FREDERICK
COLORADO

Frederick Forward

Comprehensive Plan 2050

September 2024



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1

Executive Summary

The Frederick Comprehensive Plan serves as an advisory document, guiding the community over the next 10 to 25 years. This section provides an overview of the key takeaways and major outcomes of the Comprehensive Plan process conducted in 2023 and 2024 and a summary of the most significant goals for Frederick through 2050.

Community Vision

Input from the community throughout the planning process resulted in the following Vision Statement, representing the long term, overall goal for the desired position of the community over the next 25 years.

Frederick celebrates its values, relationships, and connections as a community while providing economic vitality for residents and local businesses, quality places to live, and neighborhoods and districts with distinct character.

The following tenets or guiding principles help provide additional guidance for Frederick in achieving this desired vision.

- A well connected, outdoorsy community
- Preserving and enhancing Frederick's small town character
- Economic development for businesses of all sizes
- A strong and growing Downtown
- Thoughtful development of community infrastructure

Recommendations

The following presents overarching recommendations from the Comprehensive Plan, across the range of topic areas.

Future Land Use and Community Character

The Future Land Use Plan preserves areas to the west as agricultural and open space uses and focuses non-residential activity around a series of different mixed use focus areas, including:

- The Downtown Hub
- The Gateway Hub
- Community Hubs
- Neighborhood Villages

The Future Land Use Plan anticipates the growth and regeneration of **Downtown Frederick**, within the existing footprint of the district and through the expansion of the Downtown to the south and west. The **Gateway Hub** at I-25 and Highway 52 will serve as a regional hub for employment, commercial and entertainment uses, and various types of housing. The **Community Hubs** and **Neighborhood Villages** will provide focal points for local neighborhoods, with restaurants, shops, gathering places, and amenities serving residents within walking or biking distance.

The Future Land Use Plan also includes a new category, **Adaptable Neighborhoods**, that will allow for a wider variety of housing types, to include different attached housing units (such as townhomes or duplexes) as well as multi-family housing. An overall intent of the Future Land Use Plan is to provide the foundation for the development of a broader range of housing choices in Frederick, to serve different types of households, and to provide units that are more attainable from a cost perspective, for residents.

Chapter 5 of this document provides community design and community character guidance for the different land use types depicted in the Future Land Use Plan. The plan calls for the creation of public spaces and streets that encourage multimodal movement (for people walking and biking) and creation of desirable environments for residents and visitors.

Parks, Trails, and Open Space

The Frederick Comprehensive Plan establishes the framework for the growth of the parks and open space system serving the Frederick area. The **Frederick Central Loop Trail** and other regional trail greenways and connections will serve as the backbone of the community's future recreational system and will help link the various types of districts depicted in the Future Land Use Plan. These greenways will serve as more than normal recreational corridors and will serve as the connecting spine to help link different areas of Frederick together. They will include a wide variety of amenities that will make the greenways central gathering places in the Town. The Comprehensive Plan provides the vision for the creation of neighborhood parks and other smaller parks, with amenities that go beyond conventional park design and serve the full range of community members and visitors.

Multimodal Transportation

The Frederick Comprehensive Plan builds upon the Frederick Transportation Master Plan from 2021 to create the vision of developing **"Complete Streets"** corridors that help enhance the character of the community as it grows. The plan outlines the design of various street corridor types in Frederick as important parts of the public realm, rather than merely as transportation routes. Therefore, the different street types and corridors in Frederick will be designed with landscaping, art, public art, trees, and other elements to serve users of all travel modes and provide a comfortable environment for residents and visitors. The Comprehensive Plan also prioritizes the completion of plans and implementation of improvements for the Highway 52 corridor, to serve the growth of Frederick and its neighboring jurisdictions in southwest Weld County.

Housing and Economic Development

The Frederick Comprehensive Plan emphasizes the development of a wider range of housing types in the community, to serve the full range of households living in Frederick or desiring to live here. The plan suggests a range of strategies to explore to facilitate the development of attainable housing. In terms of economic development, the plan encourages the continued development and expansion of training and apprenticeship programs in the local area, the support of local and small businesses in the community, and leveraging regional partnerships to attract new employers and investment in Frederick.

Implementation

The Frederick Comprehensive Plan concludes with an implementation framework that the Town staff, elected and appointed leaders, and the community will use to establish priorities and projects to bring the vision for Frederick to reality. Readers should consult this chapter to understand how different entities and parties will coordinate to complete the various projects and ideas presented in the Comprehensive Plan.

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The Planning Process

What is a Comprehensive Plan and How Will the Community Use It?

A Comprehensive Plan serves as a high level, advisory document that guides the operations and evolution of a community over a long-term period (typically, 10 to 20 years). The Frederick Comprehensive Plan establishes a set of goals and action items relating to future land use and development; community character; housing and economic development; parks, trails, and open space; multimodal transportation; community facilities and services; infrastructure; and resiliency. Importantly, it also outlines how the community will implement the action items resulting from the plan including how Frederick can partner with other jurisdictions and organizations.

Communities develop, use, and maintain Comprehensive Plans to proactively plan for potential changes in a town, to maintain or improve the quality of life, and to help establish priorities for a community's resources, initiatives, and programs. Frederick's Planning Commission and Board of Trustees will use this document to help evaluate land use proposals, develop budgets on an annual basis, prioritize the actions and work plans of Town officials and employees, and to guide the ongoing actions of the Town government along with different boards and commissions. The Comprehensive Plan serves as the umbrella document that informs other current and future planning documents, including the Parks, Recreation, Open Space, and Trails Plan, the Downtown Plan, and plans for individual parks, neighborhoods, and districts within Frederick. It also establishes the vision and regulatory structure for Frederick's Land Use Code Update, which sets formal regulations for development in the Town.

Residents, businesses, and visitors use the Comprehensive Plan to understand the vision for the community, the goals and action items the community is pursuing, and how different areas around Frederick will change and develop over the next 20 years.

Under Colorado law, Comprehensive Plans are advisory in nature and are not binding on the future actions of the Town, the Board of Trustees, the Planning Commission, or other boards and commissions in Frederick. Colorado statutes empower the Planning Commission to formally review and adopt the Town's Comprehensive Plan and refer it to the Board of Trustees, the Town's governing body, for ratification.



Picture of Miners Day parade. The picture shows a Cub Scout pack walking down the street, carrying a banner and flags. Credit: Town of Frederick

Organization of the Frederick Comprehensive Plan

The Frederick Comprehensive Plan is organized around a set of Goals and Action Items, by topic. Elected leaders, Town staff, the business community, residents, and visitors can refer to each chapter for guidance regarding how the community will achieve its Vision for the future. The following text provides definitions of Goals and Action Items.

Goals

A goal is a qualitative statement of desired direction or future condition(s). Goals read like directives to the community at-large. Goals should be carefully crafted to ensure that they are achievable. An example of a goal for Parks and Open Space may be to "maintain an interconnected systems of trails, open lands, and natural areas using a variety of conservation methods."

Action Items

Actions summarize recommended initiatives that the Town should pursue to achieve the goals identified in each chapter of the Comprehensive Plan. Some goals may have many actions and some goals may have only a few actions.

Actions can be assigned to general categories, such as:

- Regulations (e.g., changes to the Town's municipal codes)

- Plan development / revisions
- Public / capital improvements
- Policy changes / updates
- Programs
- Coordination and Partnerships
- Financial mechanisms



Residents sitting on grass and listening to a band perform on a stage at Centennial Park during the Frederick in Flight festival held in June 2023. Credit: RICK

The Planning Process

The "Frederick Forward" community engagement effort encompassed the gathering of community and stakeholder input for both the Frederick Comprehensive Plan and the new Downtown Plan (a separate document). Frederick Forward involved a very comprehensive outreach program to residents of Frederick and surrounding communities, business owners and developers, community organizations, and elected and appointed leaders in the Town. It also involved outreach in both English and Spanish to reach Spanish speakers in the Frederick area. Frederick Forward involved input from over 4,000 individuals in 2023 and 2024.

Project Webpage and Town-Initiated Publicity

A project webpage (www.frederickforward.org) provided information throughout the planning process including the project schedule, links to online versions of the three community surveys, a mapping tool for participants to provide comments on different areas around Frederick, copies of alternatives and draft versions of components of the plan, and links to provide comments and ask questions of the project team.

The Town of Frederick promoted community surveys and open houses through its email newsletter (Frederick Flash), social media posts, and the Town's webpage. Members of the Board of Trustees and other boards and commissions also promoted activities tied to Frederick Forward through their contacts. The project team maintained a contact list of individuals and organizations participating in the planning effort and provided updates regarding surveys and the progress of the plan to these contacts.



Image of the front of the project webpage for the Frederick Forward planning effort. The image shows an aerial photo of Frederick, along with an introductory banner with the project name. Credit: Felsburg Holt & Ullevig

In-Person Engagement: Open House and Community Events

Frederick Forward engaged the community through dozens of outreach sessions in 2023 and 2024 as the Comprehensive Plan took shape. The project team conducted sessions at the following venues, meetings, and events.

- Community Open House, June 2023
- Community Open House, March 2024
- Talk and Tour sessions in 2023 (a total of five different neighborhood gatherings around Frederick, hosted by the Board of Trustees, during evenings in the Summer of 2023)
- Frederick in Flight festival, June 2023
- Chainsaws and Chuckwagons festival, July 2023
- Pop-Up Outreach at the following Frederick businesses:
  - Mountain Cowboy (three times)

- Mirror Image Brewing (six times)
- Gabe's Café (two times)
- Rumbo 52 restaurant (two times)
- Peel Handcrafted Pizza (two times)
- Georgia Boys restaurant (three times)

- Pop-Up sessions at Carbon Valley Recreation Center (five times)
- Presentation to seniors' lunch at Carbon Valley Community Center
- Presentations to third grade classes at Legacy Elementary School (two times)



Residents attending an open house for Frederick Forward. Picture shows a Town official speaking with open house attendees. Credit: RICK

Stakeholder Meetings and Other Presentations / Meetings

- Frederick Business Roundtable
- Presentations to Carbon Valley Chamber of Commerce (two times)
- Presentations to Carbon Valley Rotary (two times)
- Presentations to PROST Commission (two times)
- Presentations to Frederick Planning Commission (two times)
- Work sessions with Board of Trustees (two times)
- Developer Forum
- Presentations to Student Council at Frederick High School (three times)
- Carbon Valley Recreation District

A Steering Committee of 12 community members met on a regular basis to review content for the planning effort, provide feedback and input, and discuss the overall direction of Frederick Forward. This committee included local business owners, a representative from the Planning Commission, and representatives from various community organizations.

In addition, the Frederick Forward team met with interested property owners and business owners as needed throughout the process to discuss issues specific to their interests as the future land use plan and other components of the plan developed over time.

Project Timeline

The Frederick Comprehensive Plan developed over a timeline of roughly 18 months, as outlined below. Town staff updated the Board of Trustees and Planning Commission regarding the progress of the plan throughout the process and the project website contained updates regarding the schedule.

Activity	Timeframe
Project Kickoff and Review of Existing Conditions	Winter 2023
First Round of Community Engagement (and First Community Survey)	Winter 2023
Development of Alternatives and Concepts for Review by the Community	Spring 2023
Second Round of Community Enagagement (and Second Community Survey)	Summer 2023
Development of Preferred Direction for Comprehensive Plan Topics	Fall 2023
Third Round of Community Engagement (and Third Community Survey)	Winter and Spring 2024
Creation of Draft Comprehensive Plan Document	Spring 2024
Adoption of the Comprehensive Plan Document	Summer 2024



Crowd of people standing in line for food from vendors at the Talk and Tour event, outdoors at a park in the Wyndham Hill neighborhood in May 2023. The picture shows a server standing in front of trays of food and people in various colors of clothing waiting for their turn to get food. Credit: Town of Frederick



Residents reviewing visual boards with development examples at Georgia Boys. A TV in the background is showing a basketball game. Credit: RICK

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Community Context

The following provides highlights of the context of the Frederick community and major factors of the community's position that impacted the discussions and decisions made during the Comprehensive Plan process. The Appendix to this document contains a complete Existing Conditions report for Frederick, for reference.

Continued Population Growth

Frederick has steadily grown over the last 40 years, from a population under 1,000 in 1990 to around 16,000 in 2023. The Town anticipates growth to a population of over 17,000 residents by 2028. Future population growth will depend on several factors, including economic cycles, water availability, and the desires of individual property owners. Given the growth of the I-25 corridor over the next 20 years, Frederick could grow to 40,000 to 60,000 residents within the next 25 years.

Lack of housing diversity

As of 2023, single family detached housing represented around 95 percent of all housing units in Frederick. In contrast, most communities around metro areas nationwide include a much wider range of housing, including single family attached units, apartments, and senior housing units. The lack of housing diversity in Frederick limits the options for places to live for younger people and for older populations. It also limits options for single person households and individuals who work in Frederick but are unable to find adequate housing. At the same time, rising costs of rent and home ownership have created significant challenges for current and prospective residents, at nearly all price points. Housing has emerged as a significant crisis facing communities in Colorado and the issue remains a top concern in Frederick.

Need to grow employment base

With a jobs-to-housing ratio of 0.79, Frederick continues to operate as a "bedroom" community for surrounding employment hubs, including Boulder, Denver, Fort Collins, and other larger cities. The Comprehensive Plan aims to provide the framework for the continued growth of employment and overall economic growth in Frederick.

Need for transportation improvements

Residents have expressed significant concerns with traffic backups and safety issues on Highway 52. Several of the arterial roads in Frederick will require some expansion as the community grows (such as Silver Birch, Godding Hollow, etc.). Community members have concerns about the safety and lack of facilities for people walking and biking around Frederick. The Comprehensive Plan presents goals and strategies to proactively plan for the community's transportation system.

Need for additional retail and commercial businesses

For years, Frederick has been losing sales tax revenue to neighboring communities, including Firestone, Erie, and other towns in northern Colorado. The opening of the King Soopers Marketplace in 2025 will significantly grow the Town's retail tax base. However, the community will need to continue to build its commercial tax base to provide for the services, amenities, and improvements highlighted in the Comprehensive Plan and the Town's normal operations. Frederick's strategic location along the I-25 corridor presents opportunities to build the commercial strengths of the community, through new retail and entertainment offerings and new employment areas.

Constrained and Expensive Infrastructure Systems

Frederick continues to proactively plan for its water availability to serve growth. However, the cost of water is very high and threatens to hinder growth in Frederick and many other communities in the region. In addition, the costs of expanding other trunk infrastructure lines (such as sewers and stormwater) are significant. The Comprehensive Plan explores ways to efficiently use infrastructure resources and to plan more proactively for Frederick's long term infrastructure needs.

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Community Vision

Frederick Forward gathered input from thousands of residents, businesses, and visitors throughout the process that informs the 20-year Vision for the community. The first and second rounds of community outreach in 2023 gathered input regarding the major issues or challenges facing Frederick and how participants envision the community evolving over the next 20 years.

The following key words and phrases emerged to describe the desired position or nature of Frederick in the future:

- Small town character, anchored by a strong and historic Downtown
- A connected community, between different neighborhoods and parts of town
- Welcoming, down to earth, and accessible
- A fun place to be, with great restaurants and places to spend time
- A community geared toward small and locally owned businesses
- A great community for families, young people, and the older population
- Focusing on an active, outdoorsy Colorado lifestyle
- A distinct character, avoiding the cookie-cutter nature of most communities along the Front Range

This input, along with various discussions with stakeholders and the broad program of community engagement described in Chapter 2, informed the following Vision Statement for Frederick in 2045.

> **Frederick celebrates its values, relationships, and connections as a community while providing economic vitality for residents and local businesses, quality places to live, and neighborhoods and districts with distinct character.**

The following provides additional description of the key tenets underpinning the Community Vision:

A Well Connected, Outdoorsy Community

Frederick has a system of outstanding greenways, trails, and open space corridors that connect the major destinations in town, including Downtown, the Frederick Recreation Area, Frederick Regional Park and Open Space, and other community hubs and districts outlined in this plan. These open space and recreational corridors unite the east and west sides of Frederick and connect the town with its neighbors and with regional trails. The Frederick Central Loop Trail is a signature amenity that serves as a focal point for the community. Frederick has a great system of parks, trails, and open spaces that celebrate the region's outdoor lifestyle and make the community one of the most desired communities in the region.

Preserving and Enhancing Frederick's Unique Character

The consensus from input throughout Frederick Forward indicated that the community understands that the area will continue to grow and develop over time. However, the community wants to avoid cookie-cutter suburban development and thoughtfully pursue development that builds upon the unique character of Frederick. The Frederick Comprehensive Plan establishes principles for community design and the Land Use Code builds upon these principles by setting regulations that maintain the desired character of neighborhoods and districts as the community continues to grow.

Economic Development for Businesses of All Sizes

Frederick will continue to seek out opportunities to attract and retain larger employers providing good paying jobs. At the same time, the community will focus on providing support for local and small businesses and promote an entrepreneurial environment that encourages start-ups, mom and pop operations, and other smaller enterprises. Frederick will continue to leverage its quality of life and its unique small-town atmosphere to promote quality economic development in the community.

A Vibrant and Thriving Downtown

As illustrated in the Frederick Downtown Plan, the downtown district will build upon its small-town heart along 5th Street and will expand in the immediate vicinity and to the south and west as the community continues to grow. The Frederick community considers the downtown district to be the heartbeat of the small-town nature of the community and a special asset to continue to nurture and improve over time. As other communities along the I-25 corridor continue to grow and expand, Frederick will carefully develop its downtown, with the goal of creating the best, and most vibrant and thriving, downtown in the local area and the most desired downtown district between Denver and Fort Collins. The community will continue to add desired and unique amenities, including improvements to Crist Park and Centennial Park, a farmers market, and other civic destinations in the downtown area. Downtown Frederick will continue to serve as the central focal point for the community and the most popular gathering place in the Carbon Valley.

Quality Neighborhoods with Diverse Housing Options

Frederick will support the development and maintaining of strong neighborhoods with a variety of housing options to support existing and future residents. Neighborhoods across Frederick will provide housing options for various types of households and ranges of incomes. By having a diverse range of housing available, Frederick will serve as a great home for residents at every stage of life.

Thoughtful Development of Community Infrastructure

Frederick will continue to proactively plan and implement improvements to local streets and transportation corridors in advance of growth and development, including improvements to major corridors such as Highway 52 and Colorado Boulevard. The Town will invest in multimodal transportation improvements to improve safety and efficiency and positively impact transportation corridors and neighborhoods. It will proactively plan for water and other infrastructure and will promote policies and actions to conserve water and plan for infrastructure in a resilient manner. The community will develop community infrastructure designed to serve Frederick in an orderly manner over the next two decades.

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Community Framework and Community Character

Frederick Forward, through the Future Land Use Plan presented in this chapter and associated guidelines regarding the desired character of different areas in the community, helps shape the development of neighborhoods, shopping and gathering areas, employment centers, open space, and other areas around Frederick. The Future Land Use Plan provides the framework for the future use of land, including development and redevelopment, for areas within the current boundaries of the Town of Frederick and for surrounding unincorporated areas of Weld County, located within the Planning Area for the Town. The Future Land Use Plan outlines the patterns of growth and redevelopment the Frederick community expects over the next two decades and it will provide the basis for the evaluation of development and land use proposals as the Town continues to grow and evolve.

The Future Land Use Plan has a planning horizon of 2050. Projections for growth in Weld County and surrounding areas, input from Town leaders, and input throughout the Frederick Forward process from community members and stakeholders influenced the development of the Future Land Use Plan. The timing of development of the different areas shown on the Future Land Use Plan will depend on market forces, the desires of property owners, ongoing community and stakeholder input, and decisions made by elected leaders in Frederick. The Town of Frederick will revisit and make necessary revisions to the Future Land Use Plan on a regular basis (at least every five years) as conditions and influencing factors change, to ensure that the plan remains a strong and viable tool to guide community growth, development, and redevelopment.

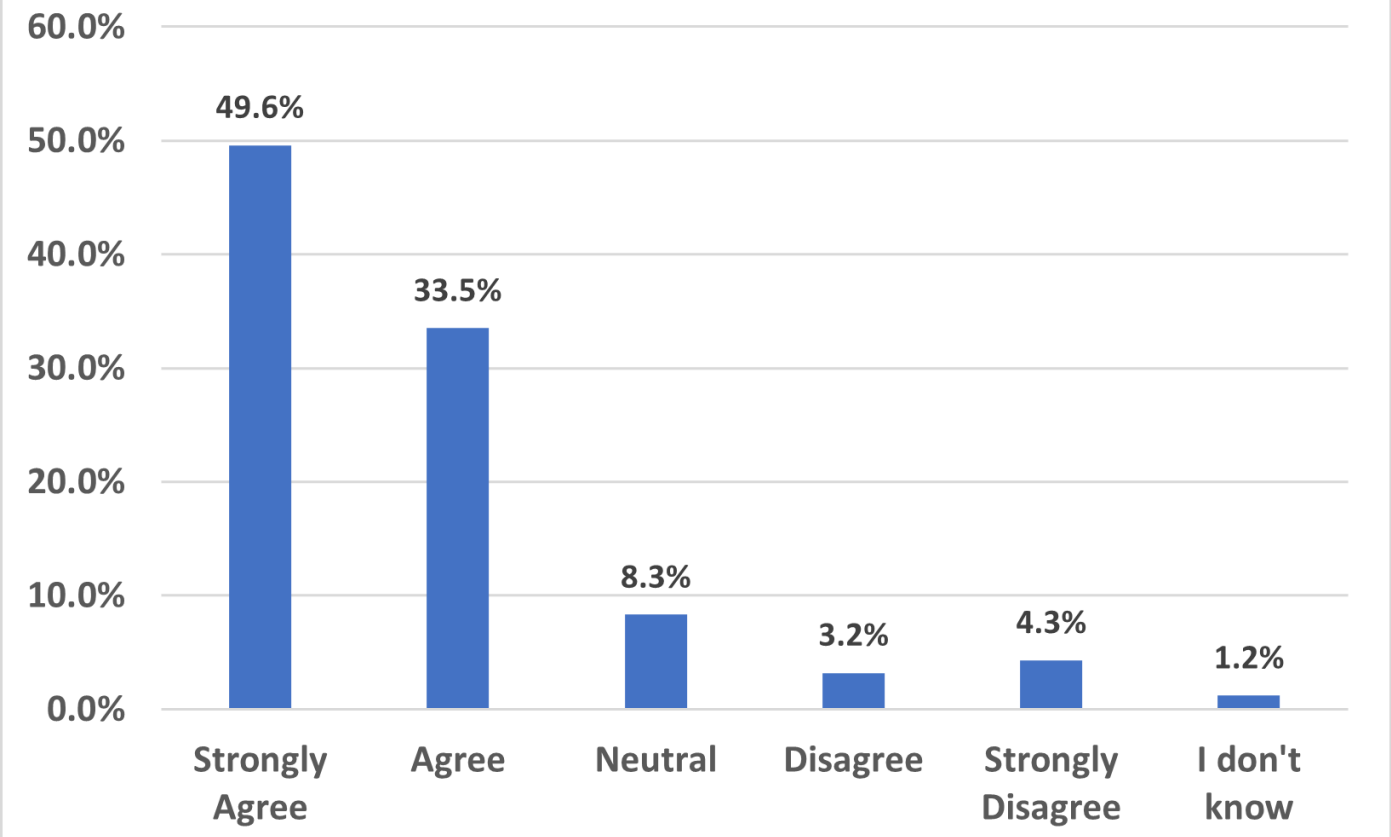
Guiding Principles: Community Framework and the Future Land Use Plan

Drawing from community input from throughout the Frederick Forward process, the Future Land Use Plan and the overall community framework draw from the following "guiding principles."

The Creation of "15-Minute Neighborhoods"

Many of the existing neighborhoods around Frederick remain spread out across the landscape. Input from community members throughout the Frederick Forward process noted that residents currently drive to most of their daily destinations, including stores, places to eat and drink, and major local parks. While the community may address some of these concerns over time by adding more restaurants and places of business around Frederick, the Future Land Use Plan anticipates creating a framework where residents will have access to their daily needs within an accessible, 15-minute walk from their place of residence. Places developed as "15-Minute Neighborhoods" provide access within a short walk or bike ride to a café or eatery, a grocery store or similar store with everyday needs, a park, a library, and a community gathering place. The development of these types of neighborhoods encourages residents to conduct much of their daily activities by foot or by bike and thus avoid using vehicles to complete regular errands. By encouraging more walking and biking, these neighborhoods help foster greater interactions between residents and visitors, create greater levels of activity and vitality in neighborhoods, and better tie primarily residential areas with nearby employment centers and local businesses. As outlined on the pages that follow, Frederick Forward creates a vision for a series of "community hubs" and "neighborhood villages" distributed around the Frederick area, providing local access to daily needs, for nearby residents. In addition, a new land use category for neighborhood development, the "Adaptable Neighborhood" category, allows for the development of small retail shops or destinations (such as a corner coffee shop or small retail store) within the fabric of residential neighborhoods, providing additional local destinations for residents and visitors. As Frederick continues to evolve, this framework provides the foundation for a more integrated network of neighborhoods that serves local needs, reduces reliance on local vehicular trips, and provides for greater levels of vitality. As outlined in the figure that follows, around 83 percent of respondents to the third community survey either "strongly agreed" or "agreed" with the general concept behind the "15-Minute Neighborhood."

3rd Community Survey, Question 2 - One of the foundations of the Draft Future Land Use Plan is the idea of creating neighborhoods and organizing land uses so that residents can have their daily needs (coffee shop, small store, locally based retailer, etc.) within walking or biking distance, to reduce the need to drive around town. What is your opinion of this idea as a foundation for the plan?



Credit: RICK

Connected Network of Hubs and Villages

The Future Land Use Plan orients a series of mixed-use regional hubs (the Downtown Hub and the Gateway Hub at I-25 and Highway 52), Community Hubs, and Neighborhood Villages around different areas within the Frederick planning area. These hubs and villages will emphasize the mixing of different land uses (residential, commercial, civic, etc.) to foster increased vitality and community integration and reduce reliance on vehicular travel. The Frederick Central Loop Trail, described in greater detail in Chapter 6, will serve as a central greenway for the community, connecting areas to the east and west of I-25. The Frederick Central Loop Trail will connect the regional hubs and several Community Hubs and Neighborhood Villages depicted on the Future Land Use Plan, thus allowing residents and visitors to walk, bike, or use a scooter to connect between these different districts of activity around Frederick in the future, without having to travel along arterial roads. The development of eateries, breweries, civic gathering places, and other amenities within the hubs and villages will provide amenities and destinations along the Frederick Central Loop Trail. Additional trails and street connections will link hubs and villages along the Frederick Central Loop Trail to outlying community hubs and neighborhood villages within the planning area. Together, the system of hubs and villages will provide a variety of choices for residents and visitors for places to live, work, and play around the Frederick community.

Respondents in the second community survey for Frederick Forward chose (in Question 13) between a series of concepts for the overall organization of development in the community and preferred locations for the concentration of non-residential activity (such as commercial businesses and eateries). The Future Land Use Plan integrates elements of the two most popular concepts (Concepts 1 and 2) through the development of two regional hubs, community hubs, and neighborhood villages.

2nd Community Survey, Question 13 - I like the following orientation for how Frederick should evolve the next 20 years, as shown. (Please select ONE option):	
OPTION	RESPONSES
Concept 1 – "Community Hubs" – Focusing retail and shopping in larger, main hubs (Downtown; Hwy 52 / I-25; and Hwy 52, west of Aggregate Ave), involving several blocks of development with strong transportation connections between them (including trails, trolleys, shuttles, gondolas, or similar ideas)	38.4%
Concept 2 – "Fabric of Districts" – Creating a network of smaller neighborhood hubs or districts (of one to two blocks in size), with their own character, with places to live, work, and conduct daily business.	27.2%
Concept 3 – "Focus on Corridors" - Focusing retail and shopping along major corridors such as Colorado Blvd, Highway 52, and I-25	22.7%
Concept 4 – "Suburban Status Quo" – Following the traditional patterns of development in the area	7.5%
Other – Please add your thoughts	4.3%

Credit: RICK

Increased Housing Diversity

As mentioned in Chapter 3, single-family detached homes represent around 95 percent of the existing housing stock in the Town of Frederick. The community lacks a diversity of housing to provide options for households less likely to desire or be able to afford the traditional, detached house in Frederick, including seniors, young adults, lower income individuals, individuals with disabilities, and other households that desire smaller or lower-maintenance housing choices. Frederick lacks options in terms of townhomes, condominiums, senior living communities, apartments, and other forms of housing. As outlined in the pages that follow, the Future Land Use Plan provides additional opportunities around Frederick, particularly within the Adaptable Neighborhood and various Mixed-Use land use designations, for the development of a broader fabric of housing to serve the Frederick community in the future. Input from stakeholders and elected leaders in Frederick throughout the Frederick Forward process supported efforts to diversify the range of housing offered in the community, and the Future Land Use Plan focuses on providing the foundation for this diversity as the community continues to evolve through 2050.

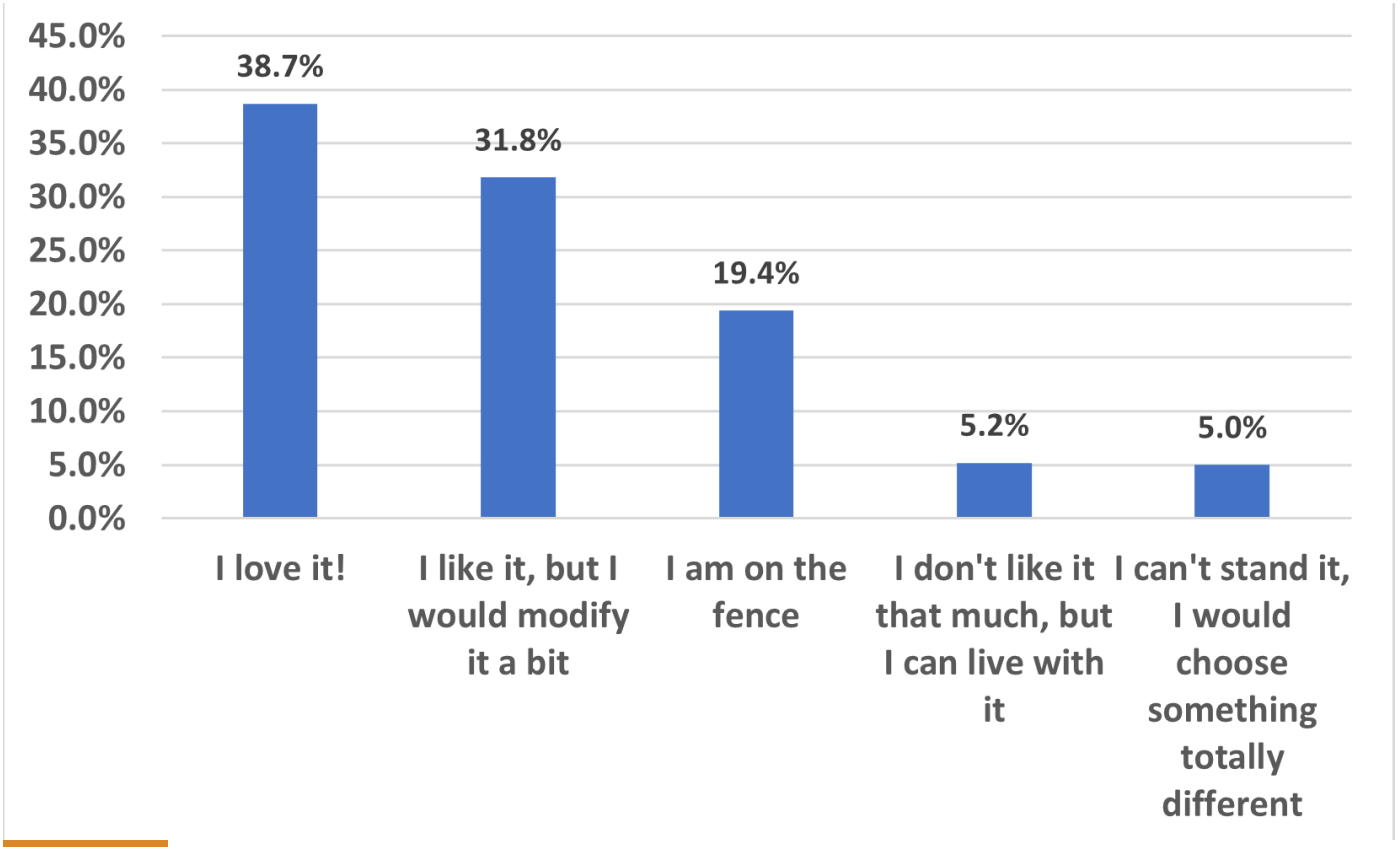
Open Space and Agriculture Preservation

Throughout the Frederick Forward process, community members noted that Frederick's small-town charm and heritage as an agricultural area in Weld County remain two of its best characteristics, even as the area continues to experience growth. Many residents moved to the Frederick area to enjoy more open space, proximity to nearby farming areas, and the stunning views of Longs Peak and the Front Range Mountains. The Future Land Use Plan continues to preserve large portions of the planning area, toward and beyond Boulder Creek, as areas for preservation as open space or agricultural uses. The Plan includes a new area designated as Open Space / Agricultural Preservation, to the west of Boulder Creek, east of County Line Road (CR 1), and to the south of Weld County Road (WCR)-20. In response to community input received through the third community survey, the final version of the Land Use Plan incorporated some additional areas for Open Space / Agricultural Preservation to the west of Aggregate Blvd (near the Frederick Regional Park and Open Space) and to the south and west of I-25 and Highway 119.

In addition, the Future Land Use Plan identifies the general corridor for the Frederick Central Loop Trail and several other greenway corridors, connecting with regional trails and with adjacent jurisdictions. While plans for individual neighborhood developments will incorporate neighborhood and other smaller parks over time, the Future Land Use Plan identifies these major greenway or open space corridors as notable foundations of the overall community framework.

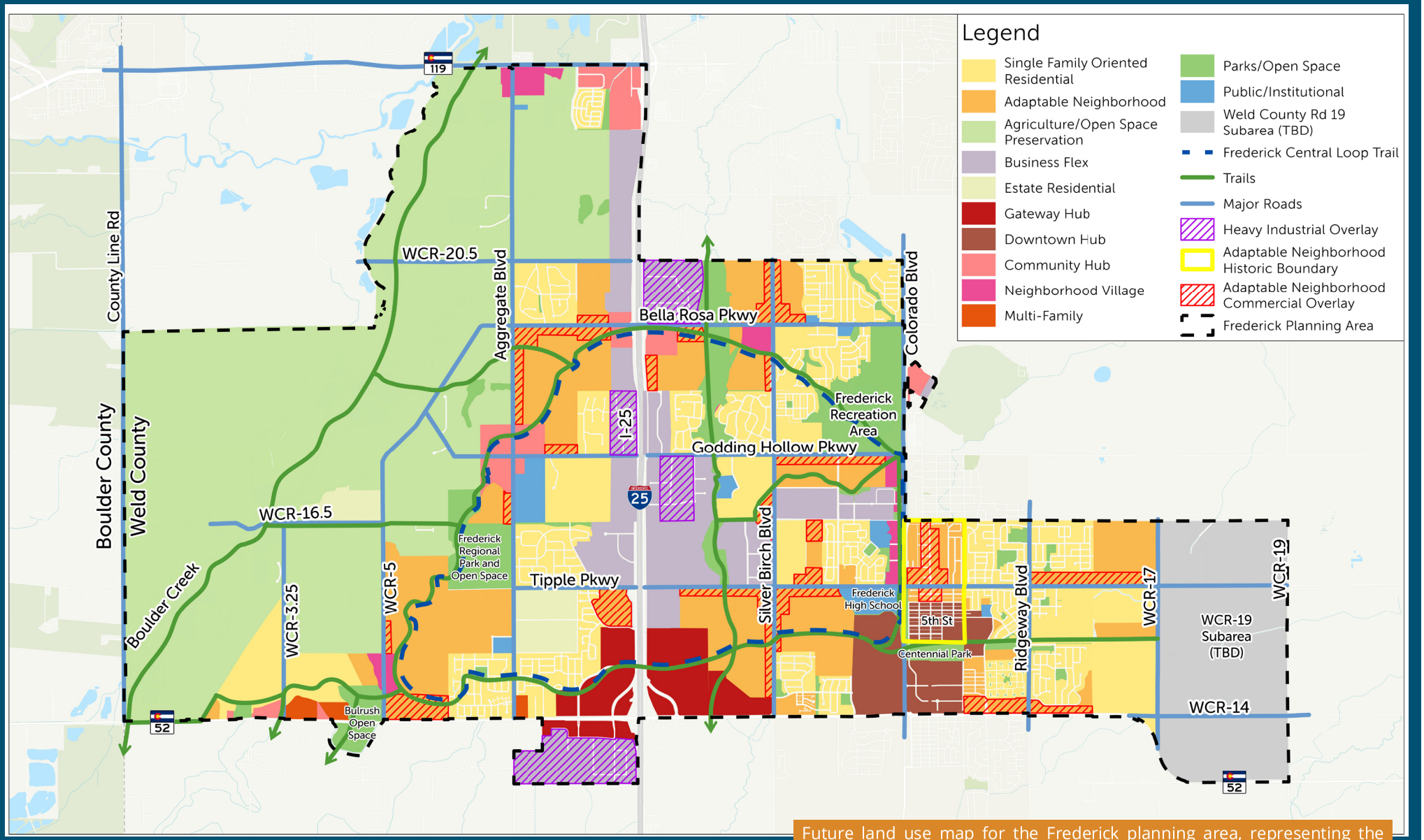
The third community survey for Frederick Forward highlighted the draft version of the Future Land Use Plan and gathered input regarding the level of support for the plan and additional comments on desired edits to the elements of the plan. Over 70 percent of respondents to the third survey indicated that they either loved the Draft Future Land Use Plan or "like it, but would modify it a bit."

3rd Community Survey, Question 1 - What are your thoughts about the Draft Future Land Use Plan? (Please select one option)



Credit: RICK

Future Land Use Plan



Future land use map for the Frederick planning area, representing the envisioned types of land uses by parcel in the Frederick area. Credit: RICK

Guiding Principles: Community Design Framework

The Future Land Use Plan reflects the overall desire of community members and stakeholders, communicated over the course of the Frederick Forward process, to create a well-designed community, as opposed to "Anywhere USA." While the community understands that growth is continuing across the Carbon Valley and this part of Colorado, Frederick remains dedicated to creating neighborhoods, districts, parks, and places that reflect the unique, friendly, small-town vibe of the community. Frederick desires community design that avoids "cookie cutter" planning and results in neighborhoods and districts that stand the test of time. To that end, the following overarching community design principles guide the development of public and private spaces across all land use categories depicted in the Future Land Use Plan.

Comfortable, Attractive Public Realm Areas

Community members expressed support for the creation of street corridors and public areas in Frederick that feature attractive, well-designed landscapes, as opposed to standard-issue roadway or street designs. While acknowledging that growing and maintaining trees will require a certain level of irrigation, the community strongly supported design guidance and street and trail designs that emphasize the planting of trees for the value of shade and of cooling the air temperature during the hotter months in Frederick. The Frederick community also expressed support for the integration of public art within commercial and residential areas in the future, and many community members expressed support for the expansion of art beyond the chainsaw carvings found in many locations around Frederick.

High Quality Residential Design

The community expressed, in the second survey for Frederick Forward, support for the development of residential neighborhoods that emphasize front porches, to encourage greater interaction between residents and add to the level of activity along residential streets. Question 10 in the second community survey contained a scoring scale from 1 to 6, with 1 meaning "most preferred" and 6 meaning "least preferred" as strategies to provide for neighborhood character and avoid "cookie cutter" residential design. Around 60 percent of respondents in Question 10 in the second community survey ranked the statement "Require homes to have front porches to encourage greater activity and connections within neighborhoods" with a score of 1 to 3. Respondents also supported requirements for residential neighborhoods to integrate public art. Over 53 percent of respondents assigned a rating of 1, 2, or 3 to requirements that developments "locate some driveways and garages to the rear of homes, to enhance the appearance of local streets." Nearly 68 percent of respondents assigned ratings of 4, 5, or 6 (meaning "less preferred") to the statement that read that neighborhood developments should "follow the practices that developments in the Carbon Valley have followed over the last 10 to 20 years." Drawing from this input, the Comprehensive Plan and the Land Use Code Update set the foundation for regulations and guidance for the development community to create residential neighborhoods with a greater attention to quality and design.

High Quality Commercial Design

Similarly, the community expressed the desire to pursue several strategies to enhance commercial character and avoid "cookie-cutter" design, as illustrated in the results of Question 12 from the second survey. Respondents to this survey supported requirements for commercial developments to include outdoor seating or gathering areas as well as integrate public art into their designs. Respondents also supported, somewhat less strongly, requirements that commercial developments include enhanced or elevated architecture. The option suggesting a requirement that commercial developments include buildings oriented closer to the adjacent streets received mixed support. The idea of following conventional commercial development practices received the least support, with nearly 80 percent of respondents rating this option as a "4" or "5" in terms of level of preference. The Comprehensive Plan draws from this community input, as well as input from stakeholders throughout the Frederick Forward process, and establishes a foundation for a focus on high quality design of commercial areas and districts in Frederick over the next 25 years.

2nd Community Survey, Question 10 - I am in favor of the Town pursuing the following strategies to provide for neighborhood character and avoid "cookie-cutter" design. Please rank the following choices from 1 (most preferred) to 6 (least preferred).						
OPTION	1	2	3	4	5	6
Require developments to locate some driveways and garages to the rear of homes, to enhance the appearance of local streets	9.0%	23.1%	21.5%	16.2%	15.1%	14.2%
Require developments to maximize the use of enhanced xeriscaping and drought-tolerant trees	45.6%	15.2%	19.3%	12.2%	6.0%	1.7%
Narrow street width requirements to discourage speeding and increase safety for people walking	5.2%	9.3%	15.1%	26.4%	23.7%	20.4%
Require homes to have front porches to encourage greater activity and connections within neighborhoods	20.1%	22.3%	17.6%	20.7%	16.1%	3.2%
Require developments to integrate public art to make neighborhoods different from each other	7.7%	20.9%	16.1%	14.6%	24.9%	15.8%
Follow the practices that developments in the Carbon Valley have followed over the last 10 to 20 years	12.4%	9.2%	10.6%	9.9%	13.3%	44.7%

Credit: RICK

2nd Community Survey, Question 12 - I favor the Town pursuing the following strategies to enhance commercial character and avoid "cookie-cutter" design. Please rank the following choices from 1 (most preferred) to 5 (least preferred).					
OPTION	1	2	3	4	5
Require developments to integrate public art to make them unique	13.6%	29.9%	23.2%	19.9%	13.4%
Require developments to include outdoor seating or gathering areas	40.4%	22.2%	24.0%	11.6%	1.9%
Require developments to include enhanced or elevated architecture	21.3%	20.6%	24.8%	25.6%	7.7%
Require developments to orient buildings toward local streets to improve the appearance of local streets	13.9%	22.7%	21.9%	31.5%	10.0%
Follow the practices that commercial developments have followed over the last 10 to 20 years	10.9%	4.7%	6.0%	11.4%	67.1%

Credit: RICK

A Walkable, Bikeable, and Accessible Community

The Frederick community strongly supported the concept of better connecting different areas of town through walkable, bikeable, and accessible trails, streets, and related connections. Beyond the highly popular concept for the Frederick Central Loop Trail, the community supported efforts to develop the Town to provide safer and easier ways to walk and bike around Frederick. The community supported efforts to make Frederick more accessible to everyone regardless of ability or access to resources. This general community design principle informed the creation of the land use categories that follow and provides the basis for the Town's Land Use Code Update, as a follow-up effort to the Comprehensive Plan.

Land Use Categories: Descriptions and Community Design Guidance

The following pages provide general descriptions of the land use categories included within the Future Land Use Plan. These descriptions provide the general guidelines for land use planning by category in Frederick through 2050. The following section also provides more detailed community design guidance for several of the land use categories within the Future Land Use Plan. The land use category descriptions and associated community design guidance provide the foundation for the formalizing of regulations included in the Land Use Code Update.

Single Family Oriented Residential

This land use category includes various housing styles and types with a density range of 2 - 12 units per acre, including traditional single family detached homes along with single family attached units such as townhomes and duplexes. A wide variety of lot sizes, house sizes, and architectural styles may be included within the Single Family Oriented Residential designation. In addition to residential uses, areas shown as Single Family Oriented Residential may include various parks and open spaces, including neighborhood and pocket parks, faith-based institutions, schools, and other community facilities and amenities. The Single Family Oriented Residential category captures most of the established residential neighborhoods in the Town of Frederick.

Housing Types: Single Family Detached, Townhomes and Duplexes

Allowed Residential Density: 2 – 12 dwelling units per acre



Picture of single family homes on a residential street. The homes are yellow in color, and the trees on the street have fall colors. Credit: RICK



Picture of townhomes in Erie. The townhomes are brown with white trim. Picket fences and trees surround the units. Credit: RICK

Adaptable Neighborhoods

Adaptable Neighborhoods are designed to provide a diversity of housing to accommodate a wide range of households in Frederick, ranging from younger, single adults, to families with children, to empty nester households. The range of housing provides options for smaller housing units, which may be more affordably priced for younger people and people on fixed incomes, as well as maintenance-free housing (such as townhomes) that would appeal to seniors and residents with busy schedules. Adaptable Neighborhoods may include various types of employee, workforce, and attainable housing. The design of adaptable neighborhoods will allow for residents to walk or take a short bike ride to another location, within the neighborhood, to satisfy many of their daily needs. Thus, adaptable neighborhoods will include different types of parks and plazas within walking distance of every residential unit.

Housing Types: Single Family Detached, Townhomes and Duplexes, Multi-Family, along with some limited neighborhood retail

Allowed Residential Density: 4 – 24 dwelling units per acre

Possible Building Height: 1 to 3 stories

Adaptable Neighborhood Commercial Overlay:

The overlay portion of adaptable neighborhoods (shown in the red crosshatch areas) would allow for smaller, neighborhood serving commercial businesses to serve everyday needs (such as a corner store, coffee shop, small restaurant, bank, etc.). Adaptable Neighborhoods with the commercial overlay will allow for retail in these select areas, along collectors or arterial streets, to serve local needs. The intent of Adaptable Neighborhood Commercial Overlay is to provide a self-sufficient neighborhood that serves a diverse mix of households with different options for housing and options for their daily needs and services.

Gateway Hub (Vertical Mixed Use)

This regional hub, on either side of I-25 along Highway 52, contains a significant concentration of shopping, entertainment, civic destinations, and residential uses, designed to attract business and visitation from the broader region. The Town of Frederick completed more detailed planning for the northeast quadrant of the interchange between I-25 and Highway 52 in 2021 (the I-25 / Highway 52 Subarea Plan). This plan influenced the development of the community design guidance for the Gateway Hub. This hub will include a north-south central street, perpendicular to Highway 52 and to the east of I-25, with vertically integrated mixed use (including combinations of active uses on ground floors and residential, office, or hospitality uses on upper floors). The hub will include concentrations of employment in campuses or integrated into areas along or near the central street or along I-25. The Gateway Hub will enjoy access to the Frederick Central Loop Trail, including a grade-separated crossing of the trail over I-25, connecting the east and west sides of this hub. The design of streets throughout the Gateway Hub will include areas for entertainment, access to parks and plazas, and a fabric of moderate to higher intensity housing, providing a range of housing choices for households in the area. The Gateway Hub may include larger retailers, drawing from its visibility to I-25. With a diversity of options for shopping, working, and living at this key interchange along the I-25 corridor, the Gateway Hub will emerge as one of the central gathering places for the Carbon Valley area and beyond.

Housing Types: Townhomes and Duplexes, Patios Homes and Row Homes, Multi-Family

Allowed Residential Density: 15 – 70 dwelling units per acre

Possible Building Height (of livable or usable space, not including structured parking): 5 to 8 stories



A civic plaza with seating areas and a shade tree. A four story building shown has ground floor retail and residences above. Credit: Shuttershock



Picture of an urban street at night, with decorative white street lights, trees, landscaping, stores and restaurants. Credit: Shuttershock



An open play area with grass at the Domain in Austin, Texas. It shows shade trees and seating areas in front of buildings. Credit: Shuttershock

Community Design Guidance – Gateway Hub:

The following text and tables provide an overview of the community design guidance for the Gateway Hub. The Land Use Code Update provides additional details regarding the community design standards and the vision for the development of the Gateway Hub area over time.

- Central or "high streets" should include attractive streetscape elements, including areas for seating, public art, signage and wayfinding, street trees, plantings, public art, and areas for outdoor dining.
- Streetscapes and landscaping within the Gateway Hub will incorporate xeriscaping where feasible to reduce water consumption and conserve resources.
- The Gateway Hub will include connections (vehicular, as well as trails and sidewalks) to nearby neighborhoods and to nearby open spaces and trails.
- Building heights should transition from greater heights along central or "high" streets to nearby residential areas.
- The Gateway Hub should include public parking areas that are located away from central or "high" streets, to the rear of commercial or mixed use buildings.
- Development of ground floor areas along central or "high" streets should include active uses such as retail or entertainment.
- The development of the Gateway Hub should integrate greater levels of density in close proximity to future transit stops or hubs along Highway 52 in order to encourage greater ridership.
- The Gateway Hub will include multi-modal facilities such as bike lanes, trails, sufficient sidewalks, and high quality transit facilities.
- The Gateway Hub will include community gathering places such as plazas, small parks, and connections to nearby parks and open space.
- The Gateway Hub will be developed with street layouts that create usable blocks for changing land uses over time.
- The design of buildings, particularly along central or "high streets", should provide flexibility for the use of space within buildings, over time, as economic conditions and trends change. For example, the design of a building constructed today for residential living should allow for ease of conversion to other uses (such as commercial) in the future.

Community Design Category	Central or "High" Streets	Secondary Streets	Neighborhood Streets
Building Setbacks (from ROW)			
Front	Minimal	Moderate	Follow guidance of underlying zoning
Rear	Minimal	Moderate	Follow guidance of underlying zoning
Land Uses Allowed			
Ground Floor	Civic, retail, commercial, service	Civic, retail, commercial, service, residential	Residential / Limited commercial or service
Upper Floors	Residential, lodging, civic, commercial, office	Residential, lodging, civic, commercial, office	Residential
Building Siting			
Street corners	Require buildings to orient to street corners	Encourage buildings to orient to street corners	Encourage buildings that contain non-residential uses to orient to street corners
Parking & Loading	Rear of buildings	Parking to the side or rear of buildings	Parking to the side or rear of commercial use buildings. Parking for residential - encouraged to include alley loaded parking
Building Height			
Principal Building Minimum	2 stories	1 story	1 story
Principal Building Maximum	10 stories	Up to 10 stories (when adjacent to commercial uses), 2 stories (when adjacent to single family residential uses)	3 stories
Accessory Structure	Not permitted	Not permitted	Permitted
Building Façade			
Ground Floor Transparency	High	Moderate - High	N/A
Upper Floor(s) Transparency	High	Moderate - High	N/A
Frontage Coverage - Primary Street Façade	High	Moderate - High	N/A
Frontage Coverage -Side Street Façade	High	Moderate - High	N/A
Frontage Coverage - Rear Street Façade	No minimum	No minimum	N/A

Community Design Category	Central or "High" Streets	Secondary Streets	Neighborhood Streets
Street Network / Streetscape Standards			
Street Pattern	Grid	Grid	Grid
Block Length	300 - 400 feet	300 - 600 feet	300 - 600 feet
Pedestrian Sidewalk	Significant Width to Provide for Outdoor Dining, Entertainment	Moderate Width, to Facilitate Walking and Biking	Moderate Width, to Facilitate Walking and Biking
Landscape / Amenity Zone	High	Moderate	Moderate
Landscape & Amenities	Street trees, planters, public art, public seating, parklets, outdoor dining areas	Street trees, planters, public art, public seating	Street trees, landscaping. Public seating and public art encouraged
Bulbouts	At street corners and mid block crossings	At street corners and mid block crossings	Encouraged at street corners

Downtown Hub (Vertical and Horizontal Mixed Use)

The Downtown Hub includes the historic Downtown area, generally located between 4th and 8th Streets and between Main and Locust Streets, and includes potential expansion of the Downtown area to the south and west. The Miners Park area, located between Centennial Park and Highway 52 and to the east of Colorado Boulevard, was included in the Downtown land use category in the previous version of the Frederick Comprehensive Plan and remains in the Downtown Hub classification in the new plan. The Downtown Hub envisions expansion of the Downtown framework to the west, across Colorado Boulevard and extending west to William Bailey Avenue and south to Highway 52. Developers are currently in the process of constructing the new King Soopers Marketplace and associated shopping center at the northwest corner of Highway 52 and Colorado Boulevard. By extending Downtown to the south and west toward the area around the King Soopers Marketplace, Frederick has an opportunity to leverage the energy and commerce generated through this new shopping center.

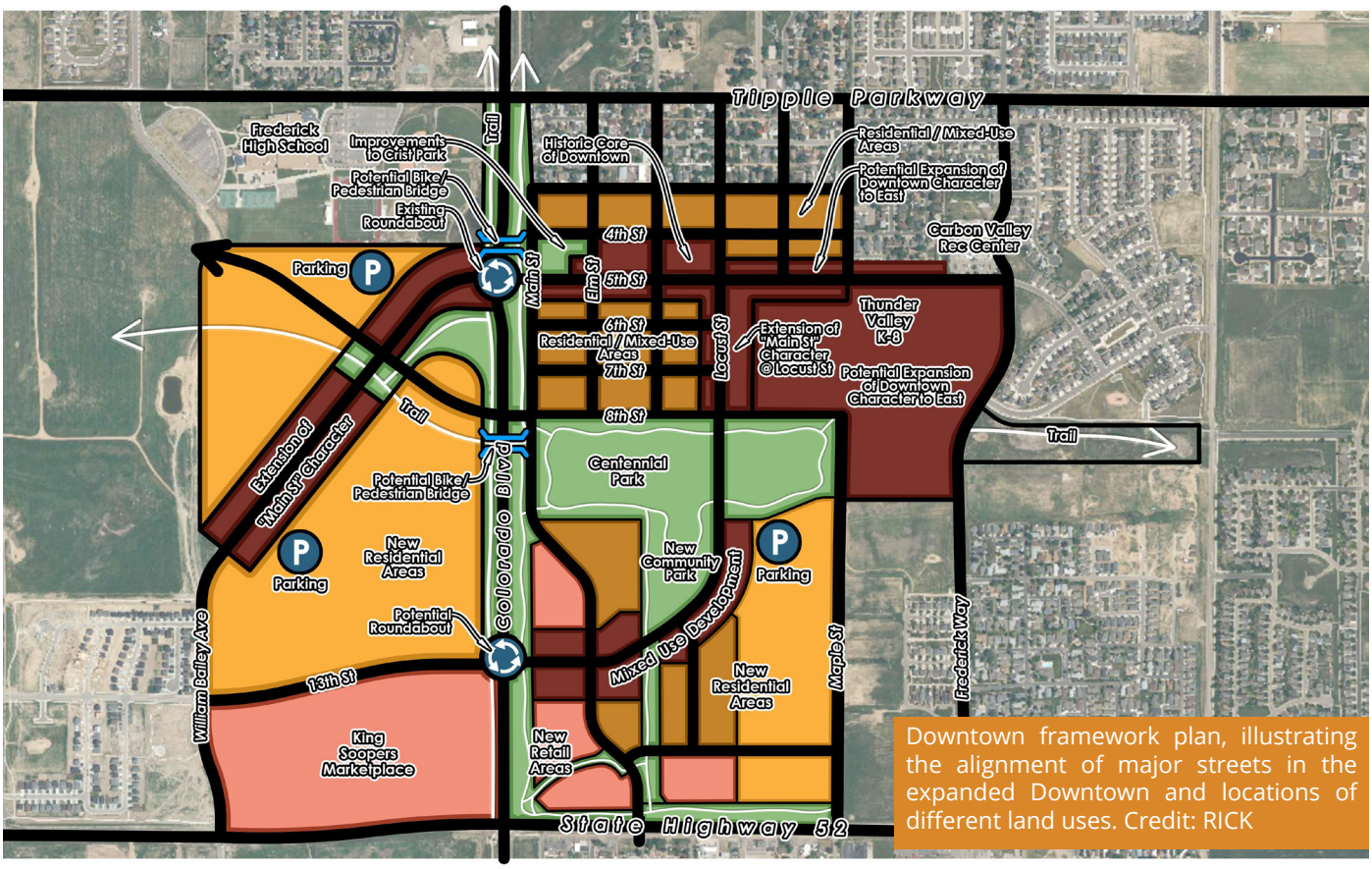
The Downtown framework highlights the following:

- The extension of the "Main Street" orientation along 5th Street to the west across Colorado Boulevard, and then to the southwest, terminating at the signalized intersection at William Bailey and Highway 52. This extension would provide additional areas for mixed use, Main Street-style development in the Downtown area over time, as the Carbon Valley area continues to grow.
- A street connection from the new King Soopers Marketplace along 13th Street to the north and east, linking with Locust Street within the heart of the historic portion of Downtown. This street extension would feature mixed use development as well and would help to extend the energies of King Soopers Marketplace and the Downtown area toward each other.

Housing Types: Single Family Detached, Townhomes and Duplexes, Patios Homes and Row Homes, Multi-Family. Historic single-family homes permitted.

Allowed Residential Density: Minimum 15 dwelling units per acre (for new construction / development)

Possible Building Height (of livable or usable space, not including structure parking): 1 to 5 stories within expanded areas of Downtown to the south and west (1 to 3 within Historic Overlay areas)



Downtown framework plan, illustrating the alignment of major streets in the expanded Downtown and locations of different land uses. Credit: RICK

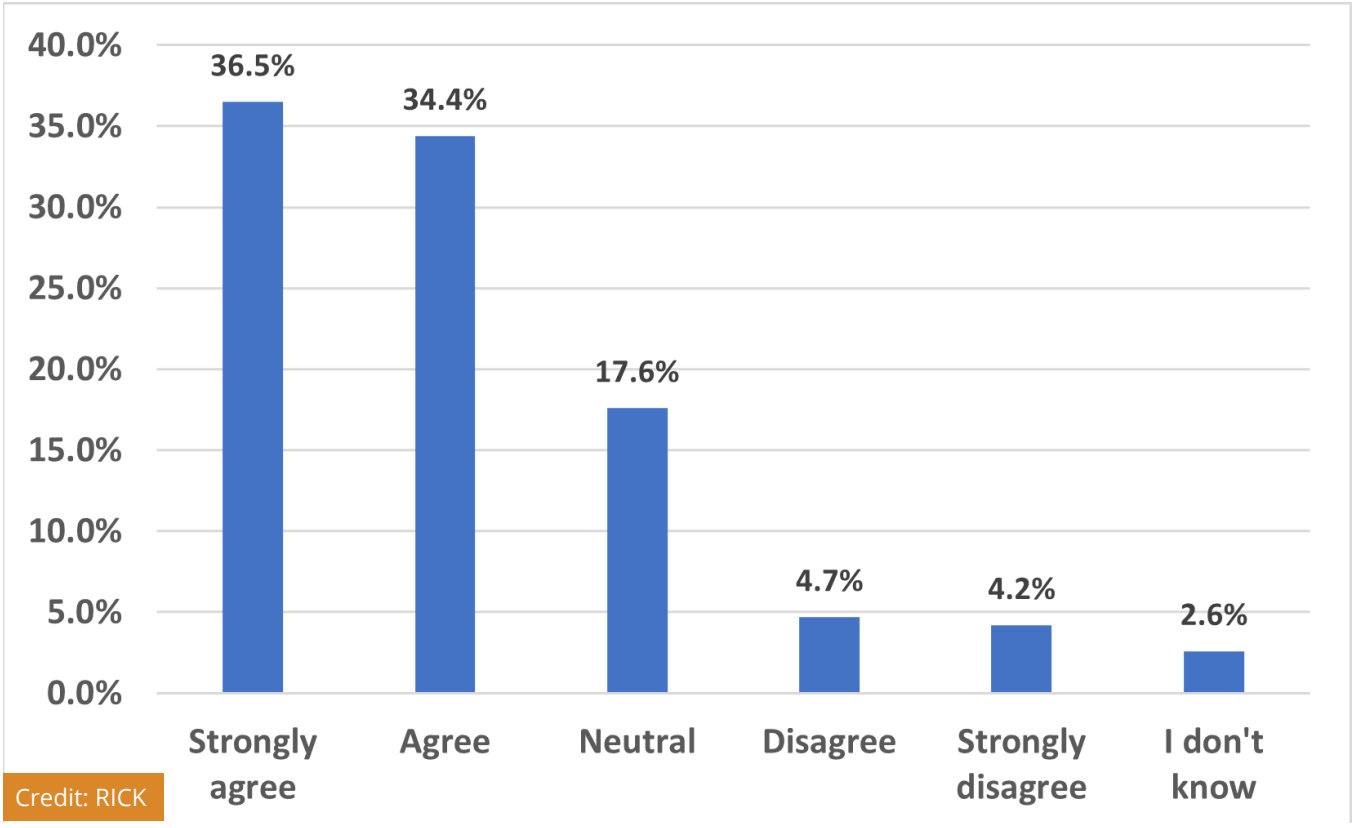
This expansion of the Downtown area would provide opportunities for notable improvements in this portion of Frederick.

- The existing Downtown area is limited to around three to four blocks along 5th Street. The area lacks the room to expand with larger mixed use buildings and to expand parking facilities over time. The expansion of Downtown to the south and west would provide various locations where parking facilities, including parking garages, could be constructed to serve the growth of the Downtown area.
- While Crist Park serves as a great gathering place in the Downtown area, the expansion of the Downtown fabric provides additional areas for the development of gathering and civic places and parks (both large and small) over time. The Downtown framework anticipates that a notable town park will develop to the west of Colorado Boulevard, along the "Main Street," and this park could include various civic uses, including a community center, farmers market, a new Town Hall, or other facilities.
- The expansion of Downtown to the south depicted on the Downtown framework aligns with plans for the expansion of drainage areas within Centennial Park. The drainage areas within this park will expand to the east, necessitating the relocation of the soccer fields, picnic shelter, and parking areas that currently exist at the east end of the park, near 8th and Maple. The Downtown framework anticipates that the focus of active park activities at Centennial Park will shift to the southwest, to a location along the extension of Locust Street, to the south of the drainage area. This relocated park will represent a notable community park, serving the Miners Park area as well as attracting visitors from the historic

portion of Downtown and from patrons at the King Soopers Marketplace area. The community park could include an amphitheater and could serve as the relocated home for some of the notable festivals in Frederick, including the Chainsaws and Chuckwagons festival held each summer.

The Town anticipates that the Downtown Hub, including the existing buildings along 5th Street as well as expansions to the south and west, will continue to develop using community design strategies that align with the historic nature of this part of Frederick. As outlined in greater detail in the Downtown Plan, the "Main Street" portions of 5th Street, as well as the extensions to the west to William Bailey and along Locust Street south and west to Colorado Boulevard, will feature ample amenities as part of their streetscape design. These streets and adjoining areas will feature ample shade trees, seating areas, public art, landscaping, and Downtown-themed signage and wayfinding to help create a distinctive Downtown brand for this part of Frederick. The Town will require the development of active uses along the ground floor of buildings along these important streets, including retail, entertainment, or active amenity areas, with upper floors containing more quiet uses including residential, lodging, office, or related uses. The streets that surround these Main Streets within the Downtown Hub will include a mixture of residential units to provide a range of options for potential residents, ranging from single family detached homes to attached homes (including patio homes and townhomes) to various forms of multi-family residential units. The design of the Downtown area will emphasize the integration of residential and Main Street areas

3rd Community Survey, Question 9 – I am interested in having Downtown Frederick expand to the south and west, as shown in the Downtown Framework diagram. (Please select one option)



Credit: RICK

through a grid of local streets that include sidewalks, bike lanes and other bike facilities, ample street trees, landscaping, and other features.

The concept of expanding Downtown Frederick to the south and west generated significant support from the Frederick community, with over 70 percent of respondents in the third survey for Frederick Forward indicating that they either "Strongly Agree" or "Agree" with the concept of Downtown expansion.

The heart of Downtown may include the redevelopment of the block located between 4th and 5th Streets, from Oak to Locust. The Town of Frederick owns nearly all of the acreage within this block and currently

utilizes the existing buildings for the main Town Hall building and as space for the police department, engineering department, and other administrative functions. The current functions of the Town offices within this block are rather disjointed, and the Town may explore the opportunity to relocate its various functions within this block into a new Town Hall within the Downtown Hub footprint, leaving this block available for redevelopment. As illustrated in greater detail in the Downtown Plan, the Town could redevelop its properties within this block into a mixture of commercial, residential, entertainment, and lodging land uses. This redevelopment would strengthen the historic portion of the Downtown area and potentially create new gathering places and hubs for activity in the Downtown.

Community Design Guidance – Downtown Hub:

The following text and tables provide an overview of the community design guidance for the Downtown Hub area within Frederick. The Downtown Plan document and the Land Use Code Update provide additional details regarding the community design standards and the vision for the development of the broader Downtown district over time.

- Preservation of designated historic properties (both residential and commercial).
- Allow for integration of different housing types within the existing residential fabric, including accessory dwelling units.
- Integration of additional housing types within existing residential lots should complement the architecture and character of existing residential units and the surrounding neighborhood.
- Building heights should transition from potentially taller buildings along Main Streets in the Downtown Hub area, in a "staircase" manner, down to the prevailing height of surrounding residential land uses.
- The Land Use Code Update will reduce minimum parking requirements for the Downtown Hub area and will allow site plans to count on-street parking spaces toward parking requirements. The Land Use Code Update will also explore establishing parking maximums for certain areas within the Downtown Hub.
- Integration of additional open space areas, such as plazas and pocket parks, is encouraged along the Main Streets and throughout the Downtown Hub, as part of projects.
- Developments along the Main Streets should include an attractive streetscape that provides for active uses and encourages greater visitation to the Downtown Hub.
- The design of buildings, particularly along 'Main Streets', should provide flexibility for the use of space within buildings, over time, as economic conditions and trends change. For example, the design of a building constructed today for residential living should allow for ease of conversion to other uses (such as commercial) in the future.
- The design of streetscapes and landscapes throughout the Downtown Hub will emphasize the installation of native plantings and xeriscaping to reduce water consumption.
- The design of streetscapes and public areas throughout the Downtown Hub will encourage active and non-vehicular modes of travel (such as, primarily, walking and bicycling).

Community Design Category	Main Streets (5th Street, and Mixed Use Extensions of Main Street form to the south and west)	Perpendicular Streets (Within One Block of Main Streets)	Along Local or Neighborhood Streets
Building Setbacks (from ROW)			
Front	Minimal	Minimal	Moderate
Rear	Minimal	Moderate	Moderate

Community Design Category	Main Streets (5th Street, and Mixed Use Extensions of Main Street form to the south and west)	Perpendicular Streets (Within One Block of Main Streets)	Along Local or Neighborhood Streets
Land Uses Allowed			
Ground Floor	Civic, retail, service, commercial	Civic, retail, service, commercial, residential	Civic, retail, service, residential, office
Upper Floors	Residential, lodging, civic, commercial, office	Residential, lodging, civic, commercial, office	Residential, lodging, civic, office
Building Siting			
Street corners	Require buildings to orient to street and street corners	Require buildings to orient to street and street corners	Follow guidance of underlying zoning
Parking & Loading	Rear of buildings	Rear of buildings	Follow guidance of underlying zoning
Building Height			
Principal Building Minimum	2 stories	1 story	1 story
Principal Building Maximum	4 stories	4 stories	4 stories
Accessory Structure	Not permitted	Not permitted	Permitted
Building Façade			
Ground Floor Transparency	High	Moderate - High	Minimal-Moderate
Upper Floor(s) Transparency	High	Moderate - High	Minimal-Moderate
Frontage Coverage - Primary Street Façade	High	Moderate - High	N/A
Frontage Coverage -Side Street Façade	High	Moderate - High	N/A
Frontage Coverage - Rear Street Façade	No minimum	No minimum	N/A
Streetscape Network / Streetscape Standards			
Street Pattern	Grid	Grid	Grid
Block Length	300 feet	300 - 400 feet	300 - 600 feet
Pedestrian Sidewalk	Significant Width, to Provide for Outdoor Dining, Entertainment	Moderate Width, to Facilitate Walking and Biking	Moderate Width, to Facilitate Walking and Biking
Landscape / Amenity Zone	High	Moderate	Moderate
Landscape & Amenities	Street trees, planters, public art, public seating, parklets, outdoor dining areas	Street trees, planters, public art, public seating, parklets, outdoor dining areas	Street trees, landscaping. Public seating and public art encouraged
Bulbouts	At street corners and mid-block crossings	At street corners and mid-block crossings	Encouraged at street corners

Historic Overlay:

The crosshatched area shown on the Future Land Use Plan, covering the historic part of Downtown as well as areas extending to the north, across Tipple Parkway and including the Evanston area of unincorporated Weld County, represents a "historic overlay" classification that applies to properties within this area, beyond the land use guidance envisioned in the overall land use categories of the Plan. The Evanston area carries the historic overlay designation as this district contains the remaining streets and structures of the originally planned town of Evanston, just to the north of Frederick. The existing inventory of homes within the historic overlay area may qualify as historic buildings through the State of Colorado or through local designations of historic structures (if or when a local program of historic designations is created). The structures with potential to be designated as historic primarily include single-family homes constructed during the early 1900s, as well as some commercial buildings. The Town will provide additional design guidelines and standards designed to preserve the historic structures and features within this area as part of the Land Use Code Update.



A traditional Main Street with ground floor retail and residences or offices on upper floors. Street trees line the street. Credit: Shuttershock



An outdoor seating area in a Downtown parking space. The seating area features fences, tables and chairs, and a shade tree. Credit: Shuttershock



A Downtown street with one to three story buildings and outdoor dining areas with umbrellas, heat lamps, and landscaping. Credit: Shuttershock

Community Hubs (Vertical Mixed Use)

The Community Hubs will provide mixed-use districts that include shopping, entertainment, and residential options serving a more localized market. The districts will include a two to three block long mixed-use core where uses will be integrated vertically and anchors, such as civic destinations or entertainment, will draw residents from nearby neighborhoods in Frederick. The development of these community hubs will integrate into surrounding residential neighborhoods through a grid network of streets and high-quality sidewalk and trail connections. The Community Hubs will largely be located along the Frederick Central Loop Trail and thus will benefit from enhanced connectivity to other parts of Frederick.

As illustrated on the Future Land Use Plan, these Community Hubs will develop over time in the following locations around Frederick:

- Around the intersection of Aggregate Boulevard and Godding Hollow Parkway, just to the north and east of the Frederick Regional Park and Open Space property.
- Around and to the east of Bella Rosa Parkway and I-25. This location will take advantage of concentrations of employment in the Business Flex areas along the I-25 corridor and visibility from the I-25 corridor.
- An area along the east side of Colorado Boulevard, across from the Frederick Recreation Area and to the north of the shopping center anchored by Safeway, along the east side of Colorado. This hub will take advantage of visitation to the FRA and the nearby Safeway shopping center.

- Along Highway 52, near WCR-3.5, as part of the new Shores development. This hub will leverage the development of several hundred new homes just to the south across Highway 52, in the Town of Erie, and the flow of traffic along the Highway 52 corridor.
- The area south and west of I-25 and Highway 119, which currently includes a mixture of highway-oriented commercial uses (a truck stop, fast food restaurants, and gas stations), could represent a long-term area for the development of a community hub. This area is currently located within unincorporated Weld County but could develop as a hub for Frederick in the future, taking advantage of the strategic location at the junction of these two main highways connecting Longmont, Fort Collins, Loveland, and the Denver metro area.

Housing Types: Townhomes and Duplexes, Patios Homes and Row Homes, Multi-Family, Senior Housing

Allowed Residential Density: Minimum 15 dwelling units per acre

Possible Building Height (of livable or usable space not including structured parking): 3 to 4 stories overall (but up to 6 stories facing I-25 or arterial streets)



A plaza with decorative lighting, shade trees, tents, landscaping, and seating areas. Credit: Shuttershock



People eating and drinking at an outdoor dining area with green tents, decorative lighting, and landscape plantings. Credit: Shuttershock



South Main neighborhood in Buena Vista, CO. The tan stucco buildings shown include first floor shops and apartments above. Credit: Shuttershock

Community Design Guidance – Community Hubs:

The following community design principles and guidance inform the establishment of regulations in the Land Use Code Update pertaining to Community Hubs in Frederick.

- "Central streets" or "high streets" will include attractive streetscape elements, including areas for seating, public art, signage and wayfinding, street trees, plantings, and areas for outdoor dining.
- Community Hubs will include connections (vehicular, as well as trails and sidewalks) to nearby neighborhoods and to nearby open spaces and trails.
- Building heights should transition from greater heights along central or "high" streets to nearby residential areas.
- Community hubs should include public parking areas that are located away from central or "high" streets to the rear of commercial or mixed use buildings.
- Development of ground floor areas along central or high streets should include active uses such as retail or entertainment.
- Community hubs should include multi-modal facilities such as bike lanes, trails, sidewalks, and (where applicable) accommodations for high quality transit facilities. Community hubs should also include, where feasible, walking or biking paths that are separated or protected from adjacent streets.

- Community hubs should include community gathering places such as plazas, small parks, and connections to nearby parks and open spaces.
- Community hubs should be developed with street layouts that create usable blocks for changing land uses over time. These usable blocks of streets should include on-street parking to help relieve the need for parking spaces developed as separate uses within community hubs.
- Development of streetscapes and landscapes within Community Hubs will emphasize the use of native plantings and xeriscaping to reduce water usage.
- The design of buildings, particularly along arterial streets and central or "high streets", should provide flexibility for the use of space within buildings, over time, as economic conditions and trends change. For example, the design of a building constructed today for residential living should allow for ease of conversion to other uses (such as commercial) in the future.

The following illustrates these community design principles for a Community Hub in a "prototype" location. This graphic provides an example of the orientation of streets, arrangement of different land uses, and the quality of streetscape and public amenities the Town envisions for Community Hub locations in the future.

Note: Streets not labeled as arterial streets in this diagram would function as either collector or local streets.



Graphic depicting the street and building layouts for a prototype of a Community Hub. Credit: RICK

Community Design Category	Along Arterial Streets	Along Central or "High" Streets	Along Local or Neighborhood Streets
Land Uses Allowed			
Ground Floor	Residential, retail, service, commercial, lodging, civic, office	Civic, retail, commercial, and service uses. Amenity or active areas for associated, upper floor residential uses.	Civic, retail, service, residential, office
Upper Floors	Residential, lodging, civic, commercial, office	Residential, lodging, civic, retail, commercial, and office	Residential, lodging, civic, office
Building Setbacks (from ROW)			
Front	Moderate	Minimal	Follow guidance of underlying zoning
Rear	Moderate	Minimal	Follow guidance of underlying zoning
Building Siting			
Street corners	Require buildings that contain non-residential uses to orient to street corners	Require buildings to orient to street corners	Encourage buildings that contain non-residential uses to orient to street corners
Between street corners	Require buildings that contain non-residential uses to orient to the arterial street	Require buildings to orient to the street	Require buildings that contain non-residential uses to orient to the neighborhood street
Parking & Loading	To the rear or side of buildings	Rear of buildings	Parking to the side or rear of commercial use buildings. Parking for residential - encouraged to include alley loaded parking
Building Height			
Principal Building Minimum	1 story	2 stories	1 story
Principal Building Maximum	6 stories	4 stories	3 stories
Accessory Structure	Permitted	Not permitted	Permitted
Building Façade			
Ground Floor Transparency	Moderate	High	N/A
Upper Floor(s) Transparency	Moderate	High	N/A
Frontage Coverage - Primary Street Façade	Moderate	High	N/A
Frontage Coverage -Side Street Façade	Moderate	High	N/A

Community Design Category	Along Arterial Streets	Along Central or "High" Streets	Along Local or Neighborhood Streets
Street Network / Streetscape Standards			
Street Pattern	Grid	Grid	Grid, or curvilear streets. No culdesacs
Block Length	300 - 600 feet	300 - 400 feet	300 - 600 feet
Pedestrian Sidewalk	Significant Width (within one block of intersection with a central or High Street) to Provide for Outdoor Dining, Entertainment	Significant Width to Provide for Outdoor Dining, Entertainment	Moderate Width, to Facilitate Walking and Biking
Landscape / Amenity Zone	Moderate	High	Moderate
Landscape & Amenities	Street trees, planters, public art. Public seating and outdoor dining areas encouraged.	Street trees, planters, public art, public seating, parklets, outdoor dining areas	Street trees, landscaping. Public seating and public art encouraged
Bulbouts	At street corners and mid block crossings	At street corners and mid block crossings	Encouraged at street corners

Neighborhood Villages (Horizontal or Vertical Mixed Use)

These small districts (one to two blocks in length) will serve nearby neighborhoods with a corner restaurant or store and a limited area of mixed-use (integrating residential with commercial uses). These villages will align along arterial routes within Frederick but will enjoy sidewalk and trail connectivity to nearby neighborhoods. As illustrated on the Future Land Use Plan, Neighborhood Villages will develop over time at the following locations:

- At the southwest corner of Godding Hollow Parkway and Colorado Boulevard, to take advantage of visitation to the Frederick Recreation Area, to the north.
- Along Silver Birch Blvd, to the south of Bella Rosa Parkway, and along the Frederick Central Loop Trail.
- Along WCR-5, to the north of the Bulrush Open Space.
- Over time, a neighborhood village could develop at the southeast quadrant of Highway 119 and Aggregate Blvd.

Housing Types: Single Family Detached, Townhomes and Duplexes, Senior Housing

Allowed Residential Density: 6 – 16 dwelling units per acre

Possible Building Height: 2 to 3 stories



A brick building with a small ground floor grocery and other uses above. A small post office and an American flag are to the right. Credit: RICK



A mixed use building in an existing single family neighborhood, with a first-floor store and additional space above. Credit: Shuttershock



South Main neighborhood, Buena Vista, CO, including a single family house, a retail shop, bike parking, street trees, and decorative lighting. Credit: RICK

Community Design Guidance – Neighborhood Villages:

The following community design principles and guidance inform the establishment of formal regulations in the Land Use Code Update pertaining to Neighborhood Villages in Frederick.

- "Central streets" or "high streets" should include attractive streetscape elements, including areas for seating, public art, signage and wayfinding, street trees, plantings, and areas for outdoor dining.
- Neighborhood Villages will include connections (vehicular, as well as trails and sidewalks) to nearby neighborhoods and to nearby open spaces and trails.
- Building heights should transition from greater heights along central or high streets to nearby residential areas.
- Neighborhood Villages should include public parking areas that are located away from central or high streets, to the rear of commercial or mixed use buildings.
- Development of ground floor areas along central or high streets should include active uses such as retail or entertainment.
- Neighborhood Villages should include multi-modal facilities such as bike lanes, trails, sidewalks, and (where applicable) accommodations for high quality transit facilities.
- Neighborhood Villages should include community gathering places such as plazas, small parks, and connections to nearby parks and open spaces.
- Neighborhood Villages should be developed with street layouts that create usable blocks for changing land uses over time.
- Neighborhood Villages will incorporate xeriscaping and other landscape strategies to reduce water usage.

The following illustrates these community design principles for Neighborhood Villages in a "prototype" location. This graphic provides an example of the orientation of streets, arrangement of different land uses, and the quality of streetscape and public amenities the Town envisions for Neighborhood Villages in the future.

Note: Streets not labeled as arterial streets in this diagram would function as either collector or local streets.



Graphic depicting the street and building layouts for a prototype of a Neighborhood Village. Credit: RICK

Community Design Category	Along Arterial Streets	Along Central or "High" Streets	Along Local or Neighborhood Streets
Land Uses Allowed			
Ground Floor	Residential, retail, service, lodging, civic, office	Civic, retail, and service uses. Amenity or active areas for associated, upper floor residential uses.	Civic, retail, service, residential, office
Upper Floors	Residential, lodging, civic, office	Residential, lodging, civic, retail, and office	Residential, lodging, civic, office
Building Setbacks (from ROW)			
Front	Moderate	Minimal	Follow guidance of underlying zoning
Rear	Moderate	Minimal	Follow guidance of underlying zoning

Community Design Category	Along Arterial Streets	Along Central or "High" Streets	Along Local or Neighborhood Streets
Building Siting			
Street corners	Require buildings that contain non-residential uses to orient to street corners	Require buildings to orient to street corners	Encourage buildings that contain non-residential uses to orient to street corners
Between street corners	Require buildings that contain non-residential uses to orient to the arterial street	Require buildings to orient to the street	Require buildings that contain non-residential uses to orient to the neighborhood street
Parking & Loading	To the rear or side of buildings	Rear of buildings	Parking to the side or rear of commercial use buildings. Parking for residential - encouraged to include alley loaded parking
Building Height			
Principal Building Minimum	1 story	2 stories	1 story
Principal Building Maximum	6 stories	4 stories	3 stories
Accessory Structure	Permitted	Not permitted	Permitted
Building Façade			
Ground Floor Transparency	Moderate	High	N/A
Upper Floor(s) Transparency	Moderate	High	N/A
Frontage Coverage - Primary Street Façade	Moderate	High	N/A
Frontage Coverage -Side Street Façade	Moderate	High	N/A
Street Network / Streetscape Standards			
Street Pattern	Grid	Grid	Grid, or curvilear streets. No culdesacs
Block Length	300 - 600 feet	300 - 400 feet	300 - 600 feet
Pedestrian Sidewalk	Significant Width (within one block of intersection with a central or High Street) to Provide for Outdoor Dining, Entertainment	Significant Width to Provide for Outdoor Dining, Entertainment	Moderate Width, to Facilitate Walking and Biking

Community Design Category	Along Arterial Streets	Along Central or "High" Streets	Along Local or Neighborhood Streets
Landscape / Amenity Zone	Moderate	High	Moderate
Landscape & Amenities	Street trees, planters, public art. Public seating and outdoor dining areas encouraged.	Street trees, planters, public art, public seating, parklets, outdoor dining areas	Street trees, landscaping. Public seating and public art encouraged
Bulbouts	At street corners and mid block crossings	At street corners and mid block crossings	Encouraged at street corners

Multi-Family

Limited areas around Frederick already have zoning or plans in place for apartments or similar types of multi-family housing. These developments would accommodate a larger number of households within a given area and would typically include amenities for residents including a clubhouse, exercise and meeting rooms, and possibly a pool. As depicted on the Future Land Use Plan, Multi-Family areas include parcels at the northeast corner of Highway 52 and Silver Birch Blvd, the northeast corner of Highway 52 and Aggregate Blvd, and along Highway 52 within the Shores development, to the west of Bulrush Open Space.

Housing Types: Apartments, Townhomes

Allowed Residential Density: Minimum of 15 dwelling units per acre

Possible Building Height: 2 to 5 stories



A three bedroom suburban apartment building, including balconies, red brick or siding, a parking lot, and landscaping. Credit: Shuttershock



Picture of a suburban apartment building (blue and green in color) with trees and landscape in front of the building. Credit: Shuttershock



Picture of an urban apartment complex. It has red brick with metal balconies, with room for lawn chairs in the foreground. Credit: Shuttershock

Business Flex

This classification captures areas traditionally reserved for Business Park or Industrial uses, mainly along the I-25 corridor in Frederick, and represents the locations where various ranges of industrial uses will be permitted. This designation allows and encourages more innovative forms of development related to employment, including the development of live-work units, flex spaces, or the development of housing units (potentially, for employees) above commercial operations and buildings. Business Flex also allows for restaurants, breweries, and entertainment (such as sports facilities combined with food and beverage) and convenience-oriented retail uses (such as dry cleaners, personal services, etc.). The design of Business Flex areas emphasizes the creation of high-quality developments with streetscapes, bike and pedestrian facilities, enhanced landscaping, and other aesthetic treatments to make these areas recognizable districts that may evolve in use over time.



Business Park building, with a parking lot in the foreground, in Englewood, Colorado. The building is red, yellow, and gray in color. Credit: RICK



Multi-story brewery with an outdoor entertainment area. Patrons are located in front of the building, playing games. Credit: Shuttershock



Picture of a large industrial building along a highway. The building has trucks parked in front. Credit: Shuttershock

Heavy Industrial Overlay Areas:

The Future Land Use Plan denotes several areas within the Business Flex area where "heavy industrial" uses, as defined in the Land Use Code, are permitted. This overlay includes areas within Frederick that already include heavy industrial uses as well as lands that have undermining subsidence or similar site issues that make the development of buildings and other features commonly found in business parks infeasible. The areas for the Heavy Industrial Overlay include the following:

- The industrial zone to the south of Highway 52 and west of I-25
- The area to the north and east of I-25 and Bella Rosa Parkway
- Areas to the south and east of Godding Hollow and I-25
- The area to the north and west of Godding Hollow and I-25

Community Design Guidance: Business Flex

The following community design principles and guidance inform the establishment of formal regulations in the Land Use Code Update pertaining to Business Flex areas in Frederick.

- The integration of different land uses, including limited retail, entertainment, and live-work units, is encouraged within Business Flex.
- Business Flex developments should include higher quality streetscape, including street trees, sidewalks and trail connections, crosswalks, and bike lanes where feasible.
- Business Flex areas should include trail and sidewalk connections to nearby open space areas and trail routes in Frederick, as well as multimodal connections to nearby community destinations and regional transit facilities.
- The Business Flex area will allow for vertical and horizontal mixing of different land uses.
- The Business Flex area should encourage the installation of public art and use of varying types of architecture to cultivate the eclectic nature of this part of Frederick.

Community Design Category	Along Arterial Streets	Along Central or "High" Streets
Building Setbacks (from ROW)		
Front	Higher	Moderate
Rear	Higher	Moderate
Land Uses Allowed		
Ground Floor	Civic, retail, service, residential	Civic, retail, service, residential
Upper Floors	Residential, civic, office	Residential, lodging, civic, office
Building Siting		
Street corners	Encourage buildings to orient to street corners	Encourage buildings to orient to street corners
Parking & Loading	Limited parking in front of buildings. Parking encouraged to the side or rear of buildings	Parking to the side or rear of buildings
Building Height		
Principal Building Minimum	1 story	1 story
Principal Building Maximum	3 stories (when adjacent to commercial uses or open space), 2 stories (when adjacent to single family residential uses)	4 stories (when adjacent to commercial uses or open space), 2 stories (when adjacent to single family residential uses)
Accessory Structure	Not permitted	Not permitted
Building Façade		
Ground Floor Transparency	Moderate	Moderate - High
Upper Floor(s) Transparency	Moderate	Moderate - High
Frontage Coverage - Primary Street Façade	Moderate	Moderate - High
Frontage Coverage -Side Street Façade	Moderate	Moderate - High
Frontage Coverage - Rear Street Façade	No minimum	No minimum
Street Network / Streetscape Standards		
Pedestrian Sidewalk	Moderate Width, to Facilitate Walking and Biking	Moderate Width, to Facilitate Walking and Biking
Landscape / Amenity Zone	Moderate	Moderate
Landscape & Amenities	Street trees, planters, public art, low maintenance plantings	Street trees, planters, public art, public seating
Bulbouts	For streets that intersect the arterial street, at the main intersection	At street corners and mid block crossings

Agricultural / Open Space

This area will serve as a buffer between Frederick and other communities to the west and will assist in efforts to preserve the agrarian heritage of the Frederick area. This classification allows for traditional farm operations, smaller or boutique farms, agricultural entertainment (such as pumpkin patches, corn mazes, etc.), and associated residential units. The Agricultural / Open Space buffer will preserve open spaces along and to the east of Boulder Creek, including the various areas of floodplain in this portion of Frederick, as undeveloped areas. It also preserves open spaces and agricultural uses to the west of Boulder Creek (to the Weld-Boulder county line), between Highway 52 and WCR-20. The classification allows for existing residences located in the area to remain but limits additional residential construction to lots of no less than 10 acres in size, to preserve the rural or semi-rural character of this area.

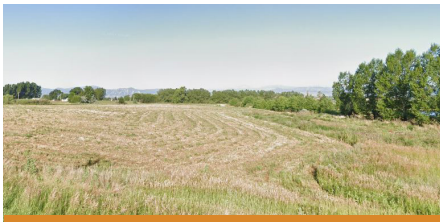
Housing Types: Single Family Detached Homes

Allowed Residential Density: Maximum of one home on every 10 acres

Possible Building Height: 1 to 3 stories



A green agricultural field in the western part of Frederick. Credit: Town of Frederick



Open hay field (brown) with surrounding trees, in the western part of Frederick. Credit: Town of Frederick



A vegetable farm, including squash plants and cabbage, with corn and surrounding shade trees, in the background. Credit: Shuttershock

Estate Residential

Estate Residential includes two existing subdivisions, in the western part of Frederick's planning area, that include homes on larger lots. The intent of Estate Residential is to preserve these existing subdivisions and their emphasis on lower density, semi-rural living.

Housing Types: Single Family Detached Homes

Allowed Residential Density: Maximum of one home on every 5 acres

Park / Open Space

This classification includes existing and planned areas for formal parks and open spaces in the Town of Frederick. This category includes the larger parks in the community, including the Frederick Recreation Area, Centennial Park, the Frederick Regional Park and Open Space, and others as designated on the Future Land Use Plan.



Drainage area within Centennial Park, south of Downtown. Neighborhoods are visible in the background, to the north of 8th Street. Credit: RICK



The memorial wall at the southwest corner of Crist Park on 5th Street. The picture shows green grass and shade trees in the background. Credit: RICK



Community Tour and Talk held in Summer of 2023, showing people lined up for food, green grass, shade trees, and trash receptacles. Credit RICK

Public

The areas shaded in blue, for Public, may include public buildings and uses including schools, medical centers, recreation centers, and other facilities. The Public category also includes some parcels that have public infrastructure facilities (such as for sewer and water) and related public sector uses.

WCR-19 Sub-Area

The Future Land Use Plan does not provide guidance for the crosshatched, gray area on the map, located within one mile to the west of WCR-19, within the Frederick planning area. Frederick, along with other nearby municipalities, is undertaking a subarea planning effort to define the allowed future land uses in an area one mile to the east and one mile to the west of WCR-19, from Highway 52 north to Highway 66. The land use guidance for this area will be defined in an amendment to the Frederick Comprehensive Plan following the completion of the subarea planning effort.

Goals and Actions:

Goals, policies, and actions provide the direction to implement the Frederick Comprehensive Plan. The following goals, policies, and actions are not listed in order of priority but are intended to cover a wide range of topics related to land use planning and community character.

Goal 5.1 – Expand and enhance Downtown Frederick to make it one of the best small town downtowns in the region

Action 5.1.1 – Complete designs for and implement upgrades to Crist Park, including the identification of appropriate and available funding sources for park improvements.

Action 5.1.2 – Develop funding and incentive strategies to facilitate the development of Downtown to the west of Colorado Blvd, as outlined in the Comprehensive Plan and the Downtown Plan.

Action 5.1.3 – Collaborate with property owners to finalize a plan for Miners Park in line with the concepts for Downtown outlined in the Comprehensive Plan and the Downtown Plan.

Action 5.1.4 – Complete final designs for, and implement, upgrades to the Centennial Park area.

Action 5.1.5 – Explore the potential to facilitate redevelopment along Locust Street, south of 5th Street, including collaboration with the Carbon Valley Recreation District and the St. Vrain Valley School District, as well as along Oak Street, from 5th Street north to Tipple Parkway.

Action 5.1.6 – Pursue the redevelopment of the Town-owned parcel in Downtown Frederick into a mixture of retail, entertainment, and other land uses, along with community gathering spaces.

Action 5.1.7 – Complete streetscape and civic amenity improvements for the historic portion of Downtown as identified in the Downtown Plan.

Action 5.1.8 – Implement the program of multimodal connections, amenities, streetscape improvements, and gathering places for the expansions of Downtown to the west and the south, as identified in the Downtown Plan.

Action 5.1.9 – Complete and implement plans to re-launch the Frederick Farmers Market in the Downtown area.

Action 5.1.10 – Explore the potential to develop a community center in the Downtown area, based upon the input provided through the Comprehensive Plan effort.

Action 5.1.11 – Implement the remainder of the recommendations outlined in the Downtown Plan.

Goal 5.2 – Develop plans and facilitate the development of the Gateway Hub at I-25 and Highway 52

Action 5.2.1 – Update the Land Use Code to provide guidance for the design of development in the Gateway Hub , drawing from the outcomes of the I-25 / Highway 52 Subarea Plan.

Action 5.2.2 – Explore a partnership with a master developer for the Gateway Hub.

Action 5.2.3 – Finalize plans for the Frederick Central Loop Trail as it passes through the Gateway Hub, including plans and funding for the trail crossing of I-25.

Action 5.2.4 – In line with the transportation chapter, explore opportunities to develop shuttles between the Gateway Hub and Downtown Frederick.

Action 5.2.5 – Explore opportunities for regional connections (via transit, and for walking and biking) to Erie and Dacono, to the south.

Goal 5.3 – Cultivate the development of Community Hubs and Neighborhood Villages, as envisioned in the Comprehensive Plan

Action 5.3.1 – Update the Land Use Code to provide guidance for the development of these hubs and villages, integrating the community design guidance provided in the Comprehensive Plan.

Action 5.3.2 – Develop networks and partnerships with developers in the region who may be interested in developing one or more community hubs or neighborhood villages.

Action 5.3.3 – Identify incentives or public improvements the Town may offer to help facilitate the development of community hubs and neighborhood villages, in line with the vision of the Comprehensive Plan.

Goal 5.4 – Ensure that local neighborhoods develop in line with the vision of the Comprehensive Plan

Action 5.4.1 – Update the Land Use Code to reflect the community design guidance provided in the Comprehensive Plan for Single Family Oriented Neighborhoods, Adaptable Neighborhoods, and Multi-Family land use classifications.

Goal 5.5 – Promote the development of the Business Flex areas as areas of commerce and character that help distinguish Frederick along the I-25 corridor

Action 5.5.1 – Update the Land Use Code to reflect the community design guidance provided in the Comprehensive Plan for Business Flex areas.

Action 5.5.2 – As part of economic development efforts, develop marketing materials and communications to promote Frederick's Business Flex area.

Goal 5.6 – Promote the preservation and enhancement of the Agricultural and Open Space areas as outlined on the Future Land Use Map

Action 5.6.1 – Update the Land Use Code to reflect the community design guidance provided in the Comprehensive Plan for Agricultural / Open Space areas.

Action 5.6.2 – Develop and implement a strategy for the Town to acquire agricultural properties to help preserve them as agriculture and/or open space.

Action 5.6.3 – Facilitate conservation easements on properties within the Agriculture / Open Space category.

Action 5.6.4 – Develop marketing materials and communications to promote small scale agriculture, agritourism, and agri-entertainment within the Agriculture / Open Space area.

Action 5.6.5 – Acquire regional trail easements as development occurs for a future greenway trail along the Boulder Creek corridor.

Goal 5.7 – Ensure that the Future Land Use Plan reflects changes in community sentiment and market conditions over time

Action 5.7.1 – Update the Future Land Use Plan as needed (on an annual basis).

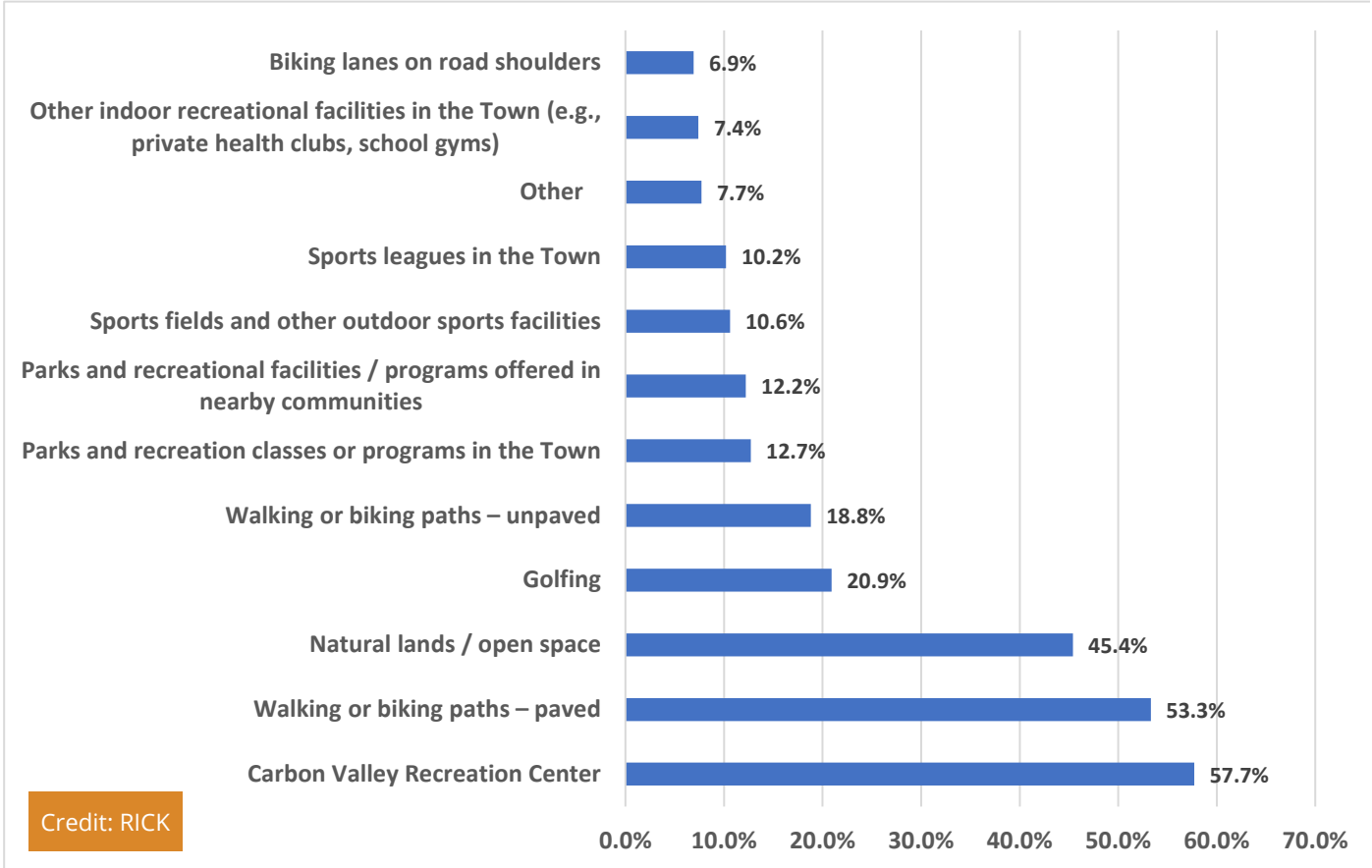
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Parks, Recreation, Open Space, and Trails

The Town of Frederick boasts some very impressive parks and open space amenities, including the Frederick Recreation Area and Milavec Reservoir (FRA), Crist Park, and Centennial Park. During the same time that Frederick Forward gathered input from the community, the Town gathered input regarding the conceptual design for improvements to these main facilities. The Town is working on conceptual planning for the Frederick Regional Park and Open Space property in western Frederick and launching the completion of "Go Outdoors Frederick 2050" (GOF 2050) as the next version of Frederick's Parks, Recreation, Open Space, and Trails Plan. While GOF 2050 will plan for the details of design for neighborhood and community parks and how Frederick's Parks and Open Space Department will operate and budget for resources going forward, the Comprehensive Plan draws from significant community input to illustrate the overall vision for the Town's parks, recreation, open space, and trails systems.

While Frederick boasts notable community parks such as those listed above, it also has a variety of local neighborhood and pocket parks. Through public outreach, the community and stakeholders have expressed a desire to improve the amenities and levels of service within existing parks and open spaces. Many subdivisions around Frederick contain remnant parcels that were intended to be maintained by homeowners' associations as parks or open spaces but have not received adequate maintenance. The Town created a dedicated Parks and Open Space Department in early 2022 to improve service levels and create a long-term strategic planning matrix. Through resident support, Initiative 2C, passed in the fall of 2023, broadened a 0.5% sales tax for the purposes of maintenance and improvements to parks, open spaces, and trails throughout the community. The new GOF 2050 effort will help articulate maintenance and funding strategies for the department. Throughout the Frederick Forward process, community members expressed desires to have more parks and open spaces throughout the area and to better link residential areas to key commercial nodes and open space resources.

1st Community Survey, Question 8 - Of the following, which THREE are the top parks or recreational amenities that you like in the Frederick area?

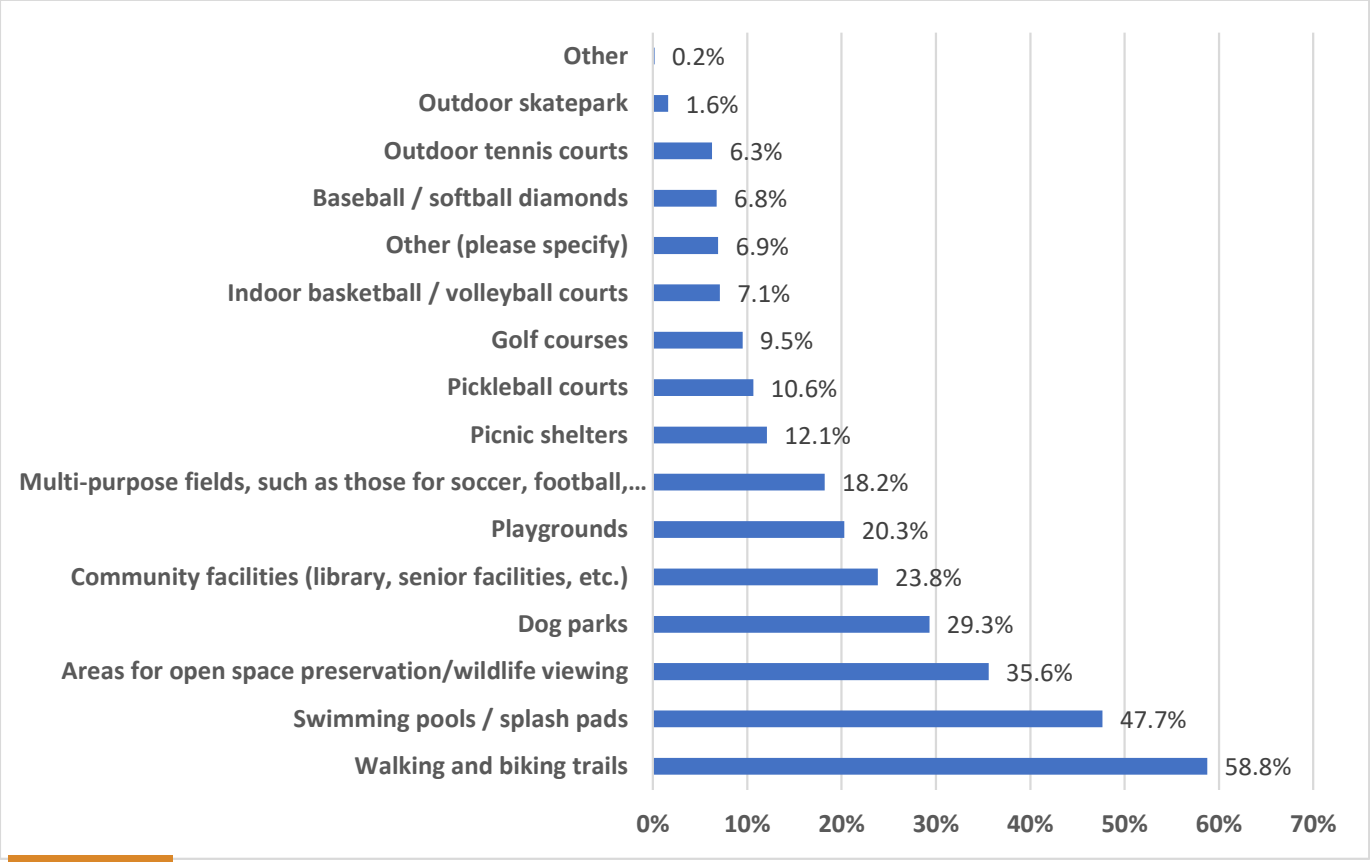


Credit: RICK

Respondents to the first community survey for Frederick Forward indicated that the Carbon Valley Recreation Center, paved walking and biking paths in the area, and natural lands and open space were their favorite parks and recreation amenities in the Frederick area. Similarly, in Question 9 of the first community survey (see below), respondents indicated that they strongly desired to see walking and biking trails along with swimming pools/ splashpads and open space areas for wildlife viewing expanded in the Frederick area.

The community input provided through the initial community survey informed the presentation of a series of "themes" or long-term concepts for the parks and open space system, for the community to consider during the second survey and the second round of engagement for Frederick Forward.

1st Community Survey, Question 9 - What THREE types of park and recreation features, that Frederick currently has, would you like improved or expanded?



Credit: RICK

2nd Community Survey, Question 6 - I am in favor of the following big-picture, long-term concepts for the parks and open space system in Frederick (Please choose your TOP TWO)	
OPTION	RESPONSES
"Fred Circle Tour" – A loop trail around Frederick with locations for eateries and food trucks, shops, and interactive playgrounds	52.3%
"Tree Town" – Emphasize the planting of trees native to our climate, to provide for shade.	32.3%
"Frednatural" – A trail and open space network emphasizing native grasses and plantings (to reduce the use of water) and quiet spaces	31.9%
"Fred Fountains" – A network of fountains and splash pads (using continually recycled water, to minimize water use) oriented along trails and in parks	27.9%
"Farm Focus" – Emphasize networks of community gardens and the preservation of agriculture areas for open space or for small farms.	27.5%
"Sports Town" – Focus on creating a sports complex with nearby eateries and entertainment.	21.9%
"Business as Usual" – Playgrounds, parks, and open spaces typical of communities in the area	9.5%
Other:	5.9%

Credit: RICK

The concept of creating a "circle loop trail" around Frederick attracted the most support. However, the other options in Question 6 from the second survey, except the "Business as Usual" option, also attracted notable levels of support from the Frederick community. As noted, the community has repeatedly expressed a desire for having more trees and shade, emphasizing the natural qualities of the landscape, honoring the agrarian heritage of the area, and including more water features. Besides "Other" and "Business as Usual," the concept driven by creation of a sports complex with related entertainment and places to eat attracted the least support from the community in the second survey.

Drawing from this input in the second community survey, the Comprehensive Plan outlines a framework for the development of the parks, recreation, and open space system in Frederick that draws from the various themes presented to the community during Frederick Forward, as outlined as follows.

Overall Framework for Parks, Recreation, and Open Space

The following highlights the major components of recommendations for parks, recreation, and open space included in the Comprehensive Plan.

Frederick Central Loop Trail and Greenway System

One of the most popular ideas resulting from the Frederick Forward effort involves the creation of a central loop trail that would develop as a signature greenway for the Frederick community. This loop will deviate from most of the trails shown in previous master plans for the community and will include a greenway located away from arterial road corridors, and within neighborhoods. The Frederick Central Loop Trail will meander between neighborhoods and will follow existing features in the landscape, such as creek corridors, drainage ditches, and wooded areas, to link different neighborhoods together. As shown in the diagram that follows, and as mentioned in Chapter 5, the Frederick Central Loop Trail will connect the Gateway Hub, Downtown Hub, several community hubs, and other community destinations including Centennial Park, FRA, the Frederick Regional Park and Open Space, Bulrush Open Space, and local

schools. The community expressed enthusiasm for how the Frederick Central Loop Trail will connect areas of Frederick to the east and west of I-25.

In addition to the Frederick Central Loop Trail alignment, the network of similar greenways will connect this central loop with nearby municipalities and other destinations in the Carbon Valley and beyond. Two trail connections will link the western portion of the loop trail with a regional greenway trail that will run along or near the Boulder Creek corridor. This creek corridor will eventually connect from Erie and points south, through Frederick, and connect with the St. Vrain State Park to the north of Frederick, across Highway 119. An eastern extension of the loop trail will run from Centennial Park to the east and eventually link with areas closer to WCR-19. Other trail connections will link the loop trail with areas to the north in Firestone and to the south in Erie (such as Erie's trail along WCR-3). In addition, a north-south trail will connect the north and south sides of the loop, along the creek corridor running parallel to the east of I-25.

The vision for the Frederick Central Loop Trail is to create a regional greenway that serves as the anchor for various community amenities and destinations. Many communities around the country have leveraged trail corridors with a similar vision to attract nearby amenities. For example, several communities along the Monon Trail in the Indianapolis area have attracted restaurants and breweries to locate directly along the trail, creating destinations for people walking and biking and a great amenity for these establishments. The greenway system in Minneapolis, the Grand Rounds, links several signature lakes and parks in the city and also features a series of restaurants, pop-up concession locations, music and performing arts venues, and activity centers at different hubs along the greenway. Here in Colorado, the Colorado Tap House recently opened in Arvada along the Ralston Creek trail, and several breweries and similar destinations have developed along trails along the Poudre River in the Fort Collins area and along the South Platte River in the Denver area in recent years. Greenways around the country now routinely serve as great amenities for adjacent

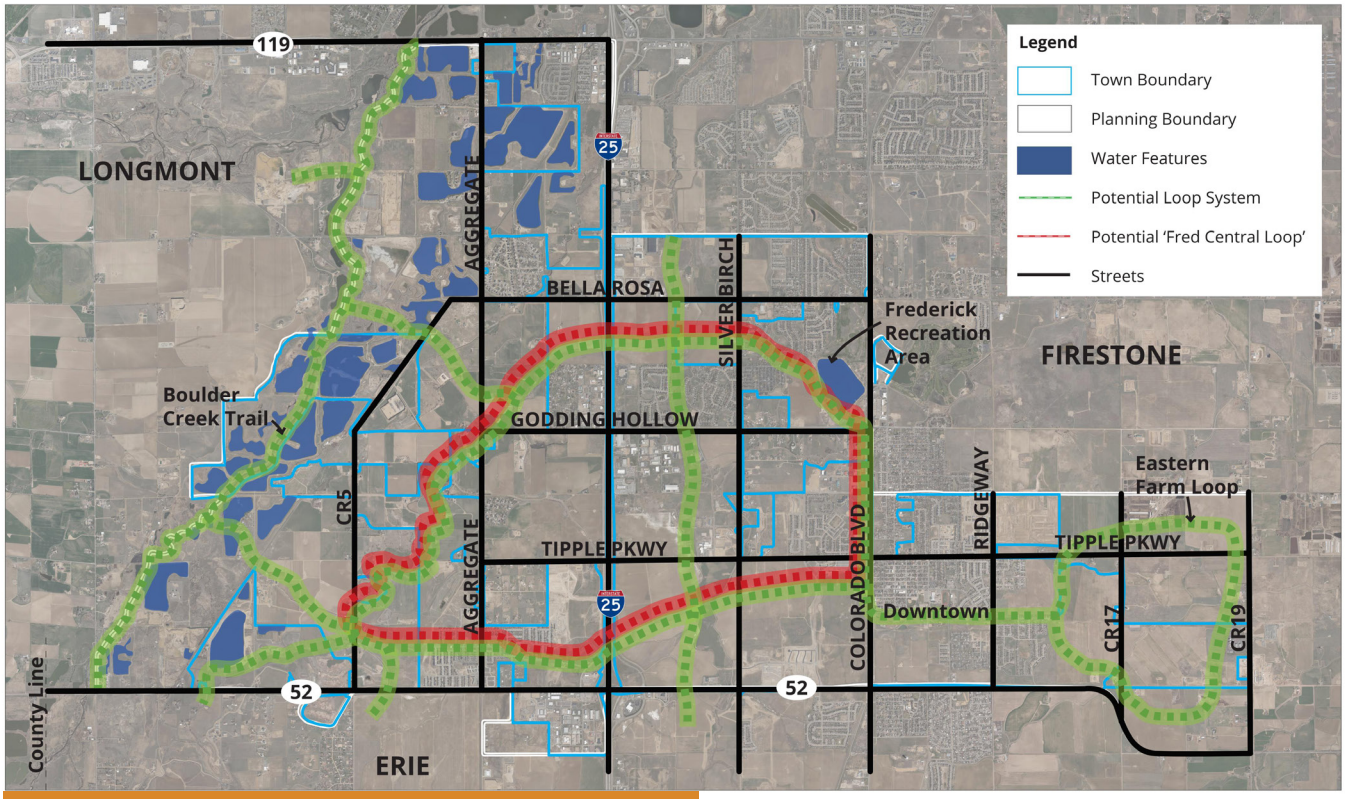


Diagram showing the conceptual alignment of the Frederick Central Loop Trail within the Frederick Planning Area. Credit: RICK



Rest area along the Monon Trail in Carmel, IN. The building is constructed of brown bricks, with red and orange accents. Credit: Carmel Clay Parks & Recreation



Outdoor cafe and community garden on the Monon Trail in Indiana. The photo shows bicycle parking and seating areas, along with shade trees. Credit: Do317.com

areas of mixed-use development and neighborhood districts, including adjoining residential units of various types. Communities increasingly view trails and greenways as more than simply recreational corridors. These types of greenways can help to link different key districts in a community and can serve as a central focal point of activities for both recreational users and everyday residents.

The design of the Frederick Central Loop Trail will incorporate various amenities at different locations. However, the entire length of the greenway system in Frederick will include the following features, at a minimum:

- A wide trail section to accommodate road and gravel bicyclists and pedestrians, including a 10-foot concrete, multi-use path, along with a four-foot wide side path (using crusher fine materials)
- Rest areas (every one-half mile to mile along the length of the greenway) to include the following:
  - Shade or shelter areas
  - Seating areas
  - Water fountain and/or water station (to fill water bottles)
  - Bike repair stations (including tools for bikes along with air for bikes)
  - Restrooms or portable restrooms



Image of the Frederick Central Loop Trail passing by a mixed-use development. The photo shows a couple resting on seating benches, people running along the trail, and a couple walking a dog. Credit: RICK



The Frederick Central Loop Trail passing through an open space area. The rendering shows people enjoying the trail and the native landscapes and pedestrian lighting along the edges of the trail. Credit: RICK

- Exercise stations
- Public art installations
- Lighting at rest areas or at trail junctions
- Signage and wayfinding that notes the mileage along the greenway route and calls out distances to nearby destinations in Frederick and surrounding communities
- Integration of natural landscapes and native plantings, minimizing areas dedicated to turf grass
- Introduction of ample additional trees along and near the greenway to provide areas of shade and to provide a more comfortable environment for trail users during the warmer months

The design of the Frederick Central Loop Trail and other greenways in the community should encompass an easement of at least 50 feet in width. Drawing from examples from great greenways across the country, the greenway should expand to 70 to 100 feet in width in areas where wider trail corridors are possible. For example, the greenway will likely expand as it passes through open space areas or through properties owned by the Town of Frederick.

In line with the design of notable regional greenways across the Denver area and nationally, the design of the Frederick Central Loop Trail and other greenways will include grade separated crossings of the trail as it crosses arterial streets and collector streets. The design of neighborhoods along the greenway should align residential streets to limit the number of at-grade crossings of the greenway. The design of neighborhoods should also locate neighborhood or pocket parks along the greenway, to help link neighborhood parks and recreation amenities with the broader regional network and encourage residents to visit different neighborhood parks as they traverse the greenway.

Based upon the strong support for the Frederick Central Loop Trail concept in the second community survey, the final survey for Frederick Forward asked participants how the Town should implement the greenway over time. Most participants supported the idea of the Town purchasing land to provide for the greenway corridor, as well as requiring developments to dedicate corridors within neighborhoods for the greenway corridor.



Farm to table restaurant with a white tablecloth dining table setting and surrounding woods and outdoor lighting. Credit: Saltwell Farm Kitchen

Agriculture and Open Space Areas

As outlined in Chapter 5, the Future Land Use Plan designates significant areas in western Frederick and unincorporated areas of Weld County, on either side of Boulder Creek, as open space or agricultural areas. Officially designated open space areas within the planning area may include parcels that have protections provided by conservation easements or properties acquired by the Town of Frederick or other governmental agencies or non-profit groups for the intent of preservation as open space. The intent of open space areas on the Future Land Use Map is to preserve land in its natural state, emphasizing the preservation of natural plants and trees. wildlife protection, and native prairie conditions. Open space and agricultural areas in western Frederick help to provide a visual buffer between Frederick and other communities, help maintain the visual corridors from Frederick toward Longs Peak and the Front Range mountains, and help to preserve the agrarian heritage of this part of Weld County.

Preservation of areas as agricultural uses provides additional "open space" in the western portion of the planning area. Frederick encourages the development of locally based small farms within agricultural areas, in addition to traditional farming of macro crops (such as alfalfa, wheat, or corn). The Town encourages the development of operations that incorporate local vegetable production, local dairy production, and the raising of various types of animals. Farms in the Frederick area also have the potential to develop agricultural tourism (or agri-tourism) themes, including corn mazes, pumpkin patches, U-pick (pick your own) fruit and vegetable farms, and related concepts. Some farms in Frederick may pursue "farm to table" concepts, in which farms raise their own food and serve farm dinners to guests. These ideas could help Frederick from an economic development perspective, by bringing outside visitation and spending into the community.

Community Parks

As illustrated in ongoing planning efforts for Crist Park, FRA, and Centennial Park, the Comprehensive Plan envisions the development of community park facilities that accommodate the many events held in Frederick on an annual basis (Frederick in Flight, Chainsaws and Chuckwagons, etc.), while providing a wide range of sports and recreational facilities for residents and visitors.

The FRA will serve as the largest community park in Frederick and provide space for sports fields, various walking and running trails, and access to Milavec Reservoir. The redesign of Crist Park envisions the redevelopment of the southern half of the park, closer to 5th Street, to include a civic



Conceptual design for Crist Park
Credit: RICK

space to host community events, live music, and outdoor dining, while retaining the "neighborhood" feel of the northern half of the Park.

As mentioned in the Downtown section of Chapter 5 and illustrated further in the Downtown Plan, the redevelopment of Centennial Park will relocate the focal point of the park to the north end of Miners Park and along the "Main Street" that will connect 13th and Colorado to the east end of Downtown, via Locust Street. This new community park will include space for outdoor performances and room to accommodate larger community events, taking advantage of the central location of this park within the Downtown Hub.

Neighborhood Parks

The vision for existing and new neighborhood parks in Frederick is to take a new approach to how these types of parks are designed and used. Neighborhood parks across the U.S. have traditionally included a picnic shelter, playground equipment, picnic tables and grills, and open areas that may be used for organized or informal sport activities. Most neighborhood parks developed in suburbs and towns across the country over the last several decades have primarily catered to the traditional family household, including one or two parents and school-age children. While picnic shelters and open areas in traditional neighborhood parks certainly provide value to residents of all ages and abilities, the approach to neighborhood parks in Frederick provides greater focus on providing amenities for residents of all ages, all abilities, and all backgrounds. Neighborhood parks in Frederick will include interesting public art and attractive landscaping features that may appeal just as much to young single people as traditional families, for example. These parks will emphasize the creation of gathering spaces designed for adults and diverse ranges of households to hold events or gather for recreation. Neighborhood parks may include individual park shelters to attract individual users to visit neighborhood parks to read a book, rest and relax, or otherwise recreate.

The Town is committed to facilitating the development of new or retrofitting of existing neighborhood parks to emphasize natural landscape areas and xeriscaping to minimize, as much as possible, areas that require irrigation (such as turf grass). This strategy will reduce maintenance requirements for neighborhood parks and help the Town in its efforts to conserve water. The traditional suburban model of neighborhood park development, emphasizing large areas of irrigated grass, is fading into history, as park designers across Colorado embrace a more natural and sustainable approach to neighborhood park design.

Frederick is also committed to creating opportunities for "nature play" (unstructured play that utilizes items from the natural world including rocks or boulders, logs, sand, etc.) within existing or new neighborhood parks. The Town will pursue the integration of features into neighborhood parks that are unique, contribute to the distinct look and feel of each neighborhood park, and avoid "off the shelf" designs (for playgrounds and other features).

Pocket Parks

Similar to the themes of neighborhood park design, the Town envisions the development of new or existing "pocket parks" to include natural features and landscapes. Trail and sidewalk connections will link pocket parks to neighborhood parks, nearby greenways and trails, and other destinations in the immediate areas. Pocket parks will include unique and nature-oriented playground equipment and related features to avoid "cookie cutter" designs of pocket parks in the future.

The Go Outdoors Frederick 2050 plan will provide separate and more specific guidance regarding the standards and amenities to be used in planning for the full range of parks and open spaces in the community (including neighborhood parks, community parks, trails and greenways, and open space and agricultural areas).

Innovative Public Spaces

The Town will encourage the development and maintenance of creative and innovative types of public spaces throughout Frederick, and in particular in Neighborhood Villages, Community Hubs, the Downtown Hub, and the Gateway Hub. Communities around the country have begun to explore how to create more engaging public spaces, including civic plazas, interactive features, public art, and other features not found in many traditional parks and open spaces. The Town will

encourage projects throughout the community to integrate creative designs for public spaces to complement the conventional design of many existing parks and open spaces in Frederick.

Proactive Management and Maintenance Strategies

The Town of Frederick, through the completion of the GOF 2050 plan, will establish maintenance standards and procedures for the various parks, open spaces, and civic spaces maintained by the Town. Maintenance strategies will address how to minimize irrigation, support native plantings, and minimize overhead expenses while retaining the desired level of quality and functionality of public spaces in the community.

Goals and Actions:

The following goals and actions will guide the Town and partners at the local, regional, and state levels, as well as the private sector, in implementing the vision for parks, recreation, and open space in Frederick. The following are not listed in order of priority but are intended to cover the full range of topics related to parks, recreation, open space, and trails.

Goal 6.1 – Ensure that every member of the Frederick community has equitable and walkable access to a nearby park or open space

Action 6.1.1 – Update the Land Use Code to require developments to provide parks, open space areas, or gathering places so that every resident is within one half mile of a neighborhood park and within one fourth of a mile of a pocket park.

Action 6.1.2 – Update park and open space standards to ensure that parks and open spaces are designed to meet the needs of residents of all abilities and ages.

Action 6.1.3 – Update park and open space standards to ensure that parks and open spaces are well connected to nearby neighborhoods and destinations for people walking and biking.

Goal 6.2 – Develop a local trails system that serves as one of the main amenities for Frederick and connects the community to the broader region

Action 6.2.1 – Develop a set route and final plans for the Frederick Central Loop Trail, as outlined (conceptually) in the Comprehensive Plan.

Action 6.2.2 – Develop an implementation plan to develop and complete the Frederick Central Loop Trail within 15 years.

Action 6.2.3 – Develop final plans and implementation strategies for other regional trail connections outlined in the Comprehensive Plan including those to Boulder Creek, St. Vrain State Park, and neighboring municipalities.

Action 6.2.4 – Develop standards for amenities, signage and wayfinding, lighting, separations from traffic, and other features to be included in local-serving and regional-serving trails to be constructed in Frederick in the future.

Action 6.2.5 – Integrate the plans for trail systems identified in the Comprehensive Plan into the Town's new Go Outdoors Frederick 2050 plan.

Action 6.2.6 – Develop standards for trail surfacing and widths for different trail typologies to be constructed in Frederick in the future.

Goal 6.3 – Develop neighborhood, community, and regional parks and open spaces that enhance quality of life and help make Frederick a leader in the region for outdoor recreation

Action 6.3.1 – As part of the Go Outdoors Frederick 2050 plan, update design standards for different types of new park and open spaces amenities in Frederick to emphasize nature play, the use of natural materials, standards for the use of xeriscaping and other water-wise landscapes, and design for residents of different ages and abilities.

Action 6.3.2 – Finalize and implement projects and improvements identified in the design for the Frederick Recreation Area.

Action 6.3.3 – Develop conceptual plans and implementation strategies for the Frederick Regional Park and Open Space and the Bulrush Open Space.

Action 6.3.4 – Finalize, budget for, and implement improvements to Crist Park.

Action 6.3.5 – Complete detailed design and implement improvements and modifications to Centennial Park.

Goal 6.4 – Provide programs and programming that serve the needs of the full range of residents and households in Frederick

Action 6.4.1 – Continue to partner with St. Vrain Valley Public Schools, Colorado Parks and Wildlife, and the Carbon Valley Recreation District to provide programming for residents of all ages and abilities.

Action 6.4.2 – Ensure that Town communications effectively distribute information regarding parks and recreational programs offered in the Frederick community.

Multimodal Transportation

The transportation network in Frederick is primarily based on a grid of arterial roadways. The ongoing addition of parallel collector streets, as new developments are completed, continues to improve the network by adding alternate routes and relieving demands on arterial roads. The Town enjoys a strategic location along the I-25 corridor, with Highways 119 and 52 providing east-west access along the northern and southern edges of the community. However, the interstate creates challenges in providing east-west connectivity across Frederick, beyond the interchanges at Highways 119 and 52 and the grade separated crossing (at Bella Rosa Parkway). Given the growth along the I-25 corridor from Denver to Fort Collins as well as ongoing growth in the Carbon Valley and surrounding communities, concerns related to traffic and transportation continue to remain important to the Frederick community.

Throughout the Frederick Forward community outreach process, residents expressed concerns that roads and highways in the area lack sufficient capacity to serve the existing population in the Frederick area and that continued growth would cause significant congestion and safety issues.

Data from the first community survey, outlined as follows, highlights the importance that participants in Frederick Forward placed on transportation issues. Over 80 percent of respondents indicated that the management of traffic flow is "very important" or "important" for the future of Frederick. Almost 77 percent of respondents rated the completion of walking and biking paths in the community as "very important" or "important," and 70 percent rated having an ease of travel on local or neighborhoods streets as "very important" or "important." More respondents rated providing transit service in the local area as "very important" than "not important," and over 62 percent rated having sufficient parking availability in Downtown Frederick as "very important" or "important."

How important are the following items for the future of Frederick? (For each option, choose a number from 1 to 5, with 1 meaning "very important"to 5 meaning "not important")

OPTION	1 VERY IMPORTANT	2	3 NEUTRAL	4	5 NOT IMPORTANT
Management of traffic flow on major roads	56.8%	24.8%	15.6%	1.5%	1.3%
Ease of travel on local or neighborhood streets	41.3%	29.1%	25.8%	2.2%	1.6%
Providing transit service within Frederick and connecting to other towns	20.3%	21.6%	34.2%	8.8%	15.1%
Completing the network of walking and biking paths throughout Frederick	46.4%	30.5%	18.0%	3.1%	2.0%
Parking availability in Downtown Frederick	28.9%	33.3%	29.5%	4.2%	4.1%

Credit: RICK

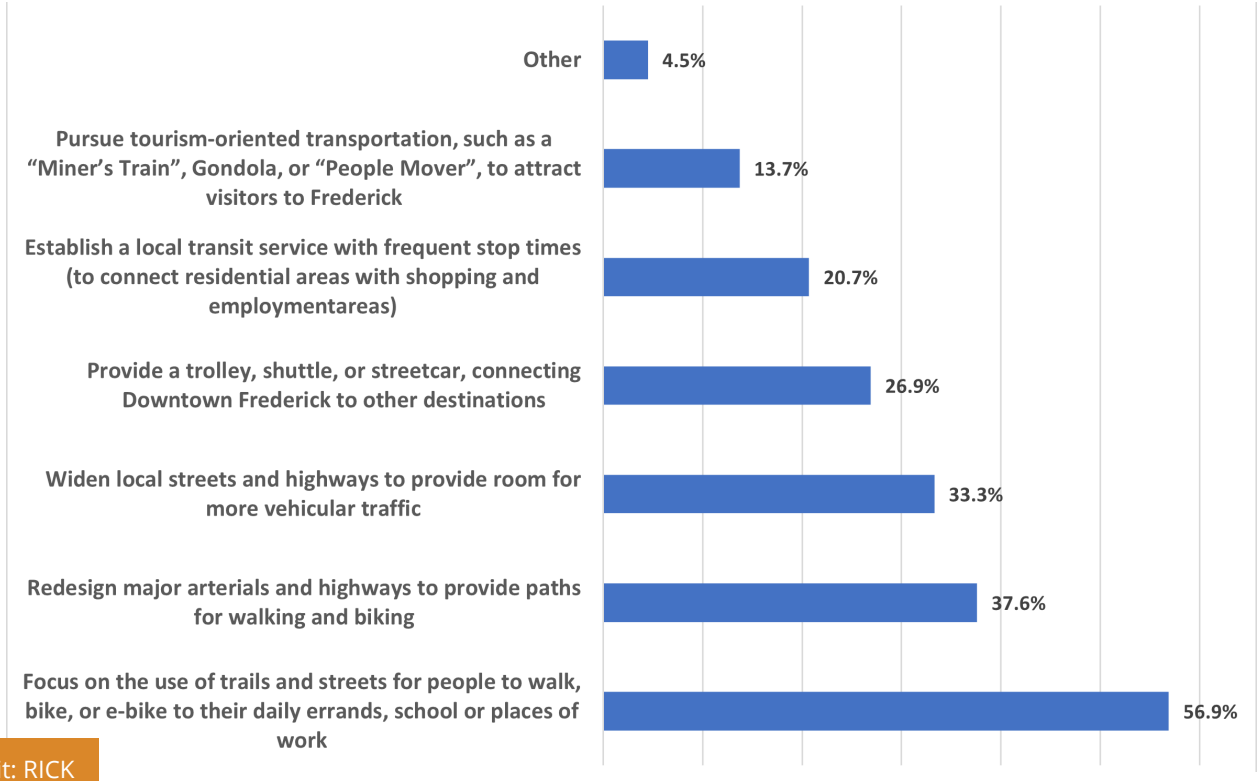
The Town of Frederick adopted its first Transportation Master Plan (TMP) in February 2021. The TMP includes roadway, intersection, and multimodal improvement projects to address concerns about growth and traffic in the Frederick area. Frederick Forward tested some of the major recommendations in the TMP as well as additional concepts and ideas that aligned with many of the other themes presented to the community during the planning process for the Comprehensive Plan.

The results from Question 8 within the second community survey highlighted that community members continue to prioritize conventional approaches to improvements to the transportation system serving the Frederick area. Participants expressed the most support for widening roads to provide room for additional vehicular traffic, redesigning arterials and highways to provide paths for walking and biking, and using street corridors and trails for pedestrians to safely walk or bike to conduct their daily business.

As a follow up to this question, Question 9 within the second community survey gauged support for different types of features in the designs of streets and highways in the Frederick area. Participants expressed the strongest support for designing streets and roadway rights of way with an emphasis on flowers, gardens, and other landscape features, with 67 percent selecting this option. Nearly 40 percent of respondents indicated that streets should include improved lighting (as well as the use of lighting as a form of public art), and 27 percent favored an option that would emphasize public art in the design of streets.

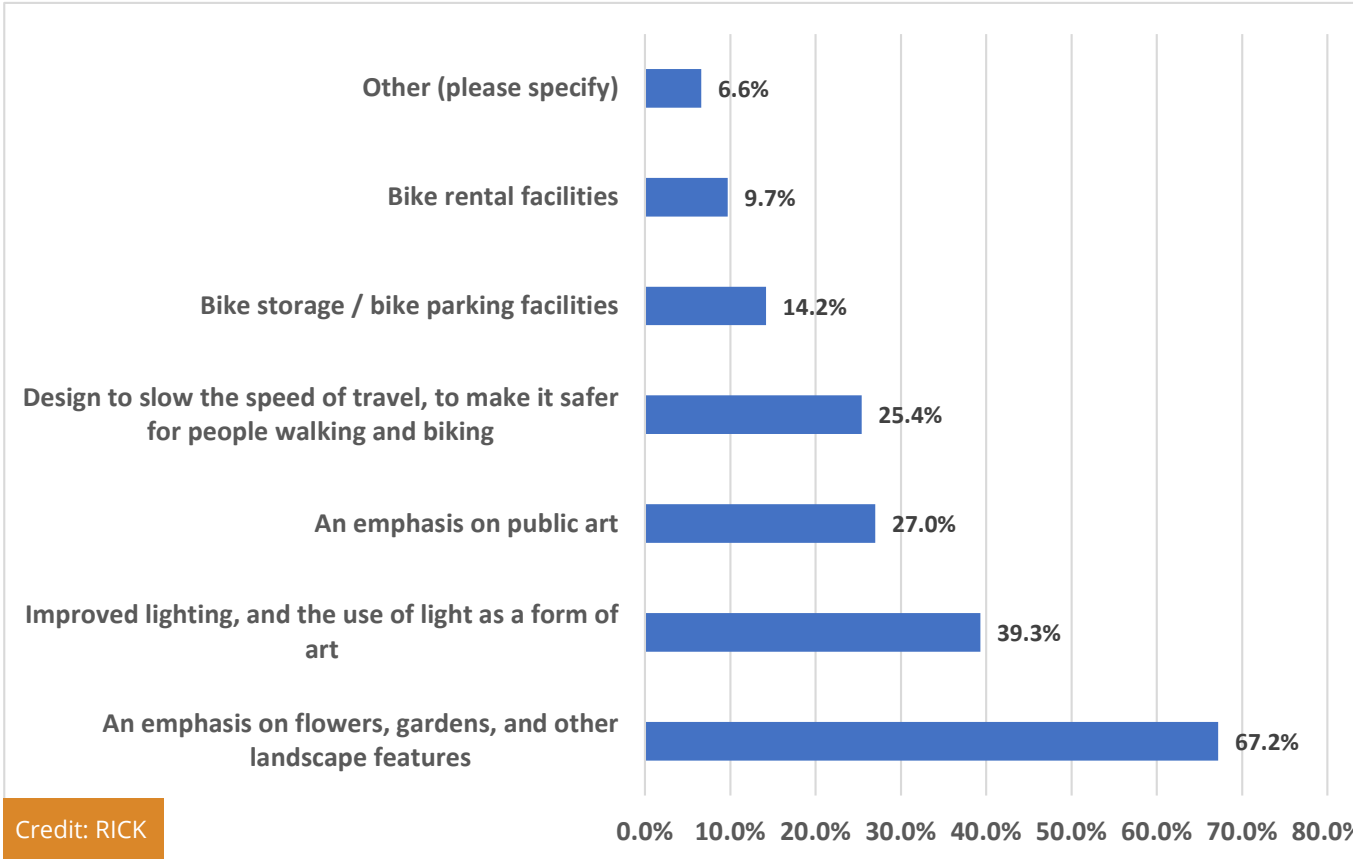
As a follow up to the second survey, Question 8 in the third and final community survey tested support for a range of options and ideas to help encourage more walking and biking around Frederick. As illustrated as follows, respondents favored introducing a bike sharing system along trails and in other locations around Frederick, implementing an entertainment-related shuttle in the Downtown area on weekends or for special events, and establishing shuttles between the Downtown, the Gateway Hub, and other employment centers in Frederick, along the I-25 corridor.

Survey 2, Question 8: I am in favor of the following direction to provide for mobility around the Frederick area. Choose all that apply (Please choose your TOP TWO)



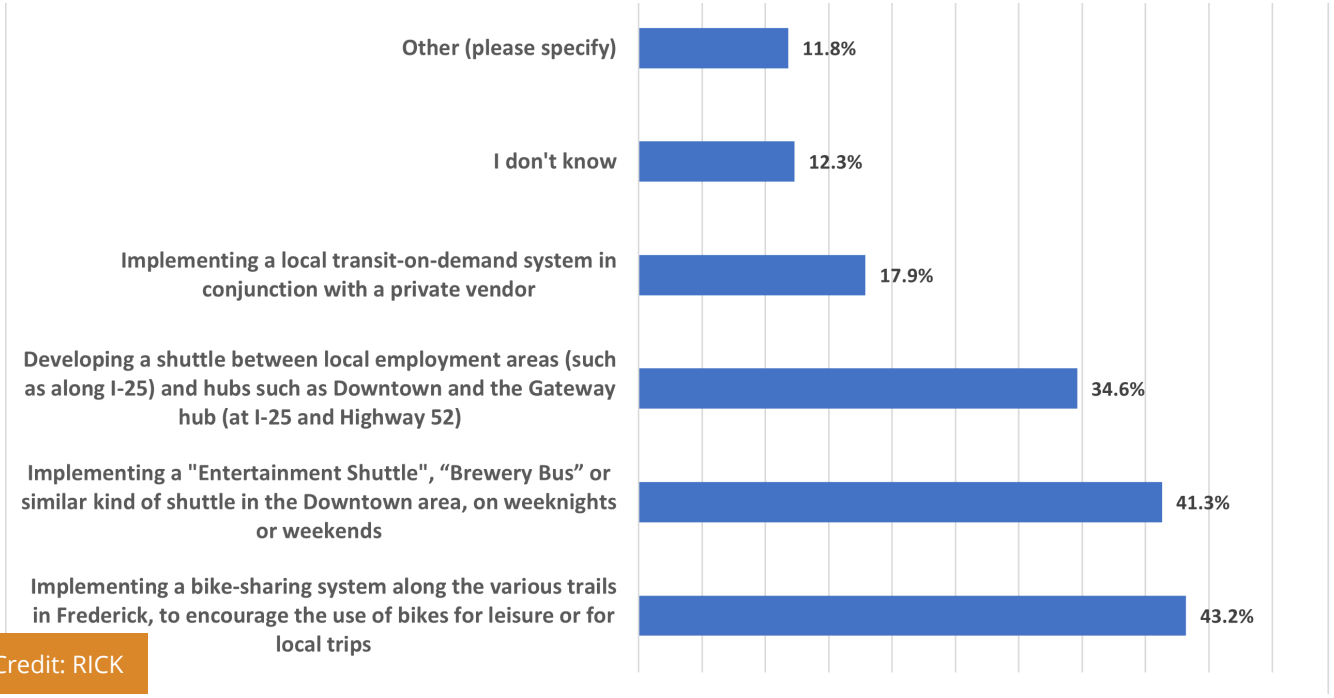
Credit: RICK

Survey 2, Question 9: I would like to see the following features along streets and highways in the Frederick area (Please choose your TOP TWO)



Credit: RICK

Survey 3, Question 8: The first and second surveys expressed support for encouraging more walking and biking around Frederick. Which of the following actions would you favor? (Please check all that apply)



Credit: RICK

Overall Direction: Multimodal Transportation

The Comprehensive Plan's direction for multimodal transportation planning and implementation in Frederick draws from the significant community input provided through Frederick Forward. It integrates transportation projects with other components of the Comprehensive Plan related to trails, the framework for parks and open space, and planning for different hubs, villages, and residential areas outlined in the Future Land Use Plan. This direction helps bring the recommendations of the Frederick TMP of 2021 into focus and into alignment with other major drivers of planning for the community's future.

The following components will help implement the vision for multimodal transportation expressed during Frederick Forward:

1. Expansions and introduction of new arterial and collector streets, as outlined in the Frederick TMP

As the Frederick area continues to grow, the community will continue to complete expansions and upgrades to arterials (such as Bella Rosa, Godding Hollow, Silver Birch, Aggregate, etc.) over time. The Town, working with developers, will continue to build out the network of collector street alignments articulated in the TMP. While the Frederick community has expressed a desire to prioritize the movement of people walking and biking around the community, the street network provides important connections as Frederick continues to add new areas of development.

2. Implementation of "Complete Streets" concepts and corridor design for arterials and collectors throughout Frederick

The 2021 TMP outlined a vision for Frederick to develop its street network using Complete Streets principles. Complete Streets design emphasizes the comprehensive development of roadway rights-of-way to fully accommodate walking and biking as well as vehicular traffic in a safe manner. Complete Streets designs also incorporate the nature of surrounding land uses in the design of local streets to help facilitate the safety and success of adjacent land uses and the community fabric. Drawing from input through the Frederick Forward process, the Comprehensive Plan further emphasizes and expands upon the design of local streets as Complete Streets corridors.

The Comprehensive Plan emphasizes the following as part of Complete Street designs for arterials and collector streets:

- The narrowing of travel lane widths, where feasible, to help slow the average speed of vehicular traffic and thus enhance safety for people walking and biking, particularly in the Downtown area.
- The introduction of significant plantings and maintenance of trees within rights-of-way to build the tree canopy within Frederick, produce shade for people walking and biking, and help provide cooling during the warmer months.
- The introduction of public art pieces and installations along arterial and collector streets in Frederick, to help further develop the character and unique feel of Frederick in the region. The installation of art pieces should extend beyond the series of chainsaw carvings currently found around the community and should introduce different types of public art over time.
- The introduction of lighting fixtures that help reduce glare, minimize light pollution, and enhance safety and the crossing areas for people walking and biking.
- As noted in the TMP document, the installation of wider multi-use paths (for people walking and biking) within the rights-of-way of arterial streets, separated from travel lanes by landscaping buffers.
- The installation of landscaping areas and buffers along arterial and collector streets that create attractive rights-of-way in Frederick. Importantly, these installations should incorporate native plantings and grasses to minimize the need for mowing and significantly reduce water usage.
- The installation of a signage and wayfinding program along arterials and collector streets that guides people to major destinations and districts around Frederick and helps improve safety for people driving, walking, and biking around the community.

3. Development of the Frederick Central Loop Trail and Greenway system as a major component of the multimodal transportation system in Frederick

As discussed in Chapter 6, the Frederick Central Loop Trail and associated greenway connections within Frederick and to neighboring municipalities and destinations provides one of the major foundational pieces of the Comprehensive Plan. These greenways help connect the regional hubs (Downtown and the Gateway Hub), community hubs, and neighborhood villages, as well as the major parks and open space destinations in Frederick such as the FRA, Centennial Park, and the Frederick Regional Park and Open Space and Bulrush Open Space areas. As Chapter 6 noted, these greenways will be designed to serve not only recreational purposes, but also to facilitate daily trips and travel around Frederick. Residents of Frederick will eventually be able to walk or bike comfortably along the Frederick Central Loop Trail and other greenways to run errands, commute to work, and to reach destinations to dine or conduct other business. The completion of the Frederick Central Loop Trail and associated greenways will serve as one of the pillars of the Town's transportation system, beyond the network of arterial and collector corridors around Frederick. As discussed further in the Implementation section (Chapter 10), the completion of this greenway system is one of the very highest priority items resulting from the entire Comprehensive Plan community outreach process.

4. Completion of additional trail and sidewalk linkages from the TMP and Go Outdoors Frederick 2050 plans

In addition to the completion of the greenway system, the Town will implement the series of trails, sidewalks, and related connections for walking and biking articulated in the TMP document as well as the forthcoming Go Outdoors Frederick 2050 document. These additional connections will ensure that the Town (and developers) fill in gaps in the existing sidewalk and trail system and link existing neighborhoods to one another. It will also ensure that future neighborhoods and developments consider and address linkages between residential and commercial uses.

5. Implementation and completion of upgrades to the Highway 52 corridor

Throughout the Frederick Forward process, community members emphasized the urgency of addressing traffic congestion and safety issues along the Highway 52 corridor. The corridor is already operating at capacity during rush hours, as the highway is limited to one primary travel lane in each direction and the communities along the corridor have expanded considerably over the last two decades. Many community members have expressed fears that congestion issues along Highway 52 will only worsen as development of neighborhoods and commercial areas moves forward.

The Highway 52 Planning and Environmental Linkages (PEL) study established an overall vision and parameters for access control along the corridor. The 2021 Frederick TMP highlighted the installation of a multi-use path along Highway 52 to provide safer bike and pedestrian movement east-west across the Frederick area, in addition to the widening of the corridor to accommodate higher levels of vehicular traffic.

Because Highway 52 is a state highway, the Colorado Department of Transportation (CDOT) takes the lead in securing funding, developing detailed construction plans, and installing improvements. The statewide demand for funding in a time of funding shortfalls makes the successful pursuit of funding challenging, but not impossible. It remains important for Frederick to closely coordinate with CDOT and adjacent jurisdictions to emphasize the importance of needed improvements along Highway 52. Therefore, the Comprehensive Plan calls for Frederick to pursue formal joint partnerships with other governmental entities, including the neighboring towns, Weld and Boulder counties, and other stakeholders along the corridor, to foster a cooperative approach to funding Highway 52. Frederick should work through its membership in the Denver Regional Council of Governments' (DRCOG) Southwest Weld County Forum to define and advocate for priority short-term transportation needs and build consensus to position Highway 52 for funding. The process of securing funding for highway improvements remains very competitive in Colorado, and demonstrating collaboration between the different towns, counties, and other entities involved in the Highway 52 corridor will improve the likelihood of

securing funding more rapidly. Frederick and the other jurisdictions along the corridor may consider the following funding strategies going forward:

Conventional Funding:

- Cost sharing funding agreements between the jurisdictions along the corridor to fund improvements
- Pursuing federal funding specifically directed to bike and pedestrian improvements along the corridor
- Securing federal funding through DRCOG for the corridor

Development Fees:

- Levying development impact fees along the corridor to fund corridor improvements
- Implementing a benefit district on properties along the corridor to fund corridor improvements

The jurisdictions may pursue a mixture of these funding strategies to secure the funding necessary to achieve the vision for the Highway 52 corridor. Importantly, the Town must reach out to other jurisdictions and partners now, to lay the groundwork for improvements to take place sooner, rather than later. The jurisdictions and partners could, for example, commit to fund a higher share of total project costs, thus increasing the scores that projects along Highway 52 will receive, in a competitive funding process. Time is of the essence, and failure to proactively plan for the Highway 52 corridor could choke off the growth of the area and significantly harm the quality of life in Frederick and surrounding communities.

6. Implement Additional Bicycle-Friendly and Pedestrian-Friendly Features Around Frederick

Frederick will continue to pursue opportunities, on both existing streets and trails and on newly planned facilities, to enhance the safety and comfort of walking and biking around Frederick. These improvements may include the following:

- Installation of a bike-sharing system that would allow people to rent bikes on an hourly basis along trails, and within the Downtown, Gateway Hub, and community hubs around Frederick.
- Continued installation of bike storage and bike parking facilities around Frederick.
- Installation of additional crosswalks and related safety features such as high-intensity activated crosswalk (HAWK) signals to improve the safety of crossing streets and traveling along trails around Frederick.
- As the greenway and trails system is implemented, installation of grade-separated crossings (at arterial streets and highways) over time. As noted in Chapter 6, the best greenway systems around Colorado and nationally feature grade-separated crossings of major arterials to provide a seamless route for people walking and biking and provide the safest crossings. The Town will continue to identify and implement grade-separated crossings in existing neighborhoods and as new areas of Frederick develop over time.
- Installation of improved signage to alert trail and sidewalk users, as well as motorists, of crossings along streets.



Example of bike sharing / bike rental system with bikes parked at docking stations. Credit: Shutterstock



A bicycle parking structure resembling the shape of a bicycle along a multi-use trail. The trail features pedestrian lighting, shade trees and open play areas. Credit: Shutterstock

- Installation of improved lighting and seating areas along sidewalks and trails to improve safety and comfort.

7. Actively Pursue Transit Connections from Frederick to Nearby Communities and the Region

While the Carbon Valley is not part of the Regional Transportation District ("RTD") system and may remain independent of RTD and other regional transit systems, the Frederick community will actively work internally and with nearby jurisdictions to improve local transit service. These improvements will include the following:

- Exploring the use of transit shuttles and regional trails to connect Frederick to the north end of the RTD light rail system (the N line in Thornton).
- Exploring transit shuttles to connect Frederick to the future Front Range Passenger Rail system (anticipated to run from Denver to Boulder, Longmont, and Fort Collins).
- Providing local transit or shuttle buses from different districts around Frederick to the mobility hub along I-25 at Highway 119.
- Introducing east-west transit service along the Highway 52 corridor from the Carbon Valley to Boulder (a major center of employment in the region). This transit connection could take the form of a bus rapid transit system along the Highway 52 corridor, for example.
- Introduction of local shuttles to connect the major districts in Frederick, such as the Gateway Hub and Downtown, as well as employment centers. These shuttles could run during peak times to help alleviate congestion. The shuttles may also operate during weekends and at night to help facilitate dining and entertainment in the community hubs, the Downtown, and the Gateway Hub. The third community survey results highlighted the popularity of introducing a "Brewery Bus" or similar kind of "entertainment shuttle" in Frederick in the future. Downtown Longmont's Brewery Bus is very popular and this concept could be replicated in Frederick in the future, as the area continues to grow and the Downtown expands.



Picture of the "Brewhop" brewery bus in Longmont, Colorado. The bus is pictured along a road in a rural area.

8. Continue ongoing efforts for street and trail maintenance

As is the case with many community planning efforts across the country, many community members expressed the belief during Frederick Forward that Frederick should focus on making sure existing roads and facilities are well maintained, before pursuing additional expansions and new streets and projects. As noted in the Goals and Actions that follow, the Town of Frederick will continue to pursue regular maintenance projects to ensure that the existing transportation system remains in good condition, regardless of any expansions of transportation networks in the future.

Goals and Actions:

The following goals and actions will guide the Town and partners at the local, regional, and state levels in implementing the vision for multimodal transportation in Frederick. The following are not listed in order of priority but are intended to cover the full range of topics related to multimodal transportation.

Goal 7.1 – Continue to expand the local street network and capacities, using Complete Streets principles

Action 7.1.1 – Develop street sections and street designs for the street widenings and other features (such as intersection reconfigurations, acceleration/deceleration lanes, etc.) outlined in the TMP, with an emphasis on including shared-use sidewalks

or trails separated from streets, bike lanes, landscaping, and trees, in line with the feedback from the community during Frederick Forward.

Action 7.1.2 – Advance the designs for the expansion of Highway 52 through Frederick.

Action 7.1.3 – Develop a partnership with Weld County, Erie, and Dacono to pursue funding to begin construction and implementation of Highway 52's expansion along Frederick's shared boundaries with Erie and Dacono.

Action 7.1.4 – Update the Capital Improvements Program (CIP) on a regular basis, identifying streets to be widened or upgraded, using input from the TMP and information regarding upcoming developments as a guide.

Goal 7.2 – Continue to maintain existing Town streets

Action 7.2.1 – Regularly update the PMP with an annual list of street maintenance projects around the Town, prioritized based upon pavement condition data and engineering evaluation.

Action 7.2.2 – Continue to implement the guidance from the Town concerning street maintenance initiatives.

Action 7.2.3 – Maintain an ongoing plan to incorporate bike facility planning into roadway resurfacing projects for bike priority streets.

Goal 7.3 – Continue to expand and enhance facilities for people walking and biking around Frederick

Action 7.3.1 – As part of Chapter 6, develop final plans and an implementation strategy to complete the Frederick Central Loop Trail and other regional trail connections identified in Chapter 6.

Action 7.3.2 – Continue to identify and complete projects to close sidewalk gaps around the community.

Action 7.3.3 – Develop bike and pedestrian projects for funding through funding programs designed for local bike-ped projects.

Action 7.3.4 – Implement the bike and pedestrian improvements identified in the Downtown Plan.

Action 7.3.5 – Complete any additional bike / pedestrian improvements identified in the Go Outdoors Frederick 2050 plan.

Goal 7.4 – Explore and implement projects to provide for local and regional transit connections

Action 7.4.1 – Continue to explore and potentially implement a workforce shuttle that could also serve as an entertainment shuttle or restaurant shuttle serving Downtown Frederick and/or other community and regional hubs in Frederick.

Action 7.4.2 – Explore, as part of efforts to improve Highway 52, the potential to integrate transit service along the Highway 52 corridor to Erie and Boulder.

Action 7.4.3 – Explore opportunities to provide transit connections to the north end of RTD's light rail lines in Thornton.

Action 7.4.4 – Explore the introduction of local transit connections (such as shuttle buses or buses on demand) and regional trails to provide connections to the mobility hub at Highway 119 and I-25.

8

Housing

Housing affordability and having sufficient types of housing for different types of households has emerged as one of the biggest issues facing communities across Colorado. Colorado now has the most expensive housing market of any state not located on a U.S. coastline, and high housing costs have begun to drive some Coloradans to relocate to more affordable states. The high cost of housing also makes it difficult for younger people raised in communities like Frederick to remain in the local area. The high costs have also created challenges in attracting and retaining workers in essential positions such as teachers, fire and police officers, and nurses.

As outlined in Chapter 3, traditional single family detached housing represents over 90 percent of housing units in Frederick as of 2023. The community has very few housing options for those who cannot afford the traditional detached house with a yard. Seniors, young adults, and lower income households have relatively few options for housing in Frederick. As discussed in Chapter 4, the future land use plan introduces additional land use categories that provide greater flexibility for developers to introduce new and more varied programs of housing as Frederick continues to evolve over the next 25 years. The "adaptable neighborhood," "community hub," "neighborhood village," "mixed-use," and "downtown" categories allow for various types of attached housing units (townhomes and duplexes) as well as some multifamily units (stacked flat apartments and condominiums).

Respondents to the first community survey for Frederick Forward highlighted housing as an important issue facing Frederick. A plurality of 41 percent of respondents indicated that the affordability of housing is a "very important" to the future of Frederick. Forty-six percent of respondents also indicated that it was "very important" or "important" for Frederick to have various types of housing available in the future.

A large majority of respondents to the third community survey (65 percent) supported one or more of several listed actions to provide attainable or employee housing in Frederick. The largest share supported having the Town use incentives to encourage the development of affordable or workforce housing in Frederick (35 percent). Many respondents also supported the establishment of a housing authority to coordinate efforts to provide affordable housing in Frederick (26 percent) and requiring new residential developments to provide a portion of units as workforce or attainable housing (25 percent).

However, despite the apparent need to address housing issues throughout the region, respondents to the third survey for Frederick Forward ranked initiatives to provide more attainable or workforce housing as the lowest priority, of the nine priorities outlined in Question 14. Thus, the action items outlined in this chapter for housing may represent lower priorities for Town leaders, at least in the near term.

The Town of Frederick will continue to explore creative ideas to provide a diversity of housing and more attainable housing choices in the community in the future. The Town and its partners will explore the introduction of ideas such as tiny homes, single room occupancy (SRO) housing, co-housing and housing cooperatives, and other ideas in the future. Providing sufficient and attainable housing for residents in Colorado communities is an important goal, and Frederick and other communities in the region will continue to explore creative ideas to help resolve this very important issue.

Goals and Actions:

Goals and actions provide direction to implement the Frederick Comprehensive Plan. The following goals, policies, and actions are not listed in order of priority but are intended to cover topics related to housing.

Goal 8.1 – Maintain a balanced housing supply with housing availability for local residents and workers at all income levels and unit types and sizes that meets the varying lifecycle needs and housing preferences of Frederick residents

Action 8.1.1 - Explore opportunities for the Town of Frederick to land bank (purchase parcels for future construction of residential units) for attainable housing.

Action 8.1.2 - Explore potential state, federal, and other applicable grant funding for the construction, rehabilitation, preservation, or improvement of housing that is attainable for low- to moderate-income households.

Action 8.1.3 - Develop housing units that are attainable for low- to moderate-income households on Town-owned parcels, in alignment with the land use guidance provided in the Comprehensive Plan.

Action 8.1.4 - Develop an incentive program (involving the use of density bonuses) to encourage residential developments to include attainable housing as a portion of their developments. This program would allow for greater residential density in exchange for the provision of a percentage of residential units in a project as attainable.

Action 8.1.5 - Develop an incentive program (involving fee waivers and/or reductions in site plan review times) for projects that include attainable housing units.

Action 8.1.6 – Develop an attainable housing trust fund (funded by fees on development) to provide financial support for projects that include attainable housing units.

Action 8.1.7 – Market Frederick to developers experienced in developing senior housing and attainable / workforce housing in the region.

Action 8.1.8 - Complete a housing needs assessment and action plan for the Town of Frederick and / or the Carbon Valley area on a regular basis, in accordance with legislation from the State of Colorado.

Action 8.1.9 – Remove unintended barriers to the development of affordable and attainable housing in the Town's Land Use Code and other Town policies and regulations, where consistent with other Town goals.

Action 8.1.10 – Encourage the development of housing in mixed-use development, in order to promote walkability, provide the option for car-free lifestyles, increase transportation efficiencies, and promote economic vitality.

Goal 8.2 – Promote the maintenance and rehabilitation of existing homes in Frederick

Action 8.2.1 – Promote the maintenance, rehabilitation, weatherization, and energy efficiency of older homes in the Town of Frederick by enhancing awareness and utilization of rebate programs and services offered by third party providers. In addition, consider implementing a Town-managed incentive program (e.g. in the form of sales tax or property tax rebates) for the rehabilitation and maintenance of older homes owned by income-qualified residents in the Town of Frederick.

Action 8.2.2 – Explore forming partnerships with local lending institutions to provide low interest or zero interest loan programs for housing rehabilitation or remodeling of older homes.

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Economic Development

In terms of overall economic development, over 63 percent of respondents in the first community survey indicated that job creation and increasing job opportunities was "very important" or "important" for the future of Frederick. Around 55 percent of respondents to the second community survey indicated that the Town should focus on having affordable space available for small, locally owned businesses. Respondents to the second survey also supported the provision of incubator space, with shared resources to help support the growth of startup or small businesses in the community.

While the community expressed a desire to provide more affordable space for small or locally owned businesses, as part of the second survey, the results of Question 14 of the third community survey revealed that respondents ranked this action item as the 8th highest priority (of the options provided). Thus, the community appears to value other notable categories of priorities for Frederick (such as Downtown or the Frederick Central Loop Trail) more strongly than this action item.

Drawing from the community input provided throughout the Frederick Forward process, the Comprehensive Plan identifies the following as the major drivers of the community's economic development strategy through 2045.

Facilitate and expand apprenticeship programs for high school / college students with local companies

Companies in Frederick and across the country continue to face challenges in attracting and retaining employees with the necessary skills to serve industry needs. In general, companies across the country have leveraged apprenticeship or internship programs to help identify and train potential new entrants into the job market. The Town of Frederick will work with other partners and encourage the development or expansion of ongoing internship or apprenticeship programs, through local community colleges and with the St. Vrain Valley School District. These programs will help increase the marketability of the Frederick community for companies as they consider expansion.

Pursue recruitment of companies identified as part of target industry clusters

The Town of Frederick will pursue industry clusters and target industries in line with its long term strategies for recruitment of employers.

Employee housing initiatives as economic development strategy

The lack of attainable housing for employees in Frederick presents challenges for local companies in attracting talent. Companies in Frederick seeking entry-level workers face challenges, given the misalignment between the wages paid to these workers and the cost of housing in the community. The Town of Frederick will continue to refine its economic development strategy to emphasize the pairing of new employment wins in the community with the provision of workforce housing to serve these new employees working at companies in Frederick.

Goals and Actions:

Goals and actions provide direction to implement the Frederick Comprehensive Plan. The following goals, policies, and actions are not listed in order of priority but are intended to cover topics related to economic development.

Goal 9.1 – Promote Frederick as a great place for business investment and employment

Action 9.1.1 – Continue to develop and maintain marketing campaigns to promote Frederick as a place for business, at the local, regional, state, and national levels.

Action 9.1.2 – Integrate marketing and business development efforts for Frederick into regional economic development efforts coordinated by organizations in the Carbon Valley, the Upstate Colorado Economic Development Corporation, the Denver Metro Chamber of Commerce, Global Chamber Northern Colorado, and other related organizations.

Action 9.1.3 - Develop services, facilities, and infrastructure in support of start-up companies, entrepreneurs, and those working remotely in Frederick. These efforts may include the development of small business incubators or co-working spaces.

Action 9.1.4 – Develop an incentive policy and program designed for small or new businesses in Frederick.

Action 9.1.5 – Refine and adjust financial incentives, as needed, designed to attract larger companies with larger workforces to Frederick (including tax increment financing, tax rebates, grants, etc.).

Goal 9.2 – Attract and develop a quality labor force that meets the needs of businesses in Frederick and responds to trends in different industries

Action 9.2.1 – Coordinate with local businesses to establish or expand existing internship or apprenticeship programs between local high schools and local businesses and organizations.

Action 9.2.2 – As part of economic development efforts, coordinate with local high schools, trade schools, colleges, and universities to design training programs tailored to local companies or as part of efforts to attract new employers to the community.

Action 9.2.3 – Explore the possibility of attracting a community college or trade school campus to locate in Frederick.

Action 9.2.4 – Offer the development of employee housing as an incentive to attract companies to locate in Frederick.

Action 9.2.5 – Leverage the Town of Frederick Target Industry Cluster Study to inform future inventive delivery and to build a stronger and continuously sustainable economy for the Town and broader region.

Action 9.2.6 - Continue to work with regional economic development partners to further strengthen the employment network within the Town of Frederick and the broader region.

Goal 9.3 – Protect and enhance the economic vibrancy and character of Downtown Frederick, consistent with the Frederick Downtown Plan.

Action 9.3.1 – Develop downtown specific incentive programs that can inject additional investment into Downtown Frederick to further advance the Downtown Plan.

Action 9.3.2 – Utilize the creation of a Downtown District to leverage additional funding sources for the preservation and enhancement of historic Downtown Frederick.

Action 9.3.3 – Build a coalition of downtown based businesses to create and promote downtown centric events and marketing programs to keep Downtown relevant.

Action 9.3.4 – Develop and implement a shop local program to drive additional traffic Downtown.

Action 9.3.5 – Develop and implement a cohesive town-wide wayfinding signage program to direct visitors and the public to Downtown Frederick.

Action 9.3.6 – Coordinate with planning on additional ways to advance the objectives of the Downtown Plan.

1c

Community Infrastructure and Sustainability

The Town of Frederick collaborates with other agencies and jurisdictions in providing infrastructure (including water, sewer, and stormwater) to Town residents. Private entities provide various services to Town residents, including Xcel Energy (electricity), Black Hills Energy (natural gas), and Xfinity and other providers (broadband services). In addition, community infrastructure includes multimodal transportation (covered in Chapter 7 of this plan). Like all municipalities across Colorado, Frederick remains very focused on topics related to water supply and water quality. The cost of acquiring sufficient water to serve residents and businesses has skyrocketed over the last decade in Colorado. At the same time, concerns about the scarcity of water across the entire western United States have become major policy issues at the state level. Communities across Colorado are pursuing ways to better conserve water usage given these threats, and Frederick has pivoted over the last few years to a strong focus on water conservation, as outlined in various sections of the Comprehensive Plan.

While the Town does not generally face the same capacity issues and threats to wastewater and stormwater infrastructure, Frederick is maintaining a focus on efficiently and carefully planning for expansions and upgrades to these infrastructure systems. The Town is committed to prudently planning for infrastructure given the environmental issues related to infrastructure but also the financial implications of infrastructure costs on the Town, local developers, and local ratepayers. Frederick discourages new developments that would require substantial extensions of trunk lines and major infrastructure services. Instead, to minimize fiscal impacts of new development, Frederick prioritizes developments that are adjacent to or close to existing infrastructure facilities.

Environmental sustainability remains a top issue across Colorado and across the country, as governments, corporations, and individuals focus on the promotion of more environmentally sustainable energy sources and the responsible disposal of waste and other externalities. While the actions of Frederick as a town will have limited impact on the overall environmental quality of Colorado, the Town continues to consider environmental actions that make sense from a financial perspective and align with the values of the community.

Overall Direction: Community Infrastructure and Environmental Sustainability

The following content highlights the major outcomes from the Frederick Comprehensive Plan related to infrastructure and sustainability.

Strong Focus on Water Conservation

The Town, through its departments and operations, will pursue every opportunity to minimize water usage and promote water conservation. The new Go Outdoors Frederick 2050 plan will outline the vision for how the Town's parks, open spaces, and trails will transition to landscape patterns and maintenance strategies that emphasize minimal water usage through native plantings, water re-use, and other strategies. The Town will continue to emphasize water conservation to water customers, including adjusting rate structures to encourage conservation and modifying landscape and land use codes and regulations to emphasize the use of native plantings, xeriscaping, and similar measures.

Promote Regional Solutions and Green Infrastructure to Address Stormwater

The Town will require the development of regional stormwater plans to efficiently manage drainage and stormwater issues. It will modify the Land Use Code and regulations to encourage the use of green infrastructure strategies and low impact designs, to help minimize the need for expensive and expansive stormwater facilities as the Town continues to grow.

Pursue and Promote Environmental Sustainability at the Municipal and Individual Levels

The Town will explore how to convert its various operations to a model focused on sustainability. These strategies may emphasize the use of renewable energy, the generation of renewable energy on Town properties, the use of green vehicles, and related strategies. The Town will encourage residents and businesses to pursue environmental sustainability through recycling, composting, water re-use, and related strategies.

Goals and Actions:

The following goals, policies, and actions will guide the Town and its partners in providing infrastructure and promoting sustainability in the Frederick area. The following are not listed in order of priority but are intended to cover the full range of topics related to community infrastructure and sustainability.

Goal 10.1 – Develop and manage the water supply to serve existing and future users in an environmentally sustainable manner

Action 10.1.1 – Implement the phased improvements outlined in the Water System Plan for the Town of Frederick.

Action 10.1.2 – Revise the landscape standards and other areas of the Town code to strongly incentivize the use of xeriscaping and other conservation techniques in both new and existing developments and neighborhoods, to minimize per-capita water usage.

Action 10.1.3 – Explore the implementation of a water re-use strategy for non-potable water uses in the Town.

Action 10.1.4 – Develop educational materials for local residents and businesses regarding water conservation and water quality tools and programs offered by the Town of Frederick and other partners.

Goal 10.2 – Coordinate with the St. Vrain Sanitation District (SVSD) to provide sanitary sewer service in the Town in an efficient manner

Action 10.2.1 – Coordinate with the SVSD as the district updates its sanitary sewer master plans for the Frederick area to ensure that the district's plans integrate the Town's future land use plan.

Action 10.2.2 – Coordinate with the SVSD to prioritize development within areas that are already served by the district or can be serviced efficiently through system expansion.

Goal 10.3 – Proactively plan for stormwater management in the Town of Frederick

Action 10.3.1 – Require the creation of regional stormwater plans (that incorporate multiple developments together) rather than having stormwater detained on a project-by-project basis.

Action 10.3.2 – Regularly update the stormwater master plan for the Town.

Action 10.3.3 – Encourage the use of bioswales, greenways, and other green infrastructure strategies and low impact design to help manage stormwater in new development projects.

Goal 10.4 – Pursue initiatives to encourage environmental sustainability in the Frederick community

Action 10.4.1 – Explore the potential to install electric charging stations at Town facilities, to help encourage and accommodate electric vehicles.

Action 10.4.2 – Explore opportunities to install solar, wind, or other renewable energy facilities on Town-owned properties.

Action 10.4.3 – Collaborate with other partners in the region to share information with residents regarding recycling, composting, and community garden opportunities.

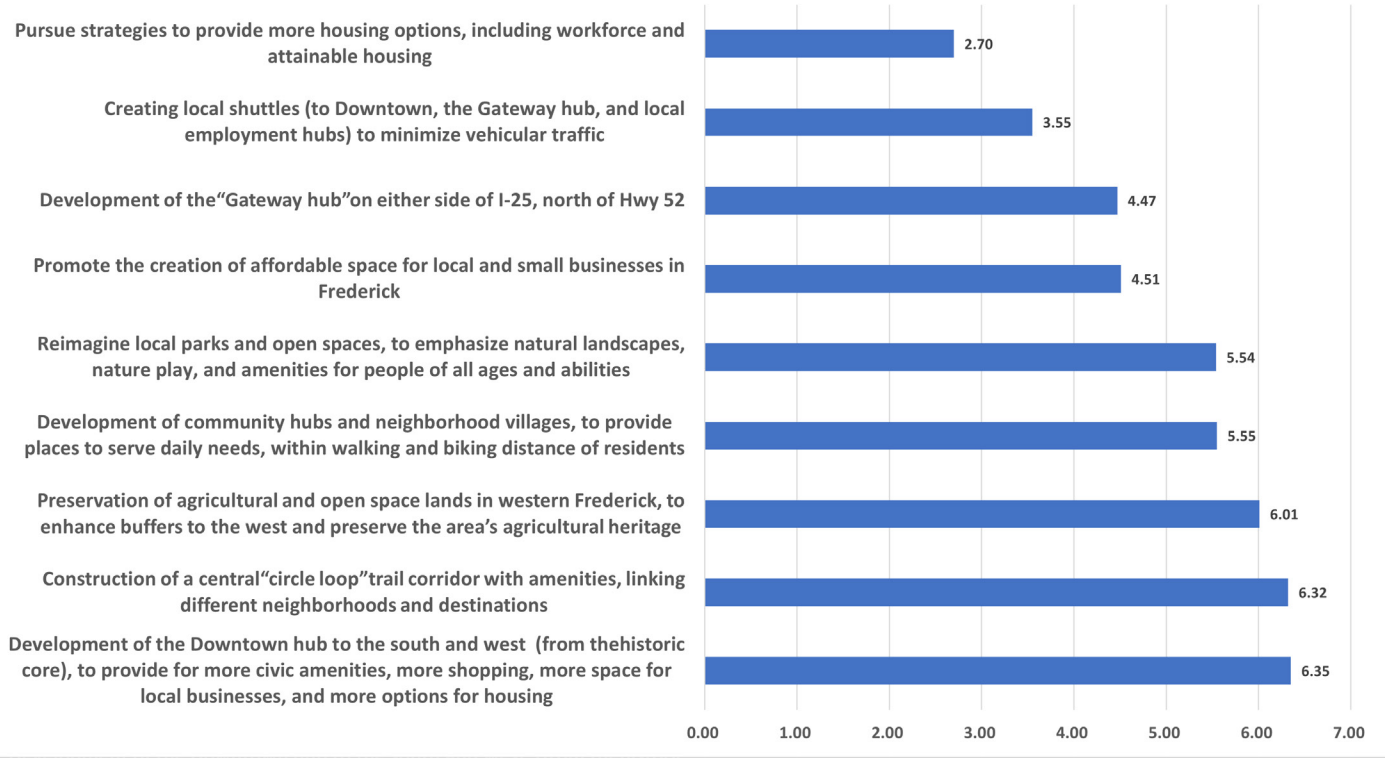
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Implementation

The Town Board, Planning Commission, PROST Commission, Town staff, and other partners will work together over the short-term and long-term to implement and complete the action items identified in Frederick Forward. These entities, along with the community at large, will work together to realize the vision for Frederick articulated by the community. This Implementation section provides guidance about the Town departments involved in executing action items and the boards, commissions, and other partners involved in completing action items. The Implementation Plan matrix that follows also outlines general order of magnitude costs associated with each action item, as well as an anticipated timeframe for completion (short-term, mid-term, or long-term). Several of the action items listed in the plan will continue on an ongoing basis and, therefore, boxes are checked for all three timeframes for these action items.

Survey 3, Question 14: Please rank the following, potential "Big Actions" from the Frederick Comprehensive Plan (rank from 1 to 9, with 1 having the highest priority). This feedback will help the Town Board and Town staff prioritize resources over the next several years.

The Implementation Plan is intended to provide a general guide for the completion of the action items in the plan. Input from the community influenced the timeframes anticipated for the various action items. Question 14 from the third and final community survey highlighted the prioritization of several of the more notable action items resulting from the Comprehensive Plan. As noted in the table that follows, the community very strongly prioritized the completion of the Frederick Central Loop Trail, expansion of Downtown, and preservation of agricultural and open space. The results of Question 14, along with outreach with the community that may occur in the future, and input from the Town Board and other Town leaders, will inform the precise prioritization of the action items in the plan. The prioritization of action items may change due to changes in conditions in the City and changing preferences of elected and appointed leaders in Frederick over time. The prioritization will inform the creation of formal projects and budget requests made by the Town. The Implementation Plan will also help the Town and its partners in securing grants and other sources of funding for the action items.



Credit: RICK

								General Timing		
	Type of Action / Project	Department in charge and others involved	Involved Boards or Commissions	Other Partners	Order of Magnitude Cost (to the Town)	Potential Funding Sources	Priority (Low, Med, High)	Short Term (1 - 3 years)	Mid Term (3 - 7 years)	Long Term (7 - 10 years)
Goal 5.1 – Expand and enhance Downtown Frederick to make it one of the best small town downtowns in the region										
Action 5.1.1 Complete designs for and implement upgrades to Crist Park, including the identification of appropriate and available funding sources for park improvements	Capital Improvement	Parks and Rec	PROST Commission, Town Board	GOCO	$1.5 million (?)	GOCO, General Fund	High	X		
Action 5.1.2 Develop funding and incentive strategies to facilitate the development of Downtown to the west of Colorado Blvd, as outlined in the Comprehensive Plan and the Downtown Plan	Capital Improvement, Staff Actions	Administration; Economic Development	Town Board, URA		$$$	General Fund, Tax Increment Financing, Metro District formation	High	X	X	X
Action 5.1.3 Collaborate with property owners to finalize a plan for Miners Park in line with the concepts for Downtown outlined in the Comprehensive Plan and the Downtown Plan	Staff Action	Planning (lead); Administration (support)	Town Board, Planning Commission, URA		$		High	X	X	
Action 5.1.4 Complete final designs and implement upgrades to the Centennial Park area.	Capital Improvement	Public Works, Parks and Rec	PROST Commission, Town Board	GOCO	$$	GOCO	High	X	X	
Action 5.1.5 Explore the potential to facilitate redevelopment along Locust Street, south of 5th Street, including collaboration with the Carbon Valley Recreation District and the St Vrain School District, as well as along Oak Street, from 5th Street north to Tipple Parkway.	Staff Action, Potential Capital Improvement Projects	Planning, Public Works, Economic Development	Planning Commission, Town Board		$		High	X	X	X

								General Timing		
	Type of Action / Project	Department in charge and others involved	Involved Boards or Commissions	Other Partners	Order of Magnitude Cost (to the Town)	Potential Funding Sources	Priority (Low, Med, High)	Short Term (1 - 3 years)	Mid Term (3 - 7 years)	Long Term (7 - 10 years)
Action 5.1.6 Pursue the redevelopment of the Town-owned parcel in Downtown Frederick into a mixture of retail, entertainment, and other land uses, along with community gathering spaces.	Staff Action, Potential Collaboration with Private Sector Development	Planning (lead); Economic Development	Planning Commission, Town Board	Developer	$$	Tax Increment Financing	Med			X
Action 5.1.7 Complete streetscape and civic amenity improvements for the historic portion of Downtown as identified in the Downtown Plan	Capital Improvement Project	Planning (lead); Engineering	Town Board		$$	Tax Increment Financing, Colorado Main Street Program	High	X	X	X
Action 5.1.8 Implement the program of multimodal connections, amenities, streetscape improvements, and gathering places for the expansions of Downtown to the west and the south, as identified in the Downtown Plan	Capital Improvement Projects	Public Works	Town Board, PROST Commission	GOCO	$$$	Tax Increment Financing, Metro Districts, Colorado Main Street Program	Med		X	X
Action 5.1.9 Complete and implement plans to re-launch the Frederick Farmers Market in the Downtown area	Staff Action	Administration (lead); Communications			$		High	X		
Action 5.1.10 Explore the potential to develop a community center in the Downtown area, based upon the input provided through the Comprehensive Plan effort.	Capital Improvement Project	Administration (lead); Economic Development	Town Board		$$$		High			X

								General Timing		
	Type of Action / Project	Department in charge and others involved	Involved Boards or Commissions	Other Partners	Order of Magnitude Cost (to the Town)	Potential Funding Sources	Priority (Low, Med, High)	Short Term (1 - 3 years)	Mid Term (3 - 7 years)	Long Term (7 - 10 years)
Action 5.1.11 Implement the remainder of the recommendations outlined in the Downtown Plan	Staff Actions, Capital Improvement Projects	Planning	Town Board, Planning Commission, URA, PROST Commission	GOCO	$$$	Colorado Main Street Program	Med		X	X
Goal 5.2 – Develop plans and facilitate the development of the Gateway Hub at I-25 and Highway 52										
Action 5.2.1 Update the Land Use Code to provide guidance for the design of development in the Gateway Hub, drawing from the outcomes of the I-25 / Highway 52 Subarea Plan	Staff Action	Planning	Town Board, Planning Commission		$		High	X		
Action 5.2.2 Explore a partnership with a master developer for the Gateway Hub	Staff Action	Planning, Economic Development	Town Board		$		High	X	X	
Action 5.2.3 Finalize plans for the Frederick Central Loop Trail as it passes through the Gateway Hub, including plans and funding for the trail crossing of I-25	Capital Improvement Project	Parks and Rec	Town Board, Planning Commission, PROST Commission	Developers and property owners	$$	GOCO, CDOT	High	X	X	X
Action 5.2.4 In line with the transportation chapter, explore opportunity to develop shuttles between the Gateway Hub and Downtown Frederick	Capital Improvement Project	Public Works, Planning	Town Board	Developers in Downtown and Gateway hubs	$		Med		X	
Action 5.2.5 Explore opportunities for regional connections (via transit, and for walking and biking) to Erie and Dacono, to the south.	Capital Improvement Project	Public Works, Planning	Town Board	Developers in Downtown and Gateway hubs	$		Med		X	

								General Timing		
	Type of Action / Project	Department in charge and others involved	Involved Boards or Commissions	Other Partners	Order of Magnitude Cost (to the Town)	Potential Funding Sources	Priority (Low, Med, High)	Short Term (1 - 3 years)	Mid Term (3 - 7 years)	Long Term (7 - 10 years)
Goal 5.3 – Cultivate the development of Community Hubs and Neighborhood Villages, as envisioned in the Comprehensive Plan										
Action 5.3.1 Update the Land Use Code to provide guidance for the development of these hubs and villages, integrating the community design guidance provided in the Comprehensive Plan	Policy document	Planning (lead); Town Attorney's office	Town Board, Planning Commission		$		High	X		
Action 5.3.2 Develop networks and partnerships with developers in the region who may be interested in developing one or more community hubs or neighborhood villages.	Staff Action	Administration, Planning	Town Board		$		High	X	X	X
Action 5.3.3 Identify incentives or public improvements the Town may offer to help facilitate the development of community hubs and neighborhood villages, in line with the vision of the Comprehensive Plan.	Staff Action, Capital Improvement Projects	Administration (lead); Planning; Public Works; Economic Development; URA	Town Board		$$		High	X	X	X
Goal 5.4 – Ensure that local neighborhoods develop in line with the vision of the Comprehensive Plan										
Action 5.4.1 Update the Land Use Code to reflect the community design guidance provided in the Comprehensive Plan for Single Family Oriented Neighborhoods, Adaptable Neighborhoods, and Multi-Family land use classifications	Policy document	Planning (lead); Town Attorney's office	Town Board, Planning Commission		$		High	X		

								General Timing		
	Type of Action / Project	Department in charge and others involved	Involved Boards or Commissions	Other Partners	Order of Magnitude Cost (to the Town)	Potential Funding Sources	Priority (Low, Med, High)	Short Term (1 - 3 years)	Mid Term (3 - 7 years)	Long Term (7 - 10 years)
Goal 5.5 – Promote the development of the Business Flex areas as areas of commerce and character that help distinguish Frederick along the I-25 corridor										
Action 5.5.1 Update the Land Use Code to reflect the community design guidance provided in the Comprehensive Plan for Business Flex areas.	Policy document	Planning	Town Board, Planning Commission		$		High	X		
Action 5.5.2 As part of economic development efforts, develop marketing materials and communications to promote Frederick's Business Flex area.	Staff Action	Economic Development (lead); Communications			$		Med	X	X	X
Goal 5.6 – Promote the preservation and enhancement of the Agricultural and Open Space areas as outlined on the Future Land Use Map										
Action 5.6.1 Update the Land Use Code to reflect the community design guidance provided in the Comprehensive Plan for Agricultural / Open Space areas.	Policy document	Planning (lead); Town Attorney's office	Town Board, Planning Commission		$		High	X		
Action 5.6.2 Develop and implement a strategy for the Town to acquire agricultural properties to help preserve them as agriculture and/or open space.	Land Acquisition	Planning, Parks & Rec	Town Board, PROST Commission		$$		High	X	X	X
Action 5.6.3 Facilitate conservation easements on properties within the Agriculture/ Open Space category.	Staff Action	Planning, Parks & Rec	Town Board, PROST Commission		$		Med	X	X	X

								General Timing		
	Type of Action / Project	Department in charge and others involved	Involved Boards or Commissions	Other Partners	Order of Magnitude Cost (to the Town)	Potential Funding Sources	Priority (Low, Med, High)	Short Term (1 - 3 years)	Mid Term (3 - 7 years)	Long Term (7 - 10 years)
Action 5.6.4 Develop marketing materials and communications to promote small scale agriculture, agritourism, and agri-entertainment within the Agriculture / Open Space area.	Staff Action	Economic Development			$		Med	X	X	X
Action 5.6.5 Acquire regional trail easements as development occurs for a future greenway trail along the Boulder Creek corridor.	Staff Action	Parks and Rec	Town Board, PROST Commission	Neighboring Jurisdictions	$$	GOCO, Colorado Parks and Wildlife	Med	X	X	X
Goal 5.7 – Ensure that the Future Land Use Plan reflects changes in community sentiment and market conditions over time										
Action 5.7.1 Update the Future Land Use Plan as needed (on an annual basis).	Staff Action/ Approval by Planning Commission and Board of Trustees	Planning	Town Board, Planning Commission		$		High	X	X	X

Chapter 6: Parks, Recreation, Open Space and Trails

								General Timing		
	Type of Action / Project	Department in charge and others involved	Involved Boards or Commissions	Other Partners	Order of Magnitude Cost (to the Town)	Potential Funding Sources	Priority (Low, Med, High)	Short Term (1 - 3 years)	Mid Term (3 - 7 years)	Long Term (7 - 10 years)
Goal 6.1 – Ensure that every member of the Frederick community has equitable and walkable access to a nearby park or open space										
Action 6.1.1 Update the Land Use Code to require developments to provide parks, open space areas, or gathering places so that every resident is within one half mile of a neighborhood park and within one fourth of a mile of a pocket park.	Policy Document	Planning, Parks & Rec	Planning Commission, PROST Commission		$		High	X		

								General Timing		
	Type of Action / Project	Department in charge and others involved	Involved Boards or Commissions	Other Partners	Order of Magnitude Cost (to the Town)	Potential Funding Sources	Priority (Low, Med, High)	Short Term (1 - 3 years)	Mid Term (3 - 7 years)	Long Term (7 - 10 years)
Action 6.1.2 Update park and open space standards to ensure that parks and open spaces are designed to meet the needs of residents of all abilities and ages.	Policy Document	Planning, Parks & Rec	Planning Commission, PROST Commission		$		High	X		
Action 6.1.3 Update park and open space standards to ensure that parks and open spaces are well connected to nearby neighborhoods and destinations for people walking and biking.	Policy Document	Planning, Parks & Rec	Planning Commission, PROST Commission		$		Med	X		
Goal 6.2 – Develop a local trails system that serves as one of the main amenities for Frederick and connects the community to the broader region										
Action 6.2.1 Develop a set route and final plans for the Frederick Central Loop Trail, as outlined (conceptually) in the Comprehensive Plan.	Capital Improvement Project	Planning, Parks & Rec	Planning Commission, PROST Commission		$		High	X		
Action 6.2.2 Develop an implementation plan to develop and complete the Frederick Central Loop Trail within 15 years	Capital Improvement Project	Planning, Parks & Rec	Planning Commission, PROST Commission	GOCO	$$$	GOCO	High	X	X	X
Action 6.2.3 Develop final plans and implementation strategies for other regional trail connections outlined in the Comprehensive Plan, including those to Boulder Creek, St. Vrain State Park, and neighboring municipalities	Capital Improvement Project	Planning, Parks & Rec	Planning Commission, PROST Commission	GOCO	$$$	GOCO, Colorado Parks and Wildlife	High	X	X	

								General Timing		
	Type of Action / Project	Department in charge and others involved	Involved Boards or Commissions	Other Partners	Order of Magnitude Cost (to the Town)	Potential Funding Sources	Priority (Low, Med, High)	Short Term (1 - 3 years)	Mid Term (3 - 7 years)	Long Term (7 - 10 years)
Action 6.2.4 Develop standards for amenities, signage and wayfinding, lighting, separations from traffic, and other features to be included in local-serving and regional-serving trails to be constructed in Frederick in the future	Policy Document	Parks & Rec	PROST Commission		$		High	X		
Action 6.2.5 Integrate the plans for trail systems identified in the Comprehensive Plan into the Town's new Go Outdoors Frederick 2050 plan	Policy Document	Parks & Rec	PROST Commission		$		High	X		
Action 6.2.6 Develop standards for trail surfacing and widths for different trail typologies to be constructed in Frederick in the future	Policy Document	Parks & Rec	PROST Commission		$		High	X		
Goal 6.3 – Develop neighborhood, community and regional parks and open spaces that enhance quality of life and help make Frederick a leader in the region for outdoor recreation										
Action 6.3.1 As part of the Go Outdoors Frederick 2050 plan, update design standards for different types of new park and open spaces amenities in Frederick to emphasize nature play, the use of natural materials, standards for the use of xeriscaping and other water-wise landscapes, and design for residents of different ages and abilities.	Policy Document	Parks & Rec	PROST Commission		$		High	X		

								General Timing		
	Type of Action / Project	Department in charge and others involved	Involved Boards or Commissions	Other Partners	Order of Magnitude Cost (to the Town)	Potential Funding Sources	Priority (Low, Med, High)	Short Term (1 - 3 years)	Mid Term (3 - 7 years)	Long Term (7 - 10 years)
Action 6.3.2 Finalize and implement projects and improvements identified in the design for the Frederick Recreation Area	Capital Improvement Project	Parks & Rec	PROST Commission		$$	GOCO	Med	X	X	X
Action 6.3.3 Develop conceptual plans and implementation strategies for the Frederick Regional Park and Open Space and the Bulrush Open Space	Capital Improvement Project	Parks & Rec	PROST Commission		$$		Med	X	X	X
Action 6.3.4 Finalize, budget for, and implement improvements to Crist Park	Capital Improvement Project	Parks & Rec	PROST Commission		$$		Med		X	
Action 6.3.5 Complete detailed design and implement improvements and modifications to Centennial Park.	Capital Improvement Project	Parks & Rec	PROST Commission		$$	GOCO	High	X	X	
Goal 6.4 – Provide programs and programming that serve the needs of the full range of residents and households in Frederick										
Action 6.4.1 Continue to partner with St Vrain Valley Public Schools, Colorado Parks and Wildlife, and the Carbon Valley Recreation District to provide programming for residents of all ages and abilities	Staff Action	Parks & Rec	PROST Commission		$		High	X	X	X
Action 6.4.2 Ensure that Town communications effectively distribute information regarding parks and recreational programs offered in the Frederick community.	Staff Action	Parks & Rec	PROST Commission		$		High	X	X	X

								General Timing		
	Type of Action / Project	Department in charge and others involved	Involved Boards or Commissions	Other Partners	Order of Magnitude Cost (to the Town)	Potential Funding Sources	Priority (Low, Med, High)	Short Term (1 - 3 years)	Mid Term (3 - 7 years)	Long Term (7 - 10 years)
Goal 7.1 – Continue to expand the local street network and capacities, using Complete Streets principles										
Action 7.1.1 Develop street sections and street designs for the street widenings and other features (such as intersection reconfigurations, acceleration / deceleration lanes, etc.) outlined in the Transportation Master Plan (TMP), with an emphasis on including shared-use sidewalks or trails, separated from streets, bike lanes, landscaping, and trees, in line with the feedback from the community during Frederick Forward.	Capital Improvement Project	Engineering (lead); Public Works	Town Board		$		Med	X		
Action 7.1.2 Advance the designs for the expansion of Highway 52 through Frederick.	Capital Improvement Project	Engineering (lead); Public Works	Town Board	Other jurisdictions, CDOT	$	CDOT, partnerships with neighboring jurisdictions	Med	X		
Action 7.1.3 Develop a partnership with Weld County, Erie, and Dacono to pursue funding to begin construction and implementation of Highway 52's expansion along Frederick's shared boundaries with Erie and Dacono.	Capital Improvement Project	Engineering (lead); Public Works	Town Board	Other jurisdictions, CDOT	$		Med		X	X

								General Timing		
	Type of Action / Project	Department in charge and others involved	Involved Boards or Commissions	Other Partners	Order of Magnitude Cost (to the Town)	Potential Funding Sources	Priority (Low, Med, High)	Short Term (1 - 3 years)	Mid Term (3 - 7 years)	Long Term (7 - 10 years)
Action 7.1.4 Update the Capital Improvements Program (CIP) on a regular basis, identifying streets to be widened or upgraded, using input from the TMP and information regarding upcoming developments as a guide.	Staff Action	Engineering (lead); Public Works	Town Board		$		High	X	X	X
Goal 7.2 – Continue to maintain existing Town streets as needed										
Action 7.2.1 Regularly update the PMP with an annual list of street maintenance projects around the Town, prioritized based upon pavement condition data and engineering evaluation.	Capital Improvement Projects	Engineering (lead); Public Works	Town Board		$		Med	X	X	X
Action 7.2.2 Continue to implement the guidance from the Town concerning street maintenance initiatives.	Capital Improvement Projects	Engineering (lead); Public Works	Town Board		$		Med	X	X	X
Action 7.2.3 Maintain an ongoing plan to incorporate bike facility planning into roadway resurfacing projects for bike priority streets.	Capital Improvement Projects	Engineering (lead); Public Works	Town Board		$		Med	X	X	X
Goal 7.3 – Continue to expand and enhance facilities for people walking and biking around Frederick.										
Action 7.3.1 As part of Chapter 6, develop final plans and implementation strategy to complete the Frederick Circle Loop Trail and other regional trail connections identified in Chapter 6.	Capital Improvement Project	Parks and Rec	Town Board		$$$	GOCO, Colorado Parks and Wildlife	High	X	X	X

								General Timing		
	Type of Action / Project	Department in charge and others involved	Involved Boards or Commissions	Other Partners	Order of Magnitude Cost (to the Town)	Potential Funding Sources	Priority (Low, Med, High)	Short Term (1 - 3 years)	Mid Term (3 - 7 years)	Long Term (7 - 10 years)
Action 7.3.2 Continue to identify and complete projects to close sidewalk gaps around the community.	Capital Improvement Projects	Engineering and Parks & Rec (leads); Public Works and Planning	Town Board		$$	Safe Routes to Schools	Med	X	X	X
Action 7.3.3 Develop bike and pedestrian projects for funding through funding programs designed for local bike-ped projects.	Capital Improvement Projects	Engineering and Parks & Rec (leads); Public Works and Planning	Town Board		$$	Safe Routes to Schools	Med	X	X	X
Action 7.3.4 Implement the bike and pedestrian improvements identified in the Downtown Plan.	Capital Improvement Projects	Engineering and Parks & Rec (leads); Public Works and Planning	Town Board		$$	Safe Routes to Schools	Med	X	X	X
Action 7.3.5 Complete any additional bike / pedestrian improvements identified in the Go Outdoors Frederick 2050 plan.	Capital Improvement Projects	Engineering and Parks & Rec (leads); Public Works and Planning	Town Board, PROST Commission		$$	Safe Routes to Schools	Med	X	X	X
Goal 7.4 – Explore and implement projects to provide for local and regional transit connections										
Action 7.4.1 Continue to explore and potentially implement a workforce shuttle that could also serve as an entertainment shuttle or restaurant shuttle serving Downtown Frederick and/or other community and regional hubs in Frederick	Capital Improvement Project, Joint Venture (Potentially) with Private Sector	Economic Development and Planning	Town Board		$		Med			X
Action 7.4.2 Explore, as part of efforts to improve Highway 52, the potential to integrate transit service along the Highway 52 corridor to Erie and Boulder	Capital Improvement Project	Engineering	Town Board	CDOT	$	CDOT	Med			X

								General Timing		
	Type of Action / Project	Department in charge and others involved	Involved Boards or Commissions	Other Partners	Order of Magnitude Cost (to the Town)	Potential Funding Sources	Priority (Low, Med, High)	Short Term (1 - 3 years)	Mid Term (3 - 7 years)	Long Term (7 - 10 years)
Action 7.4.3 Explore opportunities to provide transit connections to the north end of RTD's light rail lines in Thornton	Capital Improvement Project	Engineering and Planning	Town Board	CDOT	$	CDOT	Med			X
Action 7.4.4 Explore the introduction of local transit connections (such as shuttle buses or buses on demand) and regional trails to provide connections to the mobility hub at Highway 119 and I-25.	Capital Improvement Project	Engineering	Town Board	CDOT	$	CDOT	Med			X

Chapter 8: Housing

								General Timing		
	Type of Action / Project	Department in charge and others involved	Involved Boards or Commissions	Other Partners	Order of Magnitude Cost (to the Town)	Potential Funding Sources	Priority (Low, Med, High)	Short Term (1 - 3 years)	Mid Term (3 - 7 years)	Long Term (7 - 10 years)
Goal 8.1 – Maintain a balanced housing supply with housing availabilityle for local residents and workers at all income levels and unit types that meets the varying life-cycle needs and housing preferences of Frederick residents.										
Action 8.1.1 Explore opportunities for the Town of Frederick to land bank (purchase parcels for future construction of residential units) for attainable housing.	Capital Expenditure	Administration, Planning	Town Board, Planning Commission		$$$		Med	X	X	X
Action 8.1.2 Explore potential state, federal and other applicable grant funding for the construction, rehabilitation, preservation, or improvement of housing that is attainable for low- to moderate-income households.	Staff Action	Planning	Town Board, Planning Commission		$	Various grant funding sources	Med	X	X	X

								General Timing		
	Type of Action / Project	Department in charge and others involved	Involved Boards or Commissions	Other Partners	Order of Magnitude Cost (to the Town)	Potential Funding Sources	Priority (Low, Med, High)	Short Term (1 - 3 years)	Mid Term (3 - 7 years)	Long Term (7 - 10 years)
Action 8.1.3 Develop housing units that are affordable for low- to moderate-income households on Town-owned parcels, in alignment with the land use guidance provided in the Comprehensive Plan.	Capital Improvement Project	Planning, Economic Development	Town Board, Planning Commission		$$$		Med		X	X
Action 8.1.4 Develop an incentive program (involving the use of density bonuses) to encourage residential developments to include attainable housing as a portion of their developments. This program would allow for greater residential density in exchange for the provision of a percentage of residential units in a project as attainable.	Staff Action	Planning, Economic Development	Town Board, Planning Commission		$$		Med	X	X	X
Action 8.1.5 Develop an incentive program (involving fee waivers and/or reductions in site plan review times) for projects that include attainable housing units.	Staff Action	Planning, Economic Development	Town Board, Planning Commission		$$		Med	X	X	X
Action 8.1.6 Develop an attainable housing trust fund (funded by fees on development) to provide financial support for projects that include attainable housing units	Staff Action	Planning, Economic Development	Town Board, Planning Commission		$$		Med	X	X	X

								General Timing		
	Type of Action / Project	Department in charge and others involved	Involved Boards or Commissions	Other Partners	Order of Magnitude Cost (to the Town)	Potential Funding Sources	Priority (Low, Med, High)	Short Term (1 - 3 years)	Mid Term (3 - 7 years)	Long Term (7 - 10 years)
Action 8.1.7 Market Frederick to developers experienced in developing senior housing and attainable / workforce housing in the region.	Staff Action	Planning, Economic Development	Town Board, Planning Commission		$$		Med	X	X	X
Action 8.1.8 Complete a housing needs assessment for the Town of Frederick an/or the Carbon Valley area on a regular basis, in accordance with legislation from the State of Colorado.	Study	Planning	Town Board		$		High	X	X	X
Action 8.1.9 Remove unintended barriers to the development of affordable and attainable housing in the Town's Land Use Code and other Town policies and regulations, where consistent with other Town goals.	Study	Planning	Town Board		$		High	X	X	X
Action 8.1.10 Encourage the development of housing in mixed-use development, in order to promote walkability, provide the option for car-free lifestyles, increase transportation efficiencies, and promote economic vitality	Study	Planning	Town Board		$		High	X	X	X

								General Timing		
	Type of Action / Project	Department in charge and others involved	Involved Boards or Commissions	Other Partners	Order of Magnitude Cost (to the Town)	Potential Funding Sources	Priority (Low, Med, High)	Short Term (1 - 3 years)	Mid Term (3 - 7 years)	Long Term (7 - 10 years)
Goal 8.2 – Promote the maintenance and rehabilitation of existing homes in Frederick										
Action 8.2.1 Promote the maintenance, rehabilitation, weatherization, and energy efficiency of older homes in the Town of Frederick by enchancing awareness and utilization of rebate programs and services offered by third party providers. In addtion, consider implementing a Town-managed incentive program (e.g. in the form of sales tax or property tax rebates) for the rehabilitation and maintenance of older homes owned by income-qualified residents in the Town of Frederick.	Staff Action	Planning, Economic Development	Town Board, Planning Commission		$$		Med	X	X	X
Action 8.2.2 Explore forming partnerships with local lending institutions to provide low interest or zero interest loan programs for housing rehabilitation or remodeling of older homes.	Staff Action	Planning, Economic Development	Town Board, Planning Commission		$		Med	X	X	X

								General Timing		
	Type of Action / Project	Department in charge and others involved	Involved Boards or Commissions	Other Partners	Order of Magnitude Cost (to the Town)	Potential Funding Sources	Priority (Low, Med, High)	Short Term (1 - 3 years)	Mid Term (3 - 7 years)	Long Term (7 - 10 years)
Goal 9.1 – Promote Frederick as a great place for business investment and employment										
Action 9.1.1 Continue to develop and maintain marketing campaigns to promote Frederick as a place for business, at the local, regional, state and national levels.	Staff Action	Economic Development	Town Board		$		Med	X	X	X
Action 9.1.2 Integrate marketing and business development efforts for Frederick into regional economic development efforts coordinated by organizations in the Carbon Valley, the Upstate Colorado Economic Development Corporation, the Denver Metro Chamber of Commerce, Global Chamber Northern Colorado, and other related organizations.	Staff Action	Economic Development	Town Board		$		Med	X	X	X
Action 9.1.3 Develop services, facilities, and infrastructure in support of start-up companies, entrepreneurs, and those working remotely in Frederick. These efforts may include the development of small business incubators or co-working spaces.	Capital Improvement Project	Economic Development	Town Board		$		Med	X	X	X

								General Timing		
	Type of Action / Project	Department in charge and others involved	Involved Boards or Commissions	Other Partners	Order of Magnitude Cost (to the Town)	Potential Funding Sources	Priority (Low, Med, High)	Short Term (1 - 3 years)	Mid Term (3 - 7 years)	Long Term (7 - 10 years)
Action 9.1.4 Develop an incentive policy and program designed for small or new businesses in Frederick.	Policy	Economic Development	Town Board		$		Med	X	X	X
Action 9.1.5 Refine and adjust financial incentives, as needed, designed to attract larger companies with larger workforces to Frederick (including tax increment financing, tax rebates, grants, etc.)	Policy	Economic Development	Town Board		$$		Med	X	X	X
Goal 9.2 – Attract and develop a quality labor force that meets the needs of businesses in Frederick and responds to trends in different industries.										
Action 9.2.1 Coordinate with local businesses to establish internship or apprenticeship programs between local high schools and local businesses and organizations.	Staff Action	Economic Development	Town Board		$		Med	X	X	X
Action 9.2.2 As part of economic development efforts, coordinate with local high schools, trade schools, colleges, and universities to design training programs tailored to local companies or as part of efforts to attract new employers to the community.	Staff Action	Economic Development	Town Board		$		Med	X	X	X
Action 9.2.3 Explore the possibility of attracting a community college or trade school campus to locate in Frederick	Staff Action	Economic Development	Town Board		$		Med	X	X	X

								General Timing		
	Type of Action / Project	Department in charge and others involved	Involved Boards or Commissions	Other Partners	Order of Magnitude Cost (to the Town)	Potential Funding Sources	Priority (Low, Med, High)	Short Term (1 - 3 years)	Mid Term (3 - 7 years)	Long Term (7 - 10 years)
Action 9.2.4 Offer the development of employee housing as an incentive to attract companies to locate in Frederick.	Staff Action, Potential Capital Improvement Project	Economic Development	Town Board		$$		Med	X	X	X
Action 9.2.5 Leverage the Town of Frederick Target Industry Cluster Study to inform future inventive delivery and to build a stronger and continuously sustainable economy for the Town and broader region.	Staff Action	Economic Development	Town Board		$		High	X	X	X
Action 9.2.6 Continue to work with regional economic development partners to further strengthen the employment network within the Town of Frederick and the broader region.	Staff Action	Economic Development	Town Board		$		High	X	X	X
Goal 9.3 – Protect and enhance the economic vibrancy and character of Downtown Frederick, consistent with the Frederick Downtown Plan.										
Action 9.3.1 Develop downtown specific incentive programs that can inject additional investment into Downtown Frederick to further advance the Downtown plan.	Economic Development and Policy Action	Economic Development and Planning	Town Board		$$		Med	X	X	X
Action 9.3.2 Utilize the creation of a Downtown District to leverage additional funding sources for the preservation and enhancement of historic downtown Frederick.	Policy Decision/ Creation of a New Entity	Economic Development and Planning	Town Board Planning Commission		$$		High		X	

								General Timing		
	Type of Action / Project	Department in charge and others involved	Involved Boards or Commissions	Other Partners	Order of Magnitude Cost (to the Town)	Potential Funding Sources	Priority (Low, Med, High)	Short Term (1 - 3 years)	Mid Term (3 - 7 years)	Long Term (7 - 10 years)
Action 9.3.3 Build a coalition of downtown based businesses to create and promote downtown centric events and marketing programs to keep downtown relevant.	Staff Action, Community Volunteer Effort	Economic Development and Planning	Town Board		$		Med	X	X	X
Action 9.3.4 Develop and implement a shop local program to drive additional traffic downtown.	Marketing Program	Economic Development		Downtown Business Owners	$		Med		X	
Action 9.3.5 Develop and implement a cohesive town wide wayfinding signange program to direct visitors and the public to Downtown Frederick.	Capital Improvement	Planning, Engineering	Town Board		$$		Med		X	
Action 9.3.6 Coordinate with planning on additional ways to advance the objectives of the downtown plan.	Staff Action	Economic Development and Planning	Town Board Planning Commission		N/A			X	X	X

Chapter 10: Infrastructure and Sustainability

								General Timing		
	Type of Action / Project	Department in charge and others involved	Involved Boards or Commissions	Other Partners	Order of Magnitude Cost (to the Town)	Potential Funding Sources	Priority (Low, Med, High)	Short Term (1 - 3 years)	Mid Term (3 - 7 years)	Long Term (7 - 10 years)
Goal 10.1 – Develop and manage the water supply to serve existing and future users in an environmentally sustainable manner										
Action 10.1.1 Implement the phased improvements outlined in the Water System Plan for the Town of Frederick.	Capital Improvement Projects	Engineering (lead); Public Works	Town Board		$$$		Med	X	X	X

								General Timing		
	Type of Action / Project	Department in charge and others involved	Involved Boards or Commissions	Other Partners	Order of Magnitude Cost (to the Town)	Potential Funding Sources	Priority (Low, Med, High)	Short Term (1 - 3 years)	Mid Term (3 - 7 years)	Long Term (7 - 10 years)
Action 10.1.2 Revise the landscape standards and other areas of the Town code to strongly incentivize the use of xeriscaping and other conservation techniques in both new and existing developments / neighborhoods, to minimize per-capita water usage.	Policy	Planning, Engineering	Town Board		$		High	X		
Action 10.1.3 Explore the implementation of a water re-use strategy for non-potable water uses in the Town.	Staff Action, Potential Policy	Engineering (lead); Public Works	Town Board		$		Med	X		
Action 10.1.4 Develop educational materials for local residents and businesses regarding water conservation and water quality tools and programs offered by the Town of Frederick and other partners.	Staff Action	Engineering (lead); Public Works	Town Board		$		Med	X		
Goal 10.2 – Coordinate with the St. Vrain Sanitary District (SVSD) to provide sanitary sewer service in the Town in an efficient manner										
Action 10.2.1 Coordinate with the SVSD as the district updates its sanitary sewer master plans for the Frederick area, to ensure that the district's plans integrate the Town's future land use plan.	Staff Action	Engineering	Town Board		$		Med	X	X	X

								General Timing		
	Type of Action / Project	Department in charge and others involved	Involved Boards or Commissions	Other Partners	Order of Magnitude Cost (to the Town)	Potential Funding Sources	Priority (Low, Med, High)	Short Term (1 - 3 years)	Mid Term (3 - 7 years)	Long Term (7 - 10 years)
Action 10.2.2 Coordinate with the SVSD to prioritize development within areas that are already served by the district or can be serviced efficiently through system expansion.	Staff Action	Engineering	Town Board		$		Med	X	X	X
Goal 10.3 – Proactively plan for stormwater management in the Town of Frederick										
Action 10.3.1 Require the creation of regional stormwater plans (that incorporate multiple developments together) rather than having stormwater detained on a project-by-project basis.	Staff Action	Engineering	Town Board		$		Med	X	X	X
Action 10.3.2 Regularly update the stormwater master plan for the Town.	Staff Action	Engineering	Town Board		$		Med	X	X	X
Action 10.3.3 Encourage the use of bioswales, greenways, and other green infrastructure strategies and low impact design to help manage stormwater in new development projects.	Staff Action	Engineering	Town Board		$		Med	X	X	X
Goal 10.4 – Pursue initiatives to encourage environmental sustainability in the Frederick community										
Action 10.4.1 Explore the potential to install electric charging stations at Town facilities, to help encourage and accommodate electric vehicles	Capital Improvement Projects	Planning and Engineering (leads); Public Works	Town Board		$$		Lower		X	X

								General Timing		
	Type of Action / Project	Department in charge and others involved	Involved Boards or Commissions	Other Partners	Order of Magnitude Cost (to the Town)	Potential Funding Sources	Priority (Low, Med, High)	Short Term (1 - 3 years)	Mid Term (3 - 7 years)	Long Term (7 - 10 years)
Action 10.4.2 Explore opportunities to install solar, wind, or other renewable energy facilities on Town-owned properties	Capital Improvement Projects	Public Works	Town Board		$$		Lower		X	X
Action 10.4.3 Collaborate with other partners in the region to share information with residents regarding recycling, composting, and community garden opportunities.	Staff Action	Engineering (lead); Public Works	Town Board		$		Lower	X	X	X