infrastructure improvements which will make development more economically feasible.

Goal 6.2: Timnath has an established long-term plan for providing economic development to bolster the quality of life residents desire.

Objective 6.2.1: Develop a package of economic or land use incentives to encourage new businesses to locate in Timnath and utilize a method for evaluating the investment value of the projects.

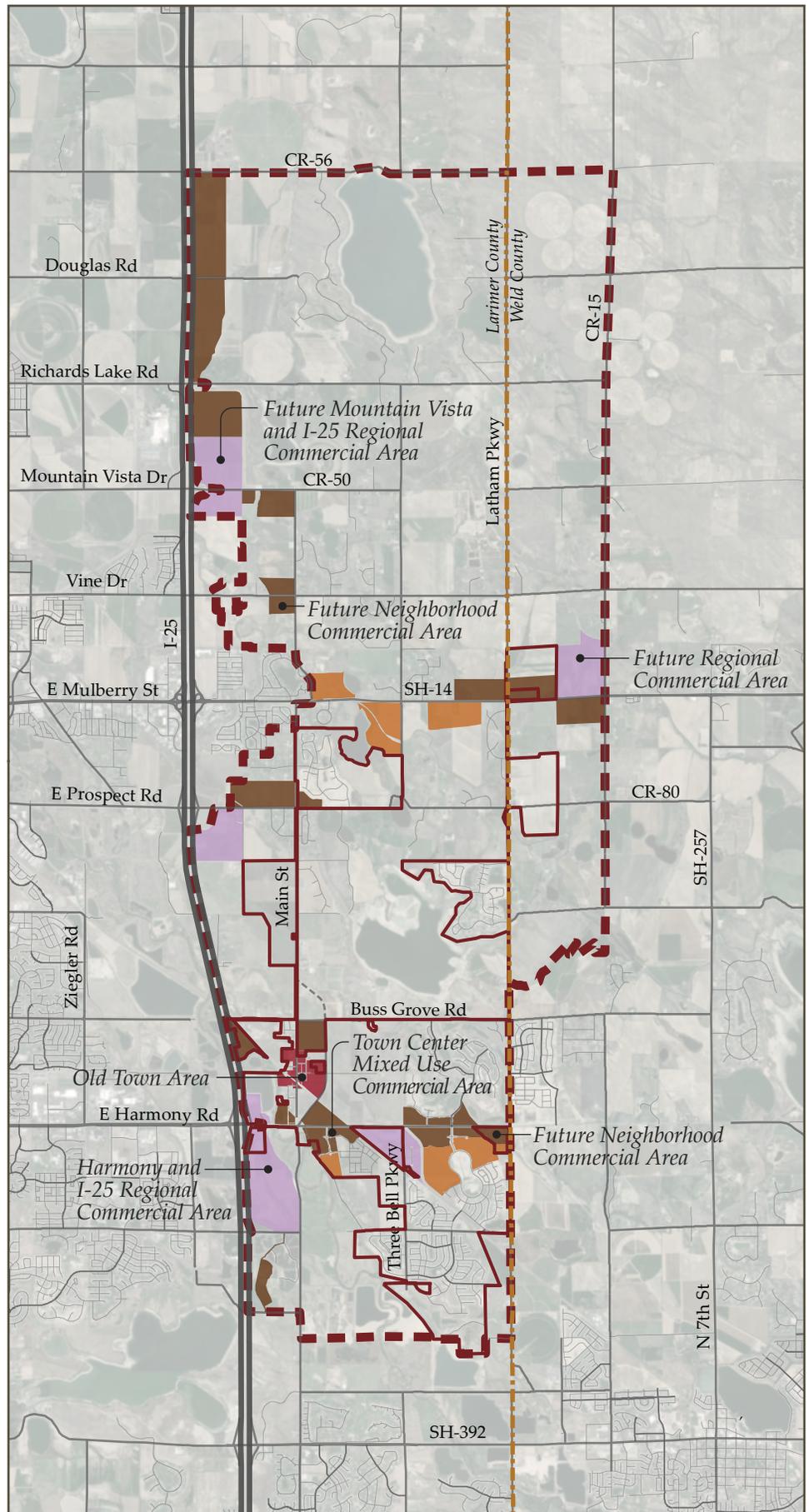
Objective 6.2.2: Market Timnath as an excellent location for employers and businesses through an economic development strategy.

Objective 6.2.3: Target businesses and industries that enrich the tax base, provide high-quality jobs, provide needed and unique services to the residents, and create few off-site impacts.

Objective 6.2.4: Help establish business alliances to promote and enhance the business environment as commercial development increases.

A SUPPORTED SMALL TOWN ECONOMY Framework Map

- Commercial Mixed Use
- Downtown Core
- Employment/
Regional Commercial
- High Density Residential/
Mixed Use
- Town of Timnath
- Timnath Growth
Management Area
- County Line



Conceptual/for illustrative purposes only. Exact locations will be determined at time of development proposals.

Framework Map Description

High quality development, and the inclusion of two new regional commercial areas and three new neighborhood commercial area will create a setting to continue to serve local residents' needs while harnessing necessary retail revenues of the I-25 corridor and northeastern plain communities. Commercial areas are strategically located along arterial corridors and adjacent to housing density. Future regional nodes of Mountain Vista and I-25 and Mulberry and Latham Parkway will be ideal locations for large employers and/or retailers. Flexibility in land use position Timnath to attract businesses that are an ideal fit for the community's vision. Expanding on the Town Center Commercial Center and developing a new neighborhood commercial center at Harmony Road and Latham Parkway will enable residents to live and shop for their daily needs without the need to cross I-25. These areas should be designed to a standard that meets the vision and are ideal for a future grocery store, fast-casual restaurants, coffee shops, or hardware store. The Old Town core is envisioned to expand small-scale retail and independent businesses, mixing public uses, housing, and businesses to realize the artisan village concept plans.

Goal 6.3: Commercial and employment development is clean, energy-efficient, aesthetically pleasing, sustainably built, and economically resilient.

Objective 6.3.1: Locate employment and industrial districts in areas with excellent and efficient access to streets, highways, and infrastructure.

Objective 6.3.2: Promote the location of smaller retail, offices, sit-down restaurants, and entertainment venues in the Old Town area, along the Harmony Road Corridor and the Artisan District.

Objective 6.3.3: Promote the location of regional-scale commercial activity intermixed with community commercial uses, light industrial uses, mixed-use, and other complementary uses near I-25, consistent with Timnath's image and design goals.



CHAPTER 4: OUR PLAN



OVERVIEW

The Future Land Use (FLU) plan helps direct desired growth patterns by identifying the characteristics of a range of land use categories and where those categories are distributed across the landscape. Land uses within a community influence the size of the local government, level and quality of provided services and amenities, and ultimately the rate at which a community should be taxed to provide that level of service standard. Recommendations of the FLU plan form the basis for zoning and the municipal code. This chapter describes how the FLU map and categories were developed, the relationship of the FLU to growth management, and describes in detail the characteristics of the FLU categories.

FLU MAP AND CATEGORIES DEVELOPMENT

The FLU map and categories are based on the existing Future Land Use map and refined to meet the revised vision, goals, and objectives as outlined in Chapter 3. The existing FLU categories were combined and clarified to provide more flexibility for future development, respond to market changes, and reduce unnecessary plan amendments.

The location and characteristics reflects the community’s desires for intensities, densities, connections, and mix of land uses. Constraints such as existing and planned land uses, open space, and conservation easements, floodplain, service area boundaries and easements (water, utilities, etc.), and linear water features (rivers, ditches, etc.) were considered. Where existing development exists the FLU categories are consistent with the actual land use; therefore the plan is typically more specific within the Town limits and more general within the growth management area (GMA).

RELATIONSHIP BETWEEN PREVIOUS AND REVISED FUTURE LAND USE CATEGORIES:



GROWTH MANAGEMENT

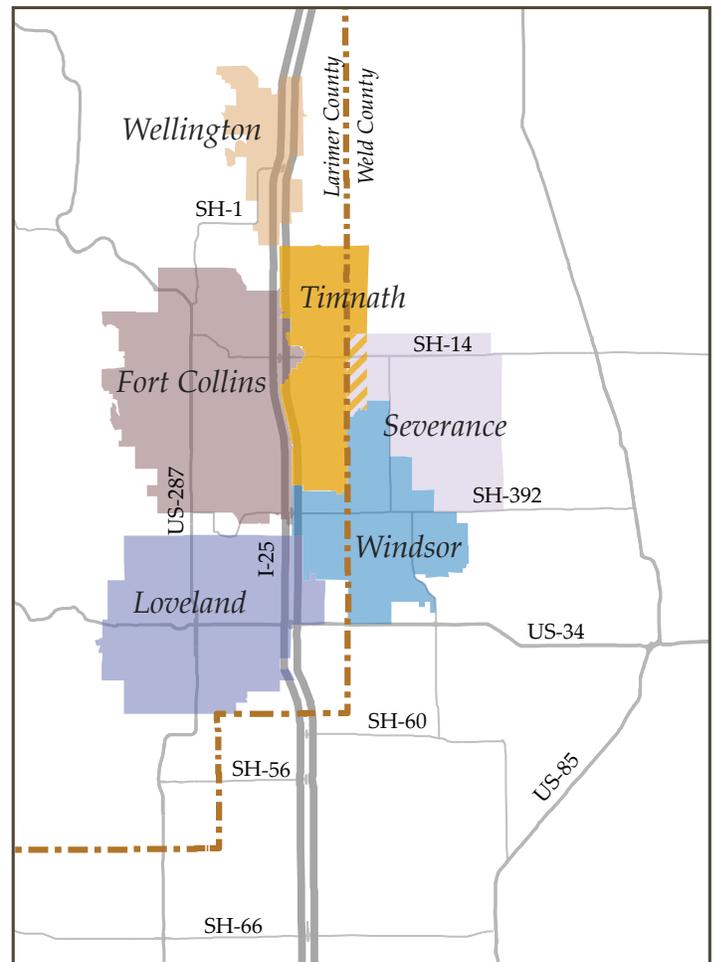
The Growth Management Area (GMA) represents the areas beyond Town limits that can reasonably be expected to annex as growth continues. Properties within the GMA will only become a part of the municipality at the desire of the property owner, and as these areas become adjacent to an expanding Town boundary. Identifying a GMA helps ensure that new residents will have the services they need while protecting the quality of life and services for existing residents.

This plan extends the GMA to County Road 56, north of Cobb Lake, a distance of approximately two miles. This extension expanded the overall GMA to 36.3 square miles. In 2014, the Town of Timnath and the City of Fort Collins amended their joint Town/City boundary from south of Prospect Road to north of Mountain Vista Drive through an intergovernmental agreement (IGA).

The northwest corner of the GMA touches the southwest corner of Wellington's GMA. Wellington's community influence area abuts Timnath's GMA along CR 56 from I-25 to the Weld/Larimer county line. Timnath and the Town of Severance have overlapping GMAs approximately one mile east of Latham Parkway/Larimer County Road 1/Weld County Road 13, from south of Vine Drive to just north of WCR 76 at the Buffalo Creek subdivision. In 2018, Timnath and Severance entered into an IGA providing each Town exclusive authority to exercise annexation powers within the non-overlapping areas of their respective GMAs but non-exclusive authority of annexation and provision of services within the overlapping area.

Timnath and the City of Windsor have abutting GMAs and Windsor's Community Influence Area (CIA) overlaps with Timnath.

Implementation of growth management boundaries should be paired with necessary actions to encourage development within the municipality to prevent leap frogging of development. For the existing and proposed GMA to be effective and ensure consistent development within the unincorporated area of the GMA, an agreement between the Town and the County will be required.



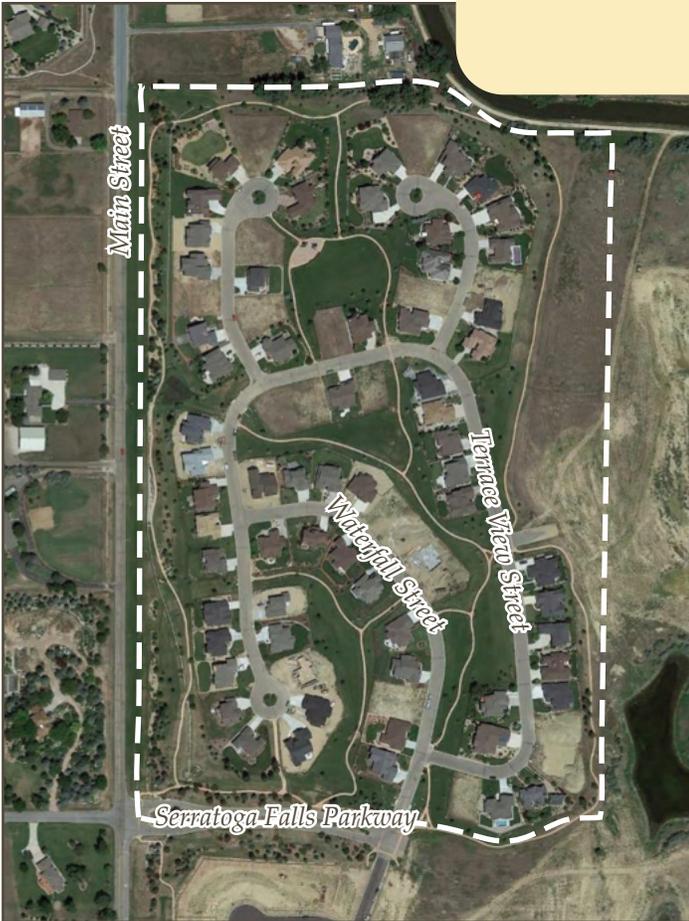
FUTURE LAND USE CATEGORIES



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

- Illustrates the character descriptions: An overview of the general purpose, features, and amenities
- Outlines the desired primary and secondary uses: Examples of typical allowable development types
- Identifies the typical form: Range of residential density as expressed by dwelling units per acre (DU/acre), non-residential density as expressed by Floor Area Ratio (FAR), and building heights to achieve the desired form.
- Provides photo examples of typical land use within Timnath
- Includes photo examples of regional and desired character

Rural Residential



Timnath: aerial view



Timnath: on the ground

Appropriate for residents interested in a more open-space lifestyle, larger lots developments, and equestrian uses. Fewer public street lights, street networks, and sidewalks offer the preservation and development of rural neighborhoods. Residential homes are integrated within open space and/or agricultural uses.

Primary Uses

Single family homes, large-lot residential development, and agricultural businesses.

Secondary Uses

Ancillary uses to agricultural-based homes.

Res. Density	Non-Res FAR	Allowed Zoning	Existing Timnath Example
≤ 1 DU/Acre	<.15	RE, A	Harmony (.79 DU/acre) Serratoga (.85 DU/acre)

Low Density Residential



Timnath: on the ground

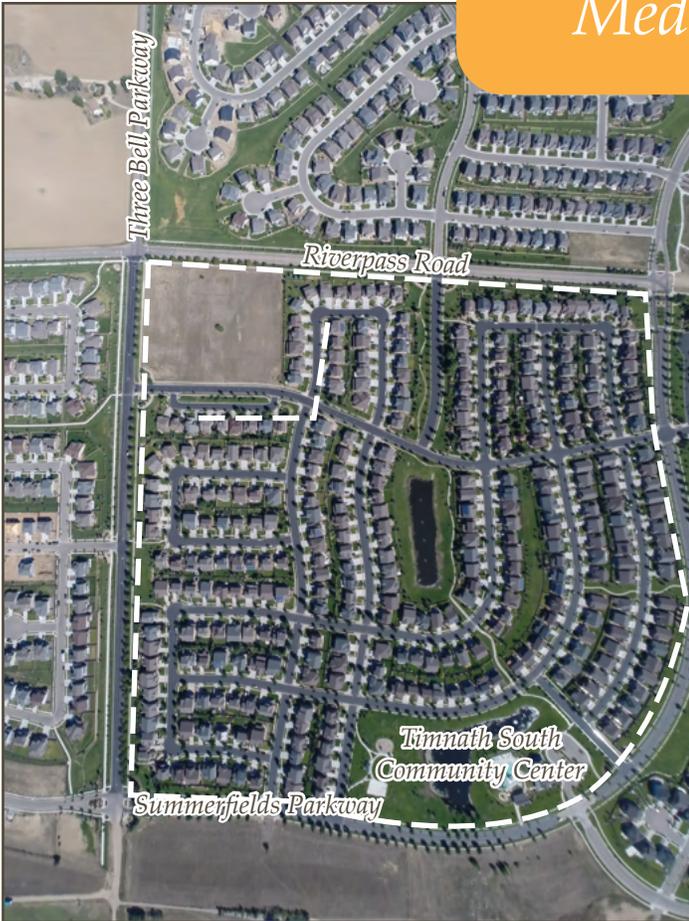


Timnath: aerial view

Single-family neighborhoods built on a traditional development pattern, interspersed with schools, public facilities, neighborhood amenities, parks, and trails. Neighborhoods are slightly more auto-oriented but connected to other neighborhoods and commercial centers through regional trails. This category represents the largest residential component (geographically) of the Town's land use plan.

Primary Uses		Secondary Uses	
Conventional, detached, single-family units.		Public uses, neighborhood and community parks.	
Res. Density	Non-Res FAR	Allowed Zoning	Existing Timnath Example
1-4 DU/Acre	.25-1.0	RE, R2	Wildwing (1.44 DU/acre)

Medium Density Residential



Timnath: aerial view



Timnath: on the ground

Single- and multifamily neighborhoods built on a traditional development pattern, served by a highly connected street pattern, and interspersed with schools, public facilities, walkable neighborhood amenities, parks, and trails. A neighborhood center and/or park should be integrated within every neighborhood.

This is the broadest category in terms of allowable density, providing for typical suburban development with considerations for adjacent land uses.

Primary Uses

Small lot single-family units, duplexes/triplexes, and multi-family townhomes.

Secondary Uses

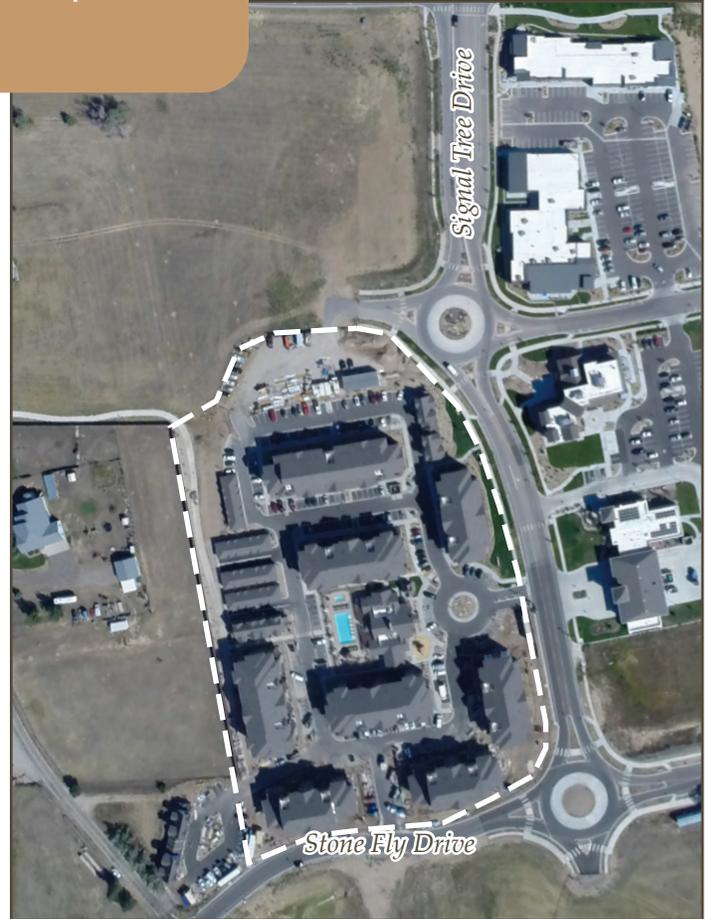
Public uses, neighborhood and community parks.

Res. Density	Non-Res FAR	Allowed Zoning	Existing Timnath Example
1-16 DU/Acre	<1.5	R2, RMU, R3	Summerfields (4.46 DU/acre)/ Timnath Ranch Multifamily (14 DU/acre)

High Density Residential/ Mixed Use



Timnath: on the ground



Timnath: aerial view

Higher density neighborhoods near commercial centers and major corridors. To meet the needs of people in all stages of life, these neighborhoods are supported by a multimodal network, pocket parks, and public gathering spaces. Small offices, civic uses, and community uses (churches, daycare, etc.), that support the surrounding residential, would be acceptable, as necessary.

Primary Uses

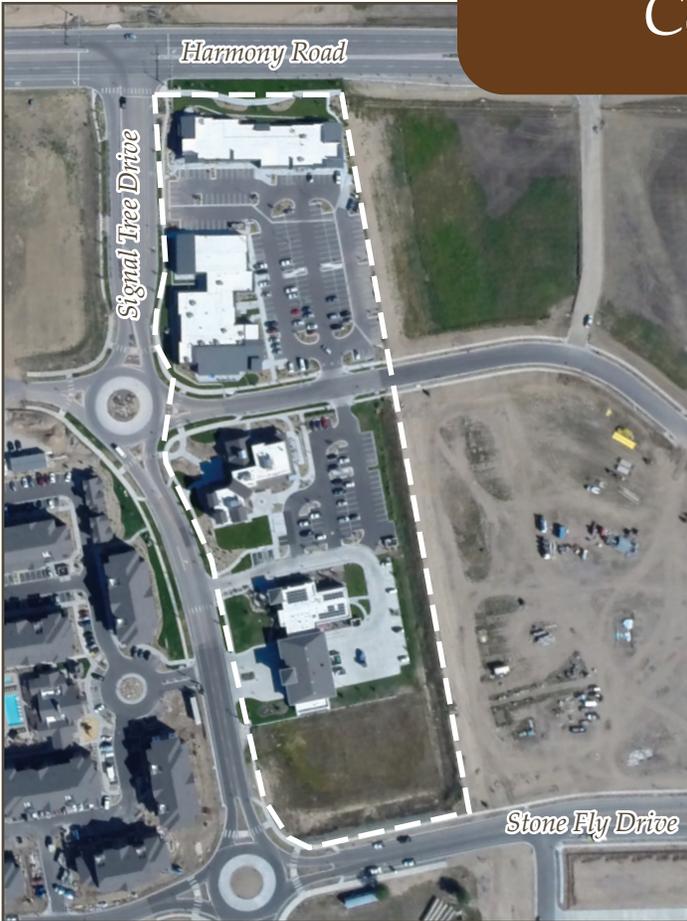
Primary use should include attached, single and multifamily dwellings, including duplexes, townhomes, and other similar types of dwellings, at higher densities.

Secondary Uses

Small format retail, office, and civic/community uses are allowed as secondary and supporting uses, and should be integrated with residential. Public uses, neighborhood and community parks.

Res. Density	Non-Res FAR	Allowed Zoning	Existing Timnath Example
8-24 DU/Acre	<1.5	R3, R4, RMU, NC	Riverbend (20.4 DU/acre)

Commercial Mixed Use



Timnath: aerial view



Timnath: on the ground

Commercial areas that include a variety of regional, job-creating, civic, and medical uses with integrated essential services. Building types may include free-standing, mid-rise, retail, office, and medical buildings in a unified campus-like setting with high quality design integrated with urban elements such as pedestrian connectivity and green space.

These areas are located near major arterials and regional trail system.

Primary Uses

Areas designated for commercial, office, civic, and service uses supporting general neighborhood needs.

Secondary Uses

Mixed use should integrate multifamily residential and commercial, either horizontally or vertically. Neighborhood and community parks.

Res. Density	Non-Res FAR	Allowed Zoning	Existing Timnath Example
8-16 DU/Acre	<2.0	CMU, CC	Timnath Town Center Area

Downtown Core



Timnath: concept plan (the Dreambook)

Timnath: on the ground

Centrally-located regional attraction for shopping, entertainment, culture, arts, and public events, and offers a location for public gathering and community pride. This area should include special urban improvements to make rich and enjoyable public spaces. A diversity of housing types at various price points are integrated with restaurants, bars, retail stores, offices, coffee shops, and civic services.

Residential may consist of live/work dwellings, loft housing, and other similar uses. Development should encourage preservation of character, redevelopment, and infill; and should include above-average standards for design. Renovation of older buildings is encouraged. This area is highly connected to surrounding neighborhoods through a safe, welcoming, pedestrian-oriented environment.

It maintains access to an efficient multi-modal transportation network. Development should include above average standards for design, intensity of development, and residential densities.

Primary Uses

Retail, employment, entertainment, civic, artisan, and residential uses in an urbanized, pedestrian-oriented environment.

Secondary Uses

Neighborhood and community parks.

Res. Density	Non-Res FAR	Allowed Zoning	Existing Timnath Example
1-6 DU/Acre	1.5-2.0	B, R1	Old Town

Employment/Regional Commercial



Timnath: aerial view



Timnath: on the ground

Centers of high economic base located near regional transportation corridors providing regional commercial services such as restaurants, grocery stores, theaters, and retail. These areas support retail and employment in more suburban development patterns, yet provide an intensity of uses serves both the Town and the larger region. Surrounding residential may be limited and appropriately buffered.

Primary Uses

Areas designated for community/ destination retail, employment, entertainment, civic

Secondary Uses

Light industrial; manufacturing

Res. Density	Non-Res FAR	Allowed Zoning	Existing Timnath Example
NA	<1.0	CC, RC, I	Harmony & I25

Open Space/Greenways



Timnath: on the ground

Public Open Space protects natural values and provides opportunities for nature-oriented, outdoor recreation, which often includes multi-purpose trails. They are often located along the river corridor.

Greenways are areas of maintained visual green spaces and typically consist of landscape areas that do not have developed park and recreation amenities but provide linear corridors for trails or connections through the Town.

See section on Parkland Classifications in Chapter 3 for additional information.

Primary Uses

Land remaining undeveloped as natural open space, lands identified as drainage ways/floodplain, conservation development/easements, lands along ditches and floodways.

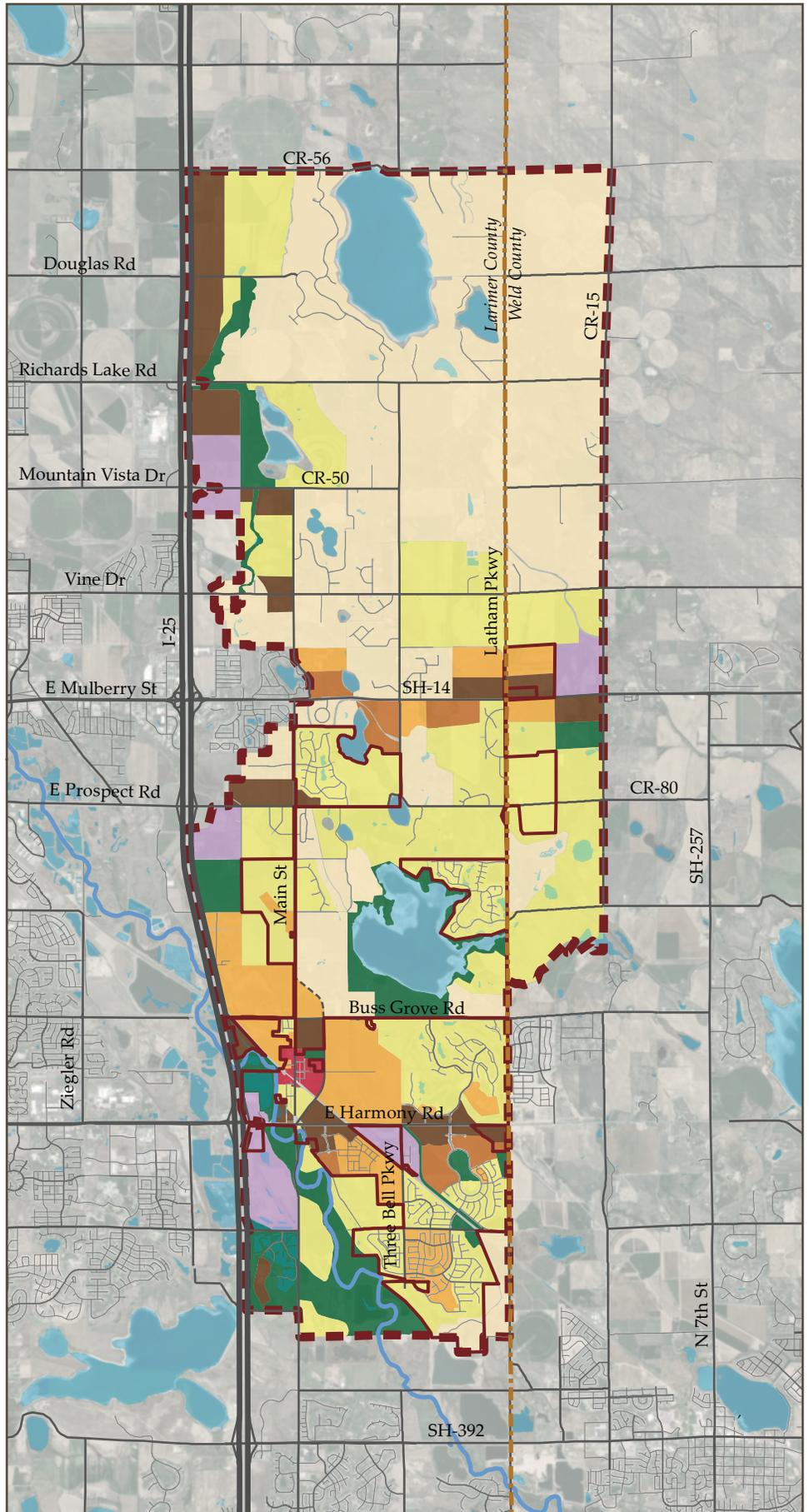
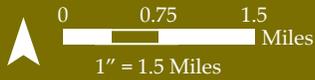
Secondary Uses

Civic uses such as regional trails and public open space; agricultural uses

Res. Density	Non-Res FAR	Allowed Zoning	Existing Timnath Example
NA	<.5		Timnath Public Open Space

Future Land Use Map

- Commercial Mixed Use
- Downtown Core
- Employment/
Regional Commercial
- High Density Residential/
Mixed Use
- Medium Density Residential
- Low Density Residential
- Rural Residential
- Open Space
- Town of Timnath
- Timnath Growth
Management Area
- County Line





CHAPTER 5: OUR PATH FORWARD



OVERVIEW

This chapter identifies a series of specific steps to be taken by the Town and community partners to achieve the community’s vision and goals. Because implementation can take time, Town leaders and staff must reassess and prioritize these action items annually. Implementation measures may be adjusted over time based on availability of new or improved information; changing circumstances; and anticipated effectiveness, so long as they remain consistent with the intent of this Comprehensive Plan.

ACTION PLAN

The Comprehensive Plan serves as a guiding document for implementation and includes recommendations such as creating intergovernmental agreements; updating land use regulations; enhancing business development; and executing capital improvement projects. Success of the Comprehensive Plan is tied to the Town and community partners following through on the Action Plan.

There are four broad categories of actions:

REGULATORY REFORM

Development regulations and standards may need to be updated to ensure consistency with the goals and objectives of the Comprehensive Plan and includes changes and updates to zoning and land use regulations and design and signage guidelines and standards.

CAPITAL PROJECTS

Major infrastructure investments and funding partnerships are specifically relevant to the implementation of the Comprehensive Plan goals and objectives, but should be considered in conjunction with other capital improvements to determine priorities, project efficiencies, and timing of expenditures.

SUPPORTING PLANS AND STUDIES

Specific locations or initiatives may require additional analysis and direction at a more detailed level than within this Comprehensive Plan; and include site-specific development guidelines; feasibility studies; master and/or subarea plans, or additional funding studies.

SPECIAL INITIATIVES

Projects that are key to major initiatives within the community. These could be a capital project and/or a supporting plan or study but represent key improvements or projects supported by Town leadership.



Action Items

Building on the 2013 Comprehensive Plan, the following action items were confirmed, refined, or expanded. Additionally, Timnath has been working on a number of initiatives based on arising priorities and community needs. The action items are organized by vision theme and include details on whether they are ongoing, have been refined, or are new; relative cost; and responsibility.

Ongoing action items include actions that the Town, along with partners, have done and will continue to do to achieve the goals and objectives of the Comprehensive Plan. In addition to the ongoing action items listed below, the Town will continue to communicate and coordinate with other organizations, and adjacent municipalities to provide for the health, safety, and welfare of the growing Timnath community. Refined action items are strategies and measures that have been carried over and updated from the 2013 Comprehensive Plan or other planning documents. New action items include approaches that have been developed throughout this planning effort based on input from the public, Town partners, development community, and policy makers.

Prioritization Considerations

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

Health, Safety, Welfare, and Code Compliance

- Action involves projects that improve public health, safety, welfare, or ensure code compliance.

Ease of Implementation

- Action capitalizes on opportunities to be easily implemented (i.e., low cost with large gains, staff capacity, development-ready projects, available property, etc.).

Community Significance

- Action provides benefit to a large number of people within the community.
- Action contributes to community vision and goals.
- Action contributes to the balance of needs across the community.

Partnerships for Funding

- Action leverages partnerships for funding (i.e., Regional Partners, GOCO or other grants, private sources, etc.).

Satisfies Urgent Need

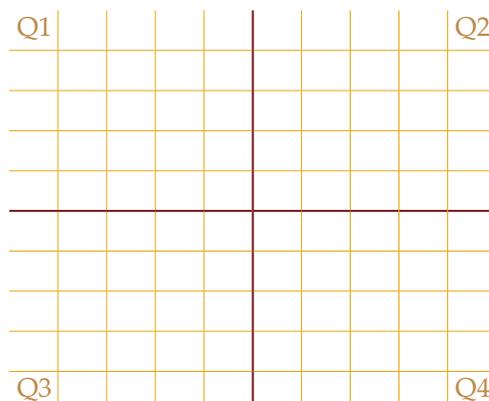
- Action satisfies urgent needs within the community (i.e. transportation improvements; life safety improvements)

Completes Phasing of Current Projects

- Action completes phases of current projects that are yet to be completed.

Cost vs Effectiveness Assessment

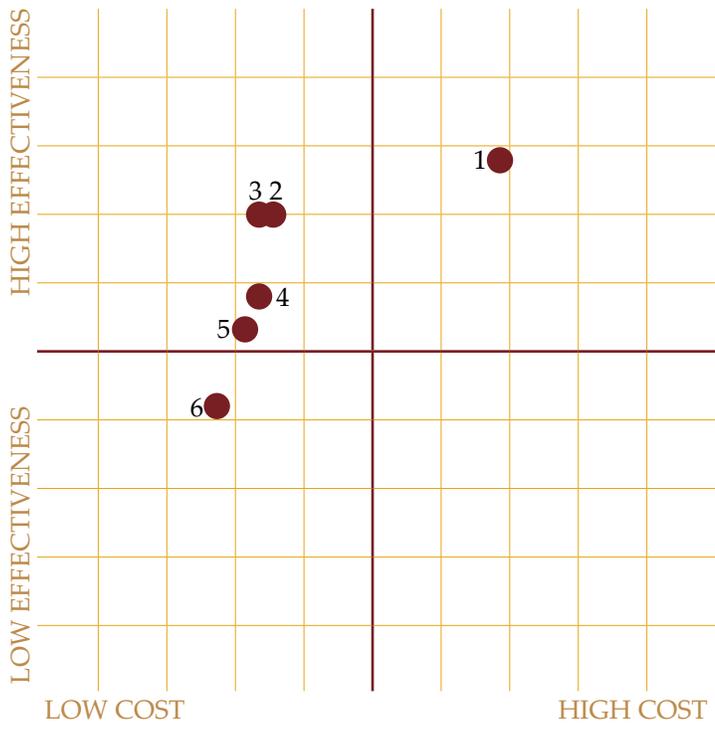
Each action item was assessed on cost and effectiveness. A grid depicts how each action item was ranked by vision theme on the following pages. Quadrant 2 includes projects that are transformative in nature with a higher cost; while Quadrant 1 projects include projects that are a little less costly and will have incremental positive change. Quadrants 3 and 4 include actions that should be pursued as part of a longer work program. Highly effective actions include what is most vital to the community and progresses the vision and goals of the Comprehensive Plan. No change to cost. Additional costs will be determined when implemented.



A First-Rate Small-Town

A historic town between the mountains and the plains with an exceptional quality of life, open spaces, small-town character, and a vibrant sense of community.

<i>Action</i>	<i>Status</i>	<i>Cost (\$-\$\$\$)</i>	<i>Responsibility</i>
1. In accordance with the adopted plans, promote the development of the Artisan District, River District, Old Town/Main Street, and the Harmony Corridor.	New	\$\$	Community Development, Mayor/Council, Developers
2. Adopt development and design standards that promote excellence in the design and construction of buildings, outdoor spaces, transportation facilities, and streetscapes.	Ongoing	\$	Community Development, Developers, Business Owners, Council
3. Work with Larimer County to adopt the Growth Management Area boundary. a. Negotiate intergovernmental agreements within the Growth Management Area with Larimer County and adjacent municipalities, as appropriate.	Ongoing	\$	Community Development, Mayor/Council, Larimer County Planning and Commissioners
4. Use citizen surveys (every three years) to determine local needs and priorities for improving the Town's quality of life.	Ongoing	\$	Administration
5. Develop an arts, culture, and historical policy. a. Using historic architectural and site design elements guides, adopt design guidelines that protect appropriate historic properties from inappropriate renovation and adaptive reuse. b. Implement historic education and interpretation, as appropriate. c. Have community competitions for permanent and rotating art displays in local parks.	Refined	\$\$-	Administration, Community Development, Interested Residents
6. Pursue annexation of strategic properties adjacent to the Town boundary. a. Create an educational program for property owners that explains the benefits of annexing into the Town; use the Town website to distribute information about fiscal and service benefits of annexation.	Ongoing	\$	Community Development, Mayor/Council



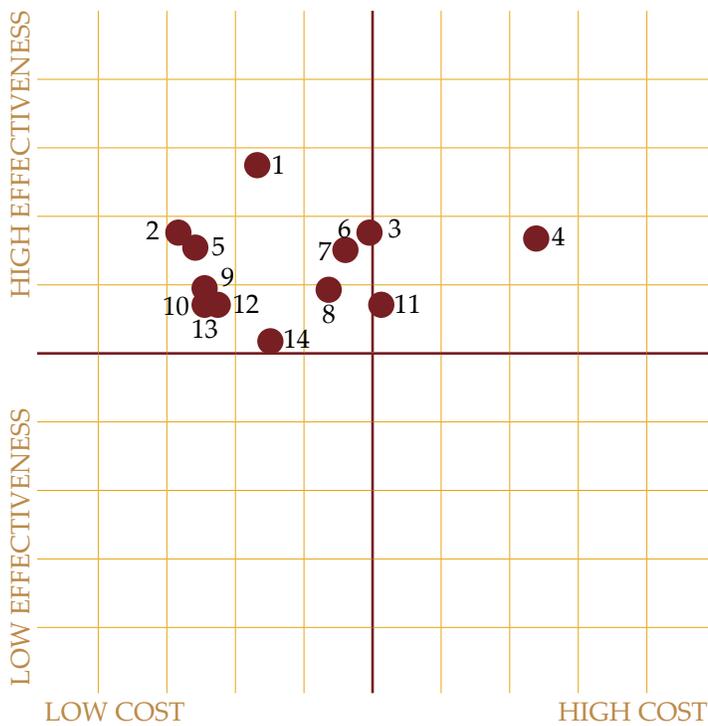
*A First Rate Small Town Action Items
Cost vs Effectiveness Assessment*



An Unparalleled Old Town

A vibrant, small-town center that cultivates local historic pride, social connections, and economic vitality.

<i>Action</i>	<i>Status</i>	<i>Cost</i> (\$-\$\$\$)	<i>Responsibility</i>
1. Develop design standards to establish common building and infrastructure patterns on adjacent properties to insure consistency in massing and character.	Ongoing	\$	Community Development, Building Department
2. Work with Poudre School District on placement and siting of the future Elementary/ Middle School. Encourage safe pedestrian connectivity and shared amenities.	Refined	\$	Community Development, PSD, Public Works, Engineering
3. Identify a Public Private Partnership for the Artisan District to refine and execute the concepts of the Downtown Framework (see Chapter 3) and the Dreambook.	New	\$	Administration, Developers, Business Owners, Council
4. Undertake public realm improvements, such as plaza and streetscape improvements, to catalyze economic development.	Ongoing	\$\$\$	Engineering, Community Development
5. Continue discussions with the Great Western Railway to resolve the Main Street crossing to enhance connectivity through Old Town, and potential future bicycle/pedestrian access to the Poudre River.	Refined	\$	Administration, Engineering, Community Development
6. Work with property owners to obtain easements to construct a trail connection from Old Town to the future River District, schools, and beyond.	Refined	\$	Property Owners, Community Development
7. Investigate economic development programs such as incentivizing small, locally owned businesses within Old Town.	New	\$	Community Development, DOLA, Larimer Small Business Development Center, Administration



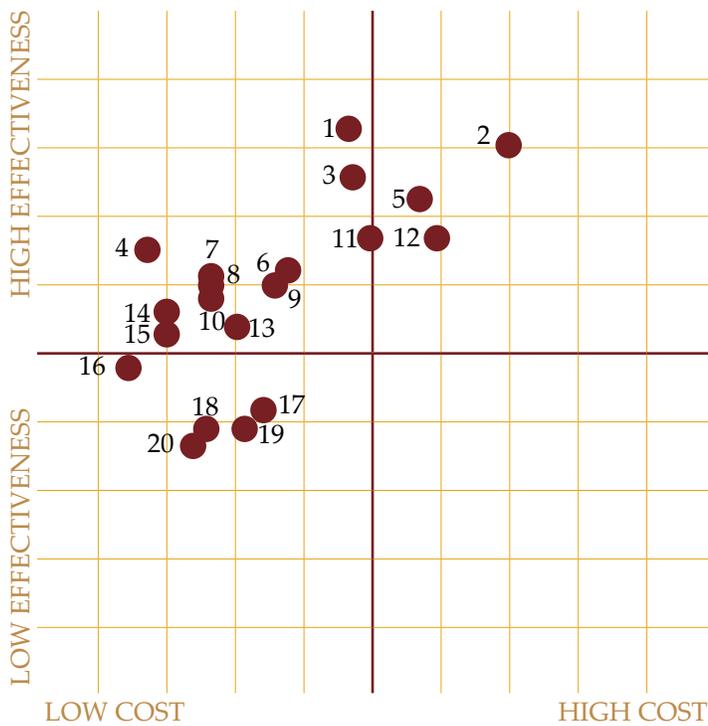
*An Unparalleled Old Town Action Items
Cost vs Effectiveness Assessment*

<i>Action</i>	<i>Status</i>	<i>Cost (\$-\$\$\$)</i>	<i>Responsibility</i>
8. Complete an Old Town parking study to analyze a shared parking lot and/or structure, amending parking requirements, or other parking strategies, as needed.	New	\$	Public Works, Community Development, Engineering
9. Work with Poudre School District to explore the possibility to utilize the Timnath Elementary School Building for community use if and when it becomes available.	Ongoing	\$	PSD, Administration, Community Development
10. Create a mobility hub to accommodate easy access to bike share, car share, ride share, transit, and other new technologies.	New	\$	Public Works, Developers, Business Owners, Regional Transit Partners, Engineering, Community Development
11. Identify potential properties to strategically acquire within the Downtown Core to consolidate and package for development or redevelopment as the opportunity arises with willing landowners.	Ongoing	\$\$	Mayor/Council, Administration, Community Development
12. Coordinate development of open space and stormwater amenities to consolidate and provide usable open space with trail alignments.	New	\$	Utility Districts, Engineering
13. Investigate funding options, such as Main Street USA, to support development enhancements in the Downtown Core.	New	\$	Community Development, Business Owners
14. Require right of way dedication at time of development to implement the interconnected grid street network as shown on the Transportation Framework Map.	Ongoing	\$	Community Development, Developers

An Open Country Feel with Parks and Natural Areas

An expansive and accessible system of parks, open space, and greenway corridors that serve as the overall foundation and framework for development within the Town.

<i>Action</i>	<i>Status</i>	<i>Cost (\$-\$\$\$)</i>	<i>Responsibility</i>
<p>1. Continue to coordinate with Larimer County, private partners and/or surrounding communities to build the regional trail system by applying for grants, coordinating with willing landowners, and dedicating general funds. This includes the ultimate Poudre River Trail and the Front Range Trail alignments.</p> <p>a. Identify future trailheads along the ultimate alignments</p> <p>b. Create a Memorandum of Understanding on future maintenance operations with adjacent municipalities to minimize duplication of service.</p> <p>c. Discuss beneficial partnerships and leverage available funding.</p>	Refined	\$\$	Administration, Adjacent Municipalities, Community Development
<p>2. Acquire lands to be set aside for primary regional trails/ greenways and open space as opportunities arise and as identified on the Future Land Use Map; prioritize areas with high quality natural vegetation; wildlife habitat; and connectivity to adjacent systems and amenities.</p>	Refined	\$\$	Community Development
<p>3. As populations and development dictate, create a Parks and Recreation Department with dedicated funding to oversee and implement park and trail capital improvement projects.</p> <p>a. Acquire land to master plan and develop community/ regional parks identified on the PROST plan.</p> <p>b. Continue to require development to provide neighborhood parks as per the criteria established.</p> <p>c. Develop recreation programming for all ages.</p> <p>d. Assess the need for community facilities and satisfaction through public opinion surveys.</p> <p>e. Establish a yearly maintenance budget for staff and limited maintenance functions (contract maintenance included). As parkland expands analyze the feasibility to cover all costs of maintaining park properties.</p> <p>f. Continue to explore partnerships with sports organizations in the area to provide recreational opportunities with a focus on Timnath residents.</p>	Refined	\$\$	Community Development, Public Works, Administration



An Open Country Feel with Parks and Natural Areas Action Items Cost vs Effectiveness Assessment

<i>Action</i>	<i>Status</i>	<i>Cost</i> (\$-\$\$\$)	<i>Responsibility</i>
4. Develop a program and policy to plant more trees in public spaces.	New	\$	Public Works, Community Development, Administration
5. Implement the approved master plan for Timnath Reservoir to provide a trail system, shade trees, and areas of active recreation.	Ongoing	\$\$	Community Development
6. Develop and implement master plans for undeveloped parks within the Town.	Refined	\$\$	Community Development
7. Conduct a feasibility and programming study for recreation and Town facilities (e.g. community center, library, recreation center, etc).	New	\$	Community Development, Administration
8. Seek grants from available sources and monitor funding sources as needed.	Ongoing	\$	Community Development, Administration
9. Provide facilities for recycling in all public and park facilities.	New	\$	Public Works
10. Continue to pursue written agreements with local ditch companies for trail access. Prioritize those trail segments identified as Primary Regional Trails within the PROST Framework Map.	Ongoing	\$	Local Ditch Companies, Community Development, Engineering
11. Based on the PROST Framework Map, develop soft surface trails (e.g. equestrian and running).	New	\$\$	Community Development
12. Budget for and implement priority trail alignments such as Timnath Reservoir Outlet Canal (TROC) trail and Timnath Reservoir trail.	New	\$\$	Community Development
13. Prepare resource management plans for public open space.	Refined	\$	Community Development
14. Become a Tree City USA community by following the criteria established by the program.	New	\$	Community Development
15. Develop bylaws for a creating a park, recreation, open space and tree advisory board to provide maintenance, operation, and development recommendations to Town Staff and the Town Board.	New	\$	Administration, Public Works, Mayor/Council
16. Create an agreement with CPW to continue the fish stocking program for Weitzel pond.	New	\$	Community Development, CPW



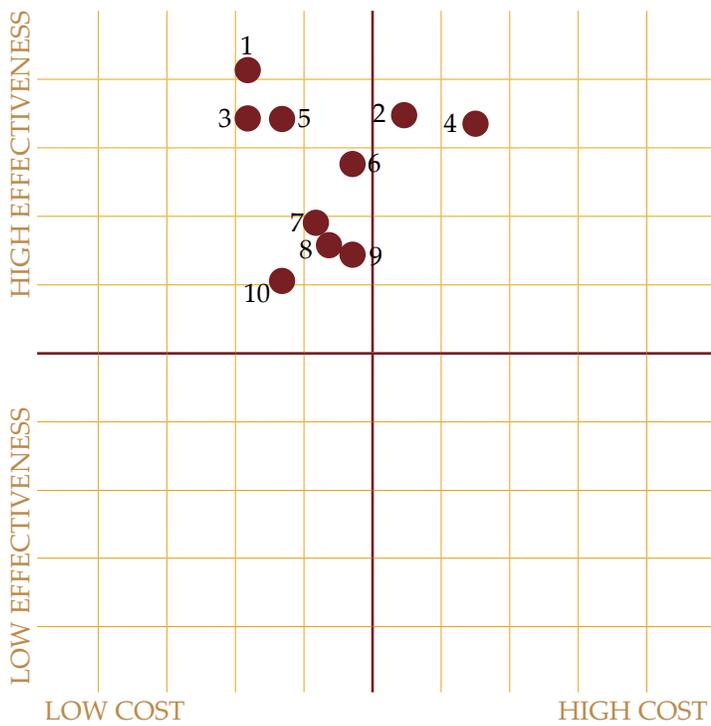
<i>Action</i>	<i>Status</i>	<i>Cost</i> (\$-\$\$\$)	<i>Responsibility</i>
17. Continue the Town’s long history of Best Management Practices for storm water passage and detention.	Ongoing	\$	Engineering
18. Identify shared facilities/ consolidation of stormwater and detention facilities across development projects.	New	\$	Engineering
19. Continue to work with Larimer County Natural Resources, Colorado Parks and Wildlife, and/or other agencies to monitor sensitive resource seasons and local conditions that warrant temporary area closures.	Ongoing	\$	Public Works, Larimer County NR, CPW, Community Development
20. Work in cooperation with other agencies to advertise the benefit of removing invasive, non-native species from private property. a. Work with the Larimer County Extension Office or the Natural Resources Conservation Service to obtain information about invasive species, natural habitats, and wetlands. b. Eradicate invasive vegetation from Town property. c. Obtain informational material from services such as the County Extension Office and provide information to developers and residents that describe xeriscaping and low water landscaping.	Ongoing	\$	Public Works, Larimer County Extension



A Regionally-Connected, Locally Enhanced Multimodal System

A regionally-linked transportation network with enhanced local connectivity to quality of life amenities via streets serving multiple forms of transportation and off-street trail system.

<i>Action</i>	<i>Status</i>	<i>Cost (\$-\$\$\$)</i>	<i>Responsibility</i>
1. Incorporate bicycle lanes and trails into the development review process and require trails to be constructed or the right-of-way provided as new developments are approved.	Ongoing	\$	Engineering, Community Development
2. Continue to implement street cross-sections to include easily identifiable spaces for all users: drivers, pedestrians, and bicyclists.	Ongoing	\$\$	Engineering
3. Update the Master Streets Plan to reflect changes within this Plan (i.e. Main Street crossing; Prospect Corridor re-alignment; Latham Parkway at Prospect; continuation of Wild Wing Drive).	New	\$	Engineering, Community Development
4. Through the Capital Improvement Plan (CIP) process, continue to identify areas where changes to roads, intersections, bicycle lanes, and pedestrian pathways are needed to improve safety and target these areas for funding priority consistent with the Master Streets Plan.	Ongoing	\$\$\$	Engineering, Community Development
5. Continue to explore opportunities with other agencies to analyze needs and identify locations for future public transportation, park and ride, ride share, and bikeshare type programs.	Refined	\$	Larimer County, Fort Collins, NFRMPO, Community Development
6. Complete a transit feasibility study. <ol style="list-style-type: none"> Identify potential key corridors for services and key locations for stops with a focus on Harmony Road, Timnath Parkway, Latham Parkway, Mulberry, Old Town, etc. Analyze solutions such as a circulator shuttle connecting major locations. 	Refined	\$	Engineering, Community Development



*A Regionally-Connected, Locally Enhanced Multimodal System
Action Items Cost vs Effectiveness Assessment*

<i>Action</i>	<i>Status</i>	<i>Cost (\$-\$\$\$)</i>	<i>Responsibility</i>
7. Revise the land use code to include new transportation trends such as drop off locations (e.g. designated ridesharing drop off areas) and shared parking (i.e. parking used for one use during the day, another use in evenings) in all mixed and non-residential uses.	New	\$	Community Development
8. Adopt a complete streets policy to encourage design standards to plan for all modes.	New	\$	Engineering, Community Development
9. Create a smart cities plan to identify infrastructure needs to implement future transportation technologies. a. Complete an electric vehicle plan in tandem with parking studies.	New	\$	Engineering, Community Development
10. Keep the Town's appointment to the North Front Range Metropolitan Planning Organization current and attend all regularly scheduled meetings.	Ongoing	\$	Administration, Engineering

A Neighborly, Cohesive Community

A family-friendly and neighborly community offering a leading school system and a thoughtful range of high-quality housing options meeting all generational preferences.

<i>Action</i>	<i>Status</i>	<i>Cost (\$-\$\$\$)</i>	<i>Responsibility</i>
1. Continue community events. a. Prioritize annual budget/foundation funding for large community events. b. Investigate the opportunity to create new events at the new Town Center or other areas of the Town. c. Explore opportunities to partner with community organizations to provide additional events.	Ongoing	\$\$	Administration
2. Continue to meet with School District representatives to discuss plans for future school sites.	Ongoing	\$	PSD, Administration, Community Development
3. Continue to expand the presence of Town on social media and Town’s website.	Ongoing	\$	Administration
4. 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.	Ongoing	\$	Community Development
5. Proactively work with communications utilities to analyze future implementation of broadband, 5G, microgrid, and other new technologies.	New	\$	Utility Districts, Engineering, Community Development, Administration
6. In coordination with utility special districts, develop a Water Supply Plan and Sewer Capacity Plan to identify water availability and sewer capacity by land use category and based on the Future Land Use plan.	New	\$	Utility Districts, Engineering, Community Development
7. Explore senior housing opportunities where appropriate and potential development incentivizes.	New	\$\$	Community Development



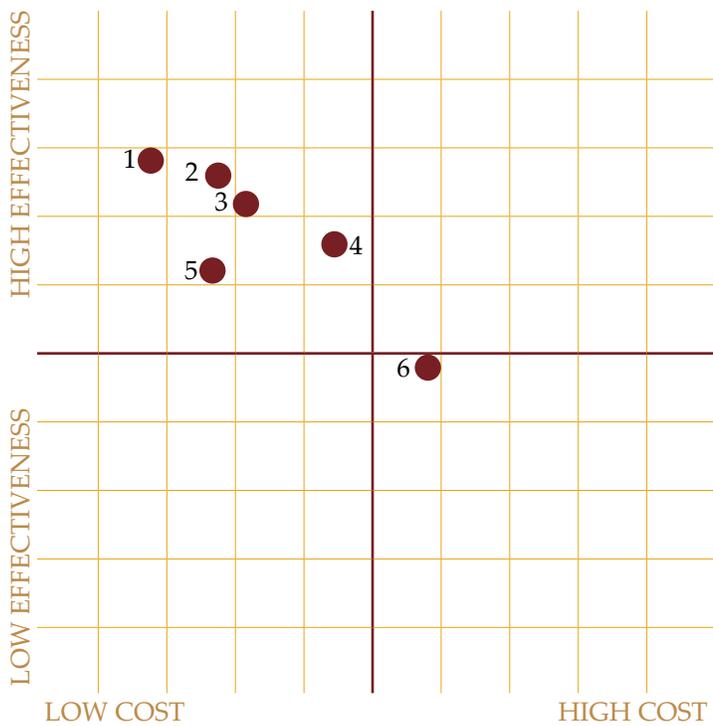
*A Neighborly, Cohesive Community Action Items
Cost vs Effectiveness Assessment*

<i>Action</i>	<i>Status</i>	<i>Cost (\$-\$\$\$)</i>	<i>Responsibility</i>
8. Develop and expand community engagement programs: a. Develop an education program on Town functions and services (e.g. Town 101 course). b. Expand opportunities for the community to learn about and interact with elected officials and emergency services personnel (e.g. coffee with a cop). c. Develop opportunities for community to learn about ongoing Town projects and processes. d. Explore a variety of ways to gather input on projects (e.g. mobile workshops and pop up events).	Ongoing	\$-\$	Administration, all departments and regional partners, as needed (PSD, CDOT, PFA, etc.)
9. Promote programs provided by utility partners to develop a home efficiency program and rebate program for energy efficient residential remodels and improvements.	New	\$	Utility Districts, Xcel, Building Department
10. Continue to evaluate and proactively plan for emerging housing trends through the completion of a housing study.	New	\$	Community Development
11. Working with utility companies and districts, develop an outreach program educating the community regarding residential water and power conservation.	New	\$	Utility Districts, Xcel, Community Development
12. To broaden the diversity of housing inventory, develop incentive programs such as expedited development review process, Town completed public improvements, etc.	New	\$	Community Development, Public Works, Engineering

A Supported Small-Town Economy

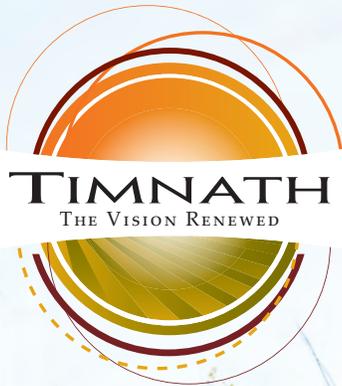
A resilient economic strategy that balances both large-scale economic generators and preservation of neighborhood-oriented, local businesses.

<i>Action</i>	<i>Status</i>	<i>Cost (\$-\$\$\$)</i>	<i>Responsibility</i>
<p>1. Explore revisions to the land use code to:</p> <ul style="list-style-type: none"> a. Establish intensity bonuses for commercial developments that exceed required development standards along the Harmony Corridor; at the intersection of Mulberry and Latham Parkway; and at the I-25 Mountain Vista interchange area. b. Create incentives for mixed-use developments in targeted areas that integrate customer-oriented street level uses with office and residential uses on upper floors. 	Refined	\$	Community Development, Council
<p>2. Continue and evolve the 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.</p> <ul style="list-style-type: none"> a. Continue to dedicate resources in the Town budget to adequately promote Timnath. b. Continue a marketing strategy focused on customer and business attraction. c. Continue to leverage community events to promote the Town and its business partners. d. Conduct a full market analysis every 3-5 years to determine most likely development demand for retail and commercial services that should be pursued within the Town (e.g. hotel, grocery store, restaurants). e. Develop a targeted industries study to attract large, high-quality businesses to regional commercial centers (e.g. I-25/Mountain Vista, Latham Parkway/Mulberry, and Prospect/I-25). 	Refined	\$-\$\$	Administration



<i>Action</i>	<i>Status</i>	<i>Cost (\$-\$\$\$)</i>	<i>Responsibility</i>
3. Investigate and implement opportunities for small businesses (e.g. a small business grant program, subsidies, etc.)	New	\$-\$\$	Administration
4. Create and maintain an administrative structure to increase the Town's economic development capacity and to coordinate economic development activities and performance measures.	Ongoing	\$	Administration
5. Prioritize public and private partnerships that leverage fiscal impacts and contribute to the economic sustainability of the Town.	New	\$	Community Development
6. Use recycled and energy-efficient materials and buy local and regional building materials for Town construction projects to the fullest extent feasible.	New	\$\$	Public Works, Engineering

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