



Appendix A

Community Assessment





Frederick Forward



Community Assessment
Winter 2023

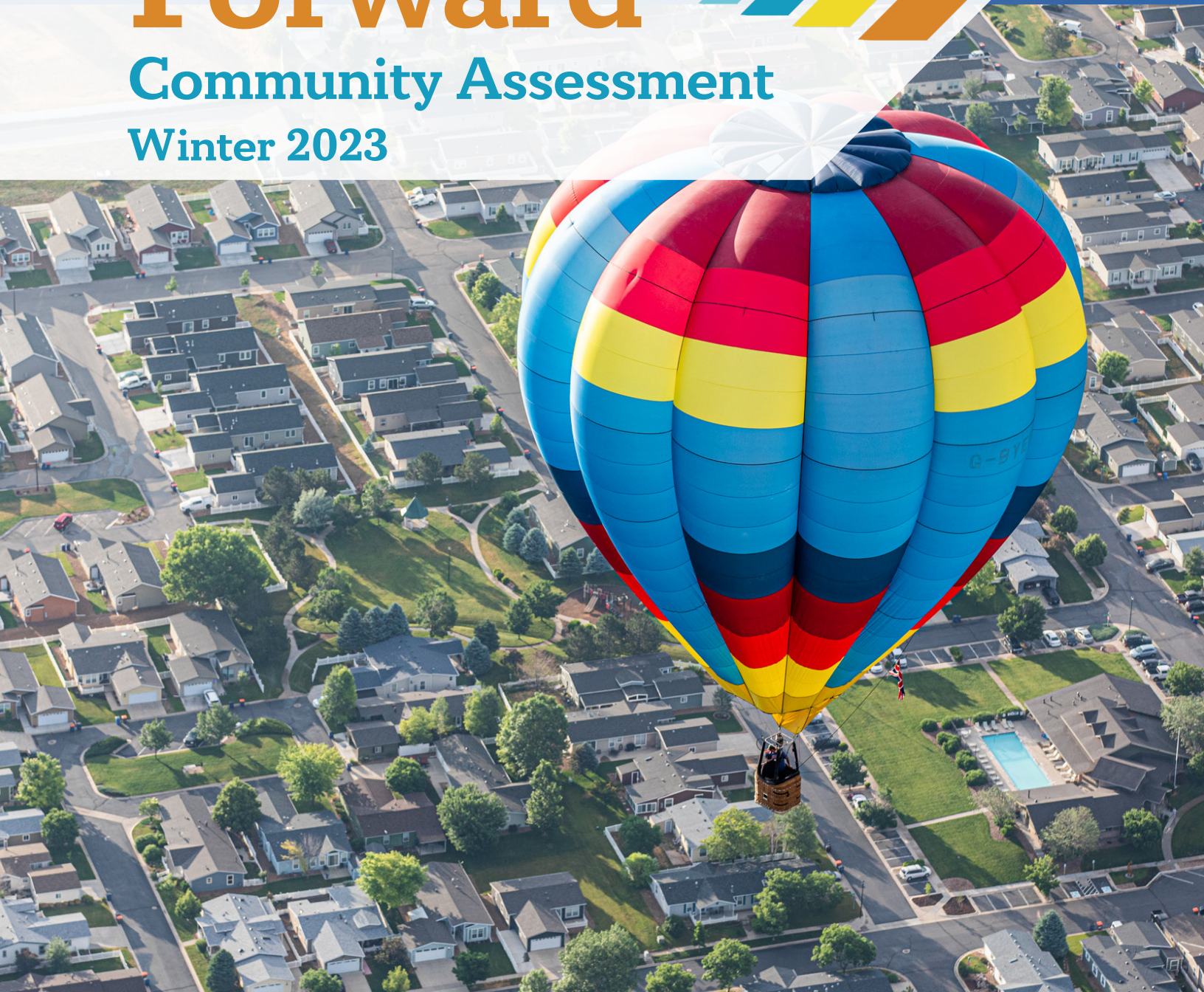


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Introduction

As Frederick plans for the overall growth of the community over the next two decades, this Community Assessment provides a foundation of information concerning where the community stands today. The information in this document provides key information that informs the development of the Town's new Comprehensive Plan and the new Downtown Plan for Frederick. The Community Assessment outlines where Frederick is doing well, areas where Frederick could improve, and opportunities for the community to grow and change over the next two decades.

Information from a range of sources, including the Town of Frederick, Weld County, the U.S. Census, local officials, and stakeholders, informed the conclusions provided in the Community Assessment.

Review of Previous Planning Efforts

Communities typically build upon the work completed in previous planning efforts, in developing a new Vision and Plan for their futures. The following section summarizes some key takeaways from previous planning efforts in Frederick, as they relate to the new Comprehensive Plan and Downtown Plan.

Frederick Comprehensive Plan (2016)

The Town's existing Comprehensive Plan outlines the vision of the community in 2035 and key action items and recommendations, across a range of topic areas. The vision statement from the Comprehensive Plan emphasized the following as desired qualities of Frederick in the future.

- ▶ A regional destination with a high quality of life
- ▶ Having a strong, locally based Downtown district
- ▶ Having additional commercial and retail offerings along the Highway 52 and I-25 corridors, and thriving business parks
- ▶ Having well connected trail systems and a "Complete Streets" orientation
- ▶ A community with large open spaces and many parks that help distinguish Frederick from its neighbors
- ▶ The Comprehensive Plan outlines recommendations for actions across various topics, summarized in the Implementation section of the document. The plan has helped guide the growth and evolution of

Frederick over the last six years. The following summarizes a series of key goals that the Town has, and has not, completed from the 2016 Comprehensive Plan.

Key Initiatives / Goals Completed – From the 2016 Comprehensive Plan

- ▶ Frederick is in the process of updating its Land Use Code, as one of the main recommendations coming out of the 2016 Comprehensive Plan. The new Land Use Code will assist the Town in implementing other recommendations in the 2016 Plan as they relate to future land use and development, incentives and related strategies.
- ▶ Frederick completed the 25 / 52 East Subarea Plan in March 2022. This document provides additional guidance concerning future development and improvements in the areas to the north and east of the I-25 / Highway 52 interchange.
- ▶ The Town has continued to complete segments of sidewalks and trails to increase connectivity between different areas of Frederick and along main corridors, such as Highway 52.
- ▶ Frederick updated the Parks, Open Space, and Trails (POST) Master Plan in early 2021.
- ▶ The Town has continued to work with the St. Vrain Valley School District and providers of community facilities to residents in the Town to identify future needs and plan for improvements.

- ▶ The Town completed a new Frederick Transportation Master Plan in early 2021.
- ▶ The Town has continued to implement its streetscape design guidelines and other design guidance in the approval of development plans.



Picture of chainsaw public art piece in front of Georgia Boys BBQ along 5th Street in Downtown Frederick. The art piece is carved from wood and a patio with trees and shade structures appears in the background. Credit: RICK

Key Initiatives / Goals That Remain to Be Completed – From the 2016 Comprehensive Plan

- ▶ Various sidewalk and trail connections remain to be completed around different areas of Frederick.
- ▶ Frederick continues the process of identifying additional community events and cultural activities to be held throughout the year. The COVID-19 pandemic put many efforts concerning cultural events and activities on hold, but Frederick continues to focus on these goals going forward.
- ▶ Frederick and its neighbors continue to explore opportunities and ideas to strengthen regional transit connections from the Carbon Valley area to nearby metro centers, including the Denver metro, Boulder, and various cities in Northern Colorado. The lack of a regional transit provider for the Carbon Valley area continues to make it more difficult to secure transit improvements in the Frederick area.
- ▶ Frederick continues to explore ideas and concepts for community gateways and how to create a consistent look and feel for the community.
- ▶ The Town continues to explore ways to better connect areas to the east and west of I-25, as the interstate is a major divider in the local area.
- ▶ The Town continues to explore ways to improve the streetscapes within the Downtown district, and the new Downtown Plan will focus on streetscape and a variety of other potential improvements for Downtown.
- ▶ The Comprehensive Plan articulated a vision for the extension of mixed use development from the Downtown area to the south, through the Miners Park development area. However, development of these parcels between the Downtown area and Highway 52 has not yet materialized.
- ▶ While Frederick has continued to add housing and new residents, the Town continues to trail its neighbors in offering a full range of retail shopping options.

25 / 52 East Subarea Plan (2022)

This subarea plan provides guidance for the future land use and development of over 600 acres at the northeast quadrant of Highway 52 and I-25, with the goal of creating an area that will enhance the character, image, and identity of the Frederick community. The Plan established four guiding principles for the development of the area:

- ▶ Promoting an inviting and vibrant retail and mixed use destination
- ▶ Responding to the market with a uniquely “Frederick” place
- ▶ Leveraging the high visibility of the location
- ▶ Responding to environmental constraints of the site

The Subarea Plan provides the vision for six land use typologies: Retail / Entertainment; Corporate Campus / Office; Mixed Residential; Public / Civic; Recreational; and Industrial.

The land use vision outlined in the Subarea Plan calls for areas of retail and entertainment in the southwestern portion of the subarea, closest to the I-25 interchange. A corporate campus / office area will locate to the north of the retail and entertainment area, along the east side of I-25, with an industrial area in the northern portion of the subarea. Mixed residential units, of various types and densities, would generally orient in the eastern portion of the subarea, with areas for public and recreational uses serving as a transition from the retail / entertainment area to residential neighborhoods to the northeast.

The Subarea Plan provides general guidance on how to create a “destination place” through architectural style and character, building placement, mobility and access, landscaping and buffering, the design of loading and service areas, and lighting. The Plan provides the vision for public spaces, gateways and wayfinding, streetscaping, public art, the roadway network, and sidewalk network.

The Subarea Plan concludes with implementation recommendations, including calling for the creation of a detailed market study and marketing plan, public / private partnerships and financing of public improvements, and short term and long term regulatory strategies.

The updating of the Town’s Land Use Code will help support ongoing discussions and efforts to develop properties in this portion of Frederick, using the 25 / 52 East Subarea Plan as a vision for the area’s development.

Parks, Open Space, and Trails (POST) Master Plan (2021)

The POST plan examined the parks, open space, and trails assets and amenities in the Frederick area and established a wide range of goals and strategies to achieve the vision of the community in this area over the next two decades.

The POST Master Plan outlines the following as recommended “big moves” for the park system in Frederick:

Top Priorities:

- ▶ Enhance water quality and provide water-based recreational activities in Milavec Lake at the Frederick Recreation Area.
- ▶ Add winter activities to the existing park system (sledding, ice skating, etc.)
- ▶ Replace or enhance outdated play equipment
- ▶ Build a destination playground at Frederick Recreation Area (FRA) or Centennial Park

Secondary Priorities:

- ▶ Expand the existing dog park at FRA or construct a new dog park with more acreage and amenities.
- ▶ Improve access to Bulrush Park by removing the existing gate while maintaining gated access to adjacent oil well properties.
- ▶ Secure land and begin the process of developing a community park west of I-25

Priorities for all parks:

- ▶ Develop a strategy for providing additional shade tree planting
- ▶ Implement native and low water grasses and shrub beds

The POST Master Plan identified a series of park “search areas” (for the potential location of future park facilities) in different locations in Frederick and identified a series of recommended trail linkages between different neighborhoods and areas within Frederick, and from the Frederick community to the broader region. The priority trail corridors include the following:

- ▶ Bella Rosa Parkway from Legacy Trail to Boulder Creek Trail
- ▶ Boulder Creek Trail (South)
- ▶ Highway 52 Trail
- ▶ Aggregate Blvd from Wyndham Hill to Wildflower / Country Meadows Farm Neighborhoods
- ▶ Downtown-Wyndham Hill Connection
- ▶ Canal Connection from Highway 52 to Bella Rosa Parkway
- ▶ Frederick Way
- ▶ Ridgeway Blvd

- ▶ Aggregate Blvd through Mendoza Open Space from Highway 52 to Highway 119
- ▶ Boulder Creek Trail (North)

The POST Master Plan provided recommendations and action items tied to:

- ▶ Maintenance
- ▶ Recreational equity
- ▶ Nature integration
- ▶ Play for all ages
- ▶ Walkability, accessibility, and wayfinding
- ▶ Art and placemaking
- ▶ Water-wise solutions

Downtown Development Plan (2010)

The Downtown Development Plan outlines the overall vision for the Downtown district, provides general design guidance for the public realm, and outlines a series of implementation recommendations for the Town to use as development and improvements in the Downtown district move forward.

The document provides general design guidelines and concepts for a range of public improvements including: landscaping, intersection enhancements, entry treatments, public open space, crosswalks, lighting, street furnishings, benches and trash receptacles, public art, signage and banners, and related items. While the document provides general recommendations for improvements to these features, it does not constitute a formal “streetscape plan” or a conceptual plan for improvements on a block-by-block basis.

Based upon regional real estate and growth trends, the Downtown Development Plan identified the potential to develop an additional 222 residential units and an additional 405,000 square feet of commercial space in the Downtown district by 2030. These totals would represent an increase of 160 percent in the number of downtown residential units from 2010 to 2030, and an increase of more than five times in the amount of commercial space in the Downtown district.

The Downtown Development Plan reviewed the infrastructure capacities and considerations impacting the growth of the district. The document indicated that it was unknown, at the time, whether the existing sewers and wastewater facilities in the

Downtown area would accommodate the anticipated growth in the area. It stated that the water capacities in the area were anticipated to accommodate the build-out of the Downtown area, and that stormwater infrastructure should also accommodate the expected growth.

The Downtown Development Plan concluded with an implementation plan that articulated recommended policy and related actions to bring the vision for Downtown Frederick into reality. Incentives discussed in the plan included fee and tax reductions, entitlement incentives, direct financial assistance for projects, and other incentives.



Image of Mountain Cowboy coffee house and brewery on 5th Street in Downtown Frederick. The building is red on the outside with numerous windows along the outside of the building. A car is parked on the street in front of the building and shady trees are present to the left of the building. Credit: RICK

Transportation Master Plan (TMP) (2021)

This master plan involved significant community outreach and arrived at the following vision elements as part of its main plan themes for Frederick:

- ▶ Right-sized streets
- ▶ Safety
- ▶ Connecting activity centers
- ▶ Exploring transit partnerships

The Plan outlined a series of transportation-related programs for the Town to pursue, organized in the following fashion:

Roadway network:

Develop a connected roadway network strategy

- ▶ Update the Town's design guide for roadways to align with the TMP's goals
- ▶ Establish a system of ongoing traffic counts for all modes of travel
- ▶ Complete an annual crash report
- ▶ Develop a Travel Demand Management (TDM) Toolkit
- ▶ Consider a long term pavement plan for all county roads

Active transportation network:

- ▶ Update the bikeway design guide and selection policy to align with the TMP's goals
- ▶ Establish a system of ongoing counts for all modes of travel
- ▶ Incorporate planned on-street bicycle facilities into street maintenance projects
- ▶ Americans with Disabilities Act (ADA) compliance

Transit network:

- ▶ Establish working groups to explore transit services

Policies and Programming:

- ▶ Long term dedicated funding strategy
- ▶ Project development / funding toolbox
- ▶ Maintain up-to-date GIS data systems
- ▶ Wayfinding program framework
- ▶ Impact fee ordinance
- ▶ Land Development Code change recommendations
- ▶ Alignment of developer requirements to the TMP
- ▶ Form strategic partnerships

The TMP outlined a set of recommended projects for completion, organized into the following categories:

- ▶ Intersection projects
- ▶ Roadway projects
- ▶ Highway 52 projects
- ▶ I-25 projects

- ▶ Active transportation network projects
- ▶ Transit projects
- ▶ Downtown projects

The following highlights some of the most notable projects in these categories within the TMP:

- ▶ Along the Highway 52 corridor, as part of the widening of this corridor from Ridgeway to Aggregate Blvd: median installation and speed mitigation; bike and pedestrian crossings, including over I-25; creation of a separated multi-use path; and preservation of critical access points.
- ▶ Implementation of the list of recommended trails from the POST plan
- ▶ Improvements to multimodal access, connecting to the Transit Center along Highway 119
- ▶ Introduction of shuttle systems to Town events and to the Transit Center along Highway 119
- ▶ Creation of a Carbon Valley Transit System to connect the Frederick area to Boulder, Longmont, and the broader RTD system
- ▶ Downtown projects: bike / pedestrian and walkability enhancements; event street improvements, and exploration of a long term parking solution as the Downtown grows

Key Takeaways – Review of Previous Planning Efforts

- ▶ Frederick has outlined a copious number of potential projects and improvements across the POST plan, TMP, the previous Downtown Plan, and other planning efforts. While these previous plans helped in prioritizing and articulating the implementation of the recommended projects and efforts, the Comprehensive Plan has an opportunity to bring the various recommendations together and outline a comprehensive, prioritized set of actions for community improvements.
- ▶ The Downtown Plan outlined a series of general recommendations, but it appears that most of the recommendations in the Plan have not come to fruition.
- ▶ The interconnectedness of different parts of Frederick continues to emerge as a key issue for the community as it grows.

Demographic, Economic and Housing Analysis

This section identifies key demographic, economic, and housing trends that influence the concepts, strategies, and ideas included in the Comprehensive Plan. It draws from information from the U.S. Census, the State of Colorado, and the Town of Frederick. It also includes various data from ESRI Business Solutions, a national database of economic and market data derived from U.S. Census data, along with national database information concerning retail and consumer spending, living patterns, and related metrics. Together, the information presents a picture of where Frederick is today and how it may evolve in terms of demographics, the housing market, and economic development over the next two decades.

Demographic Profile

Historic and Projected Population

Frederick, along with its Carbon Valley neighbors Firestone and Dacono, and the Town of Erie, have experienced significant population growth since 2000. Erie has experienced tremendous growth, increasing its population nearly five times between 2000 and 2020. Frederick has grown from a small town of just over 2,400 residents in 2000 to an estimated population in 2022 of nearly 16,000 residents. Firestone has experienced similar rates of growth as Frederick. The City of Longmont has continued to grow rapidly, with an increase of over 16,000 residents between 2010 and 2022. Dacono has experienced less growth over the last ten years, as has Fort Lupton. Projections provided by ESRI indicate that Frederick, Firestone, Dacono, and Erie will continue their strong growth over the next five years, with relatively limited growth in Longmont and Fort Lupton.

Frederick, along with its neighbors, will continue to reflect the significant population growth anticipated for Weld County over the next three decades. The Colorado State Demography Office projects that Weld County will add over 280,000 residents between 2020 and 2050, and that Adams County will add nearly 278,000. Larimer County anticipates an additional 135,000 residents over the next 30 years, while Boulder and Broomfield counties will experience much less robust population growth. The State and many regional observers believe that Colorado's strongest growth is quickly moving

into the Northern Colorado region, from the Frederick, Dacono, and Erie areas to the north and east. Frederick's strategic location along I-25, with access to the Denver metro, Boulder, and various communities to the north in Northern Colorado, puts the community in the bullseye of potential future growth in the region.

Age Breakdown

Frederick has a relatively similar median age for its population compared to Weld County and the State, but an older population compared to some of its neighbors (Firestone, Dacono, and Fort Lupton), as outlined in the Figure that follows.

While the overall median age for Frederick's population is similar to that of Weld County and Colorado, the composition (by age range) differs for the Town compared to the county and State. As outlined in the table that follows, nearly 30 percent of Frederick residents are under the age of 20, compared to around 25 percent statewide. Over 15 percent of Colorado residents are over the age of 65, compared to just under 13 percent of Frederick residents and 13.5 percent of Weld County residents. Residents in their prime earning years (from age 35 to 54) account for a larger share of Frederick's population compared to Weld County and Colorado.

Projections produced by ESRI anticipate that the population of residents age 65 to 84 in Frederick will increase over the next five years and that the number of residents under age 35 will decrease. These anticipated trends mirror trends expected in Colorado and across the country, as the demographic makeup of the United States continues to age.

Race and Ethnicity

Frederick has traditionally had less ethnic and racial diversity than Weld County, the State, and some of its neighbors, including Dacono, Longmont, and Fort Lupton. Estimates from ESRI indicate that just over 18 percent of residents in Frederick are of Hispanic origin in 2022. In contrast, 30 percent of residents in Weld County and 22 percent of Colorado residents classified themselves as Hispanic in 2022. Nearly 13 percent of residents in Frederick classify themselves as "two or more races", further

reflecting the community's diversity.

Around five percent of Frederick residents consider themselves to be “some other race, alone”, compared to 11 percent in Weld County and eight percent state-wide. Erie is the least diverse of the communities in the area around Frederick, with over 80 percent of its residents classified as “White Alone” and only 10.5 percent of residents consider themselves of Hispanic origin in 2022.

Historical and projected population information indicates that the share of the population in Frederick classified as Hispanic has grown modestly since the last U.S. Census in 2010 and will continue to grow through 2025. The percentage of residents who consider themselves of be of two or more races has increased significantly, from 3.2 percent in 2010 to nearly 13 percent in 2022, mirroring trends at the state and national levels. The share of the population classified as Asian Alone has grown over the last 12 years, from 2 percent of the population in 2010 to an estimated 3.4 percent in 2022, and the share of the population classified as White Alone has decreased steadily from 88 percent in 2010 to an estimated 77.7 percent in 2022. The “White Alone” category includes both

Hispanic and non-Hispanic classifications. The U.S. Census considers the “Hispanic origin” classification separately from the population totals by racial category.

As illustrated below, the Hispanic population in Frederick and the population identifying as Pacific Islander or “Multiple Races” is considerably younger than the population identified as White, Black, or American Indian. Almost 30 percent of Hispanic residents, as well as 35 percent of residents identifying as “Multiple Races” or “Other” in the Town, were under the age of 14 in 2022.

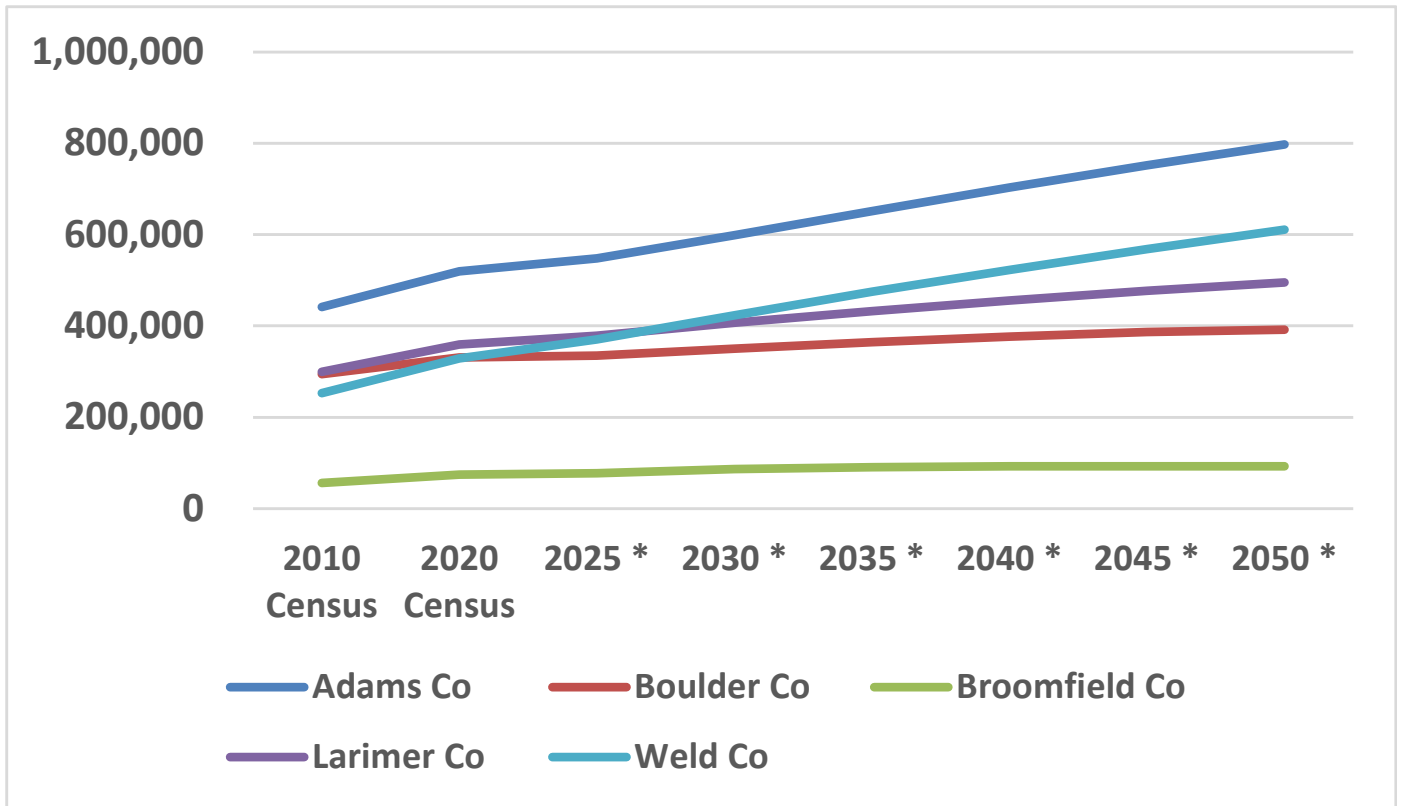
An estimated 16.5 percent of the Hispanic population in Frederick is age 55 or older, compared to 26.9 percent of the White population in the town.

Figure 1: Historic Population Growth, Frederick and Nearby Communities

	Frederick	Firestone	Dacono	Erie	Longmont	Fort Lupton
1980	855	1,204	2,321	1,254	42,942	4,251
1990	988	1,358	2,228	1,258	51,555	5,159
2000	2,467	1,908	3,015	6,291	71,093	6,787
2010	8,679	10,147	4,152	18,135	86,270	7,377
2020	14,513	16,395	6,298	30,038	98,885	7,963
2022 (Est.)	15,675	17,602	6,494	32,797	102,411	8,634
2027 (Proj.)	17,340	19,766	9,061	34,416	103,182	9,437
Est. Growth, 2010 - 2022	6,996	7,455	2,342	14,662	16,141	1,257
Projected Growth, 2022 - 2027	1,665	2,164	2,567	1,619	771	803

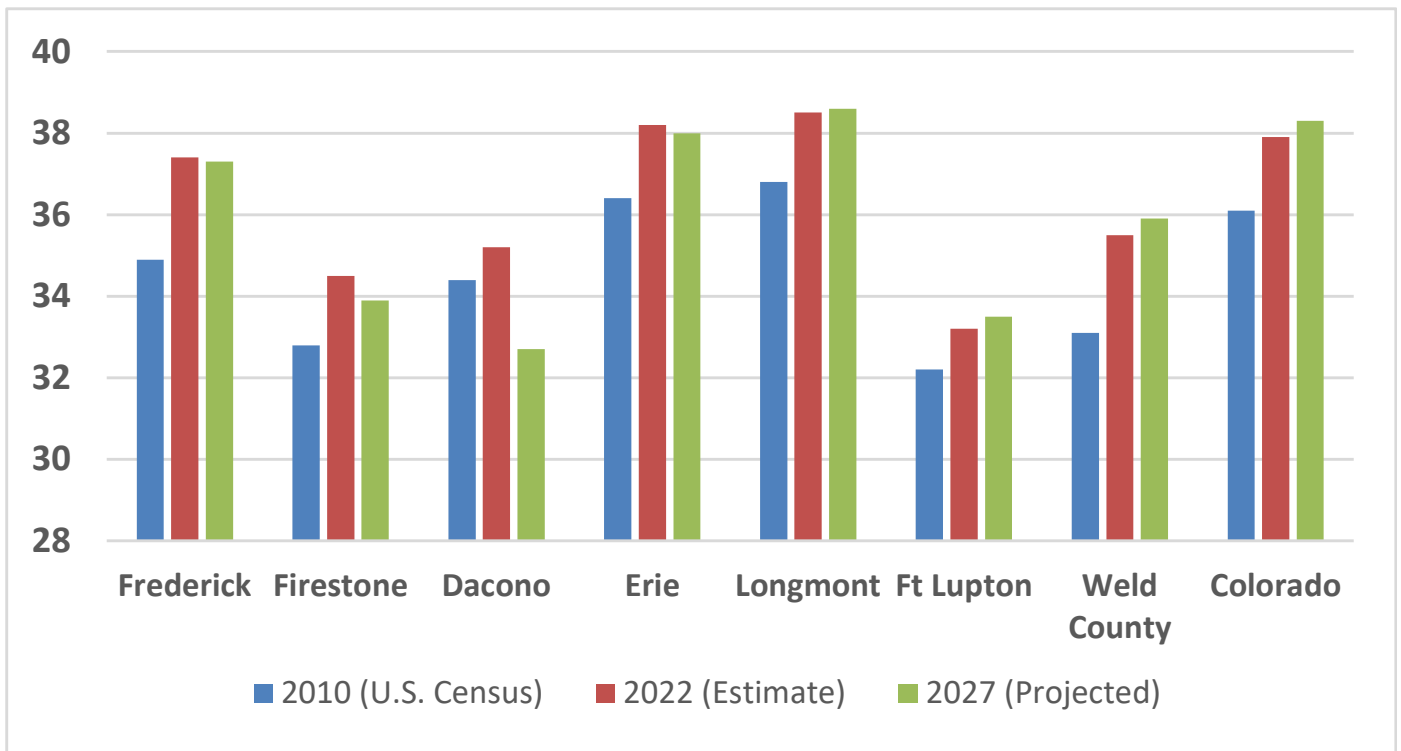
Sources: U.S. Census (Historic Data), ESRI (Estimated and Projected Data)

Figure 2: Projected Population Growth, Select Colorado Counties, 2010-2050



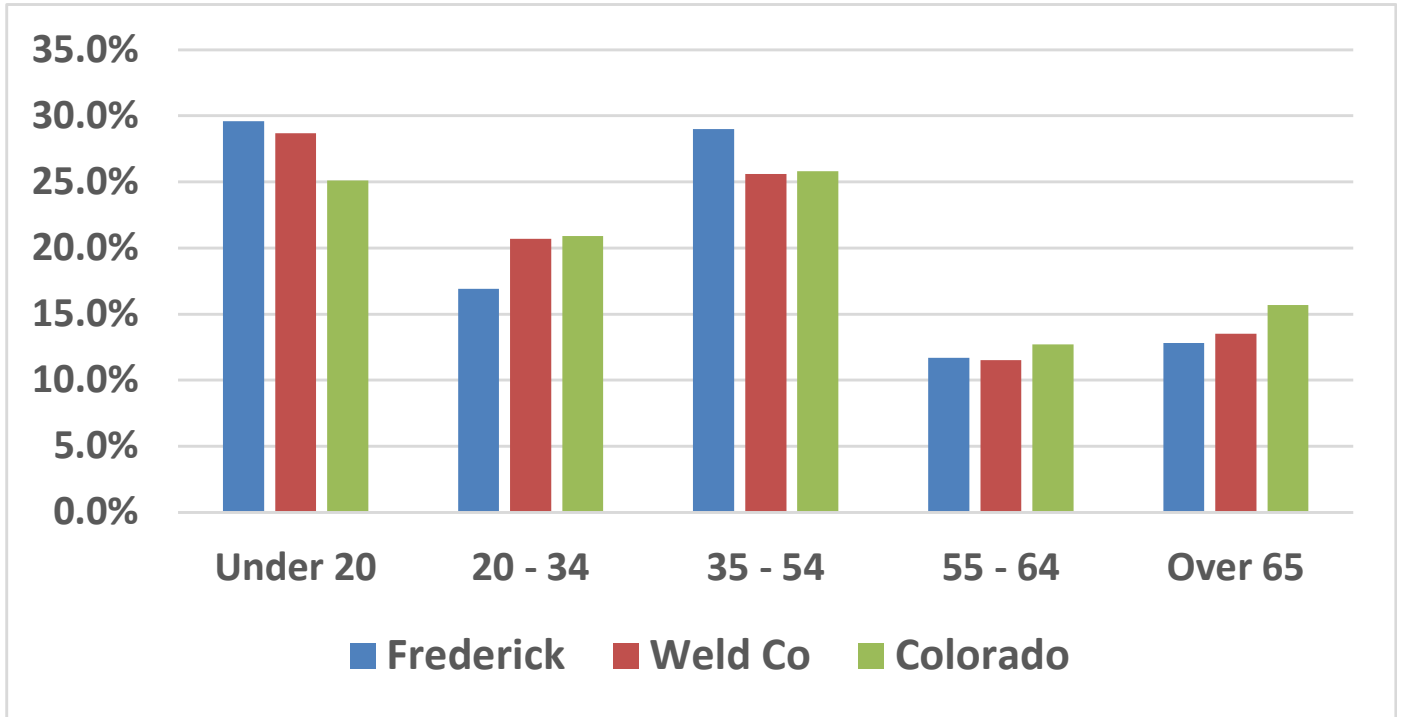
Source: Colorado State Demography Office

Figure 3: Comparison of Median Ages, Frederick Versus Peer Communities



Source: ESRI

Figure 4: 2022 Age Breakdown: Frederick Versus Weld County and Colorado



Source: ESRI

Figure 5: Breakdown of Populations by Race and Ethnicity, 2020

	Frederick	Firestone	Dacono	Erie	Longmont	Ft Lupton	Weld County	Colorado
White Alone	77.7%	75.2%	64.7%	80.3%	71.0%	54.4%	70.1%	70.2%
Black Alone	0.7%	0.7%	1.0%	0.8%	1.0%	0.6%	1.3%	4.1%
American Indian Alone	0.7%	1.2%	1.7%	0.4%	1.2%	1.9%	1.3%	1.3%
Asian Alone	3.4%	2.1%	2.8%	5.4%	3.7%	0.4%	1.7%	3.5%
Pacific Islander Alone	0.1%	0.1%	0.2%	0.1%	0.1%	0.1%	0.1%	0.2%
Some Other Race Alone	4.9%	7.1%	14.0%	2.2%	10.1%	24.1%	11.2%	8.1%
Two or More Races	12.6%	13.6%	15.7%	10.8%	12.9%	18.6%	14.3%	12.6%
Hispanic Origin	18.2%	21.7%	35.3%	10.5%	24.3%	54.1%	30.1%	22.0%

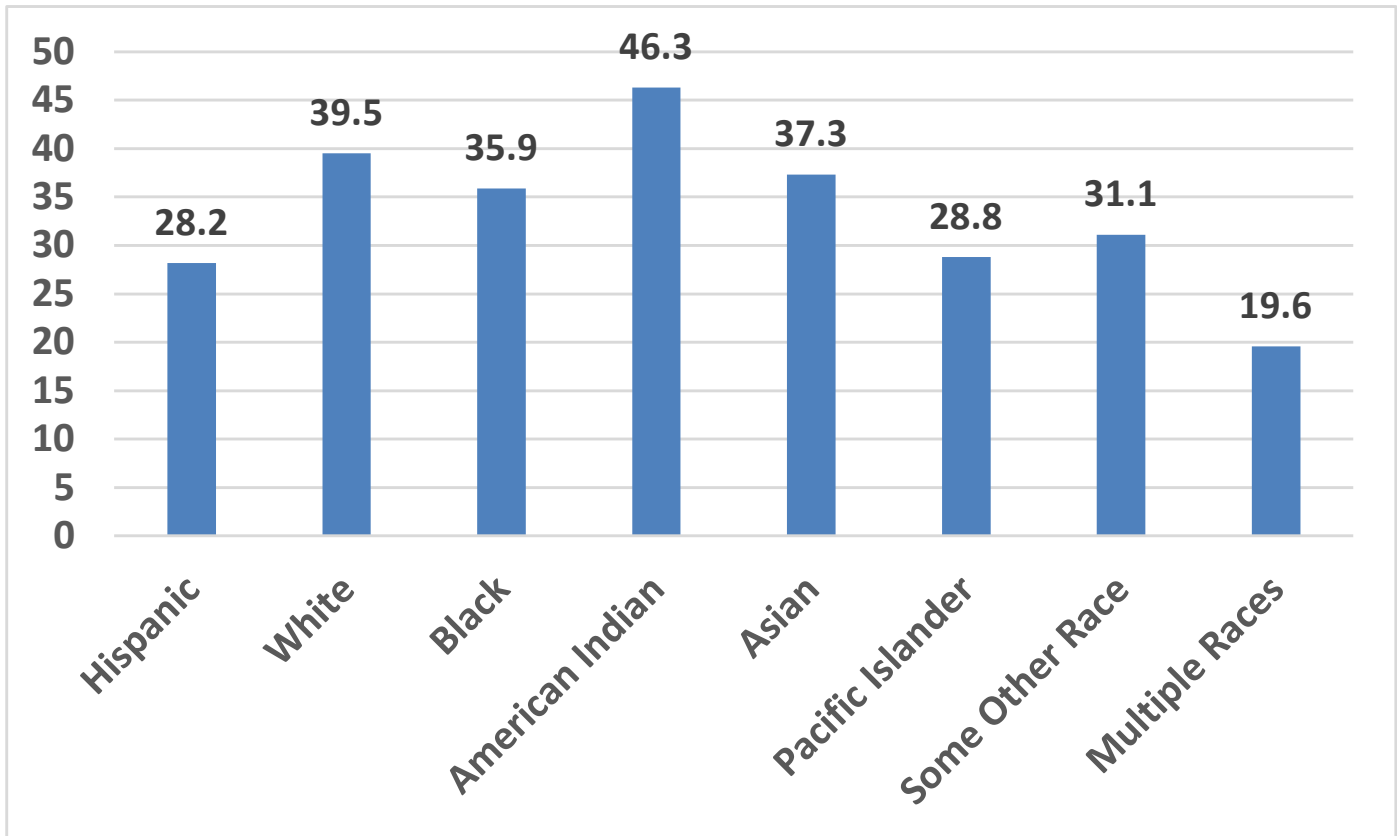
Source: ESRI

Figure 6: Historic and Projected Breakdowns of Town of Frederick Population by Race and Ethnicity

	2010 (U.S. Census)	2020 (U.S. Census)	2022 (Estimated)	2027 (Projected)
White Alone	88.2%	79.4%	77.7%	76.4%
Black Alone	0.5%	0.7%	0.7%	0.7%
American Indian Alone	0.5%	0.6%	0.7%	0.7%
Asian Alone	2.0%	3.5%	3.4%	3.3%
Pacific Islander Alone	0.0%	0.1%	0.1%	0.1%
Some Other Race Alone	5.6%	4.1%	4.9%	5.2%
Two or More Races	3.2%	11.6%	12.6%	13.6%
Hispanic Origin	15.0%	16.4%	18.2%	18.9%

Source: ESRI

Figure 7: Breakdown of Age by Race and Ethnicity, 2022, Town of Frederick



Source: ESRI

Household Income

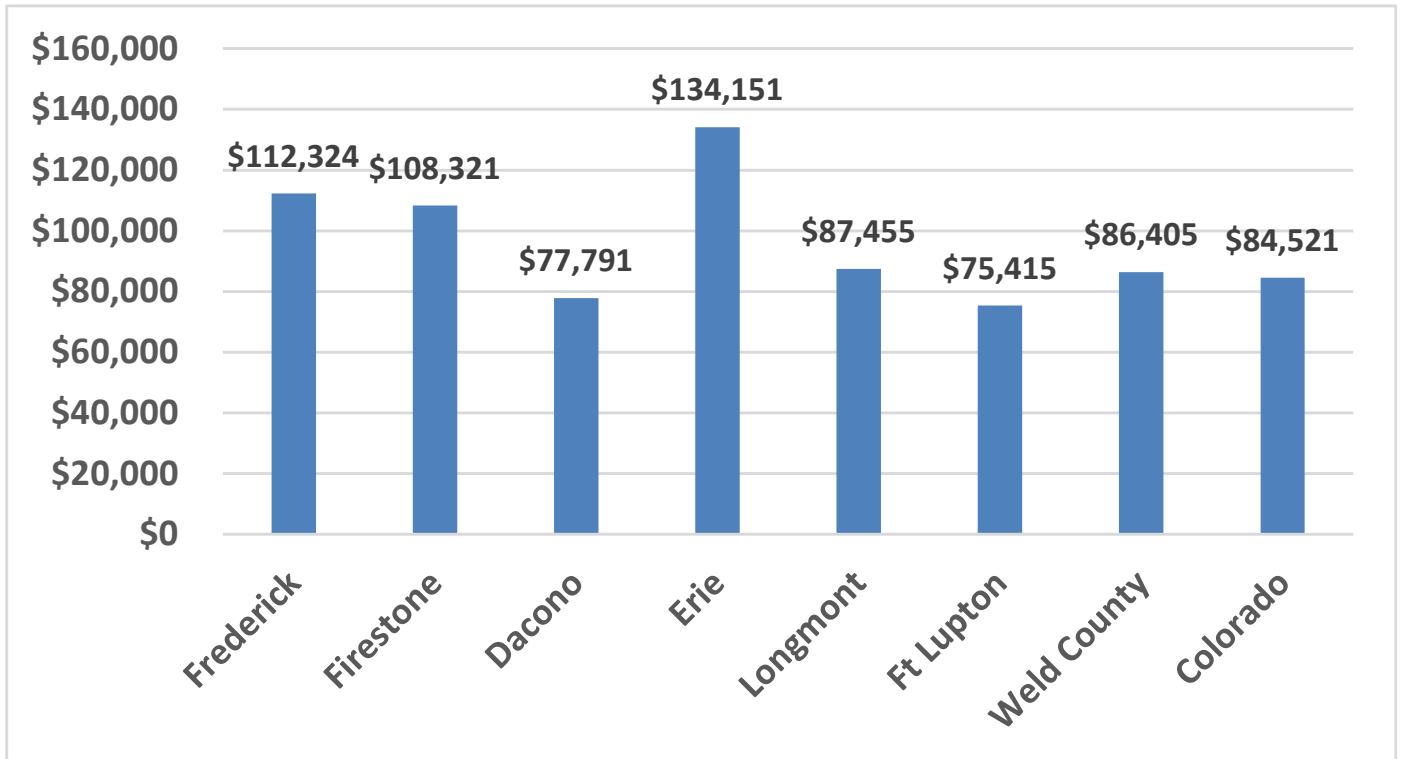
Frederick is relatively less affluent, based upon estimates of household income, compared to data for Erie (which has a median household income of \$134,154). However, the median household income for the Town exceeds that of its other neighbors, Weld County, and the State, as of 2022. Frederick had a median household income of just under \$113,000 in 2022, compared to a median household income of just over \$86,000 for Weld County and around \$84,500 for Colorado. The average household income for Frederick in 2022 is just under \$138,000, compared to \$109,000 for Weld County and around \$119,000 for the State.

Households in Frederick are relatively evenly distributed, in terms of household incomes, in a range generally from \$50,000 to over \$200,000. Only 11.8 percent of households in the community are estimated to have incomes below \$50,000 per year. The greatest proportion of households (30.3 percent) report incomes between \$100,000 and \$150,000 annually. In contrast, 24 percent of

households in Weld County have incomes between \$100,000 and \$150,000, and 25.7 percent of households in the county report incomes of less than \$50,000.

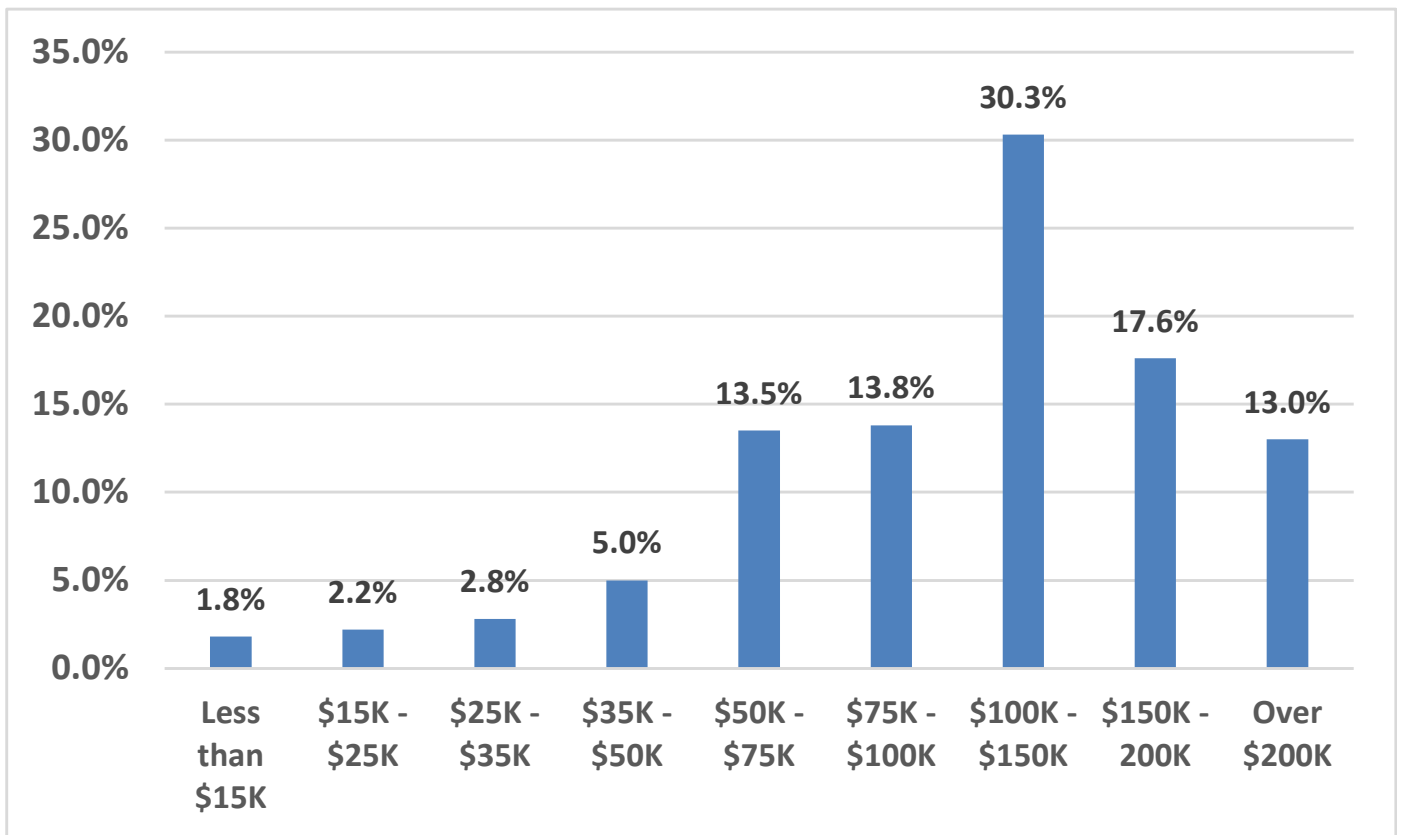
Data from ESRI also provides a breakdown of estimated household incomes for residents age 55 and older. Logically, the median household income for residents age 65 and older is less than the incomes for residents still in their prime working years (before age 65). Income for residents older than 65 often includes Social Security payments, income from investments, and various forms of fixed income. Over 26 percent of the households headed by someone over age 75 report household incomes of less than \$35,000 per year. Almost 60 percent of households headed by someone between 55 and 64 years of age report incomes of greater than \$100,000, compared to 49 percent of households headed by someone age 65 to 74 and 22 percent of households headed by someone over the age of 75. These patterns regarding the incomes of older adults are typical of most communities across the country.

Figure 8: Median Household Income, 2022



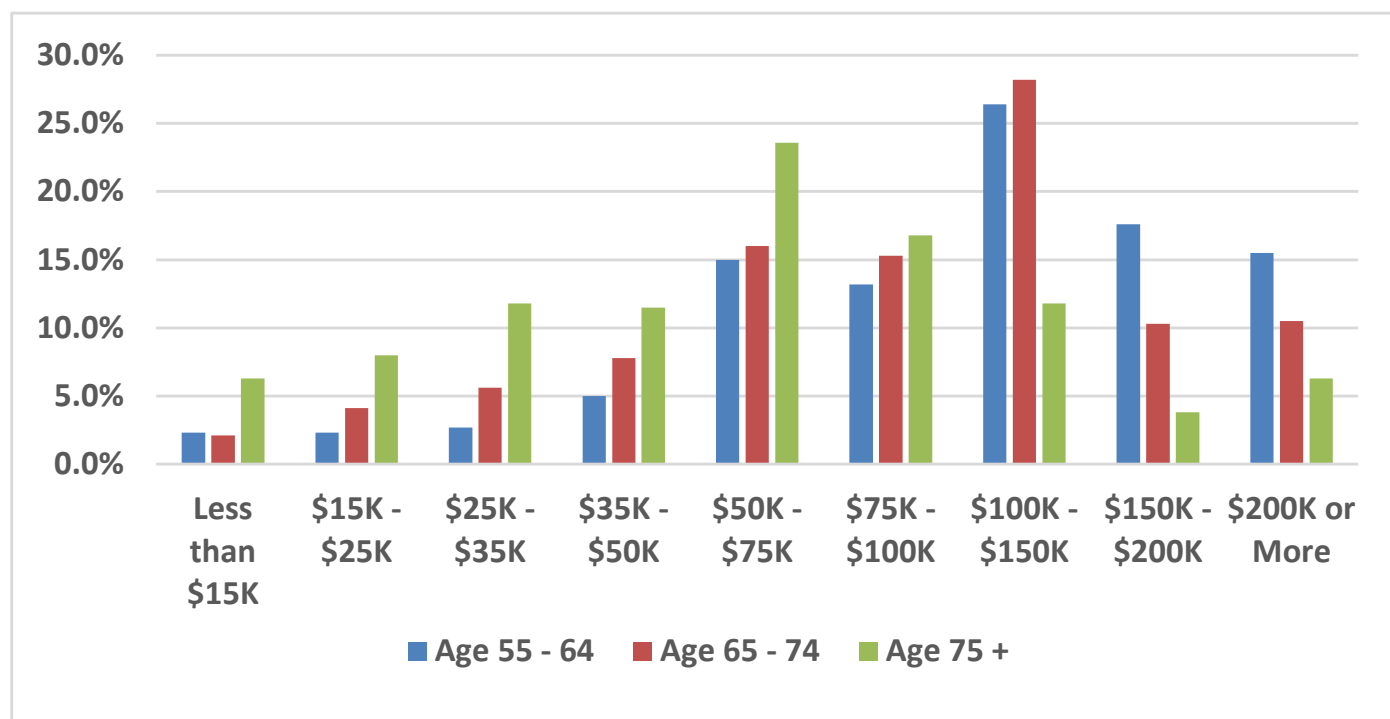
Source: ESRI

Figure 9: Frederick Households by Income, 2022



Source: ESRI

Figure 10: Frederick 2022 Households by Income and Age of Householder (Householders Age 55+, by Percentage of Total Households in Age Range) (Estimated)



Source: ESRI

Educational Attainment

Frederick includes fewer adults who have earned college or professional degrees, compared to the average for Colorado. Just over 37 percent of adults age 25 or older in Frederick have a Bachelor's Degree or a Graduate or Professional Degree, compared to over 44 percent for Colorado and 33 percent nationally. Only 3.7 percent of adults over age 25 in Frederick have not completed high school education. In contrast, 6.6 percent of adults age 25 or older in Colorado have not finished high school, and 10.1 percent of adults age 25 or older nationally do not have a high school diploma

(or its equivalent). The levels of education reported in Firestone are similar to those reported in Frederick. Adults in Erie and Longmont have the highest reported levels of education, among Frederick's neighbors, with 64.5 percent of adults over the age of 25 in Erie, and 49.1 percent of adults over the age of 25 in Longmont, having completed a bachelor's or higher degree, as of 2022. Adults in Dacono, Fort Lupton, and Weld County (overall) report having lower levels of educational attainment compared to Frederick and its other neighbors (Erie, Frederick, and Longmont).

Figure 11: Educational Attainment by Adults Age 25 or Older, 2022

	Frederick	Firestone	Dacono	Erie	Longmont	Ft Lupton	Weld County	Colorado	U.S.
Less than 9th Grade	1.2%	1.8%	6.6%	1.2%	2.8%	9.4%	4.4%	2.8%	4.1%
9th - 12th Grade, No Diploma	2.5%	2.5%	4.3%	1.3%	4.3%	9.8%	5.3%	3.8%	5.9%
High School Graduate	21.1%	19.4%	25.9%	9.0%	14.3%	28.0%	22.6%	17.1%	23.1%
GED / Alternative Credential	4.4%	3.5%	8.5%	1.7%	3.5%	6.0%	5.0%	4.0%	4.0%
Some College, No Degree	22.8%	24.7%	19.3%	15.0%	17.4%	22.7%	21.5%	18.4%	18.3%
Associate Degree	10.8%	11.6%	11.6%	7.4%	8.7%	9.0%	10.2%	9.2%	9.4%
Bachelor's Degree	26.6%	26.0%	16.6%	37.2%	30.4%	10.2%	20.7%	27.7%	21.7%
Graduate / Professional Degree	10.6%	10.3%	7.3%	27.3%	18.7%	4.9%	10.3%	16.9%	13.4%

Source: ESRI

Key Takeaways: Demographic Profile

- ▶ Frederick is continuing to grow in population, given the overall growth of the Northern Colorado market and proximity to I-25.
- ▶ Frederick has a younger and more diverse population than some other communities in Northern Colorado.
- ▶ The younger nature of the population and the wide range of household incomes in Frederick means that the community needs to outline strategies to provide a diversity of housing choices for the range of households and incomes. Similarly, the community should look to provide activities and programming geared to a relatively young and diverse population, but also keep the needs of older adults in mind.

Psychographic Analysis

Psychographic profiles provide information about the predominant trends of households concerning their buying habits, hobbies, lifestyles, and related key metrics, that begin to define segments of the population into “cohorts”. The ESRI database has classified households across the country into a series of 68 psychographic “Tapestry” groups that also account for neighborhood-level socioeconomic, demographics, and levels of urbanization. The following outlines the psychographic groups present in the Town of Frederick (as a percentage of households).

The descriptions of the various psychographic profiles provide details concerning the incomes, housing preferences, and lifestyle and spending habits of these various groups. Although the data presented for the various psychographic segments

is based upon national data, the various descriptions together help paint a picture of the various types of households, and their preferences, in the Frederick community.

The following outlines the profiles for these psychographic segments within the Town of Frederick.

NOTE: The data outlined below (concerning home ownership rates, median household incomes, and related metrics) are based upon national averages, for each psychographic segment. ESRI does not provide data for each psychographic segment, for specific geographies around the country, but has provided the following information based upon national averages.

Boomburbs (33.1 percent of households in Frederick)

This household group predominantly includes well educated, young professionals with families (with children) that have moved to some of the newest housing in suburban neighborhoods. This is an affluent group but it has a higher proportion of households with mortgages compared to national averages. Neighborhoods with a strong representation of Boomburbs households are rapidly growing and mainly include single family homes, on the periphery of large metropolitan areas, and Boomburb households have some of the longest commutes in the nation. This group has a very high labor force participation rate and the group is well connected, with the latest high tech devices.

Figure 12: Breakdown of Households by Psychographic Segment, Frederick, 2022

	Number of Households, Town of Frederick, 2022	% of All Frederick Households	% of All U.S. Households
Boomburbs	1,716	33.1%	1.9%
Middleburg	915	17.6%	3.1%
Up and Coming Families	868	16.7%	2.8%
Savvy Suburbanites	832	16.0%	3.0%
Home Improvement	616	11.9%	1.7%
Professional Pride	243	4.7%	1.6%

Source: ESRI

Other Key Attributes of Average Households in this Group:

- ▶ Style is a major factor for Boomburbs households, from personal appearance to the style of their homes. Consumers in the group are often busy furnishing their homes and completing remodeling projects.
- ▶ Physical fitness is a priority for this group, including memberships to gyms and the use of home exercise equipment.
- ▶ Common leisure activities for this group include a range of activities from sports (hiking, bicycling, swimming, and golf) to visits to theme parks or water parks.
- ▶ This group tends to contribute generously to charitable organizations.

Boomburbs - Characteristics (U.S. Data)	
Average Household Size	3.25
Diversity Index (1 to 100) (U.S. Average is 64.0)	63.2
Typical Housing	Single Family
Average Home Ownership Rate (U.S. Average is 62.7%)	84.0%
Median Age (U.S. Median is 38.2)	34.0

Middleburg (17.6 percent of households in Frederick)

Neighborhoods containing Middleburg households have transformed from the easy pace of country living to semi-rural subdivisions over the last decade, as the housing boom has spread beyond large metropolitan areas. Residents of this segment are traditional, family-oriented consumers, and while they are thrifty, they are willing to carry some debt and are investing in their futures. This group relies on its smartphones and mobile devices to stay in touch. This segment prefers to buy American and travel within the U.S. This market is younger than average but growing in its size and financial resources. The group tends to include young couples with many children, and traditional values are the norm for this group (including faith, country, and family). In terms of education, nearly two thirds of adults have a high school diploma or some college training.

Other Key Attributes of Average Households in this Group:

- ▶ Middleburg is a very family-oriented market, with a focus on children's toys or apparel or home do-it-yourself projects.

- ▶ This group tends to favor domestic vehicles, with a focus on trucks, SUVs, and motorcycles.
- ▶ The entertainment choices of this group are family focused, including TV and movie rentals or theme parks and family restaurants.
- ▶ Popular sports for this segment include hunting, fishing, bowling, and baseball.
- ▶ The media preferences for this segment tend to focus on country and Christian channels.

Middleburg - Characteristics (U.S. Data)	
Average Household Size	2.75
Diversity Index (1 to 100) (U.S. Average is 64.0)	48.5
Typical Housing	Single Family
Average Home Ownership Rate (U.S. Average is 62.7%)	73.4%
Median Age (U.S. Median is 38.2)	36.1

Up and Coming Families (16.7 percent of households in Frederick)

Up and Coming Families include households in transition, with younger residents that are more mobile than previous generations. This group tends to be ambitious, working hard to get ahead in their careers, and willing to take some risks to achieve goals. This group tends to include young families living in newer homes in rapidly growing subdivisions on the suburban periphery of metropolitan areas. This is a highly educated group with a high labor force participation rate and tends to include careful shoppers, aware of prices and willing to shop for deals. Up and Coming Families seek out the latest in technology and endure longer commutes to metro areas as a tradeoff for more affordable housing.

Other Key Attributes of Average Households in this Group:

- ▶ Nationally, 67 percent of adults in this segment have completed some college.
- ▶ Nationally, the labor force participation rate for this segment of 71 percent exceeds national averages.
- ▶ Members of this group tend to find leisure in family activities, movies at home, trips to theme parks or the zoo, and sports, from golfing and weight lifting to taking a jog or run.
- ▶ This group tends to be very busy with work and family obligations.

Up and Coming Families - Characteristics (U.S. Data)	
Average Household Size	3.12
Diversity Index (1 to 100) (U.S. Average is 64.0)	73.9
Typical Housing	Single Family
Average Home Ownership Rate (U.S. Average is 62)	73.9%
Median Age (U.S. Median is 38.2)	31.4

Savvy Suburbanites (16.0 percent of households in Frederick)

Savvy Suburbanites residents are well educated, well read, and well capitalized. The group tends to include empty nesters and empty nester wannabes (who still have adult children at home). The suburban lifestyle of this group includes home remodeling and gardening and the active pursuit of sports and exercise. The group enjoys good food and wine, plus the amenities of the city's cultural events. Savvy Suburbanites live in established neighborhoods found on the suburban periphery of large metropolitan areas.

Other Key Attributes of Average Households in this Group:

- ▶ Nationally, 51 percent of adults in this segment are college graduates, and 78 percent have completed at least some college education.
- ▶ Nationally, the labor force participation rate is 68 percent, with proportionately more two-worker households.
- ▶ Gardening and home remodeling are priorities of this group. Most households tend to complete these tasks themselves, although they do hire contractors for heavy lifting.
- ▶ This group tends to extensively use housekeeping and personal care services.
- ▶ Savvy Suburbanites are foodies. They like to cook and prefer natural or organic products.
- ▶ This group includes financially active investors, using various resources for informed investing.
- ▶ This group is physically fit, with residents pursuing various sports, from skiing to golf and investing heavily in sports gear and exercise equipment.

Savvy Suburbanites - Characteristics (U.S. Data)	
Average Household Size	2.85
Diversity Index (1 to 100) (U.S. Average is 64.0)	36.2
Typical Housing	Single Family
Average Home Ownership Rate (U.S. Average is 62)	90.6%
Median Age (U.S. Median is 38.2)	45.1

Home Improvement (11.9 percent of households in Frederick)

This group tends to include married-couple families living in single family homes in low-density suburban neighborhoods. Families in this group tend to spend a lot of time on the go (for work and various activities) and as a result tend to eat out regularly. When at home, this group spends weekends working on home improvement and remodeling projects. This group includes cautious consumers who are paying off student loans and mortgages and spend a lot of time commuting to work.

Other Key Attributes of Average Households in this Group:

- ▶ This group has high labor participation rates with most households including two or more employed workers.
- ▶ Members of this group typically spend 4 to 7 hours per week commuting and therefore spend significant amounts on car maintenance.
- ▶ This group spends heavily on eating out, at both fast-food and family restaurants.
- ▶ This tends to prefer to work at home, when possible.
- ▶ This group frequently buys children's clothes and toys and makes frequent trips to warehouse or club stores (Costco, Sam's, etc.) and home improvement stores.

Home Improvement - Characteristics (U.S. Data)	
Average Household Size	2.88
Diversity Index (1 to 100) (U.S. Average is 64.0)	65.7
Typical Housing	Single Family
Average Home Ownership Rate (U.S. Average is 62)	79.4%
Median Age (U.S. Median is 38.2)	37.7

Professional Pride (4.7 percent of households in Frederick)

This group includes well educated, higher net worth career professionals that have worked hard to build their professional reputations. Families in this group work long hours to maintain their upscale suburban lifestyles but fine-tune their schedules to meet the needs of their school-age children. This group is financially savvy, invests wisely, and benefits from interest and dividend income. This group takes pride in their newer homes and spends time and energy in upgrading their homes, which tend to be furnished with the latest in-home trends, including home gyms and in-home theaters. This group is goal oriented and values lifelong earning and learning. Life for the Professional Pride segment is well organized, and routine is a key ingredient of daily life.

Other Key Attributes of Average Households in this Group:

- ▶ Professional Pride consumers are highly qualified in the science, technology, law, or finance fields.
- ▶ Nearly 80 percent of Professional Pride households (nationally) include married couples, and nearly half of these families have kids. The average household size of 3.13 for this segment reflects the presence of children.
- ▶ Homes owned by households in the Professional Pride segment are valued at more than twice the U.S. median home value, although three out of four homeowners in this group have mortgages to pay off.
- ▶ Professional Pride neighborhoods are primarily located in the suburban periphery of large metropolitan areas.
- ▶ Professional Pride members are frequent travelers and typically take several domestic trips each year.
- ▶ Consumers in this segment find time in their busy schedules for themselves. They work out in their home gyms, owning at least a treadmill, an elliptical, or weightlifting equipment.
- ▶ This group tends to include avid readers.
- ▶ Residents in this group, both young and old, are tech savvy. They not only own the latest and greatest in tablets, smartphones, and laptops but also use the features each has to offer.

Professional Pride - Characteristics (U.S. Data)	
Average Household Size	3.13
Diversity Index (1 to 100) (U.S. Average is 64.0)	44.5
Typical Housing	Single Family
Average Home Ownership Rate (U.S. Average is 62)	91.6%
Median Age (U.S. Median is 38.2)	40.8

Key Takeaways: Psychographic Analysis

- ▶ Many of the psychographic segments in Frederick enjoy performing arts, theaters, and other entertainment offerings, as opposed to entertaining at home. The Comprehensive Plan should therefore consider how entertainment and events should integrate with land use plans and other components of the plan.
- ▶ Most of the psychographic segments in Frederick focus on family life, and thus the Comprehensive Plan should consider amenities and features that appeal to the large number of families present in the community.
- ▶ Many households in Frederick commute a great deal on a weekly basis. Opportunities to develop a broader range of employment opportunities within Frederick could help reduce the burden on households facing escalating commuting costs.

Housing Analysis

Historic Growth of the Housing Inventory

As described earlier, Frederick – along with southwestern Weld County generally, and the northern periphery of the Denver Metro area – has been growing rapidly in recent years. This pattern is apparent from the age of Frederick’s housing stock. After decades of modest growth from its founding through the early 1990s, Frederick’s growth accelerated in the mid-1990s and then boomed starting in 1999. The late 2000s Great Recession and ‘housing bust’ temporarily slowed Frederick’s growth, but more rapid growth resumed by 2012 and has continued since at least 2018.

Overall, Frederick added an average of 219 units per year over the 1999-2021 period, and approximately 90 percent of its housing stock has been built since 1999. Frederick’s rapid growth is likely due to a combination of market and regulatory factors, including its location within paths of growth pushing

north from Denver, east from Boulder County, and (to a lesser degree) south from the northern Front Range, accelerated in part by growth restrictions in some adjacent communities (especially in Boulder County).

Profile of the Housing Inventory

As illustrated in the figure that follows, single-family detached homes comprise nearly all (94 percent) of Frederick’s existing housing stock. Townhomes or similar attached homes represent another 4.2 percent of the total, and manufactured homes account for 1.9 percent of the existing housing stock.

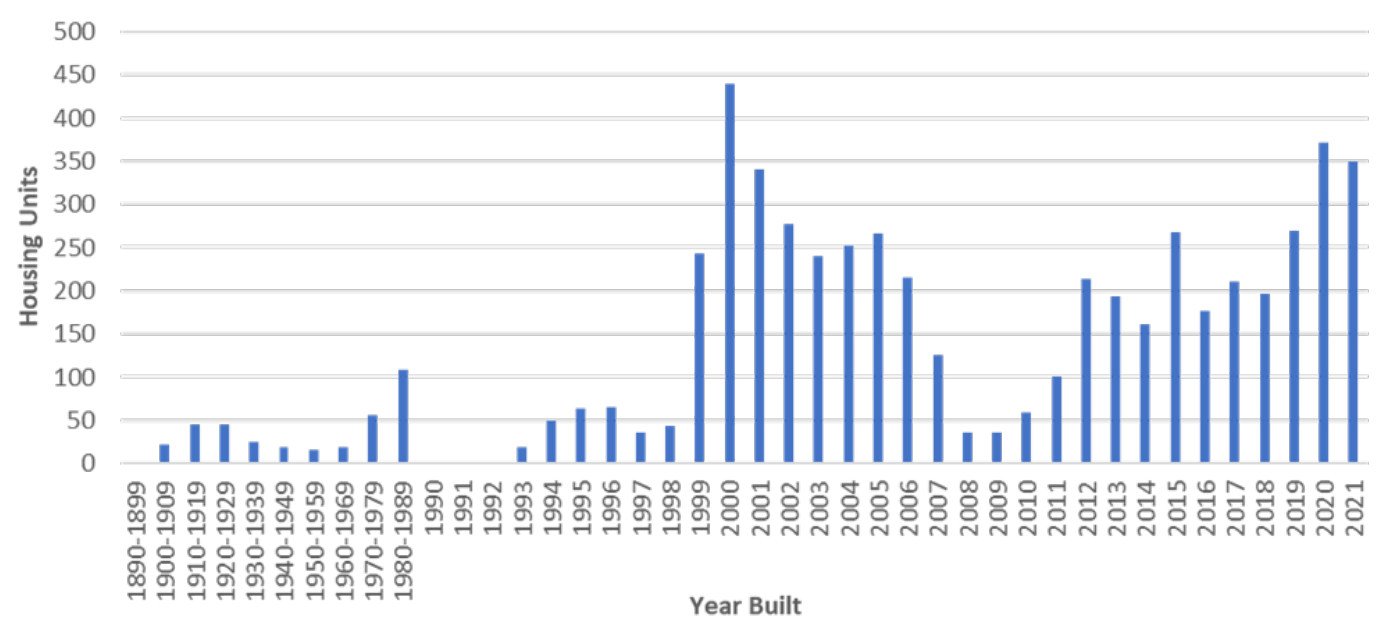
Compared to most of the nearby communities and Colorado as a whole, Frederick has a comparatively high share of single-family detached units, and a low share of attached units, as outlined in the figure that follows. This housing mix has implications for housing size, affordability, and the degree to which Frederick can accommodate the housing needs of diverse population groups. Diversifying the housing stock and enhancing the availability of workforce and affordable housing are listed as goals in the existing 2016 Frederick Comprehensive Plan.

In large part reflecting its predominantly newer, single family detached housing stock, Frederick has a comparatively high share of owner households (93.5 percent of all households), and a low share of renter households (6.5 percent). Most nearby communities have a substantially higher share of renter households (ranging from 14 percent to over 36 percent), as does the state as a whole (with renter households accounting for almost 34 percent of all households in Colorado).

Also consistent with its predominantly single family detached inventory, Frederick has a relatively high share of larger homes, with 93.8 percent of units having three or more bedrooms during the period of 2017 through 2021, compared to 64.5 – 88.2 percent in nearby communities and 61.6 percent for Colorado. Conversely, Frederick has a comparatively low share of units including two or fewer bedrooms (6.2 percent of the total in Frederick, versus 11.8 – 35.5 percent in nearby communities and 38.3 percent statewide).

The 2016 Frederick Comprehensive Plan also identified conservation design (e.g. water conservation and environmental sustainability) and the clustering of residential units (to help preserve

Figure 13: Town of Frederick, Housing Units by Year Built



Source: Analysis of Weld County Assessor database, data as of January 15, 2023

open space) as objectives for at least a portion of new housing development in Frederick. The size of single family detached lots in the community can impact the potential to achieve these objectives. Around two-thirds of developed single family detached lots in Frederick comprise 8,000 square feet or less, while 16.3 percent of lots comprise 8,000 to 10,000 square feet, and lots greater than 10,000 square feet represent 17.8 percent of all lots in Frederick.

Housing Costs and Affordability

For the 2017 to 2021 period, according to the American Community Survey completed by the U.S. Census, Frederick's median monthly owner costs were \$2,144 for owners with a mortgage. This median cost was similar to that of Firestone and Dacono, lower than that of Erie, and higher than that of Longmont, Fort Lupton and Colorado as a whole. Frederick's median monthly gross rent was \$1,918, which was lower than the median for

Erie and higher than the medians for other nearby communities and Colorado as a whole.

Sales prices for single family detached homes in Frederick have escalated dramatically since 2011, with particular acceleration in 2021 and early 2022, reflecting regional and statewide patterns. While this has led to gains in wealth for existing homeowners, it has also negatively impacted affordability for prospective homebuyers. Recent increases in mortgage interest rates appear to have slowed price gains, but these interest rate increases have also negatively impacted affordability for potential homebuyers.

With a median single family detached sales price of \$553,100 in 2022, Frederick remains comparatively affordable relative to Boulder County, where the median single family detached sales price was \$850,000 in 2022.

As Frederick has begun adding some attached housing products, the range of housing price points available to potential buyers has expanded. The median sales prices for duplexes, triplexes and townhouses sold in Frederick in 2022 were approximately \$116,000 to \$130,000 less than the median sales price of single family detached homes.

Housing affordability can be assessed by comparing housing costs to household income. A common standard is that housing is affordable if housing costs (mortgage, rent, utilities, condominium fees, and property taxes) consume less than 30 percent of household income. Households paying over 30 percent of their income on housing costs are termed 'cost burdened', and households paying over 50 percent of their incomes on housing costs are defined as having a 'severe cost burden'.

Figure 14: Town of Frederick Housing Inventory by Unit Type, 2022

Unit Type	# Units	% Units
Single family detached on owned land	5,208	90.8%
Single family detached on leased land	184	3.2%
Townhouse	120	2.1%
Manufactured home	107	1.9%
Duplex	80	1.4%
Triplex	21	0.4%
Apartment with 4-8 units	8	0.1%
Condo - separate unit	6	0.1%
Apartment duplex	4	0.1%
Total	5,738	100.0%

Source: Analysis of Weld County Assessor database, data as of January 15, 2023

Figure 15: Housing Type (units in structure), 2017-2021 average

	Frederick	Firestone	Dacono	Erie	Longmont	Fort Lupton	Colorado
UNITS IN STRUCTURE							
Total Housing Units	4,822	5,367	2,043	10,085	40,908	2,853	2,454,873
1-unit, detached	96.7%	76.4%	75.8%	89.3%	63.0%	80.1%	62.4%
1-unit, attached	1.1%	1.8%	5.4%	3.6%	8.8%	2.9%	7.3%
2 to 9 units	0.7%	3.5%	2.6%	1.6%	11.7%	9.0%	9.3%
10 or more units	0.4%	8.9%	0.0%	4.5%	14.4%	4.2%	17.1%
Mobile home	1.1%	9.4%	16.2%	1.0%	2.2%	3.9%	3.8%
Boat, RV, van, etc.	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.1%

Source: U.S. Census American Community Survey, 2017-21 Five-Year Estimates

Figure 16: Housing Tenure, 2017-2021 average

		Frederick	Firestone	Dacono	Erie	Longmont	Fort Lupton	Colorado
HOUSING TENURE								
	Occupied Housing Units	4,716	5,143	2,043	9,879	39,237	2,795	2,227,932
	Owner-occupied	93.5%	84.5%	77.8%	85.9%	63.5%	64.5%	66.1%
	Renter-occupied	1.1%	15.5%	22.2%	14.1%	36.5%	35.5%	33.9%

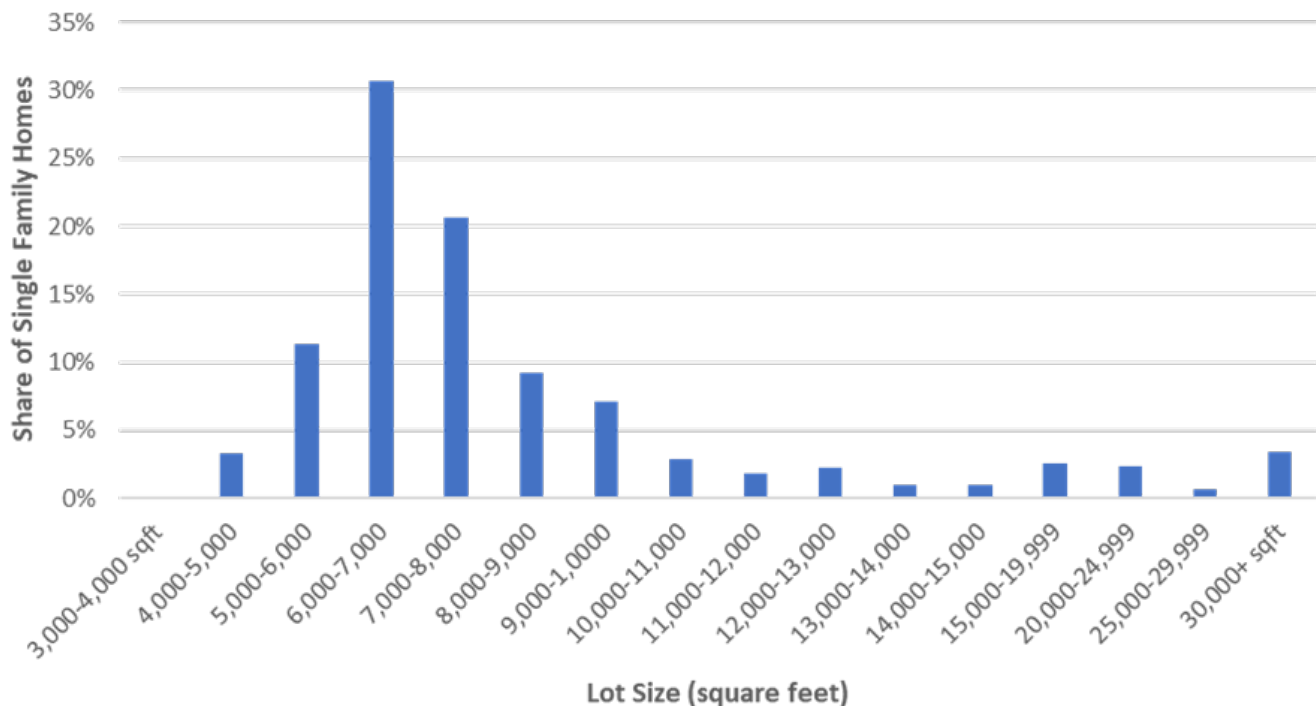
Source: U.S. Census American Community Survey, 2017-21 Five-Year Estimates.

Figure 17: Number of Bedrooms in Housing Units, 2017-2021 average

		Frederick	Firestone	Dacono	Erie	Longmont	Fort Lupton	Colorado
BEDROOMS								
	Total Housing Units	4,822	5,367	2,043	10,085	40,908	2,853	2,454,873
	No bedroom	0.1%	2.4%	0.2%	0.1%	2.1%	1.2%	2.5%
	1 bedroom	0.3%	3.5%	3.1%	0.4%	9.0%	5.6%	11.5%
	2 bedrooms	5.8%	11.0%	8.5%	11.9%	24.4%	27.3%	24.3%
	3 bedrooms	45.5%	47.7%	61.9%	35.9%	34.7%	38.2%	32.8%
	4 bedrooms	32.4%	26.6%	21.0%	32.7%	21.9%	20.5%	20.2%
	5 or more bedrooms	15.9%	8.8%	5.3%	19.0%	7.9%	7.2%	8.6%

Source: U.S. Census American Community Survey, 2017-21 Five-Year Estimates.

Figure 18: Lot Size of Built Single Family Detached Homes on Owned Land, Town of Frederick



Source: Analysis of Weld County Assessor database, data as of January 15, 2023

In Frederick, during the 2017 to 2021 period, data from the American Community Survey indicated that 25.2 percent of all households were experiencing a housing cost burden. In contrast, between 24.5 and 41.5 percent of households in nearby communities, and 32.4 percent of households statewide, were experiencing a housing cost burden. Renters in Frederick were much more likely to be housing cost burdened (45.7 percent of all renters) than owners with a mortgage (25.8 percent of all owners with a mortgage) and owners without a mortgage (11.1 percent of owners without a mortgage).

Frederick currently has some 'naturally occurring' affordable housing, including its mobile home stock. The Town also allows for accessory dwelling units, which can provide additional housing options. The community does not have any affordable housing units that are formally restricted to residents of certain incomes. The Greeley-Weld Housing Authority administers Section 8 rental housing vouchers in Frederick.

Anticipated Future Housing

Based upon development applications made over the last few years, the Town of Frederick anticipates significant residential growth, including the development of a wider range of housing types, including attached housing. As of January 2022, Frederick had annexed lands with the capacity to develop roughly 16,784 housing units, based on subdivision plats and the anticipated zoning for unplatted lands. Based on current plans and zoning, the housing stock could evolve from the current status, in which single family detached accounts for over 90 percent of units, to a housing stock with detached units representing approximately 76 percent of all units and attached units representing the remaining 24 percent of the total housing stock.

The development of additional and currently unincorporated areas located within the Town of Frederick planning area could further increase the potential development of residential units in the Town. In addition, changes in development plans, Town development policies, market conditions and related factors may impact the pace of residential development in Frederick over the next two decades, as well as the mix of residential housing types developed in the community.

Figure 19: Median Monthly Housing Costs, 2017-2021 average

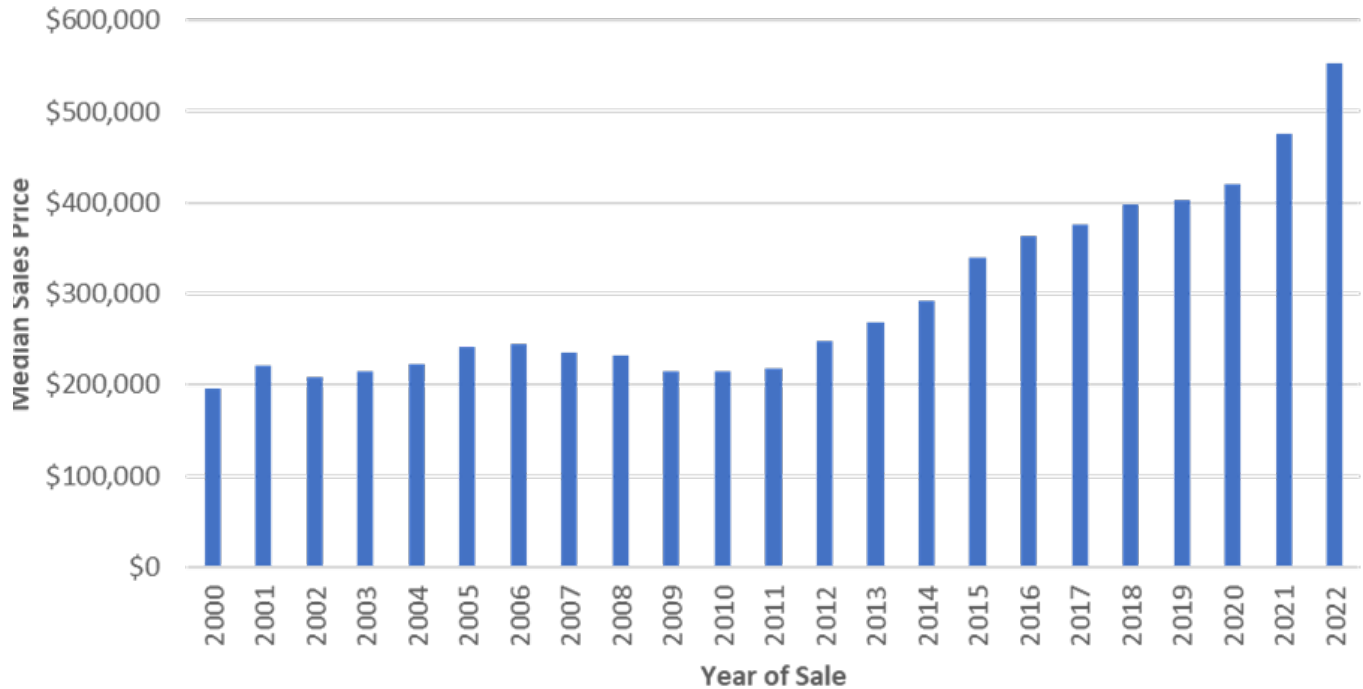
	Frederick	Firestone	Dacono	Erie	Longmont	Fort Lupton	Colorado
SELECTED MONTHLY OWNER COSTS (1)							
Housing units with a mortgage	3,823	3,732	1,363	6,983	17,262	1,288	1,042,682
Median monthly costs	\$2,144	\$2,117	\$2,091	\$2,640	\$1,874	\$1,698	\$1,927
Housing units without a mortgage	585	612	226	1,506	7,661	514	430,767
Median monthly costs	\$626	\$611	\$487	\$674	\$540	\$493	\$524
GROSS RENT (2)							
Occupied units paying rent	300	766	438	1,270	14,100	962	729,309
Median monthly gross rent	\$1,918	\$1,782	\$1,505	\$2,564	\$1,538	\$1,085	\$1,437

Source: U.S. Census American Community Survey, 2017-21 Five-Year Estimates.

1: Selected monthly owner costs are the sum of payments for mortgages and debts on the property (including home equity loans); real estate taxes; fire, hazard, and flood insurance; utilities (electricity, gas, water and sewer); fuels (kerosene, wood, etc.); and where appropriate, the monthly condominium fee for condominiums, and mobile home costs (property taxes, site rent, registration fees).

2: Gross rent is the contract rent plus the estimated average monthly cost of utilities (electricity, gas, and water and sewer) and fuels (oil, coal, kerosene, wood, etc.) if these are paid by the renter (or paid for the renter by someone else).

Figure 20: Median Sales Price of Frederick Single Family Detached Homes on Owned Land



Source: RRC analysis of Weld County Assessor database, data as of January 15, 2023

Figure 21: Sales Prices of Frederick Homes by Unit Type, 2022

Unit Type	Sales Price				No. of Sales
	Median	Mean	Minimum	Maximum	
Single Family Detached (Owned Land)	\$553,100	\$576,599	\$250,000	\$1,199,000	362
Duplex	\$437,450	\$434,813	\$403,200	\$472,400	32
Triplex	\$434,100	\$434,100	\$428,200	\$440,000	2
Townhouse	\$423,000	\$412,545	\$360,000	\$450,000	11
Single Family Detached (Leased Land)	\$278,000	\$280,366	\$231,900	\$316,000	32
Manufactured Home	\$260,000	\$263,273	\$235,000	\$285,000	11
Total	\$530,000	\$533,148	\$231,900	\$1,199,000	450

Source: RRC analysis of Weld County Assessor database, data as of January 15, 2023

Figure 22: Housing Costs as a Percentage of Household Income, 2017-2021 Average

		Frederick	Firestone	Dacono	Erie	Longmont	Fort Lupton	Colorado
SELECTED MONTHLY OWNER COSTS OR GROSS RENT AS A PERCENTAGE OF HOUSEHOLD INCOME								
	Total Occupied Units	4,703	5,101	2,027	9,751	38,610	2,662	2,181,673
	Less than 20.0 percent	47.0%	40.3%	37.5%	48.6%	44.1%	40.6%	44.5%
	20.0 to 29.9 percent	27.7%	30.2%	20.9%	26.9%	23.1%	29.0%	23.1%
	30.0 percent or more	25.2%	29.5%	41.5%	24.5%	32.8%	30.5%	32.4%
SELECTED MONTHLY OWNER COSTS AS A PERCENTAGE OF HOUSEHOLD INCOME (SMOCAPI) (1)								
	Housing units with a mortgage (2)	3,818	3,723	1,363	6,975	17,210	1,288	1,038,071
	Less than 20.0 percent	44.1%	39.0%	33.5%	46.5%	47.5%	40.7%	45.0%
	20.0 to 29.9 percent	30.2%	32.4%	22.1%	31.0%	27.5%	29.9%	27.1%
	30.0 percent or more	25.8%	28.5%	44.4%	22.6%	24.9%	29.4%	28.0%
	Housing units without a mortgage (2)	585	612	226	1,506	7,472	507	425,586
	Less than 20.0 percent	82.7%	82.3%	78.4%	81.6%	79.3%	69.8%	80.4%
	20.0 to 29.9 percent	6.2%	8.7%	15.5%	11.3%	8.5%	27.0%	8.6%
	30.0 percent or more	11.1%	9.0%	6.2%	7.1%	12.2%	3.2%	11.1%
GROSS RENT AS A PERCENTAGE OF HOUSEHOLD INCOME (GRAPI) (3)								
	Occupied units paying rent (4)	300	766	438	1,270	13,928	867	718,016
	Less than 20.0 percent	15.3%	12.9%	29.2%	21.3%	20.9%	23.3%	22.5%
	20.0 to 29.9 percent	39.0%	36.7%	20.1%	23.1%	25.5%	28.7%	26.1%
	30.0 percent or more	45.7%	50.4%	50.7%	55.6%	53.7%	48.0%	51.5%

Source: U.S. Census American Community Survey, 2017-21 Five-Year Estimates

1: Selected monthly owner costs are the sum of payments for mortgages and debts on the property (including payments for home equity loans); real estate taxes; fire, hazard, and flood insurance on the property; utilities (electricity, gas, and water and sewer); fuels (oil, coal, kerosene, wood, etc.); and where appropriate, the monthly condominium fee for condominiums, and mobile home costs (personal property taxes, site rent, registration fees, and license fees).

2: Excluding units where SMOCAPI cannot be computed.

3: Gross rent is the contract rent plus the estimated average monthly cost of utilities (electricity, gas, and water and sewer) and fuels (oil, coal, kerosene, wood, etc.) if these are paid by the renter (or paid for the renter by someone else).

4: Excluding units where GRAPI cannot be computed.

Figure 23: Frederick Housing Unit Inventory: Existing and Planned

Unit Type	Final Plat: Building Permit Issued	Final Plat: Building Permit to be Issued	Preliminary Plat	Annexed, Not Platted	Total Housing Units	% of Total Units
Single Family Detached	5,245	1,275	899	5,368	12,787	76%
Single Family Attached	165	410	0	118	693	4%
Multi-Family	8	477	210	2,604	3,299	20%
Dwelling Unit	3	0	2	0	5	0%
Total	5,421	2,162	1,111	8,090	16,784	100%
% of Total Units	32%	13%	7%	48%	100%	

Source: Town of Frederick Unbuilt Dwelling Report, January 2022

Key Takeaways: Housing Analysis

- ▶ Frederick is a rapidly growing and evolving community. While maintaining historic roots and a small-town feel, Frederick has experienced dramatic growth over the past three decades. Single family detached units have accounted for most of the recent residential growth in the Town, although the Town has begun to add some attached housing products over the last few years.
- ▶ Frederick has offered relative housing affordability compared to many neighboring communities to the west, has provided a high quality of life, and has accommodated growth pressures stemming from regional market conditions and land use regulations in some of its neighboring communities.
- ▶ The Town has for many years expressed an interest in diversifying its housing stock and enhancing its suitability and affordability for a broader range of residents. Approved developments and zoned lands in the Town have the potential to increase this housing diversity going forward. With growth pressures likely to continue growing forward, the Town likely also has an opportunity to take additional steps to plan for and encourage the development of a more diverse housing stock.

Employment

The following provides a breakdown of employment in Frederick by classification. The presence of various industrial users along the I-25 corridor within the community has resulted in a concentration of jobs in the Construction and Manufacturing sectors, the two largest categories for employment in Frederick. Construction and Manufacturing, as well as Wholesale Trade, account for much larger shares of Frederick's employment base (16 percent and 15 percent of total employment, respectively) compared to Weld County and the State. Frederick also has a greater concentration of employment in food stores and gas stations compared to the County and the State, but less employment in Eating and Drinking Places compared to Weld County and Colorado. Employment in the Services sector lags in Frederick compared to the County and the State, with Health Services, Education Institutions and Libraries, and Other Services accounting for a smaller share of employment in Frederick compared

to the overall region. Frederick also has a base of employment in the Government sector, mainly reflecting the employees of the Town of Frederick, and relatively limited employment in the Finance, Insurance, and Real Estate industries. As Frederick continues to grow over the next few decades, the community may gain a larger base of employment in services, to provide for the growing population. However, unless a larger medical institution (such as a hospital), a larger educational institution, or a government agency begins operations in Frederick, employment in these areas may remain relatively limited compared to other communities along the Front Range.

While employment in Frederick is more concentrated in the Construction, Manufacturing, and Wholesale Trade industries, the Services sector represents the largest share of business entities based in the community. Service-oriented businesses or entities account for just over 35 percent of all businesses in Frederick. However, a larger share of businesses in Frederick are centered on the Construction, Manufacturing, and Wholesale Trade industries compared to the breakdown for Weld County and Colorado. Retail businesses represent 15.9 percent of businesses in Frederick, compared to 18.8 percent in Weld County and 19.4 percent statewide. The breakdown of businesses by industry is more broadly distributed than that for the breakdown of employees, for businesses within the limits of Frederick.

Figure 24: Breakdown of Employees, Frederick Versus Weld County and Colorado

	Number of Employees (Frederick)	Percentage of Total Employees (Frederick)	Percentage of Total Employees (Weld Co)	Percentage of Total Employees (Colorado)
Agriculture & Mining	65	1.5%	5.7%	2.1%
Construction	705	16.0%	7.3%	5.0%
Manufacturing	663	15.1%	10.6%	5.5%
Transportation	92	2.1%	1.9%	2.3%
Communication	11	0.3%	0.5%	1.3%
Utility	98	2.2%	0.8%	0.6%
Wholesale Trade	521	11.9%	4.4%	3.5%
Retail Trade				
Home Improvement	66	1.5%	1.4%	1.3%
General Merchandise Stores	2	0.0%	1.9%	1.8%
Food Stores	221	5.0%	2.9%	2.5%
Auto Dealers, Gas Stations	273	6.2%	2.9%	1.8%
Apparel & Accessory Stores	4	0.1%	0.3%	0.7%
Furniture & Home Furnishings	1	0.0%	1.0%	1.0%
Eating & Drinking Places	164	3.7%	7.9%	8.1%
Miscellaneous Retail	42	1.0%	2.4%	3.0%
Finance, Insurance, Real Estate				
Banks, Savings & Lending Institutions	4	0.1%	1.5%	1.8%
Securities Brokers	2	0.0%	0.2%	1.2%
Insurance Carriers & Agents	4	0.1%	0.6%	1.3%
Real Estate, Holding, Other Investment Offices	27	0.6%	1.7%	3.2%
Services				
Hotels & Lodging	0	0.0%	0.6%	2.6%
Automotive Services	146	3.3%	1.5%	1.3%
Motion Pictures & Amusements	253	5.8%	1.9%	3.3%
Health Services	110	2.5%	10.6%	10.6%
Legal Services	3	0.1%	0.5%	1.1%
Education Institutions & Libraries	302	6.9%	10.4%	7.4%
Other Services	428	9.7%	12.0%	17.7%
Government	155	3.5%	6.0%	7.0%
Unclassified Establishments	31	0.7%	0.4%	0.9%
TOTAL	4,393			

Source: ESRI

The following table breaks down the businesses based in Frederick, versus Weld County and the State of Colorado.

Figure 25: Breakdown of Businesses by Industry Category, Frederick Versus Weld County and Colorado

	Number of Businesses (Frederick)	Percentage of Total Businesses (Frederick)	Percentage of Total Businesses (Weld Co)	Percentage of Total Businesses (Colorado)
Agriculture & Mining	12	3.3%	5.4%	2.8%
Construction	49	13.5%	9.8%	7.0%
Manufacturing	30	8.2%	3.8%	2.8%
Transportation	9	2.5%	3.2%	2.3%
Communication	1	0.3%	0.7%	0.8%
Utility	6	1.6%	0.8%	0.5%
Wholesale Trade	27	7.4%	3.9%	3.1%
Retail Trade				
Home Improvement	10	2.7%	1.4%	1.3%
General Merchandise Stores	1	0.3%	0.6%	0.6%
Food Stores	6	1.6%	1.9%	1.8%
Auto Dealers, Gas Stations	16	4.4%	2.6%	1.9%
Apparel & Accessory Stores	1	0.3%	0.5%	1.0%
Furniture & Home Furnishings	1	0.3%	1.0%	1.4%
Eating & Drinking Places	13	3.6%	5.8%	5.9%
Miscellaneous Retail	10	2.7%	5.0%	5.5%
Finance, Insurance, Real Estate				
Banks, Savings & Lending Institutions	1	0.3%	1.9%	1.9%
Securities Brokers	1	0.3%	0.9%	1.4%
Insurance Carriers & Agents	2	0.5%	1.8%	1.8%
Real Estate, Holding, Other Investment Offices	7	1.9%	3.7%	5.1%
Services				
Hotels & Lodging	0	0.0%	0.6%	1.2%
Automotive Services	11	3.0%	3.1%	2.6%
Motion Pictures & Amusements	14	3.8%	2.7%	2.9%
Health Services	14	3.8%	7.5%	7.6%
Legal Services	1	0.3%	1.3%	2.1%
Education Institutions & Libraries	11	3.0%	2.6%	2.2%
Other Services	78	21.4%	19.1%	22.9%
Government	10	2.7%	3.3%	3.0%
Unclassified Establishments	22	6.0%	4.8%	6.8%
TOTAL	364			

Source: ESRI

Local Real Estate Market Profiles

The following provides information about the current and recent conditions in real estate markets for various property types in Frederick.

Office

The office markets in Northern Colorado and along the Front Range in general have faced difficulties over the last few years as Covid-19 and the trends toward remote working have diminished demands for traditional office spaces. The direct vacancy rate for office space in the Northern Colorado market was 5.6 percent during the first half of 2022. However, the market reported a small positive absorption of office space during the first half of the year. The average direct leasing rate of \$16.65 per square foot during the first half of 2022 represented a stable rental rate compared to the two previous years.

The "Weld County South" submarket, which includes Frederick, accounts for only 56,000 of the total 10.5 million square feet of office space in the overall Northern Colorado market. In general, the Carbon Valley includes relatively small quantities of smaller offices, including medical office and related uses. Larger corporate office facilities are not present in the local market, as these facilities have clustered traditionally along the Highway 36 corridor, in Boulder, or in the larger cities to the north (Longmont, Loveland, and Fort Collins).

Retail

The Town engaged an outside consultant to complete a retail market study, entitled Analysis of Sales Leakage and Retail Opportunities in The Town of Frederick, CO, completed in April 2021. The report analyzed the sales tax and retail sales patterns within the Town and the surrounding Carbon Valley market over the last several years. The following table summarizes the overall retail sales market, in terms of leakage versus surplus, in Frederick in 2019.

The term "leakage" implies that the Town is losing retail sales generated by the demand from local residents to outside jurisdictions, and the term "surplus" conversely implies that the Town is recording greater retail sales in a particular category, compared to the demand generated from residents inside its boundaries. Given the presence of several auto dealerships and service operations in Frederick, the Town reports a surplus of retail sales tax from the automotive repair and maintenance category. The Town also has a surplus of retail sales in the e-commerce and mail order categories. The Town, however, has significant retail sales leakage in the sales categories most visible to average residents – retail spending from bricks and mortar stores, and retail sales generated from food and beverage establishments.

The 2019 retail report provided the profiles of different retail industry sectors in Frederick. The following summarizes key takeaways from these profiles that the Comprehensive Plan will integrate into future plans and concepts for Frederick.

Figure 26: Retail Leakage and Surplus, Town of Frederick

Retail Category	Taxable Demand, 2019	Taxable Sales, 2019	Net Import or Leakage	Surplus / Leakage
Retail Trade: Bricks & Mortar	\$55,163,382	\$31,401,391	(\$23,761,991)	Leakage
Retail Trade: E-Commerce & Mail Order	\$11,497,916	\$20,818,075	\$9,320,159	Surplus
Food and Drink Service	\$23,097,767	\$12,913,336	(\$10,184,431)	Leakage
Automotive Repair & Maintenance	\$1,279,252	\$5,071,675	\$3,792,422	Surplus

Source: Analysis of Sales Leakage and Retail Opportunities in the Town of Frederick, CO, April, 2021. Anderson Analytics.

Motor Vehicle and Parts Dealers: This was Frederick's largest retail sector, in terms of total sales, in 2019. The Town is a major retail destination along the I-25 corridor for buyers of cars and trucks, motorcycles, and RVs and trailers. The various dealers in Frederick likely attract a significant share of their customer traffic to Frederick from other markets. An important consideration for Frederick is how to build upon the significant foot traffic to motor vehicle and parts dealers to stimulate additional retail spending in other categories in Frederick.

Furniture & Home Furnishings Stores: The Town of Frederick did not have any furniture and home furnishings stores in 2019, and therefore no sales were generated in this industry category. The Town experienced a net leakage of \$1.49 million in taxable sales from furniture stores in 2019, and a net leakage of \$1.49 million in taxable sales from home furnishing stores. However, given the favorable demographics in Frederick and the Carbon Valley area, there is potential to attract and nurture stores in this category in the Town.

Electronics and Appliance Stores: Frederick did not have any electronics or appliance stores as of 2019 and therefore no sales were generated. The Town experienced a net leakage of \$4.95 million in taxable sales from electronics and appliance stores in 2019. Traditional electronics and appliance store retailers have the potential to deliver significant taxable sales to Frederick, but these sectors have been relatively tumultuous over the last two decades, with several box store retailers in these categories going through consolidation and bankruptcy. To the extent that Frederick and the Carbon Valley continue to grow, future opportunities to attract electronics and appliance stores to the community will likely arise.

Building Materials, Garden Equipment and Supply Stores: Frederick experienced a net leakage of \$8.41 million in taxable sales from building materials and supplies dealers in 2019 and a net import of \$3.79 million in taxable sales from lawn and garden equipment and supply stores. The Town did not have any dealers of building materials and supplies in 2019 and sales in this category originated entirely from lawn and garden equipment and supply stores. A large home improvement center currently operates in Firestone and therefore another similar store locating in Frederick would face significant competition. Any new building materials, garden

equipment and supply store in Frederick would likely need to effectively differentiate itself from the other existing retailers in Carbon Valley or attract a significant number of new customers from beyond the immediate area.

Food and Beverage Stores: Frederick does not have any grocery stores within its boundaries, and therefore the \$2.7 million in total sales in this category generated in 2019 in the Town originated from beer, wine and liquor stores. This resulted in a net leakage of \$2.44 million in taxable sales from grocery stores in 2019, a net leakage of \$19,000 in sales from specialty food stores, and a net import of around \$832,000 in sales from beer, wine and liquor stores. Frederick may have an opportunity to gain retail sales in this category by attracting a general merchandise retailer (such as a Walmart or Target) to the community, as these stores generate significant sales from groceries and have taken market share from traditional grocers such as Safeway and King Soopers.

Health and Personal Care Stores: No traditional health and personal care stores operated in Frederick in 2019 and therefore no sales were generated. However, the Salud Family Health Clinic at Colorado and Iris in Frederick, a clinic offering medical and dental services to lower income and disadvantaged communities, operates a pharmacy. The Town experienced a net leakage of \$2.76 million in taxable sales from this category in 2019. The overall Carbon Valley area experienced leakage of sales in this category in 2019 despite the presence of other stores and pharmacies in Firestone. Therefore, an opportunity likely exists to help satisfy part of the Carbon Valley market with the introduction of another retailer in this category within the Town of Frederick. The Indian Peaks Medical Center (including an urgent care facility) opened along Highway 52 in 2013 and the presence of this center presents potential opportunities for development nearby of health-related stores.

Gasoline Stations: Frederick reported \$8.57 million in total gasoline sales in 2019, representing a net leakage of \$7.08 million in total sales. The other communities in the Carbon Valley market include various gas stations and the Carbon Valley market likely is a net importer of sales, given that it receives sales from individuals traveling along the I-25 corridor through the area. Frederick currently has three gas stations, including one that opened

in 2020. A key question for Frederick is how to generate additional retail sales in other categories, from individuals who stop in the Frederick area for gasoline during their journeys.

Clothing and Clothing Accessories Stores: There were no stores in these categories in either Frederick or the broader Carbon Valley in 2019. Frederick experienced a net leakage of \$6.61 million in taxable sales in this category in 2019 and the Carbon Valley experienced a net leakage of \$17.26 million. With a significant share of spending of clothing moving from traditional national retailers to online sales, opportunities to expand sales in Frederick in this category may more likely originate from smaller, and boutique, stores, as the population of the area continues to increase.

Sporting Good, Hobby, Book & Music Stores: Frederick exhibited a net import of around \$213,000 in taxable sales from sporting good / hobby / musical instrument stores in 2019, and a net leakage of \$227,000 in taxable sales from book, periodical and music stores. Given the size of the Carbon Valley market, some types of stores in this category locating in Frederick would likely need to attract a significant share of their business from outside the market. This category of retail is more challenging given the shift to e-commerce and the presence of larger sporting goods retailers in Northern Colorado and the Denver metro market.

General Merchandise Stores: Frederick did not have any stores in this category and experienced a net leakage of \$1.81 million from department stores and \$9.68 million from general merchandise stores in 2019. Given the anticipated growth in population in the Carbon Valley area and the area's favorable demographics, including the presence of a significant number of families with children, demand for additional general merchandise stores will likely increase in the Frederick area going forward.

Food Services and Drinking Places: Food services and drinking places in Frederick generated an estimated total of \$12.91 million in total and taxable sales in 2019. The Town experienced a net leakage of \$1.30 million in taxable sales from special food services in 2019, a net leakage of about \$334,000 in taxable sales from drinking places – alcoholic beverages, and a net leakage of \$8.6 million in sales from restaurants and other eating places. There is sizable potential for additional development of food services and drinking places in Frederick. The level

of household income in Frederick also translates into a relatively high density of demand for food services and drinking places by consumers living in Frederick. The Town's visibility and connectivity to I-25 and Highway 52 also provide opportunities for businesses in this sector to generate business from customers passing through the area.

Automotive Repair & Maintenance: Frederick experienced a net import of \$3.79 million in this retail category in 2019, and establishments in this category in the Town represent most of the sales in the Carbon Valley area. There is potential for Frederick to gain additional businesses in this category as enterprises tend to "cluster" together in the automotive arena to help draw larger volumes of customers together.

The overall vacancy rate for retail space in the Northern Colorado market was 4.3 percent in the first half of 2022 and the average lease rate was \$16.28 per square foot.

Industrial

The availability and vacancy of industrial properties in the Northern Colorado market in 2022 reached their lowest levels since 2018. Nearly 6 million square feet of industrial space was under development during the first half of 2022, representing the largest amount of industrial development at one time in Northern Colorado. However, the total is skewed higher by the development of a 3.8 million square foot Amazon facility in Loveland. The average lease rate for industrial space in the market was \$1.44 per square foot, on a triple-net basis, during the first quarter of 2022. The "I-25 South" submarket within Northern Colorado includes Frederick and adjacent communities along I-25, to the south of Highway 119. This submarket has over 2.3 million square feet of industrial space with an average asking price of \$16.29 per square foot. A significant portion of this industrial space is located within Frederick including in a series of smaller business parks along and to the east of I-25.

The 25 / 52 East Subarea Plan anticipates the development of additional industrial square footage in this general vicinity within Frederick and the Town has a significant opportunity to continue to grow its industrial base, given the overall growth of the region and its proximity to the I-25 corridor.

Key Takeaways: Real Estate Market Profiles

- ▶ Given the prospects for continued growth of the Frederick population and continued interest from companies looking to expand in the Frederick market, long term demand for all real estate types (retail, office, industrial, and residential) remains positive. Frederick has significant potential to expand its industrial base given the inventory of land available for development along the I-25 corridor.
- ▶ While Frederick must compete directly with its neighbors in the Carbon Valley for retail spending across all categories, the visibility of the Town along the I-25 corridor presents opportunities to fill gaps in the local retail market.

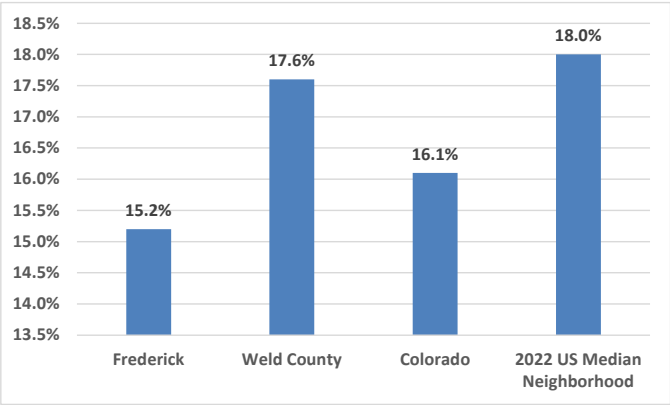
Community Health and Quality of Life

Frederick’s Comprehensive Plan outlines the goals and vision for the community regarding many of the topics that are usually associated with Comprehensive Plans, including future development, housing, parks and open space, and infrastructure. The Plan also outlines strategies for the community to improve upon metrics and measures of community health and overall quality of life. This section identifies key metrics and issues regarding community health and quality of life.

Community Health

Frederick has better community health metrics compared to those for Weld County, Colorado, and the nation. Just over 15 percent of residents in Frederick smoked cigarettes or cigars as of 2022, compared to 17.6 percent in Weld County, 16.1 percent for all of Colorado, and 18.0 percent for the median U.S. neighborhood.

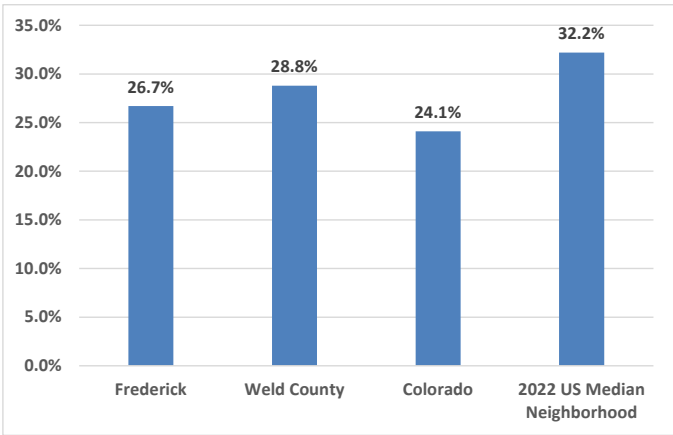
Figure 27: Percentage of Residents Who Smoke (2022)



Source: AARP, 2022

Similar to the pattern across Colorado, which is one of the most active states in the country, Frederick has a relatively low obesity rate. According to the AARP, the community’s obesity rate is 26.7 percent, above the statewide average of 24.1 percent but below the obesity rates for Weld County and the nation.

Figure 28: 2022 Obesity Rate



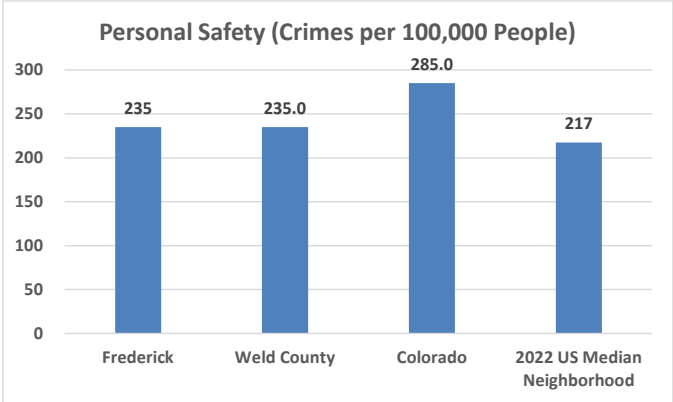
Source: AARP, 2022

Quality of Life

The term “quality of life” for a community can be evaluated on a range of metrics and topics, but usually involves metrics pertaining to crime, technological connectivity, and civic engagement.

Frederick, along with Weld County and Colorado as a whole, has a slightly higher crime rate compared with the median U.S. neighborhood, as outlined in the table that follows.

Figure 29: Personal Safety Metrics, Frederick and Comparable Communities

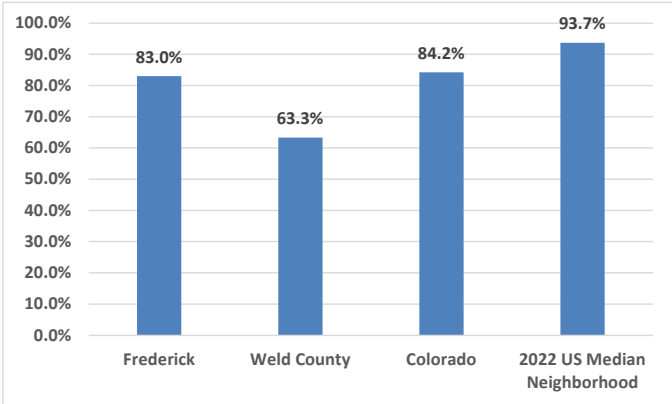


Source: AARP, 2022

As outlined in the Figure that follows, Frederick ranks relatively well compared to Weld County with regard to access to high-speed, low-cost internet,

but its metrics for connectivity trail those for Colorado and the nation. Communities with more affordable, stronger, and more reliable Internet connectivity are usually better able to compete for economic development opportunities. Having good quality Internet provides the foundation for children and adults in lower income households to gain additional training (through online classes and resources). During the Covid-19 pandemic, having strong and reliable Internet connectivity was essential for families with children in following lessons and completing assignments for class online.

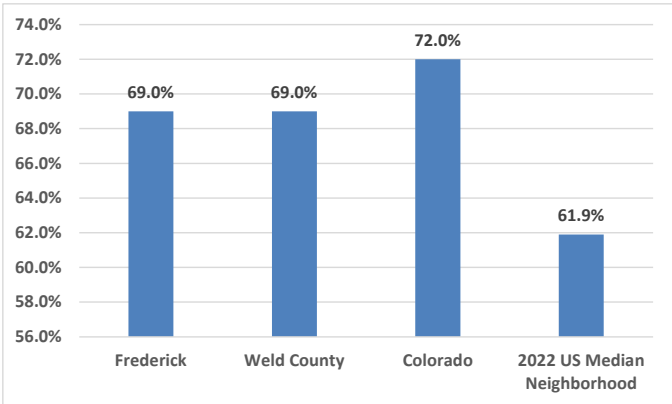
Figure 30: Access to High Speed, Low Cost Internet, Frederick and Comparable Communities



Source: AARP, 2022

Communities with strong voting rates and actively involved groups of residents tend to have higher rates of social cohesion and a greater sense of community and well-being. As outlined as follows, Frederick has a relatively strong voting rate, compared to national averages.

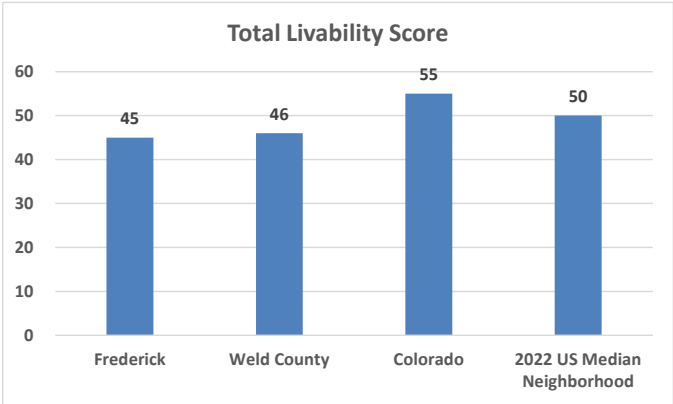
Figure 31: Voting Rate, 2022



Source: AARP, 2022

AARP draws from the metrics information on the full range of topics to assign a “Total Livability Score” for a community. The average Total Livability Score for all communities nationally is 50. Frederick’s Total Livability Score of 45 ranks slightly below that of Colorado and the national median neighborhood.

Figure 32: Total Livability Score



Source: AARP, 2022

Key Takeaways – Community Health & Quality of Life

- ▶ The community health of Frederick is relatively good, with lower rates of obesity compared to national averages. However, ongoing efforts to encourage more recreation and active living would help in the continual improvement of metrics tied to public health.
- ▶ Frederick should explore ways to reduce the cost of Internet connectivity to enhance economic development efforts.
- ▶ Frederick should continue to promote civic engagement to draw from the voices of the full range of community members and stakeholders.

Existing Land Use and Zoning

The new Comprehensive Plan may result in changes to the Town's Land Use Plan for different areas in the community, and in adjoining areas of unincorporated Weld County, within the Town's planning area. Changes in the Town's future Land Use Plan may, in turn, result in changes to zoning classifications in different areas of Frederick, over time.

Existing Zoning

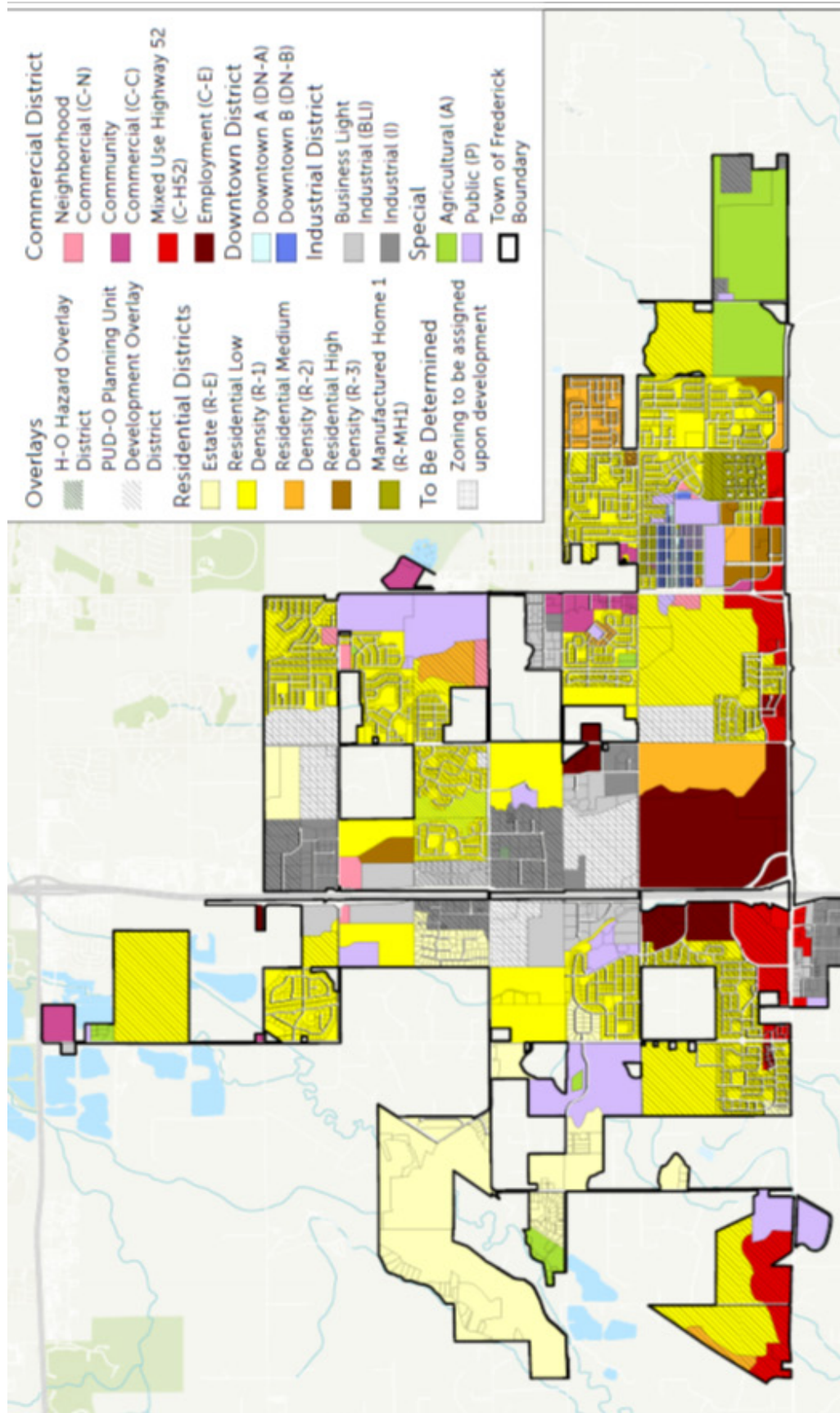
The following outlines the current breakdown of zoning designations by acreage, within the current boundaries of the Town of Frederick, followed by the current zoning map for the Town.

Figure 33: Breakdown of Zoning Districts in Frederick

FREDERICK ZONING DISTRICTS			
Symbol	Zoning District	Current Acreage	Percentage of Total
R-1	Residential Low Density District	3,236	37.1%
R-E	Estate District, Large Lot With Common Open Space	1,073	12.3%
P	Public District	651	7.5%
I	Industrial District	583	6.7%
C-E	Employment District	567	6.5%
TBD	To Be Determined Upon Development	479	5.5%
A	Agricultural District	462	5.3%
BLI	Business / Light Industrial District	419	4.8%
C-H52	Mixed Use Commercial - Highway 52 District	412	4.7%
R-2	Residential Medium Density District	400	4.6%
C-C	Commercial District, Community	138	1.6%
R-3	Residential High Density District	106	1.2%
R-MH1	Manufactured Home District 1	79	0.9%
C-N	Commercial District, Neighborhood	75	0.9%
DN-B	Downtown - B	31	0.4%
DN-A	Downtown - A	15	0.2%
Total -->		8,726.0	

Source: Town of Frederick

Figure 34: Map of Zoning Districts in Frederick



Source: Rick Planning + Design; Town of Frederick GIS

The following provides additional explanations of the different zoning classifications in Frederick.

Figure 35: Current Zoning Classifications in Frederick

FREDERICK ZONING DISTRICTS		
Symbol	Zoning District	Purpose
R-1	Residential Low Density District	Intended primarily for single family homes on individual lots. Characterized by tree-lined local streets, interconnected pedestrian connection systems, and proximity to schools and parks
R-E	Estate District, Large Lot With Common Open Space	A very low-density residential district intended to encourage the preservation of open space, natural features and agricultural land in conjunction with the clustering of single-family detached dwellings.
P	Public District	This district includes public parks, playgrounds, recreation facilities and public or quasi-public buildings.
I	Industrial District	This district provides areas for various employment activities including manufacturing, warehousing and distributing, indoor and outdoor storage, and other commercial and industrial operations. This district may also include supporting services such as
C-E	Employment District	This district provides locations for workplaces, including light industrial uses, research and development, office and business parks, and supporting uses such as hotels, restaurants, convenience shopping, housing, and childcare.
TBD	To Be Determined	Areas where zoning will be determined upon development.
A	Agricultural District	This low density district is characterized by growing crops, raising animals, and related activities. It covers areas intended to remain in a farm-orientation, or uses that are transitioning from agricultural to other uses over time.
BLI	Business / Light Industrial District	This district provides locations for a variety of workplaces, including light industrial uses, research and development offices and institutions. This district also supports secondary uses that support workplace activity, including hotels, restaurants, convenience shopping, child care, and housing.
C-H52	Mixed Use Commercial - Highway 52 District	This district is anticipated to include a wide range of commercial and residential uses, including regional retail, office uses, and multi-family housing. The district may also include mixed-use dwelling units.
R-2	Residential Medium Density District	This medium-density residential zone is intended to preserve the traditional building pattern of mixed residential development, which historically has been integrated to form a vibrant, active and cohesive neighborhood unit. This District provides for attached residential dwelling units in addition to single-family detached dwelling units.
C-C	Commercial District, Community	This district is intended to include auto-oriented and auto-dependent uses. It may also include uses that provide goods and services for the broader community, including business users and people traveling by highway through Frederick.
R-3	Residential High Density District	A high-density residential zone intended mainly for multi-family units. Development of these housing units is encouraged near a neighborhood commercial center. These multi-family housing units should be developed around or adjacent to open space. The designs of streets and open spaces in these districts should encourage pedestrian movement and discourage higher vehicular speeds.
R-MH1	Manufactured Home District 1	A high-density residential district on a parcel of land under single ownership or control on which two (2) or more manufactured homes are occupied as residences.
C-N	Commercial District, Neighborhood	This district is intended to serve as an area for mixed-use commercial centers, with uses oriented vertically (with commercial uses on the ground floor and office or residential uses on the upper floors). These areas are intended to serve as focal points for pedestrian activity and to be well integrated with surrounding neighborhoods.
DN-B	Downtown - A	Downtown, Zone A (along primary streets within the Downtown district)
DN-A	Downtown - B	Downtown, Zone B (along primary streets within the Downtown district)

Source: Rick Planning + Design; Town of Frederick

The following summarizes takeaways or key observations of the current zoning breakdown in the Town of Frederick, relative to other communities in the region, and compared to most communities around the country.

- ▶ A significant portion of the Town is zoned as Residential Low Density or Estate Residential, with these two low density classifications accounting for almost half (49.4 percent) of all acreage within the current Town boundaries. Residential Medium Density and Residential High Density districts account for less than 6 percent of the total acreage in the Town.
- ▶ Frederick has a sizeable area (over 1,500 acres) zoned as either Industrial, Employment, or Business / Light Industrial districts. These districts are primarily located along the I-25 corridor and include a variety of business operations and the largest employers within the Town.
- ▶ The Neighborhood Commercial and Community Commercial zoning districts are currently oriented primarily along the Colorado Blvd corridor within the Town of Frederick.
- ▶ The Mixed Use Highway 52 district includes over 400 acres of land that represents key locations for future retail and associated services along this emerging corridor, along the southern edge of the Town of Frederick.
- ▶ A sizeable acreage (479 acres) currently has a “TBD” designation, with zoning of these parcels to be assigned upon application for development.
- ▶ The Public zoning classification includes several hundred acres, including the sizeable Frederick Recreation Area along the west side of Colorado Blvd.
- ▶ The two Downtown zoning classifications together account for only 46 acres, reflecting the relatively small size of the existing Downtown district in Frederick.

Key Takeaways – Existing Land Use & Zoning

- ▶ Frederick has a considerable inventory of industrial and employment-oriented zoned lands but may need to plan for additional areas for employment as part of the Comprehensive Plan.
- ▶ Frederick has a substantial inventory of undeveloped retail and commercial properties along the Highway 52 corridor and in the areas around I-25 and Highway 52.
- ▶ The Town largely includes traditional zoning classifications. To provide more options for housing around Frederick, the Comprehensive Plan may examine how existing housing areas could evolve to integrate a wider range of housing types, such as accessory dwelling units, smaller format housing units, and other options.

Multimodal Transportation

Frederick is a growing community served by its location along an interstate and two state highways, which provide residents and commuters with access to and from other communities along Colorado's northern Front Range. As growth of both population and employment within the Town and regionally will continue to increase, so will the demand on all aspects of the transportation network.

The Town is actively addressing ongoing and future transportation needs and challenges, evidenced in part by the adoption of its first Transportation Master Plan (TMP) in 2021, established maintenance programs and strategies, and a Capital Improvements Plan that includes transportation infrastructure.

The State of the System Report (April 2020), a component of the TMP, provided a comprehensive review of prior planning efforts, existing conditions, and current issues with multimodal transportation in the Town of Frederick. The report identified key transportation issues and opportunities which include, but are not limited to, the following:

- ▶ Frederick's proximity to Interstate 25 (I-25), Colorado State Highway 52 (CO 52) and CO 119 provides access to nearby cities and metropolitan areas and contributes to continued development within the Town, as people choose to either commute to employment within the Town limits or live in a municipality perceived to offer amenities associated with "small town living."
- ▶ The continued development of the Town provides opportunities to invest in transportation infrastructure, close gaps in the transportation network, and improve multimodal connections and options to increase accessibility and mobility for all residents, visitors, and commuters.
- ▶ An estimated 96 percent of Frederick residents work outside the Town. Approximately one-third of outbound commuters travel to Denver, Boulder, and Longmont for employment. Workers who live elsewhere and travel to Frederick for employment work primarily in construction and manufacturing. The top three sources of in-flow workers are residents from Longmont, Loveland, and Thornton.
- ▶ Most Frederick residents (84 percent) drive to work alone and approximately 9 percent carpool, with the majority of residents traveling more than 30 minutes to and from work. Nearly six percent work from home. To reach transit options such as the Colorado Department of Transportation's (CDOT's) Bustang or routes provided by Denver's Regional Transportation District (RTD), Frederick residents must travel to stations or Park-and-Ride locations outside of the Town boundaries.
- ▶ The 2020 State of the System Report noted that households in Frederick spend 59 percent of their income on housing and transportation, a figure higher than the recommended metric of 45 percent. The Center for Neighborhood Technology's 2022 Housing and Transportation (H+T) Affordability Index updated the metric for total spending on transportation and housing (combined) in Frederick to 54 percent of household income. The 2022 metrics indicate that on average, housing costs consume 29 percent of household income in Frederick and transportation costs an additional 25 percent. The 2022 update also estimated annual transportation costs in Frederick of \$18,561 per household.
- ▶ The Town has a well-documented budget process. The annual budget includes the Streets and Alley Fund, with itemized funding categories that include (but are not limited to) road repairs, multiple maintenance categories (streets, sidewalks, traffic signals, etc.), and Transportation Expansion and Capital Improvements.

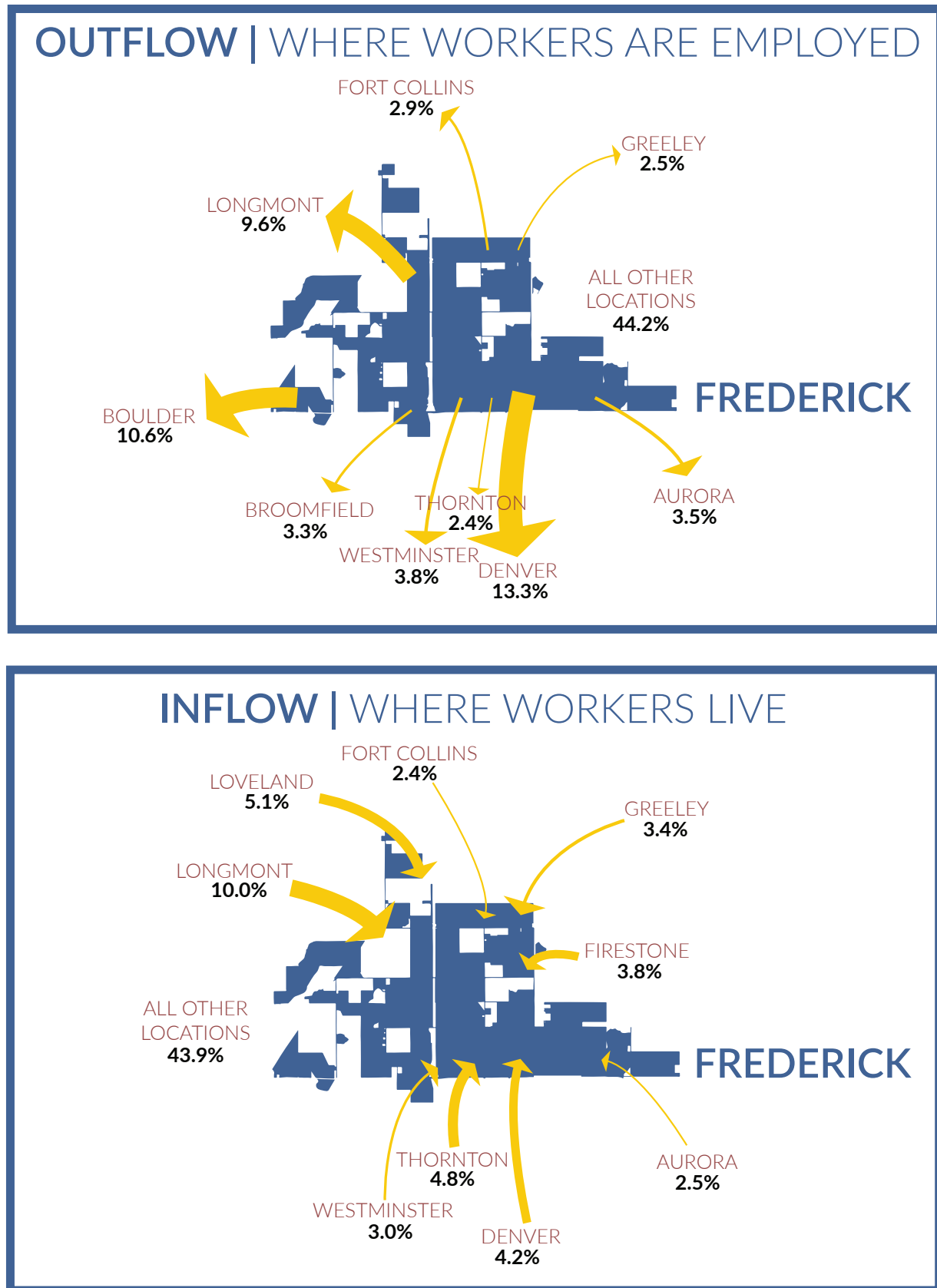
Transportation Facilities

Frederick is served by adjacent regional roadways under CDOT jurisdiction: I-25, CO 119 at the northern planning area boundary, and CO 52 along the southern Town boundary.

Frederick's internal roadway network is a well-maintained arterial grid with arterial roadways generally located along section lines. Collector roads and local streets provide access to neighborhoods and individual properties.

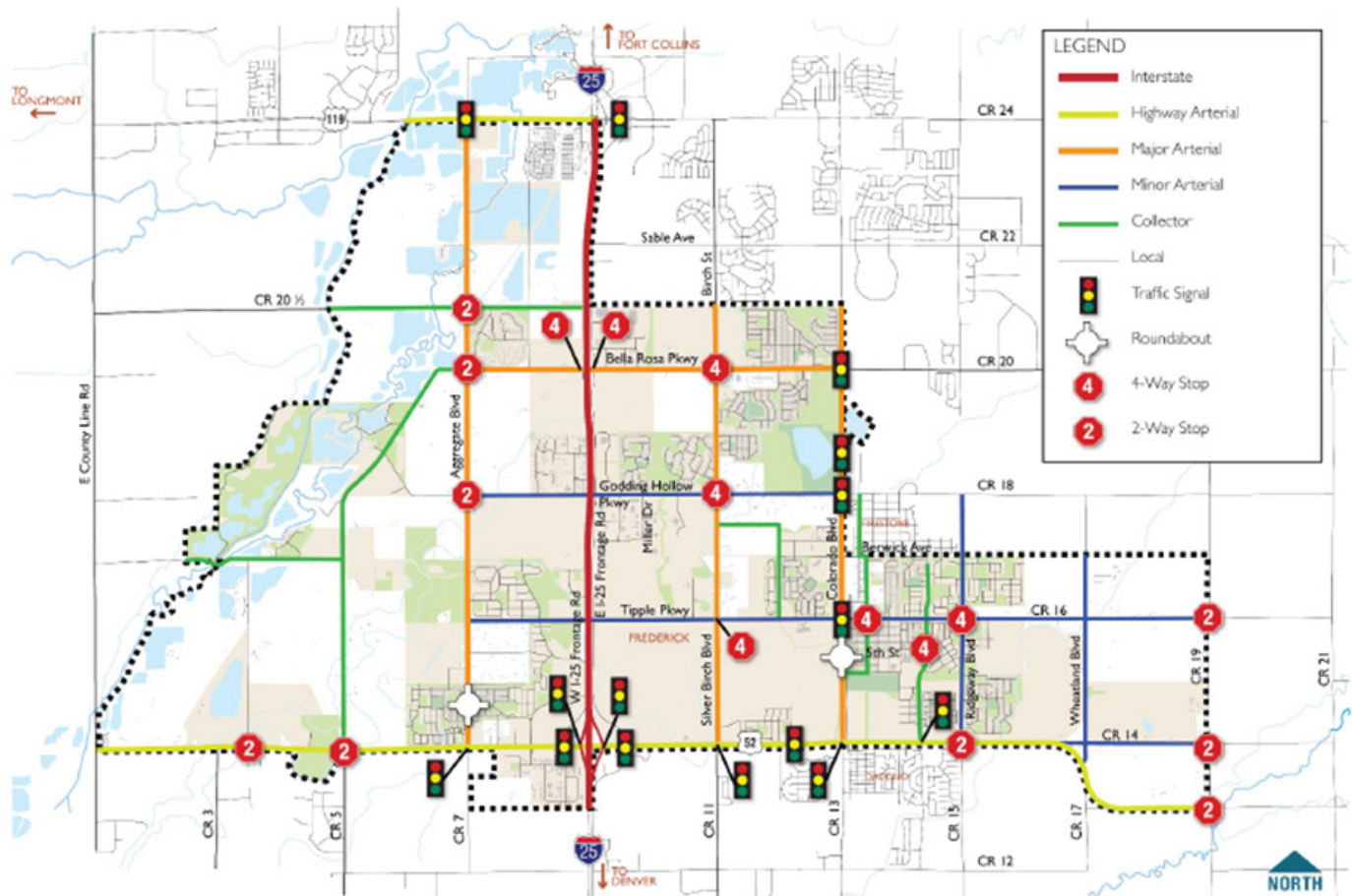
Most of the signalized intersections are along the state highways and Colorado Boulevard.

Figure 36: Commuter Outflow and Inflow



Source: State of the System Report, 2020, FHU

Figure 37: Roadway Network – Functional Classification and Intersection Controls



Source: Frederick, TMP, 2021, FHU

Unsignalized intersections include four-way stops, two-way stops, and roundabout facilities that feature all-way yield signs.

- ▶ The Daily Volume to Capacity (V/C) analysis completed as part of the TMP indicated that while the existing arterial network may be functional regarding through-travel lane capacity, congestion illustrated by the Peak V/C may point toward a need for intersection improvements, additional lanes to increase capacity, or strategies to reduce or distribute peak hour traffic in Frederick.
- ▶ Travel demand modeling (with a forecast year of 2040) indicated the potential for increased stress along roadways currently operating over capacity and multiple new segments that will operate slightly over capacity in the future. The regional roadways (CO 52, CO 119, and I-25) may exceed capacities through 2040. In addition, Bella Rosa Parkway from Colorado

Boulevard to Bullrush Road and various segments of north/south arterials may operate above capacity at the peak hour level by 2040. Since the roadway segments that are forecast to be over capacity are mainly state highways, Frederick should actively engage with CDOT to develop solutions that work for Frederick and address safety concerns, future travel demand, adjacent land uses, wayfinding, and other elements important to the community.

- ▶ Frederick's local roadways are challenged mainly by issues with intersection operations, including turning movements and the ability of emergency vehicles to bypass congestion.

Safety

- At the time of completion of the TMP, nearly half of the total accidents and a quarter of the injury crashes in Frederick occurred at intersections along CO 52. Intersections near Frederick High School are also crash hot spots. Safety should serve as an ongoing metric for identifying and prioritizing transportation improvements.

Multimodal Transportation

Trails and Sidewalks

Frederick has an ADA policy in place to continually replace sidewalks with ADA compliant infrastructure, and design standards specify the addition of sidewalks whenever new roadways are created. However, gaps in the sidewalk network exist between neighborhoods, commercial centers, schools, and other activity centers in the Town.

The bicycle network spans roughly 18 miles and provides accessibility to many destinations and neighborhoods. While the existing bicycle system is expansive, it is not consistently connected. On-street bike facilities are rare in Frederick.

Transit

The TMP indicated that there is a consensus and strong desire for improving transit options for residents. However, the Town does not currently have any dedicated funding sources for transit. Frederick is located outside of the RTD service area, and existing CDOT and RTD bus services do not stop within Frederick. Though not within town limits, transit connections and planned improvements are available nearby.

Vanpool programs sponsored by Denver Regional Council of Governments (DRCOG) and the North Front Range Metropolitan Planning Organization (NFRMPO) are available to Frederick residents. Carpool parking lots are located near the southeast corner of I-25 and CO 119 and the northwest corner of I-25 and CO 52.

Recent and Ongoing Studies

Frederick Transportation Master Plan (2021)

The TMP formalizes the Town's transportation objectives and recommends transportation solutions in the form of policies, programs, and projects.

Parks, Open Space & Trails (POST) Master Plan (2021)

The POST plan outlines a series of recommended park improvements as well as various trail and bike connections to be completed around Frederick. These recommendations informed some of the major recommendations included in the TMP, which was completed after the adoption of the POST plan.

CDOT Highway 52 Planning and Environmental Linkages (PEL) Study and Access Management Plan (2022)

The PEL team divided the 42-mile CO 52 corridor into four segments. Frederick lies along Segment 2, which spans from the Boulder/Weld County line to Weld County Road (WCR) 19 but excludes the portion of roadway between the I-25 interchange ramps. The Recommended Corridor Alternatives Map (PEL Figure 4-18) shows the following:

- The segment from the Boulder/Weld County line east to the I-25 Interchange: 4-lane Rural
- The segment from the I-25 Interchange east to WCR 15: 4-lane Urban
- The segment from WCR 15 to WCR 19: 4-lane Rural

The PEL also documents preferred intersection and multimodal improvements along the corridor (PEL pages 50 and 51).

These documents outline the long-term plan for the expansion of the Highway 52 corridor to four lanes through the Frederick area and define the standards for access management, including intersection and driveway spacing along the corridor. These plans represent the precursor to more formal design and funding of improvements along the CO 52 corridor. The plans for expansion of the CO 52 corridor would require additional funding from CDOT or other sources.

I-25 / 52 Subarea Plan (2022)

The Subarea Plan's Guiding Principles include the creation of a pedestrian-friendly mixed-use destination and leveraging the high visibility of the I-25 and CO 52 interchange, which as the key gateway into the Frederick community experiences more than 125,000 vehicles passing through daily. The study area encompasses acreage on the northeast corner of I-25 and CO 52. The plan

identifies proposed access points and circulation roads, as well as intentions regarding the bike network, sidewalk network, intersections and crosswalks, and parking lots.

Takeaways / Key Issues for Transportation

East/West Mobility

Frederick’s roadway network continues to be challenged by limited east/west mobility. Access between the east and west sides of town is via CO 52, CO 119, and Bella Rosa Pkwy, but the capacities on these roads are limited, which creates congestion challenges.

Interstate Access

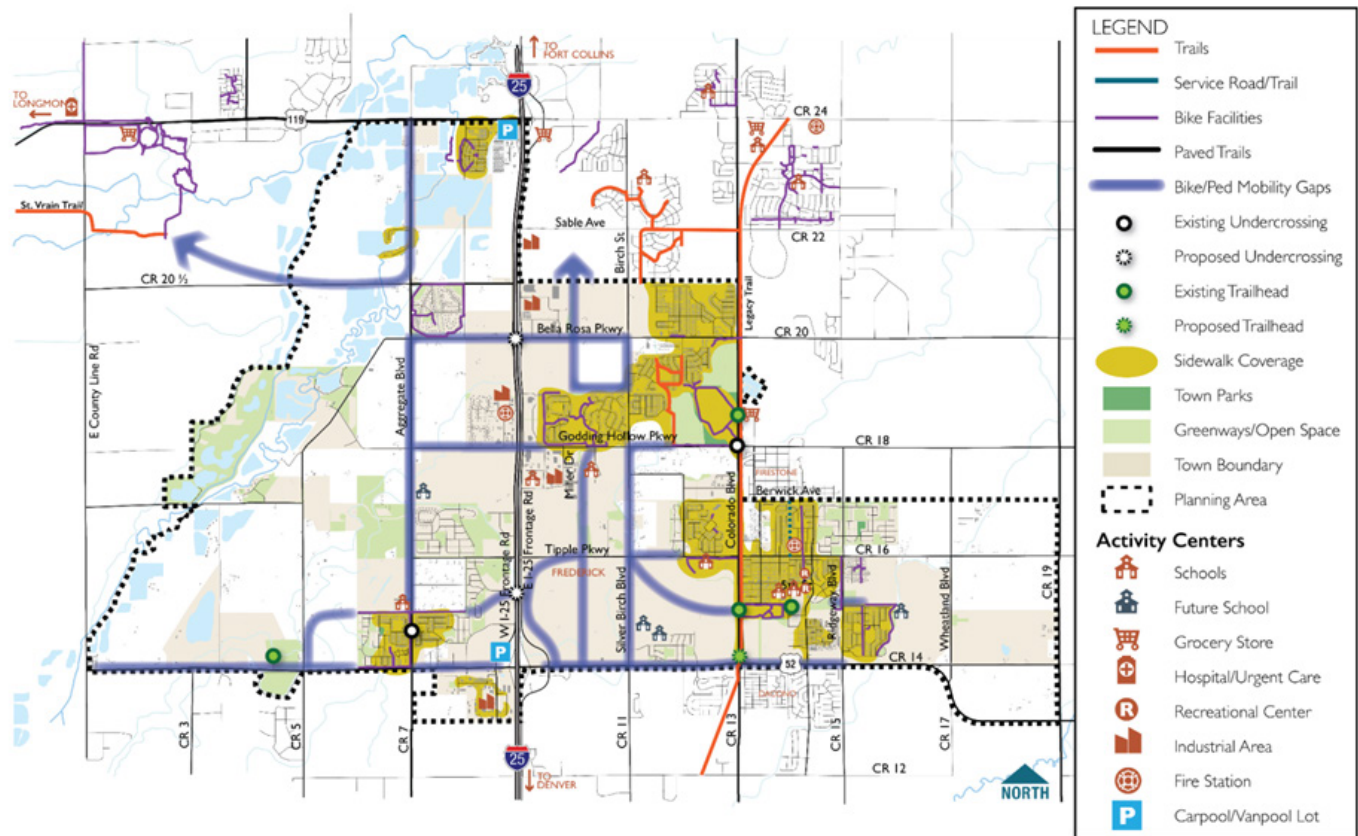
Access to I-25 is limited to two I-25 interchanges: one at CO 52 along Frederick’s south boundary, and one five miles to the north at CO 119, the northern planning boundary. This limited access increases congestion at the two interchanges. An additional

I-25 access point and crossing would mitigate the barrier effect of the current five-mile gap between interchanges at CO 52 and CO 119 and could reduce congestion at those interchanges.

Multimodal Improvements

A robust active transportation network would enhance the transportation network by providing significant coverage for pedestrians and bicyclists to various assets around Frederick. Closing the gaps would create greater accessibility and support travel choice for all modes.

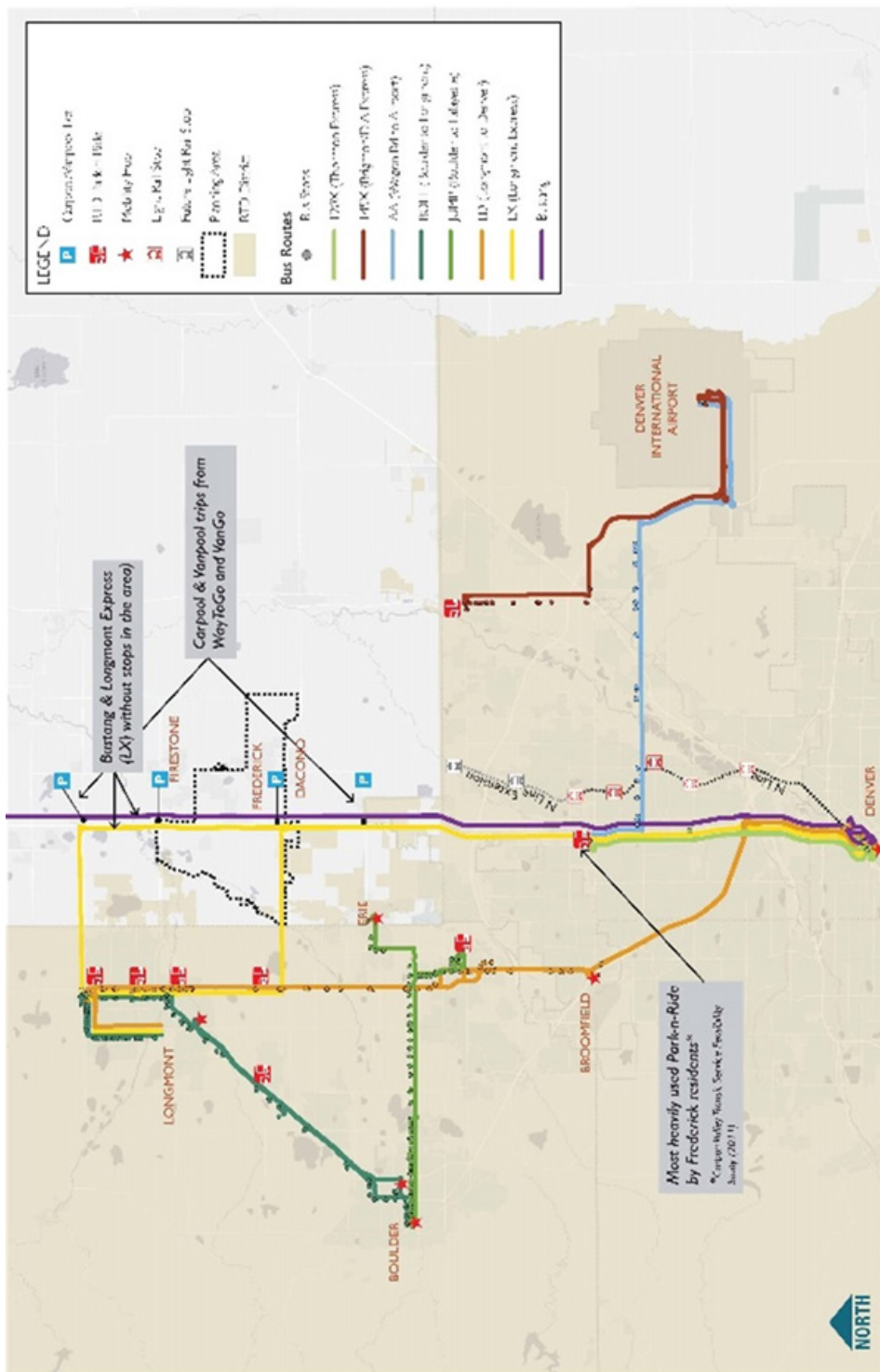
Figure 38: Active Transportation Network



Source: TMP Figure 22, 2022, FHU

time by the addition of transit connections directly into Frederick. These transit improvements would require regional collaboration, changes to land use patterns, and significant investment.

Figure 39: Regional Transit Connections



Source: State of the System Report, 2021, FHU

Parks and Open Space

As outlined in the POST Master Plan, the Town of Frederick contains a variety of park types across 20 different properties totaling over 380 acres, as outlined in the table that follows.

Figure 40: Town of Frederick Parks Inventory

Classification	# of Sites	Total Acres	Examples
Regional Park	1	128.5	Frederick Recreation Area
Community Park	1	40.7	Centennial Park
Neighborhood Park	9	44.1	Fox Run Park, James M. Crist Park, Eagle Valley Park
Mini Park	8	7.9	Carriage Hills Park, Firefighters; Park, Ironworks/Maplewood Park
Special Use	2	159.3	Bella Rosa Golf Course, Bulrush Wetland Park
Total -->	21	380.4	

Source: POST Master Plan (2021)

Overall, the POST plan noted that 67 percent of Frederick's residents are served by neighborhood-serving facilities within 1/3- mile of neighborhood parks and 1/5-mile of mini parks. This exceeds the national average of 55 percent of residents with 1/2-mile (10-minute walk) of a park. By national standards, the Town is far exceeding expectations. However, 33 percent of the current population lacks park access, per Frederick's standards. The POST plan identified gap areas where existing or developing residential areas are located beyond a one-third mile radius of neighborhood parks and a one-fifth mile radius of mini parks. The POST plan noted that while these gap areas remain around Town, Frederick may mitigate the gaps by enhancing trail and walking connections to other nearby parks, addressing facility needs in existing parks, and planning for new parks as new residential areas develop.

The Town also includes over 22 miles of trails as of the completion of the POST Master Plan, as outlined in the table that follows.

Figure 41: Town of Frederick Trails Inventory

Trail Classification	Total Miles
Concrete Trail, 8 Feet or Wider	13.48
Concrete Trail, Less than 8 Feet Wide	1.89
Natural Surface Trail, 8 Feet or Wider	6.90
Natural Surface Trail, Less than 8 Feet Wide	0.12
Total -->	22.39

Source: POST Master Plan (2021)

The Town's parks and open space system also includes 35 different open space and landscaped areas totaling over 530 acres. These assets include greenway trails, natural surface paths, and unirrigated grasslands. The Town anticipates that its open space inventory will continue to grow as developments dedicate open space areas upon approval and development of projects. The Town generally expects that new developments will dedicate around 20 percent of development areas for preservation as open space.

The POST plan included a series of observations concerning the current conditions of parks, open space, and trails in Frederick, as outlined below:

- ▶ There are opportunities to improve habitat, ecological function, and nature-based recreation activities such as fishing, nature education, and related areas.
- ▶ Growing the tree planting system in Frederick is a primary opportunity.
- ▶ HOA parks in Frederick vary in quality and the types of facilities provided.
- ▶ Some sites within the POST system are underutilized or have unusable park areas. There are opportunities to naturalize or repurpose some park areas for different uses.
- ▶ There are opportunities to have a greater variety of recreational opportunities and consider new trends and future uses for various park and open space areas.
- ▶ Several park areas have uneven turf areas.
- ▶ There is a need to provide facilities for aging residents in the Frederick community.
- ▶ There are opportunities to provide for more events and to better facilitate events in the Frederick community.

Figure 42: Town of Frederick Park Inventory Versus Standards

PARK TYPE	Existing Park Acres	Current Need (Based upon 2019 population)	Future Need (Based upon future population)
Town-Owned Parkland			
Regional Parks	108.50	N/A	N/A
Community Parks	40.70	2.50	153.90
Neighborhood Parks	44.10	23.50	260.80
Mini Parks / Pocket Parks	8.70	-7.50	-3.50
Special Use Sites	159.30	N/A	N/A
Open Space	532.80	N/A	N/A
Trails	21.70	N/A	N/A
Subtotal, Town-Owned Parkland	935.70	18.50	411.20
Other Parkland			
HOA Neighborhood Parks	13.20	-13.20	-13.20
HOA Mini Parks / Pocket Parks	8.00	-8.00	-8.00
HOA Open Space	399.10	N/A	N/A
Subtotal, Other Parkland	420.30	-21.20	-21.20
PARKLAND TOTAL	1,356.00	-2.70	390.10

Source: POST Master Plan (2021)

- ▶ Most of the lands designated as open space in Frederick are inaccessible and require improvements to improve public access through trail development and habitat restoration.
- ▶ The Town should continue to balance open space acquisition with construction and maintenance costs for existing and planned facilities.
- ▶ Frederick needs improved cross-town trail connections.
- ▶ Frederick has few on-street bike facilities.
- ▶ Frederick needs more water-based recreation and winter outdoor activities. It also needs more opportunities for “challenge elements” within its parks and open space.
- ▶ One third of Frederick residents are in need of improved access to neighborhood parks
- ▶ There is a need to develop more neighborhood parks and community parks that are age-appropriate as the population continues to grow.

Key Takeaways – Parks and Open Space

- ▶ Frederick currently has a deficit of acreage in various park categories and will need to continue to dedicate additional lands for mini parks, neighborhood parks, and community parks as the population continues to grow.
- ▶ Additional trail and other linkages are needed between various park and open space assets around the community.
- ▶ Upgrades to park facilities to serve a wider range of users (including seniors) should be considered going forward.
- ▶ The Frederick community has an interest in having additional winter, water, and “challenge” oriented park and recreational amenities in the future.
- ▶ Frederick should continue to monitor trends in park and recreational uses and changes in the community’s population in designing and implementing park and recreational facilities and programs.

Schools and Community Facilities

The St. Vrain Valley School District operates two schools within the Town's boundaries – Frederick High School and Thunder Valley K-8. The high school has a current enrollment of just over 1,000 students, from grades 9 through 12, and includes students from surrounding jurisdictions in addition to Frederick. The high school features a variety of college-prep courses, including 17 Advanced Placement classes and the ability for students to complete 16 courses through the University of Colorado (CU), representing 53 credit hours at CU. It also includes a biomedical sciences program, extensive fine arts programs, and seventeen varsity sports programs.

Thunder Valley K-8 opened its doors in 2013 and previously operated as Frederick Elementary. Today the school serves approximately 500 students from kindergarten through 5th grade and 350 students in the middle school grades (grades 6 through 8). Thunder Valley includes students from Frederick, Dacono, and parts of Firestone.

Frederick High and Thunder Valley include athletic facilities and open spaces often used by Frederick community members for indoor and outdoor recreation.

The Carbon Valley Recreation Center on 5th Street is the only full-service recreation center serving the Firestone / Frederick / Dacono area. It includes a variety of facilities, including a lap pool and aquatic center, full-court gymnasium, elevated indoor track, workout room, fitness studio, meeting and party rooms, and a variety of fitness classes and programs. The recreation center encompasses 50,000 square feet. The Carbon Valley Gymnastics Center, located within the recreation center, features a full-size competition floor, tumble track, cargo net, preschool equipment, and equipment for kids' gymnastics programs.

The Carbon Valley Senior Center, located across from the rec center on 5th Street, is open to anyone age 55 or older and includes a senior library, lounge, computer station, and daily activities for seniors.

Takeaways – Schools and Community Facilities

- ▶ Frederick is fortunate to serve as the home base for two of the larger schools in the Carbon Valley, Frederick High School and Thunder Valley K-8, and these schools provide facilities that benefit the entire community. As Frederick and the surrounding communities continue to grow, the St. Vrain Valley School District will continue to explore the potential construction of additional school facilities as needs evolve.
- ▶ Frederick is also fortunate to serve as the base of operations for the Carbon Valley Recreation District and its facilities on 5th Street (the rec center and senior center). Input from the community during the initial stages of the Comprehensive Plan effort suggested that another recreation center, or expansion of the current facility, may be needed to serve the growing population in the area. The Comprehensive Plan may consider additional locations for Carbon Valley Recreation District facilities around Frederick as the community continues to grow.

Public Facilities and Infrastructure

Through various planning efforts over the last several years, the Town of Frederick has proactively evaluated its utility infrastructure to identify current concerns and determine the improvements needed to provide for the future growth of the community. Specifically, the Town has or is in the process of completing Short and Long-Term Water Supply Plans, a Water Efficiency Plan, and an Outfall System Plan to help manage the Town's stormwater drainage systems. This section outlines the existing public infrastructure serving Frederick and information to guide the growth of the Town.

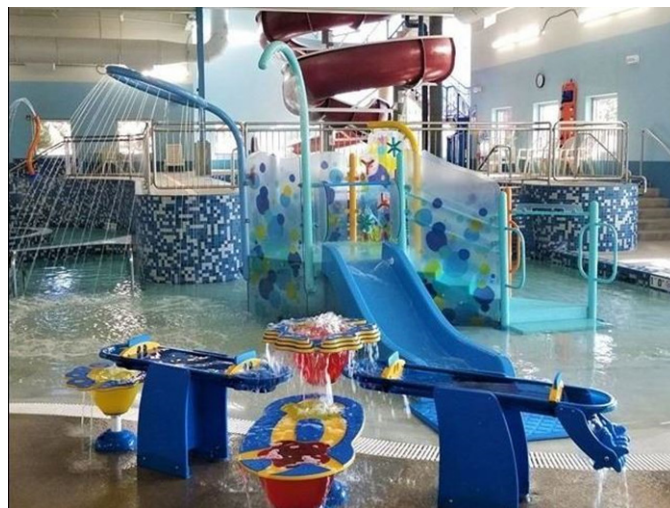
Sanitary Sewer Collection System

Existing Conditions

The St. Vrain Sanitation District (SVSD) provides sanitary sewer service to the Town of Frederick. SVSD is actively working on completing upgrades to its wastewater system which will increase capacity and treatment capabilities. It does not anticipate having any issues in serving existing customers and future growth anticipated in the Town of Frederick.

In 2018, SVSD completed a master plan for its wastewater treatment plant (WWTP). This plan defined the actions and improvements needed to modify the existing facility to meet anticipated growth in its service area and environmental requirements.

SVSD began a two-year, nearly \$37 million capital improvement project to complete new upgrades to the WWTP in 2021 and anticipates completing these efforts by May 2023. The new WWTP will have a capacity of processing 6 million gallons per day (MGD) and 15,200 pounds of Biochemical Oxygen Demand (BOD) per day. The facility discharges effluent into the St. Vrain Creek and in doing so meets the regulatory requirements in the district's NPDES (National Pollutant Discharge Elimination System) permit. The plant operates at 56 percent of its organic capacity. As SVSD continues to see development and growth, the plant is designed for expansion to keep pace with increasing demand. The plant is located on the north side of Weld County Road 26 between Weld County Roads 13 and 15.



Picture of the indoor aquatic features at the Carbon Valley Recreation Center in Frederick. The picture shows a set of slides and related water features for kids and families. Credit: Carbon Valley Recreation District website

Existing Water Supply and Distribution System

Existing Conditions

Potable Water Supply

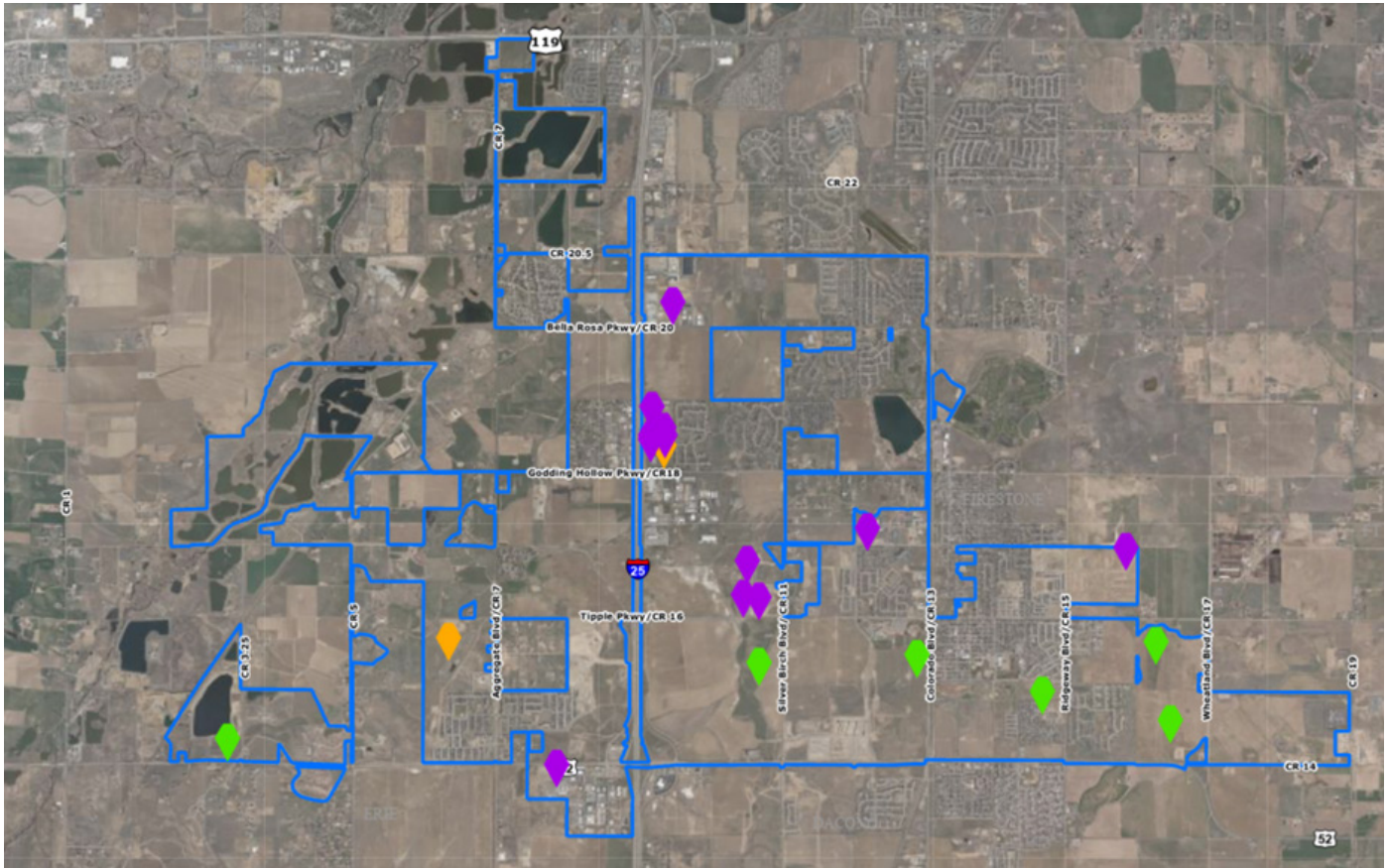
Within Frederick's town limits, there are three entities involved with providing the public potable water supply (water fit for consumption by humans and other animals): the Town of Frederick; Central Weld County Water District (CWCWD); and Left Hand Water District. All Frederick residents located to the east of I-25 are Town of Frederick water customers.

The CWCWD treats water from its treatment and storage facilities located west of Berthoud, Colorado. A high-pressure CWCWD transmission main transports water to the Town's distribution water mains through several master meters, from which point the Town's water distribution system begins.

Future Potable Water Supplies

To avoid expensive capital investments and to be good stewards of limited natural resources, the Town encourages water conservation through financial and educational means. In order to secure adequate supplies of high-quality water for the Town's current and future potable supplies,

Figure 43: Sanitary Sewer Service Area, St. Vrain Sanitation District



Source: St. Vrain Sanitation District

Frederick is one of 14 Northern Colorado water providers involved with the Northern Integrated Supply Project (NISP). This project is working on securing long term water supplies for various communities, but it appears that the process of obtaining meaningful amounts of additional water may take several years.

Raw Water

The Town of Frederick has implemented a Raw Water System (RWS) for irrigation to complement the town's potable water system. The Raw Water System supply is fed from the Lower Boulder Ditch and stored in Milavec Lake. Untreated, non-potable water is pumped out of Milavec Lake to supply three irrigation ponds located on Town property. Two ponds are located on the Bella Rosa Golf Course and the third pond is located in Centennial Park.

Raw Water System Expansion

The Town has plans to expand the RWS to a majority of the area within the Town limits. New developments are installing raw water lines to use

raw water to irrigate their shared open spaces and parks. The Town plans to add raw water distribution lines into additional developments as funds allow. There are also plans to develop the Town's raw water irrigation facilities on the west side of I-25 and the Town has discussed this possibility with Left Hand Water District.

Potable Water Master Plan

The Town has kicked off the preparation of its new Potable Water Master Plan. The Town's water system serves residents on the east side of I-25. The Town used to treat and distribute water from Milavec Lake to the Town until the 1980s when water quality concerns led the Town to enter into an agreement with Central Weld County Water District for the purchase of wholesale water. After treated water from the District enters into the Town's water distribution system at multiple locations throughout the Town, the distribution of water becomes the Town's responsibility. The new Potable Water Master Plan will address:

- ▶ The reliability and sustainability of potable water infrastructure, now and in the future
- ▶ Water for emergency responses (fire protection)
- ▶ Water management and conservation
- ▶ Water quality
- ▶ The connectivity of Town services between different neighborhoods and areas
- ▶ Social equity
- ▶ The relationship between land uses, housing and potable water, in planning for a livable community

Recommended System Improvements

Upon completion of the Potable Water Master Plan, the Town will then be able to evaluate and prioritize water-related projects into a Capital Improvement Project list and identify sources of funding.

Existing Stormwater and Drainage Systems

The Town of Frederick's Stormwater Utility Enterprise provides stormwater drainage services to the community. Following the dissolution of the Tri-Area Sanitation District at the end of 2007, Frederick entered into agreements with St. Vrain Sanitation District and Weld County that made the Town of Frederick responsible for all stormwater drainage services within the Town's boundaries and the part of unincorporated Weld County known as Evanston.

As a result of this change, in May 2008 the Town Board approved an ordinance creating the stormwater utility as an enterprise fund within the Engineering and Utilities Department. By establishing the stormwater utility as an enterprise fund, the Board assured that all costs associated with the provision of drainage services will be funded through rates and fees specifically collected for that purpose.

The primary functions of the stormwater utility are to protect the lives and welfare of residents and to guard against damage to property from flooding during severe rainfall events. The Town accomplishes these functions in part by ensuring that new development provides storm sewers, inlets, and detention ponds to keep storm runoff at or below historic runoff rates.

The utility maintains public drainage facilities in Frederick to ensure that stormwater lines and inlets are clean and ready to handle runoff when a storm occurs.

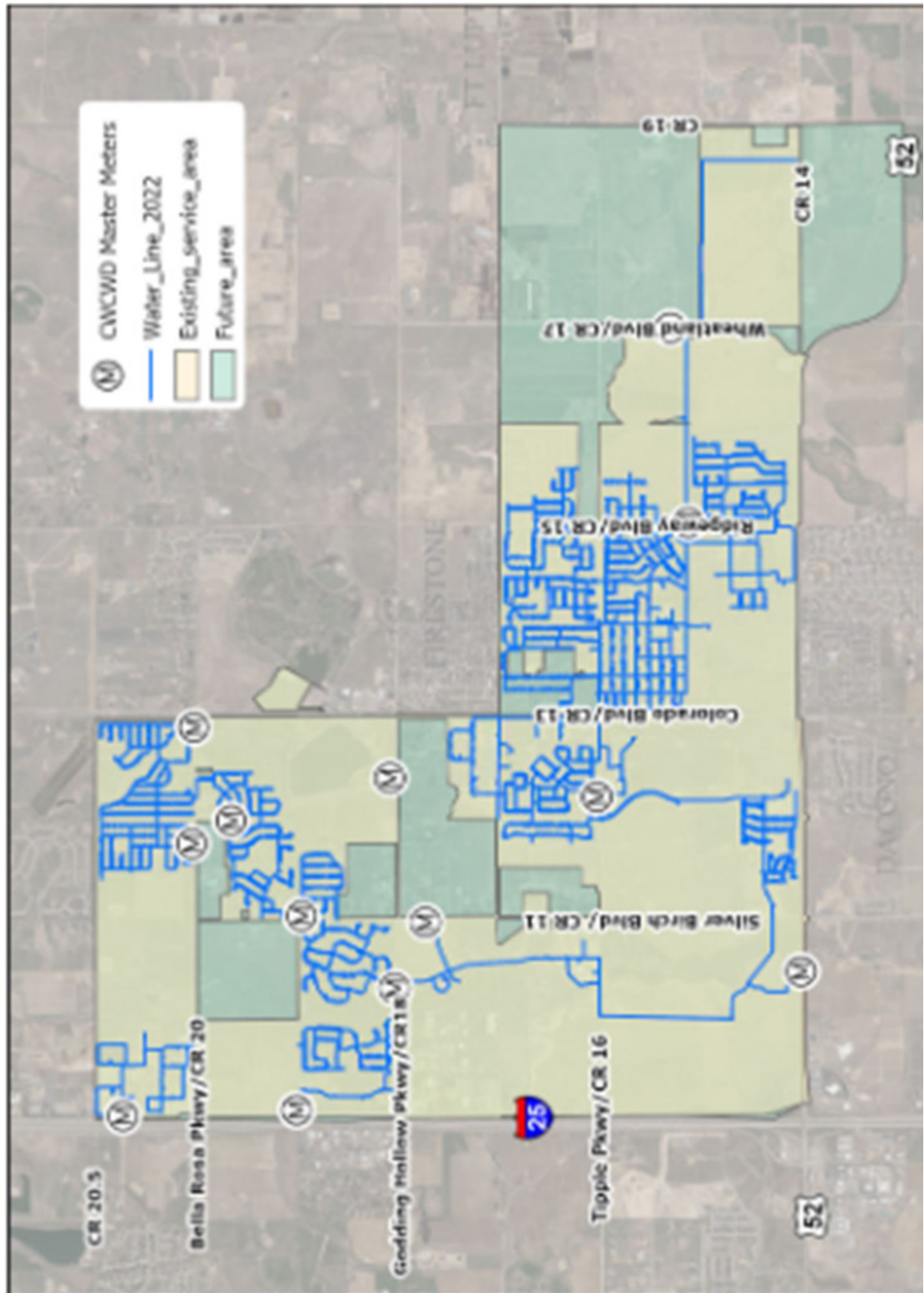
In September 2020 the Town of Frederick and the City of Dacono hired Anderson Consulting Engineers to develop an Outfall System Plan (OSP) and the OSP was completed in April 2022. The purpose of the OSP study was to:

- ▶ Update the hydrologic and hydraulic modeling for the major drainage basins in the area
- ▶ Identify existing flooding problem areas
- ▶ Estimate the impact of future development on the existing flooding problem areas
- ▶ Develop a plausible, prioritized plan for future capital improvement projects (with cost estimates) that addresses the existing and future flooding problems
- ▶ Provide a consistent plan for future development within Frederick and Dacono

Recommended System Improvements

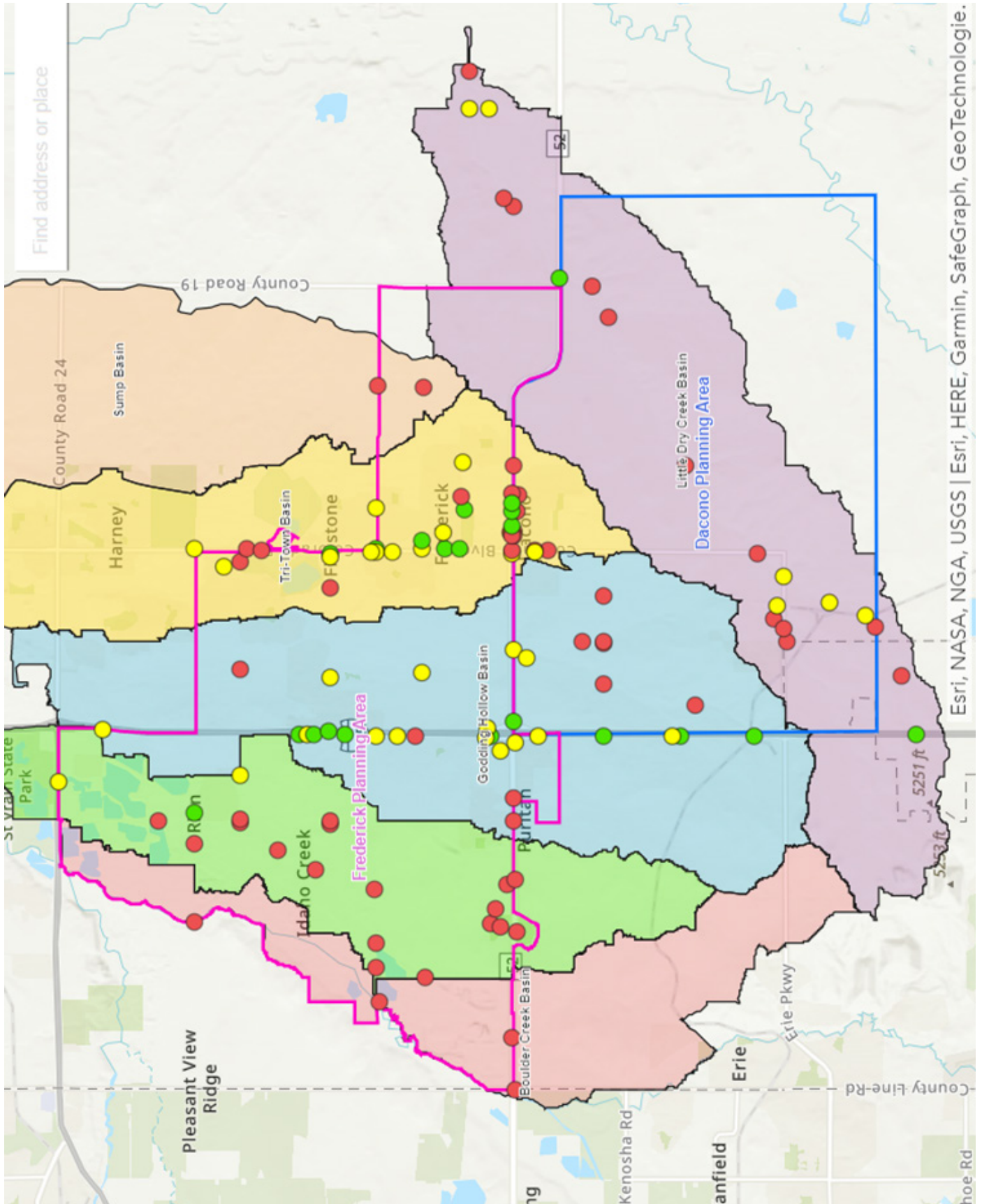
The Town is currently evaluating and prioritizing projects identified in the Outfall System Plan to develop a Capital Improvement Project list and sources of funding to facilitate needed stormwater drainage projects.

Figure 44: Water Distribution System, Town of Frederick



Source: Town of Frederick

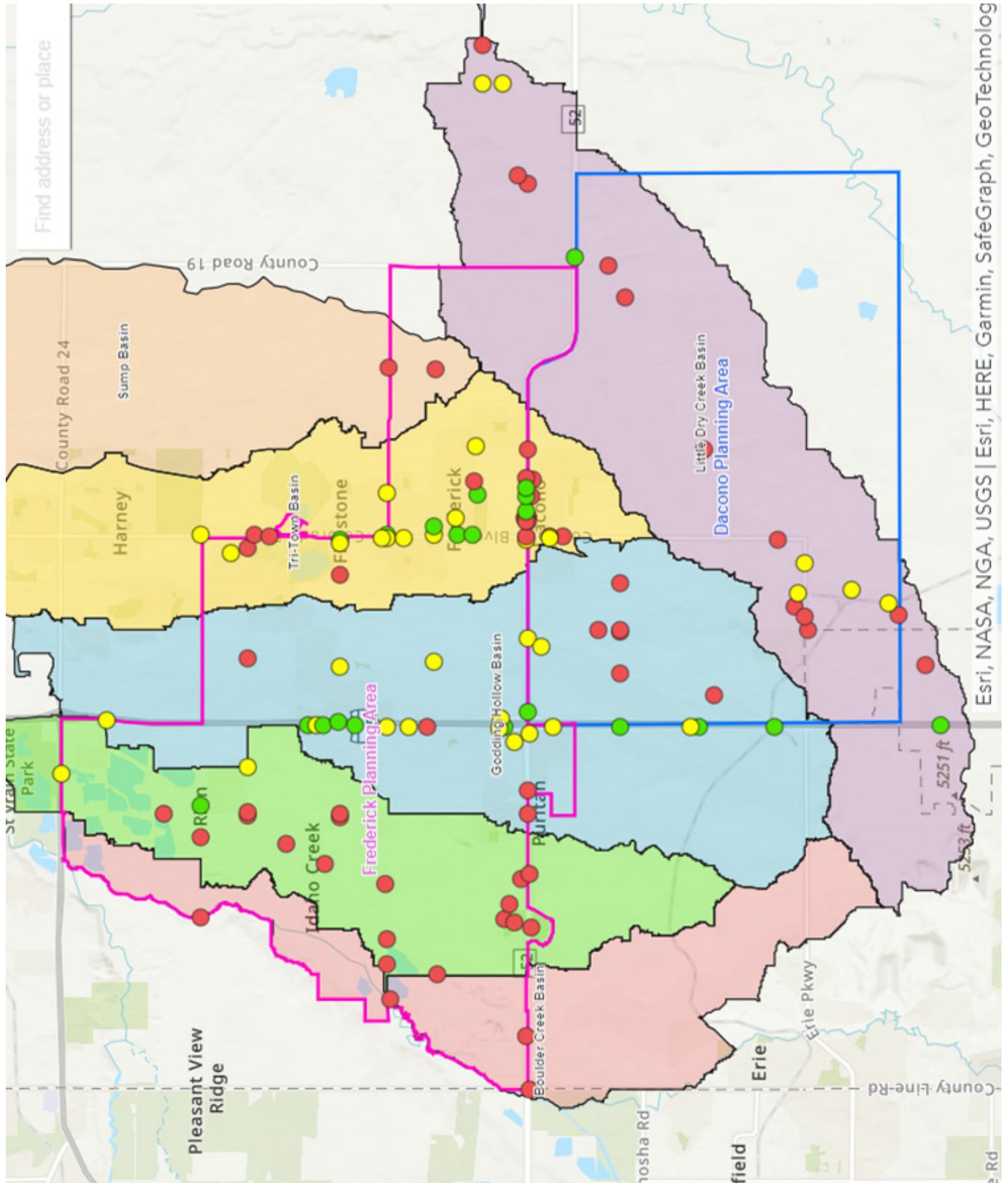
Figure 45: Frederick-Dacono Outfall System Plan



Esri, NASA, NGA, USGS | Esri, HERE, Garmin, SafeGraph, GeoTechnology.

Source: Anderson Consulting Engineers

Figure 46: Environmental Constraints (Floodplains and Oil Well Locations), Town of Frederick



Source: Town of Frederick

Floodplain Regulations (Article 8 of the Town's Land Use Code)

- ▶ The Town Board adopted floodplain management regulations in 2013.
- ▶ These regulations promote the protection of human life and health, the environment, and public and private property.
- ▶ The regulations also identify how development can occur in a safe manner within a floodplain or floodway.
- ▶ The Town also established a floodplain development permit process in 2013, outlining the process for obtaining permits prior to beginning any work within any area of special flood hazard.

Existing Natural Gas System

Black Hills Energy provides natural gas service to the Frederick area. The system has the capacity to serve any area within the existing Town limits and gas mains are in place.

Black Hills Energy works with developers to determine the feasibility of extending gas service to proposed developments based on the number and type of units (residential, commercial, etc.) planned in projects. Black Hills normally establishes in its agreements with developers a set development period, by which time the improvements outlined in the agreement should be constructed. This development period can be extended based upon mutual agreements between the parties.

Electrical Power System

United Power provides electric service to the Town of Frederick. The existing electrical system supplies the area encompassed by the current Town limits, with no service currently extended outside of the Town limits. Typically, as new development occurs, United Power evaluates the load requirements of new developments and assesses the specific infrastructure to serve residential, commercial, or industrial needs.

Key Takeaways – Public Utilities & Infrastructure

- ▶ The St. Vrain Sanitation District has sufficient capacity to serve additional growth in the Frederick area over the next 20 years.
- ▶ Frederick will need to secure additional water supply capacities to serve additional growth over the next 20 years.
- ▶ The provision of electricity, natural gas, and dry utilities will not place limits on future development in the Town of Frederick.