

# *Town of Mead*

## Planning Commission Meeting Agenda

Wednesday, April 4, 2018  
7:00 p.m. to 9:00 p.m.

*Mead Town Hall  
441 Third Street  
Mead, CO 80542*

### Call to Order – Roll Call

Chairman Sword  
Commissioner Harris  
Commissioner Kure  
Commissioner Kurtz  
Commissioner Moorman  
Commissioner Shields

#### 1. *Pledge of Allegiance*

#### 2. *Approval of Minutes*

- a. Approval of March 21, 2018 Planning Commission Meeting Minutes

#### 3. *Old Business*

##### *a. Public Hearing: Land Use Code Updates*

- i. **Ordinance No. 863** – An Ordinance of the Town of Mead, Colorado, Amending the *Mead Municipal Code*, Chapter 16, Article I, General Provisions, as it relates to Definitions and Article II, Community Design and Development Standards as it Relates to Parks and Open Space Standards
- ii. **Ordinance No. 864** – An Ordinance of the Town of Mead, Colorado, Amending the *Mead Municipal Code*, Chapter 16, Article III, Zoning, as it Relates to Density and Dimensional Standards and Specific Uses in the Various Zoning Districts

#### 4. *New Business*

##### *a. Public Hearing: Mead Comprehensive Plan Update*

- i. **Resolution No. 1-PC-2018** – A Resolution of the Planning Commission of the Town of Mead, Colorado, Adopting the Town of Mead 2018 Comprehensive Plan, dated March, 2018, Containing the Descriptive and Other Material Intended by the Commission to Form the Whole or Part of the Comprehensive Plan, Including Maps Depicting the Land Use Plan / Mead Area of Influence, and Tables Describing the Historical and Projected Population Growth, Residential Land Use, and Land Use Distribution.

#### 5. *Adjournment*

**Town of Mead  
Minutes of the  
Planning Commission  
March 21, 2018  
7:00 P.M.**

Chairman Sword called the Planning Commission meeting to order at 7:00 p.m.

**Roll Call:**

**Planning Commissioners Present**

Chairman Ryan Sword  
Commissioner Art Harris  
Commissioner Diana Kure  
Commissioner Jeff Kurtz (arrived at 7:05 p.m.)  
Commissioner Richard Macomber  
Commissioner Tim Moorman

**Planning Commissioners Absent**

Commissioner Gary Shields

**Also present were:** Town Planning Director Chris Kennedy, Town Attorney Richard Samson and Town Clerk Mary Strutt

**1. Pledge of Allegiance**

The Assembly pledged allegiance to the flag.

**2. Approval of Minutes**

- a. Approval of February 21, 2018 Planning Commission Meeting Minutes

*Motion was made by Commissioner Macomber, seconded by Commissioner Kure, to approve the minutes of the February 21, 2018 Planning Commission meeting as written. Motion carried 5-0.*

- b. March 7, 2018 Planning Commission Meeting

Town Clerk Mary Strutt noted that there was not a quorum on March 7, 2018.

**3. Public Hearing: Land Use Code Updates**

The Planning Commission had a request from staff to continue the Public Hearing until April 4, 2018.

Chairman Sword opened the Public Hearing at 7:02 p.m.

*Motion was made by Commissioner Sword, seconded by Commissioner Harris, to continue the Public Hearing on Land Use Code Updates to April 4, 2018. Motion carried 5-0.*



#### **4. Mead Comprehensive Plan Update**

Town Planning Director Chris Kennedy noted that the Comprehensive Plan will be considered for adoption by the Planning Commission at Public Hearing on April 4, 2018.

Commissioner Kurtz arrived at 7:05 p.m.

#### **5. Town Planner Status Report of February 26, 2018**

Town Planning Director Chris Kennedy reviewed the Status Report of February 26, 2018 with the Planning Commissioners.

#### **6. Adjournment**

With no further business to discuss, the Planning Commission meeting of March 21, 2018 was adjourned at 7:12 p.m.

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Ryan Sword, Chairman

ATTEST:

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Mary E. Strutt CMC, Town Clerk



# Agenda Item Summary

MEETING DATE: Wednesday, April 4, 2018

SUBJECT: Planning Commission Public Hearing: Parks and Open Space Land Use Code Amendments

Presented By: Jennifer Vecchi, Vecchi & Associates  
Chris Kennedy, Planning Director

## **SUMMARY**

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Currently, residential developers wishing to subdivide land with RSF-4 zoning are required to dedicate approximately 67 percent of their land for roads, drainage facilities, parks and open space, leaving them only about one-third of the property for homes. Little can or should be done to reduce the amount of land required for roads, but staff has researched the practices of other communities in the area, analyzed the issue and is proposing the following revisions:

1. Parks and Open Space Dedication: Require developers to dedicate a flat percentage of the site for parks and open space, instead of providing a certain amount of acreage for each lot/home; and
2. Detention Ponds as Open Space: Allow detention ponds that can also serve as recreation facilities (i.e. play fields, snow sled hills, trails, etc.) to be counted towards parks and open space requirements.

## **BACKGROUND**

Residential developers, who want to build homes in Mead, have repeatedly expressed concern for what they perceive as excessive amounts of parks and open space acreage required for dedication. Developers are unable to achieve the density allowed in the Residential Single-Family (RSF-4) Zoning District due to these requirements. A lack of clarity with regard to open space credit for detention ponds, that can also be used for recreational purposes, further complicates the issue. They are also concerned about the financial viability of projects with the additional consideration of long-term maintenance and irrigation that comes with large amounts of open space.

## **ANALYSIS**

### **1. Parks and Open Space Dedication**

In most communities, developers of residential property are required to provide a certain amount of land for parks and open space to serve future residents. Mead's Land Use Code currently requires that residential developers dedicate a minimum of (.08) acre per dwelling unit for parks and open space. This method ensures that a minimal amount of land be provided for each home that is built. However, the primary disadvantages of this method, include:

- a. At higher densities, such as are found in PUD and multi-family developments, the amount of land required for parks and open space can actually take up the vast majority of, and even exceed, the amount of land associated with the site;

- b. Requiring additional land with each home creates a “chicken-or-egg” situation, which makes it difficult for the developer to calculate how much of their site must be dedicated for open space and how much they have left over for home construction; and
- c. Mead’s current approach is generally considered to be less conducive to residential growth and economic development.

The other widely used method of exacting land for open space simply requires that developers dedicate a flat percentage of the total site to parks and open space. The majority of neighboring communities (see Table 1) use the “percentage of total site” method.

<b>Table 1. Comparison Parks and Open Space Requirements for Neighboring Communities</b>			
<b>Community</b>	<b>Residential Parks &amp; Open Space requirements - straight zoning</b>	<b>Planned Unit Development (PUD) Parks &amp; Open Space Requirements</b>	<b>Population</b>
<b>Mead - existing standards</b>	.08 acre per dwelling unit for parks, trails, open space and other civic purposes	.08 acre per dwelling unit for parks, trails, open space and other civic purposes	4,553
Johnstown	10% of site	30%	12,000
Firestone	10% of site	Same - 10% of site	12,400
Frederick	20 % SF and 25% MF of site	25% of site	11,100
Berthoud	7% of site plus cash in lieu alternative	Same	5,400
Milliken	12% of site (SF)	25%	5,900

Based on this research, staff proposes using the “percentage of total site” method, as is done in surrounding communities of similar size.

**2. Detention Ponds as Open Space**

Parks in other communities often include storm drainage facilities, such as detention ponds, that can also be used for recreational purposes, such as soccer fields, snow sledding hills and trails. However, Mead’s current regulations are unclear as to whether or not developers can count their dual-purpose detention ponds towards open space requirements. Staff currently has an opinion from the Town Attorney’s Office that dual-purpose detention ponds CAN be counted towards open space requirements. As a result, staff is proposing to clarify the matter in this Land Use Code revision with language that makes it clear that developers can receive open space credit for detention ponds if those facilities also provide a clear recreational purpose in addition to the detention of storm water drainage.

**IMPACT OF PROPOSED CHANGES**

In order to determine what the impacts of the proposed changes to the Land Use Code would be, staff has used a sample 100-acre site to create a side-by-side comparison between the CURRENT regulations and the PROPOSED regulations. In Table 2. CURRENT Dedication Requirements, staff has incorporated the average percentage of land dedicated for roads (20 percent) and drainage (15 percent) and used the current requirement for open space dedication. In Table 3. PROPOSED Dedication Requirements, staff has incorporated all of the proposed changes.

The results (See Table 2 below) show that a residential development within the RSF-4 Zoning District would require 67% of the site for dedication of rights-of-way, drainage, parks and open space using the current method of .08 acres per unit. Requiring such a large amount of land for parks and open space on top of road and drainage requirements only leaves 33 percent of the site for homes and yards.

**Table 2. CURRENT Dedication Requirements for Public Infrastructure and Impacts on Developable Land**

site acreage	zoning district	Average ROW dedication requirement	Average drainage (detention, swale) requirement	Current parks/OS dedication requirement		Total infrastructure as percentage of site (parks, OS, ROW, drainage)	Remaining acreage for home construction (percentage of site)	Potential average lot size in square feet
				(.08 acres/du)	percentage of site parks/OS			
100	RE	20%	15%	0.08	3%	38%	62%	67,300
100	RSF1	20%	15%	0.08	8%	43%	57%	24,829
100	RSF4	20%	15%	0.08	16%	51%	49%	10,672
100	RSF4	20%	15%	0.08	24%	59%	41%	5,953
<b>100</b>	<b>RSF4</b>	<b>20%</b>	<b>15%</b>	<b>0.08</b>	<b>32%</b>	<b>67%</b>	<b>33%</b>	<b>3,594</b>
100	PUD	20%	15%	0.08	40%	75%	25%	2,178
100	PUD	20%	15%	0.08	48%	83%	17%	1,234
100	PUD	20%	15%	0.08	56%	91%	9%	560
100	RMF8	20%	15%	0.08	64%	99%	1%	54
100	RMF14	20%	15%	0.08	112%	147%	-47%	-1,462

Revising the Land Use Code to employ the “percentage of the total site” method with a 15 percent parks and open space requirement for the RSF-4 zoning district in conjunction with allowing dual-purpose detention ponds and a lower minimum lot size, would change the total dedication requirement to 40 percent of the site, leaving 60 percent for homes and yards and the ability to develop four units per acre. See Table 3 below.

**Table 3. PROPOSED Dedication Requirements for Public Infrastructure and Impacts on Developable Land**

site acreage	zoning district	Average ROW dedication requirement	Average drainage (detention, swale) requirement	Proposed parks/OS dedication requirement		Total infrastructure as percentage of site (parks, OS, ROW, drainage)	Remaining acreage for home construction (percentage of site)	Potential average lot size in square feet
				(site percentage)	percentage of site parks/OS			
100	RE	20%	5%	10%	10%	35%	65%	70,785
100	RSF1	20%	5%	10%	10%	35%	65%	28,314
100	RSF4	20%	5%	15%	15%	40%	60%	13,068
100	RSF4	20%	5%	15%	15%	40%	60%	8,712
<b>100</b>	<b>RSF4</b>	<b>20%</b>	<b>5%</b>	<b>15%</b>	<b>15%</b>	<b>40%</b>	<b>60%</b>	<b>6,534</b>
100	PUD	20%	5%	20%	20%	45%	55%	4,792
100	PUD	20%	5%	20%	20%	45%	55%	3,993
100	PUD	20%	5%	20%	20%	45%	55%	3423
100	RMF8	20%	5%	25%	25%	50%	50%	2,723
100	RMF14	20%	5%	25%	25%	50%	50%	1,556

## **CRITERIA FOR APPROVAL OF LAND USE CODE AMENDMENTS**

The criteria by which text amendments to the Zoning Code are evaluated is set forth in Section 16-3-160. Amendments, as follows:

*“For the purpose of establishing and maintaining sound, stable and desirable development within the Town, the text of this Article shall not be amended except:*

- (1) To correct a manifest error in the text of this Article; or*
- (2) To provide for changes in administrative practices as may be necessary to accommodate changing needs of the community and the Town staff; or*
- (3) To accommodate innovations in land use and development practices that were not contemplated at the adoption of this Article; or*
- (4) To further the implementation of the goals and objectives of the Town Comprehensive Plan.”*

The amendments proposed in this report meet criteria #4 as outlined above. The new DRAFT Comprehensive Plan talks about facilitating growth in the community and allowing for a wider variety of housing types. The Plan also discusses the need for more retail services in the community, which typically are not viable without a certain population base, which is generated through higher density home construction.

## **OTHER POLITICAL/LEGAL ISSUES**

A meeting of the Parks, Recreation Facilities and Open Space Committee (PROS) was held on March 20, 2018. The Committee discussed the proposed modification to the existing methodology and the land use amendments, as presented. They voted unanimously to request further analysis from staff and schedule a second meeting for April 2, 2018 to have additional time for consideration prior to holding a vote on a recommendation. Their recommendation will be provided on April 4, at the next meeting of the Planning Commission.

## **RECOMMENDATION**

Staff recommends that the Planning Commission recommend that the Board of Trustees approve the attached ordinance enacting the changes to the Land Use Code outlined in this report.

## **ATTACHMENT**

1. Proposed Ordinance
2. CURRENT VS. PROPOSED Spreadsheet

**TOWN OF MEAD, COLORADO**  
**ORDINANCE NO. 863**

**AN ORDINANCE OF THE TOWN OF MEAD, COLORADO, AMENDING THE  
MEAD MUNICIPAL CODE, CHAPTER 16, ARTICLE I, GENERAL  
PROVISIONS, AS IT RELATES TO DEFINITIONS AND ARTICLE II,  
COMMUNITY DESIGN AND DEVELOPMENT STANDARDS AS IT RELATES  
TO PARKS AND OPEN SPACE STANDARDS.**

**WHEREAS**, the Town of Mead prepared and published the Public Draft of the Town of Mead Comprehensive Plan on February 28, 2018, and published a notice for public hearings for the Comprehensive Plan by the Planning Commission and Board of Trustees on March 19, 2018; and

**WHEREAS**, it is the desire of the Board of Trustees to adopt appropriate amendments to the *Mead Municipal Code* to more fully implement the goals, policies and strategies of the 2018 Town of Mead Comprehensive Plan;

**NOW THEREFORE, BE IT ORDAINED** by the Board of Trustees of the Town of Mead, Weld County, Colorado, that:

**Section 1.** Section 16-1-150, of the *Mead Municipal Code*, Definitions, “Open Space” is hereby deleted in its entirety and reenacted to read as follows:

“Open Space - Open space means any land or water area with its surface open to the sky, which serves specific uses of: providing park and recreation opportunities; conserving natural areas and environmental resources; structuring urban development form; and protecting areas of agricultural, archeological or historical significance. Open space shall not be considered synonymous with vacant or unused land but serves important urban functions. Usable open space shall exclude areas used for off-street parking, off-street loading, service driveways, areas less than thirty (30) feet in width, drainage swales and setbacks from oil and gas wells and their appurtenances, or other hazards to the public.”

**Section 2.** Section 16-2-120 (b) (7), of the *Mead Municipal Code*, is hereby deleted in its entirety and reenacted to read as follows:

“(7) Storm drainage facilities. Storm drainage facilities, including storm water detention and storm water retention ponds, may function as open space for active recreation, trail corridors or habitat enhancement areas if they are designed appropriately. Credit toward the open space dedication requirements will be considered on a case by case basis by the Board of Trustees at the time of platting. Criteria by which the Board of Trustees will consider this credit include, but are not limited to:

- a. Proposed recreational use by the community;
- b. Maintenance issues associated with proposed use;
- c. Impact on limitation of impervious surfaces; and

- d. Any other item deemed pertinent to the application.”

**Section 3.** Section 16-2-120 (d) is hereby deleted in its entirety and reenacted to read as follows:

- “(d) Open space requirements. Open space means any land or water area with its surface open to the sky, which serves specific uses of: providing park and recreation opportunities; conserving natural areas and environmental resources; structuring urban development form; and protecting areas of agricultural, archeological or historical significance. Open space shall not be considered synonymous with vacant or unused land but serves important urban functions. Usable open space shall exclude areas used for off-street parking, off-street loading, service driveways, areas less than thirty (30) feet in width, drainage swales and setbacks from oil and gas wells and their appurtenances, or other hazards to the public.”

**Section 4.** Section 16-2-120 (d) (3) is hereby deleted in its entirety and reenacted to read as follows:

- “(3) Amount of open space required. The amount of functional open space required in each development will be based on the density of the development, the recreational requirements of the anticipated users and the anticipated opportunities for public recreation within walking distance of the site (one-quarter [<sup>1</sup>/<sub>4</sub>] mile) at the time of subdivision. This dedication can be credited toward the overall open space required for the subdivision.
  - a. Single-family residential developments. RSF-E and RSF-1 zoning districts, the developer shall provide a minimum of 10% of the gross land area as functional open space. RSF-4 zoning districts, the developer shall provide a minimum of 15% of the gross land area as functional open space. PUD Single Family zoning districts, the developer shall provide a minimum of 20% of the gross land area as functional open space. Functional open space may include: plazas, neighborhood parks, community parks, trails, recreational amenities, natural areas and amenities for residents or other civic purposes.
    - 1. Pocket parks for residences located more than one-quarter (<sup>1</sup>/<sub>4</sub>) mile from any neighborhood park or community park;
    - 2. The land and construction cost of one (1) neighborhood park per every three hundred (300) dwelling units or portion thereof which shall be constructed in the subdivision within a one-quarter-mile radius of the proposed homes or a fair-share, cash-in-lieu contribution for the cost of the neighborhood park that will serve the development; and/or
    - 3. The land and construction cost for one (1) community park for every three thousand (3,000) dwelling units or portion thereof which shall be constructed in the subdivision, or a fair-share contribution for the cost of the regional park, provided by the park impact fee, that will serve the development; and

4. The land and construction of an internal trail system and the trails designated on the Mead Comprehensive Plan Land Use and Public Facilities Map.
- b. Multi-family residential developments. The developer shall provide:
1. A minimum of 25% of the gross land area as functional open recreational amenities, natural areas and amenities for residents or other civic purposes;
  2. Pocket parks for residences located more than one-quarter (1/4) mile from any neighborhood park or community park;
  3. The land and construction cost to include equipment generally associated with the equivalent development of a neighborhood park, consistent with the Town of Mead Construction Standards and Specifications or a fair-share, cash-in-lieu contribution for the neighborhood park that will serve the development; and/or
  4. The land and construction cost for one (1) community park for every three thousand (3,000) dwelling units or portion thereof which shall be constructed in the subdivision, or a fair-share, cash-in-lieu contribution for the cost of the regional park that will serve the development; and
  5. The land and construction of an internal trail system and trails as designated on the Mead Comprehensive Plan Land Use and Public Facilities Map.
- c. Commercial and industrial developments. The developer shall provide:
1. New commercial or industrial developments shall be required to dedicate a minimum of eight percent (8%) of the gross acreage to be developed to the Town for park purposes and more may be required dependent upon adjacent uses.
  2. The land and construction of an internal trail system and trails as designated on the Mead Comprehensive Plan Land Use and Public Facilities Map.
  3. Additional land may be required dependent upon adjacent property uses. Possible incompatible land uses may require additional property to provide adequate buffering between the commercial/industrial use and the adjacent use.
- d. Planned Unit Developments (PUD). The developer shall provide:
1. PUD Single-Family Overlay District, a minimum of 20% of the gross land area as functional open space, which may include: neighborhood parks, community parks, plazas, trails, recreational amenities, natural



areas and amenities for residents or other civic purposes;

2. PUD Multiple Family Overlay District, a minimum of 25% of the gross land area as functional open space, which may include: neighborhood parks, community parks, plazas, trails, recreational amenities, natural areas and amenities for residents or other civic purposes;
3. Commercial or industrial development within the PUD shall be required to dedicate a minimum of 8% of the gross commercial and/or industrial acreage to be developed to the Town for park purposes and more may be required dependent upon adjacent uses;
4. Pocket parks for residences located more than one-quarter (1/4) mile from any neighborhood park or community park;
5. For PUD Single Family Overlay District, land and construction cost to include equipment generally associated with the equivalent development of a neighborhood park, consistent with the Town of Mead Construction Standards and Specifications or a fair-share, cash-in-lieu contribution for the neighborhood park that will serve the development;
6. For PUD Multiple Family Overlay District, land and construction cost to include equipment generally associated with the equivalent development of a neighborhood park, consistent with the Town of Mead Construction Standards and Specifications or a fair-share, cash-in-lieu contribution for the neighborhood park that will serve the development;
7. The land and construction cost for one (1) community park for every three thousand (3,000) dwelling units or portion thereof which shall be constructed in the subdivision, or a fair-share contribution for the cost of the regional park, provided by the park impact fee, that will serve the development; and
8. The land and construction of an internal trail system and trails designated on the Mead Comprehensive Plan Land Use and Map.”

**Section 5. Effective Date.** This ordinance shall be published and become effective as provided by law.

**Section 6. Severability.** If any part, section, subsection, sentence, clause or phrase of this ordinance is for any reason held to be invalid, such invalidity shall not affect the validity of the remaining sections of the ordinance. The Board of Trustees hereby declares that it would have passed the ordinance including each part, section, subsection, sentence, clause or phrase thereof, irrespective of the fact that one or more part, section, subsection, sentence, clause or phrase is declared invalid.

**Section 7. Repealer.** All ordinances or resolutions, or parts thereof, in conflict with this ordinance are hereby repealed, provided that such repealer shall not repeal the repealer clauses of such ordinance nor revive any ordinance thereby.

**Section 8. Certification.** The Town Clerk shall certify to the passage of this ordinance and make not less than one copy of the adopted Code available for inspection by the public during regular business hours.

**INTRODUCED, READ, PASSED, AND ADOPTED THIS 9<sup>th</sup> DAY OF April, 2018.**

**ATTEST:**

**TOWN OF MEAD**

By \_\_\_\_\_  
Mary E. Strutt, CMC, Town Clerk

By \_\_\_\_\_  
Gary R. Shields, Mayor

Approved as to form:

By /s/ RES  
Richard E. Samson

CURRENT						PROPOSED					
site acreage	zoning district	possible # units per zone district	Current dedication requirement (.08 acres/du)	acres dedicated parks/OS	percentage of site parks/OS	site acreage	zoning district	possible # units per zone district	Proposed dedication requirement (percentage)	acres dedicated parks/OS	percentage of site parks/OS
100	RE	40	0.08	3.2	3%	100	RE	50	10	10	10%
100	RSF1	100	0.08	8	8%	100	RSF1	100	10	10	10%
100	RSF4	400	0.08	32	32%	100	RSF6	400	15	15	15%
100	PUD	500	0.08	40	40%	100	PUD	500	20	20	20%
100	PUD	600	0.08	48	48%	100	PUD	600	20	20	20%
100	PUD	700	0.08	56	56%	100	PUD	700	20	20	20%
100	RMF8	800	0.08	64	64%	100	RMF8	800	25	25	25%
100	RMF14	1400	0.08	112	112%	100	RMF14	1400	25	25	25%

**CURRENT**

SITE ACREAGE AND ALLOWABLE DENSITY					INFRASTRUCTURE DEDICATION REQUIREMENTS					REMAINING ACREAGE		
site acreage	zoning district	overall allowable density (units/acre)	minimum lot size	ALLOWED # units per zone district	Average ROW dedication requirement	Average drainage (detention, swale) requirement	Current parks/OS dedication requirement (.08 acres/du)	percentage of site parks/OS	Total infrastructure as percentage of site (parks, OS, ROW, drainage)	Remaining acreage for home construction (percentage of site)	Potential average lot size in square feet	Meet minimum lot size at maximum density?
100	RE	0.4	108900	40	20%	15%	0.08	3%	38%	62%	67,300	NO
100	RSF1	1	43560	100	20%	15%	0.08	8%	43%	57%	24,829	NO
100	RSF4	4	7000	200	20%	15%	0.08	16%	51%	49%	10,672	
100	RSF4	4	7000	300	20%	15%	0.08	24%	59%	41%	5,953	
100	RSF4	4	7000	400	20%	15%	0.08	32%	67%	33%	3,594	NO
100	PUD	NA	NA	500	20%	15%	0.08	40%	75%	25%	2,178	
100	PUD	NA	NA	600	20%	15%	0.08	48%	83%	17%	1,234	NA
100	PUD	NA	NA	700	20%	15%	0.08	56%	91%	9%	560	
100	RMF8	8	5000	800	20%	15%	0.08	64%	99%	1%	54	NO
100	RMF14	14	4000	1400	20%	15%	0.08	112%	147%	-47%	-1,462	NO

ASSUMPTIONS

1. No OS credit for detention ponds or drainage swales
2. No oil and gas on property
3. ROW dedication and drainage figures based on average of Mead Place and Sorrento projects

**PROPOSED**

**CONTAINS CHANGES TO: MINIMUM LOT SIZE, DETENTION POND CREDIT, PARKS/OS DEDICATION REQUIREMENT**

SITE ACREAGE AND ALLOWABLE DENSITY					INFRASTRUCTURE DEDICATION REQUIREMENTS					REMAINING ACREAGE		
site acreage	zoning district	overall allowable density (units/acre)	minimum lot size	ALLOWED # units per zone district	Average ROW dedication requirement	Average drainage (detention, swale) requirement	Proposed parks/OS dedication requirement (site percentage)	percentage of site parks/OS	Total infrastructure as percentage of site (parks, OS, ROW, drainage)	Remaining acreage for home construction (percentage of site)	Potential average lot size in square feet	Meet minimum lot size at maximum density?
100	RE	0.4	108900	40	20%	5%	10%	10%	35%	65%	70,785	NO
100	RSF1	1	43560	100	20%	5%	10%	10%	35%	65%	28,314	NO
100	RSF4	4	7000	200	20%	5%	15%	15%	40%	60%	13,068	
100	RSF4	4	7000	300	20%	5%	15%	15%	40%	60%	8,712	
100	RSF4	4	<b>6250</b>	400	20%	5%	15%	15%	40%	60%	6,534	YES
100	PUD	NA	NA	500	20%	5%	20%	20%	45%	55%	4,792	
100	PUD	NA	NA	600	20%	5%	20%	20%	45%	55%	3,993	NA
100	PUD	NA	NA	700	20%	5%	20%	20%	45%	55%	3,423	
100	RMF8	8	5000	800	20%	5%	25%	25%	50%	50%	2,723	NO
100	RMF14	14	4000	1400	20%	5%	25%	25%	50%	50%	1,556	NO

ASSUMPTIONS

1. OS credit for detention ponds if dual-purpose; Average detention requirement goes down because detention can also be counted towards open space requirement
2. No oil and gas on property
3. ROW dedication and drainage figures based on average of Mead Place and Sorrento projects



## Agenda Item Summary

MEETING DATE: Wednesday, April 4, 2018

SUBJECT: Planning Commission Public Hearing: Land Use Code Amendments regarding Commercial, Light Industrial and RSF-4 Zoning Districts

Presented By: Jennifer Vecchi, Vecchi & Associates  
Chris Kennedy, Planning Director

### SUMMARY

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In conjunction with the update of the Town of Mead's Comprehensive Plan, several Land Use Code Amendments to the Light Industrial and RSF-4 Zoning Districts are being initiated to address governance of appropriate uses by zoning district and to provide a reduced lot size in the RSF-4 Zone to accommodate a density of 4 units per acre by modifying the Density and Dimensional standards.

### BACKGROUND

In reviewing the Land Use Code as part of the update to the Comprehensive Plan, it became apparent that there are currently inappropriate uses allowed in the Light Industrial Zone. In addition, a use that is currently allowed by right should be subject to a Conditional Use process.

### ISSUES AND ANALYSIS

**1. The Light Industrial District currently allows Adult Entertainment as a use by right in the Retail Sale & Services category.**

*Given the quality of development that the Town of Mead envisions for the Industrial/Commercial I-25 corridor, this use should be required to obtain a Conditional Use approval, which has specific compatibility criteria that must be met through a public hearing process.*

**2. The Light Industrial District currently allows a Junk Yard as a use-by-right and a Solid Waste Disposal Site as a Conditional Use.**

*Both of these uses are Heavy Industrial uses and are not compatible within the Light Industrial Zone and should be removed from the zoning district.*

**3. There is a need to reduce the minimum lot size from 7,000 sq. ft. to 6,250 sq. ft. in the RSF-4 Zoning District, in conjunction with the modifications to the Parks and Open Space requirements, to accommodate the actual development of 4 units/acre based on market demand and the scarcity and cost of water along the Front Range.**

*Staff has analyzed a sample 100-acre site development in conjunction with the Parks and Open Space requirements, as well as the percentage of right-of-way and storm detention required. The results show that at a minimum square footage of 6,250 sq. ft., the development can support 4 units per acre within the RSF-4 Zoning District. Please see analysis below in Table 2.*

**Table 2. Site Acreage, Density and Infrastructure Dedication Requirements**

**CURRENT**

SITE ACREAGE AND ALLOWABLE DENSITY					INFRASTRUCTURE DEDICATION REQUIREMENTS					REMAINING ACREAGE		
site acreage	zoning district	overall allowable density (units/acre)	minimum lot size	ALLOWED # units per zone district	Average ROW dedication requirement	Average drainage (detention, swale) requirement	Current parks/OS dedication requirement (0.08 acres/du)	percentage of site parks/OS	Total infrastructure as percentage of site (parks, OS, ROW, drainage)	Remaining acreage for home construction (percentage of site)	Potential average lot size in square feet	Meet minimum lot size at maximum density?
100	RE	0.4	108900	40	20%	15%	0.08	3%	38%	62%	67,300	NO
100	RSF1	1	43560	100	20%	15%	0.08	8%	43%	57%	24,829	NO
100	RSF4	4	7000	200	20%	15%	0.08	16%	51%	49%	10,672	
100	RSF4	4	7000	300	20%	15%	0.08	24%	59%	41%	5,953	
100	RSF4	4	7000	400	20%	15%	0.08	32%	67%	33%	3,594	NO
100	PUD	NA	NA	500	20%	15%	0.08	40%	75%	25%	2,178	
100	PUD	NA	NA	600	20%	15%	0.08	48%	83%	17%	1,234	NA
100	PUD	NA	NA	700	20%	15%	0.08	56%	91%	9%	560	
100	RMF8	8	5000	800	20%	15%	0.08	64%	99%	1%	54	NO
100	RMF14	14	4000	1400	20%	15%	0.08	112%	147%	-47%	-1,462	NO

**ASSUMPTIONS**

1. No OS credit for detention ponds or drainage swales
2. No oil and gas on property
3. ROW dedication and drainage figures based on average of Mead Place and Sorrento projects

**PROPOSED**

**CONTAINS CHANGES TO: MINIMUM LOT SIZE, DETENTION POND CREDIT, PARKS/OS DEDICATION REQUIREMENT**

SITE ACREAGE AND ALLOWABLE DENSITY					INFRASTRUCTURE DEDICATION REQUIREMENTS					REMAINING ACREAGE		
site acreage	zoning district	overall allowable density (units/acre)	minimum lot size	ALLOWED # units per zone district	Average ROW dedication requirement	Average drainage (detention, swale) requirement	Proposed parks/OS dedication requirement (site percentage)	percentage of site parks/OS	Total infrastructure as percentage of site (parks, OS, ROW, drainage)	Remaining acreage for home construction (percentage of site)	Potential average lot size in square feet	Meet minimum lot size at maximum density?
100	RE	0.4	108900	40	20%	5%	10%	10%	35%	65%	70,785	NO
100	RSF1	1	43560	100	20%	5%	10%	10%	35%	65%	28,314	NO
100	RSF4	4	7000	200	20%	5%	15%	15%	40%	60%	13,068	
100	RSF4	4	7000	300	20%	5%	15%	15%	40%	60%	8,712	
100	RSF4	4	<b>6250</b>	400	20%	5%	15%	15%	40%	60%	6,534	YES
100	PUD	NA	NA	500	20%	5%	20%	20%	45%	55%	4,792	
100	PUD	NA	NA	600	20%	5%	20%	20%	45%	55%	3,993	NA
100	PUD	NA	NA	700	20%	5%	20%	20%	45%	55%	3423	
100	RMF8	8	5000	800	20%	5%	25%	25%	50%	50%	2,723	NO
100	RMF14	14	4000	1400	20%	5%	25%	25%	50%	50%	1,556	NO

**ASSUMPTIONS**

1. OS credit for detention ponds if dual-purpose; Average detention requirement goes down because detention can also be counted towards open space requirement
2. No oil and gas on property
3. ROW dedication and drainage figures based on average of Mead Place and Sorrento projects

### **CRITERIA FOR APPROVAL OF LAND USE CODE AMENDMENTS**

The criteria by which text amendments to the Zoning Code are evaluated is set forth in Section 16-3-160. Amendments, as follows:

“For the purpose of establishing and maintaining sound, stable and desirable development within the Town, the text of this Article shall not be amended except:

- (1) To correct a manifest error in the text of this Article; or
- (2) To provide for changes in administrative practices as may be necessary to accommodate changing needs of the community and the Town staff; or
- (3) To accommodate innovations in land use and development practices that were not contemplated at the adoption of this Article; or
- (4) To further the implementation of the goals and objectives of the Town Comprehensive Plan.”

### **RECOMMENDATION**

Staff finds that the Land Use Code Amendments, as outlined, satisfactorily meet the criteria for approval as set forth in Section 16-3-160 of the Land Use Code and request that the Planning Commission recommend that the Board of Trustees approve Ordinance \_\_\_\_\_ amending Chapter 16, Article III, Zoning, as it relates to Density and Dimensional Standards and Specific Uses in the various zoning districts.

**TOWN OF MEAD, COLORADO  
ORDINANCE NO. 864**

**AN ORDINANCE OF THE TOWN OF MEAD, COLORADO, AMENDING THE  
MEAD MUNICIPAL CODE, CHAPTER 16, ARTICLE III, ZONING, AS IT  
RELATES TO DENSITY AND DIMENSIONAL STANDARDS AND SPECIFIC  
USES IN THE VARIOUS ZONING DISTRICTS.**

**WHEREAS**, the Town of Mead prepared and published the Public Draft of the Town of Mead Comprehensive Plan on February 28, 2018, and published a notice for public hearings for the Comprehensive Plan by the Planning Commission and Board of Trustees on March 19, 2018; and

**WHEREAS**, it is the desire of the Board of Trustees to adopt appropriate amendments to the Mead Municipal Code to more fully implement the goals, policies and strategies of the 2018 Town of Mead Comprehensive Plan;

**NOW THEREFORE, BE IT ORDAINED** by the Board of Trustees of the Town of Mead, Weld County, Colorado, that:

**Section 1.** Section 16-3-40, of the *Mead Municipal Code*, is hereby amended by the replacement of the “Adult Entertainment” subcategory in Table 3.1 with the following subcategory:

“	Specific Use Type	RESIDENTIAL					NON-RES				T	Specific Use Standard
		RSF-	RSF-1	RSF-4	RMF-	RMF-	DMU	HC	GC	LI	AG	
Retail Sale & Services	“Adult Entertainment									C		“Subject to Site Approval.”

**Section 2.** Section 16-3-40, of the *Mead Municipal Code*, is hereby amended by the deletion of the “Junk yards” and “Solid waste disposal site” subcategories in Table 3.1 .

**Section 3.** Section 16-3-40, of the *Mead Municipal Code*, is hereby amended by the replacement of the “Dairy” subcategory in Table 3.1 with the following subcategory:

“	Specific Use Type	RESIDENTIAL					NON-RES				T	Specific Use Standard
		RSF-	RSF-1	RSF-4	RMF-	RMF-	DMU	HC	GC	LI	AG	
Agricultural	“Dairy										A	”



**Section 4.** Section 16-3-80, Table 3-3, of the *Mead Municipal Code*, line RSF-4 is repealed in its entirety and reenacted to read as follows:

“Zoning District	Density (Dwelling Units per Acre)		Minimum Lot Size (net) <sup>7</sup>		Min. Street Frontage <sup>4</sup> (Feet)	Minimum Setbacks Principal/Accessory <sup>8</sup>			Max. Lot Coverage (%)	Max FAR <sup>5</sup>	Max Building Size <sup>3</sup> (Sq.Ft.)	Max. Height (Feet)
	Max.	Min.	Area (Sq.Ft.)	Width (Ft.)		Street <sup>1</sup> (Feet)	Side <sup>2</sup> (Feet)	Rear (Feet)				
Residential Zoning Districts												
RSF-4 <sup>8</sup>	4	2	6,250	50	40	20/25	5/5	25/10	50	na	na	35/30

Notes to Table 3-3

8. In RSF-4 districts, lot size may be reduced by not more than 10%, provided that the overall average lot size within the district is 6,250 square feet, (i.e., total area within the lots/number of lots = 6,250 square feet). The 10% lot reduction provision does not trigger the clustering of lots as provided in Section 16-3-110(4).”

**Section 5. Effective Date.** This ordinance shall be published and become effective as provided by law.

**Section 6. Severability.** If any part, section, subsection, sentence, clause or phrase of this ordinance is for any reason held to be invalid, such invalidity shall not affect the validity of the remaining sections of the ordinance. The Board of Trustees hereby declares that it would have passed the ordinance including each part, section, subsection, sentence, clause or phrase thereof, irrespective of the fact that one or more part, section, subsection, sentence, clause or phrase is declared invalid.

**Section 7. Repealer.** All ordinances or resolutions, or parts thereof, in conflict with this ordinance are hereby repealed, provided that such repealer shall not repeal the repealer clauses of such ordinance nor revive any ordinance thereby.

**Section 8. Certification.** The Town Clerk shall certify to the passage of this ordinance and make not less than one copy of the adopted Code available for inspection by the public during regular business hours.

**INTRODUCED, READ, PASSED, AND ADOPTED THIS 9<sup>th</sup> DAY OF April, 2018.**

**ATTEST:**

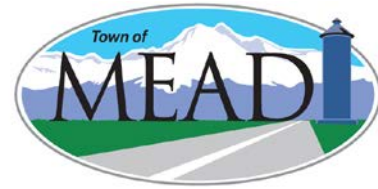
**TOWN OF MEAD**

By \_\_\_\_\_  
Mary E. Strutt, CMC, Town Clerk

By \_\_\_\_\_  
Gary R. Shields, Mayor

Approved as to form:

\_\_\_\_\_  
Richard E. Samson



## Agenda Item Summary

MEETING DATE: Wednesday, April 4, 2018

SUBJECT: PLANNING COMMISSION PUBLIC HEARING:  
TOWN OF MEAD COMPREHENSIVE PLAN 2018

PRESENTED BY: Jennifer Vecchi, Vecchi & Associates  
Chris Kennedy, Planning Director  
Megan Moore, Brooke Seaman and Bruce Meighen - Logan Simpson

### SUMMARY

The Town of Mead, with the oversight of the Planning Commission, embarked on a year-long effort to thoroughly review and update its Comprehensive Plan. The process included a robust public engagement process, which is outlined below, as well as an in-depth review and analysis by the Planning Commission members throughout the process.

## PROCESS + SCHEDULE



Since the release of the Draft Comprehensive Plan on March 1<sup>st</sup>, the project team has been incorporating public comments from the Planning Commission, online survey and Community Open House into a refined Adoption Draft. The Plan has also been reviewed and streamlined for redundancy in content and language. The Adoption Draft of the 2018 Mead Comprehensive Plan (MCP) is included in the meeting packet, and the project team requests that you read the updated

Plan prior to the meeting. Consultants from Logan Simpson will provide a brief presentation on the changes. Upon formal adoption of the Comprehensive Plan by the Planning Commission and Board of Trustees, the document will be published on the Town's website.

The Planning Commission is required to hold a public hearing on the updated Comprehensive Plan as amended. Further, the Planning Commission shall make specific findings that may include any or all of the following:

1. The amendment guides and accomplishes a coordinated, adjusted, and harmonious development of the Town;
2. The amendment promotes health, safety, order, convenience, prosperity or general welfare of the Town now or in the future;
3. The amendment provides efficiency and economy in the process of development, including, among other things, any of the following:
  - Provision for traffic
  - Promotion of safety from fire, flood waters, other polluting factors and other dangers
  - Adequate provision for light and air
  - Distribution of population
  - An appropriate mix of housing types
  - Promotion of good civic design and arrangement
  - Efficient expenditure of public funds
  - Promotion of energy and water conservation
  - Adequate provision of public utilities
  - An error was made in the adoption of the plan
  - Other public requirements.

#### RECOMMENDATION/ACTION REQUIRED

The Planning Commission approve and adopt, by Resolution \_\_\_\_\_, the updated Town of Mead Comprehensive Plan dated March 2018, by a minimum of two-thirds of the entire membership of the Planning Commission, and certify a copy of the Plan as revised to the Board of Trustees.

#### ATTACHMENTS

Town of Mead Comprehensive Plan, 2018  
Appendix A: Glossary of Terms  
Appendix B: 2017 Existing Conditions Report  
Appendix C: Public Outreach Summary  
Appendix D: Vision Summary  
Appendix E: Environmental Constraints Map

**TOWN OF MEAD, COLORADO  
PLANNING COMMISSION  
RESOLUTION NO. 1-PC-2018**

**A RESOLUTION OF THE PLANNING COMMISSION OF THE TOWN OF MEAD, COLORADO ADOPTING THE TOWN OF MEAD 2018 COMPREHENSIVE PLAN, DATED MARCH, 2018, CONTAINING THE DESCRIPTIVE AND OTHER MATERIAL INTENDED BY THE COMMISSION TO FORM THE WHOLE OR PART OF THE COMPREHENSIVE PLAN, INCLUDING MAPS DEPICTING THE LAND USE PLAN/MEAD AREA OF INFLUENCE, AND TABLES DESCRIBING THE HISTORICAL AND PROJECTED POPULATION GROWTH, RESIDENTIAL LAND USE, AND LAND USE DISTRIBUTION.**

**WHEREAS**, the Town of Mead prepared and published the Public Draft of the *Town of Mead 2018 Comprehensive Plan* on February 28, 2018, and published notices for public hearings by the Planning Commission and Board of Trustees on March 19, 2018 in the Longmont Daily Times-Call and March 31, 2018 in the Greeley Tribune;

**WHEREAS**, the Planning Commission of the Town of Mead held a public hearing on the Comprehensive Plan on Wednesday, April 4, 2018, in accordance with notice published; and

**WHEREAS**, oral and written testimony was given during the public hearing by members of the public residing both within and without the corporate boundaries of Mead, and

**WHEREAS**, it is the desire and intent of the Planning Commission of the Town of Mead to hereby exercise its authority to adopt the *Town of Mead 2018 Comprehensive Plan*, as the official Master Plan of the Town of Mead as provided by C.R.S. 31 -23-206, and to forward an attested copy of the Comprehensive Plan to the governing body of the Town of Mead and to the governing body of Weld County for approval and upon acceptance by the Board of Trustees and/or the Weld County Commissioners, the Comprehensive Plan is to be filed with the Clerk and Recorder for Weld County.

**NOW, THEREFORE, BE IT RESOLVED** by the Planning Commission of the Town of Mead, Colorado, that:

**Section 1.** The *Town of Mead 2018 Comprehensive Plan*, dated March 2018, is hereby adopted by the Town of Mead Planning Commission as the Master Plan for the Town of Mead as provided by C.R.S. 31-23-206.

**Section 2.** The Chairman of the Mead Planning Commission shall affix his/her signature to the adopted *Town of Mead 2018 Comprehensive Plan*, and to the Town of Mead Land Use Plan/Mead Area of Influence Map, attesting to the approval of said documents by the Town of Mead Planning Commission.

**Section 3.** The adopted *Town of Mead 2018 Comprehensive Plan*, and the Town of Mead Land Use Plan/Mead Area of Influence Map shall be sent to the Town of Mead Board of Trustees and to the Weld County Commissioners as the adopted Master Plan for the Town of Mead as provided by C.R.S. 31-23-208.

**Section 4. Effective Date.** This resolution shall become effective immediately upon adoption.

**Section 5. Repealer.** All resolutions, or parts thereof, in conflict with this resolution are hereby repealed, provided that such repealer shall not repeal the repealer clauses of such resolution nor revive any resolution thereby.

**Section 6. Certification.** The Secretary of the Planning Commission shall certify to the passage of this resolution and make not less than one copy of the adopted resolution available for inspection by the public during regular business hours.

**INTRODUCED, READ, PASSED AND ADOPTED THIS 4<sup>th</sup> DAY OF April, 2018.**

**ATTEST:**

**TOWN OF MEAD**

By \_\_\_\_\_  
Secretary

By \_\_\_\_\_  
Chairman

Approved as to form:

By: /s/ Richard E. Samson  
Richard E. Samson, Town Attorney



TOWN OF MEAD

# COMPREHENSIVE PLAN

ADOPTION DRAFT, MARCH 2018



# ACKNOWLEDGMENTS

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## BOARD OF TRUSTEES

Gary Shields, Mayor  
Herman Shranz, Mayor Pro Tem  
Debra Brodhead, Trustee  
Chris Cartwright, Trustee  
Terri Hatch, Trustee  
Joyce Palaszewski, Trustee  
Colleen Whitlow, Trustee

## PLANNING COMMISSION

Ryan Sword, Chairman  
Arthur Harris, Commissioner  
Diana Kure, Commissioner  
Jeff Kurtz, Commissioner  
Richard Macomber, Commissioner  
Timothy Moorman, Commissioner  
Gary Shields, Mayor-ex officio

## TOWN STAFF

Helen Migchelbrink, Town Manager  
Christopher Kennedy, Planning Director  
Jennifer E. Vecchi, AICP, LEED AP BD+C,  
Planning Consultant, Vecchi & Associates  
Erika Rasmussen, Public Works Director  
Ken Clifford, Engineering Consultant  
Mary Strutt, CMC, Town Clerk  
Pam Gehringer, Permitting and Utility Billing  
Technician  
Jamie Hickey, Administrative Clerk

## CONSULTANT TEAM

Bruce Meighen, AICP, Logan Simpson  
Megan Moore, ASLA, Assoc. AIA, Logan Simpson  
Brooke Seaman, Logan Simpson  
Kristy Bruce, GISP, Logan Simpson  
Miriam McGilvray, AICP, Logan Simpson  
Kristina Kachur, AICP, Logan Simpson  
Cayla Cothron, Logan Simpson  
Joe McGrane, Graphic Artist/ Illustrator  
Jenny Young, PE, AICP, Felsburg Holt & Ullevig  
Megan Ornelas, GISP, Felsburg, Holt & Ullevig  
Erica Heller, AICP, Progressive Urban Management  
Associates  
Andrea Buglione, Progressive Urban Management  
Associates

## PREVIOUS TOWN EMPLOYEES

Mike Segrest, Former Interim Town Manager  
Melissa Mata, Former Administrative Assistant  
Dawn Adams, Former Assistant Town Manager and  
Economic Developer

## SPECIAL THANKS TO THE CITIZENS OF MEAD

Thanks to the community members, residents,  
business owners, stakeholders, and Town boards,  
commissions and committees who helped shape the  
vision for the future of the Town of Mead.

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## CHAPTER ONE:

# INTRODUCTION TO THE PLAN

## TOWN BACKGROUND

The Town of Mead is a family-friendly community ideally situated in the heart of Northern Colorado, providing an easy commute to Denver, Fort Collins, Boulder, and Longmont. Located in Weld County, Mead is bisected by both Interstate 25 – the main north/south corridor along the Front Range, and Highway 66 – the southern scenic gateway into Rocky Mountain National Park. While Mead’s population may be less than 5,000 (4,553 total residents in January 2018), more than 80,000 people drive through its town limits each day.

The Town, officially incorporated in 1908, is approximately twelve square miles in size. A larger planning area that spans almost fifty square miles encompasses the town and its surrounding area. The town limits and planning area are collectively referred to as the Planning Influence Area (PIA), which identifies the total area over which the Town of Mead has the legal right to influence development. Mead’s Planning Influence Area comprises agricultural land, residential development, lakes and reservoirs, oil and gas wells, industrial parks, and limited commercial and retail property.

While preserving the rural, small-town character is integral to the community’s identity, regional development pressures to meet residential and commercial demand—coupled with a recent encroachment into the Town’s planning area, have already begun to impact Mead’s pace of growth. Potential annexations of unincorporated land within the PIA and impending neighboring developments will have a lasting impact on the Town’s roads, schools and ability to maintain open space separation between neighboring communities. Among other issues, these concerns prompted this update to the Town’s Comprehensive Plan.

This Plan responds to these issues, recognizing the need to move forward with diversification of housing types and a focus on economic health and employment opportunities. More importantly, it provides a roadmap for how the Town wishes to grow and develop over the next twenty years so that Mead can continue to remain a tightly knit community that offers beautiful open space and an exceptional quality of life.



Photo Credit: Debra Rizor



## PURPOSE OF THE PLAN

The Mead Comprehensive Plan (also referred to as ‘the MCP,’ ‘Comprehensive Plan,’ or ‘the Plan’) is the primary policy document for the community and is focused on enhancing the Town’s long-term vitality. It is a 20-year (2018-2038) strategic plan with guiding policies and action strategies, designed to meet [Colorado Statute](#) requirements and articulate a shared vision for the community. The Plan helps shape decisions related to new development, redevelopment, Town programs and services, and is intended to be a living, dynamic document—the policies of which are applied on a consistent basis.

Residents may look to the Mead Comprehensive Plan for guidance regarding the goals and commitments aimed at ensuring a resilient and sustainable future for the Town. The Plan’s policies and strategies are tools that Mead will use to guide its future. The Mayor, Board of Trustees, Planning Commission and Town departments will also use this Plan to guide their decisions, actions, and relationships with other cities, counties and state agencies.

Developed through a dynamic, community-driven planning process, the updated Plan identifies a set of specific, achievable opportunities with a focus on three strategic sub-areas within the Town where it can achieve significant impact in the near term: 1) Downtown, 2) the Highway 66 Corridor and 3) the East Side Neighborhood.

A thorough analysis of Mead’s existing conditions and growth patterns provided a benchmark for projecting future growth and potential changes in policy. The resulting goal and policy statements together with the [Future Land Use Plan](#) helps direct development patterns and infrastructure improvements holistically throughout the Town. These concepts form the foundation for specific zoning and land development code regulations.

## WHY UPDATE THE PLAN?

For the Comprehensive Plan to remain valid and effective, it must be regularly reviewed and amended to accurately address current standards, goals and strategies, and future needs, as well as to provide additional social, economic, and environmental sustainability elements not previously included in the 2009 Mead Comprehensive Plan or current Land Use Code. Furthermore, it is essential that the Town’s Comprehensive Plan keeps pace with changing local, regional and global conditions occurring within and outside of the Mead community. Global phenomena

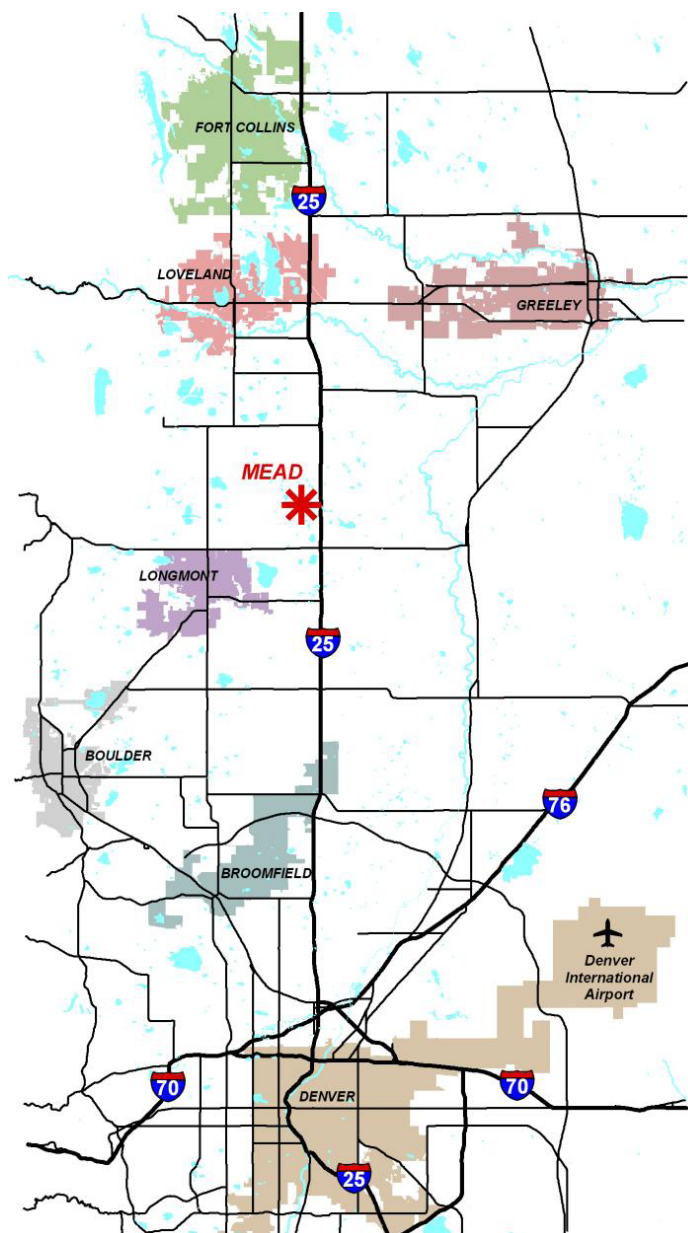
## WHO USES THE PLAN?

**Residents:** The Plan identifies potential locations for future parks, trails, community facilities, and other services.

**Business and Property Owners:** The Plan provides land use guidance in undeveloped parts of Mead and unincorporated areas outside of town.

**Decision-Makers:** The Plan provides guidance in budgeting, timing capital improvements, and development review.

## MAP 1. MEAD’S REGIONAL LOCATION



including demographic shifts, technological advancements, and sustainability concerns have all recently accelerated, further emphasizing the need to update the Plan (see Appendix B for more on existing conditions). It is vital to continually analyze current conditions and utilize the best possible projections related to land use, development, environmental factors and population changes; all of which could have a significant impact on Mead and its future character.

Mead is one of the many rapidly changing communities along the Front Range, and as such this plan update is essential in determining and fulfilling the future vision for the Town. The 2018 MCP recommends a variety of policies to take advantage of new and unique opportunities while still staying true to the Town’s roots and providing the best quality of life for Mead’s residents, visitors, employees, and businesses in the years to come. The Plan does not simply meet basic requirements, it is designed to move the community forward and keep the conversation open as the Town experiences growth and change.

## Understanding Mead’s Current Realities

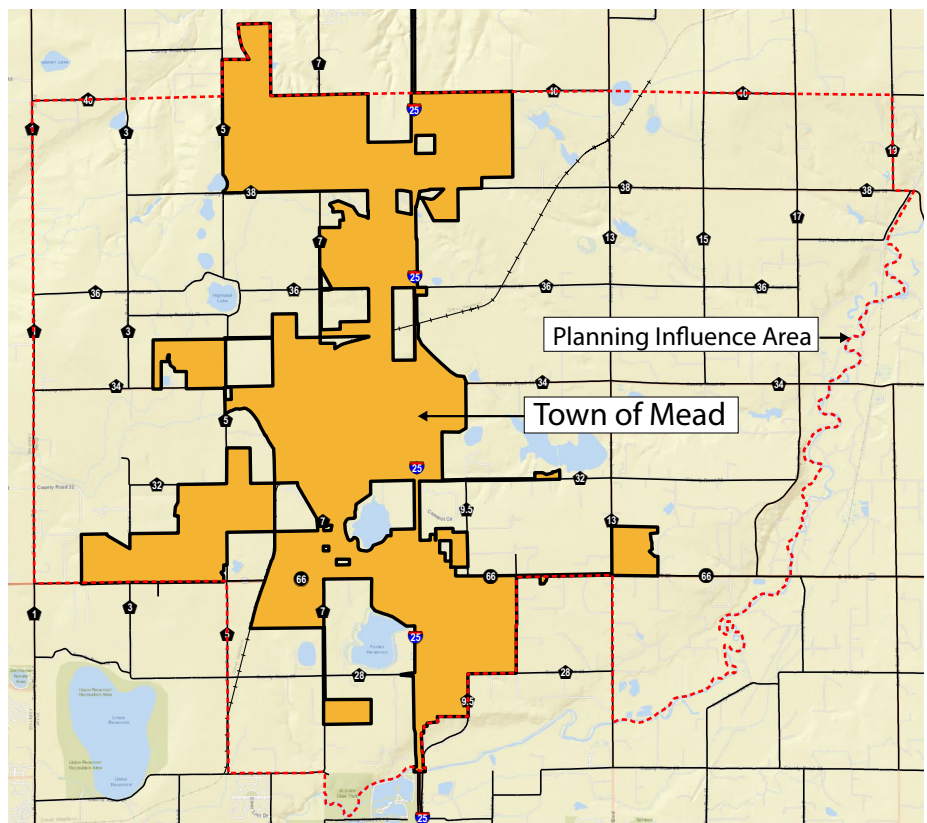
**Strategic Location:** Downtown Mead lies one mile west of Interstate 25 (I-25), just two miles north of Highway 66 (SH 66)—known as the scenic gateway to Rocky Mountain National Park, and about nine miles from the center of Longmont. It is inevitable with the general growth of the Front Range, further induced by the easily accessible interstate for work commutes, its proximity to recreational activities and destinations in the mountains, as well as the growth of neighboring municipalities, that Mead will continue to grow. In addition to being an attractive residential community, more than 80,000 people drive through the Town each day, offering a unique economic opportunity for Mead to capture commuter and tourism revenue.

**Imminent Growth:** Mead’s estimated population as of January 2018 was approximately 4,553. Over the next 20 years, the Town is expected to experience unprecedented growth; already foreshadowed by the increasing number of development proposals received by the Town in recent months. The Town understands the need to ensure that future growth is deliberate and planned in a manner consistent with current goals and priorities. Dependent on Mead’s actual and projected population growth rates over the next five to ten years, it is recommended that this Comprehensive Plan be reevaluated and updated once the Town reaches the identified population benchmarks of 7,000 residents (5 years) and 11,000 residents (10 years).

TABLE 1. PROJECTED POPULATION

Growth Estimates	2023 (5 years)	2028 (10 years)	2038 (20 years)
Low (2.2%)	5,076	5,660	7,036
Medium (6.0%)	6,093	8,154	14,602
High (12.0%)	8,024	14,141	43,920

MAP 2. TOWN OF MEAD AND PLANNING INFLUENCE AREA BOUNDARIES



**Planning Influence Area (PIA) Boundary:** In recent years, an adjacent municipality has annexed land and approved development within Mead’s Planning Influence Area boundary. This lack of intergovernmental coordination and adherence to the 2009 Comprehensive Plan vision has raised concerns about preserving a small-town identity and distinct separation from neighboring communities. In addition, the Town of Mead does have an Intergovernmental Agreement (IGA) with Weld County, whereby the County refers development applications that are within the PIA to the Town prior to processing and approval. Without a strategic approach to growth in the PIA, new annexations and developments could have a significant impact on the Town’s ability to provide services and infrastructure to its residents without the benefit of an increased tax base.

**The Need for Growth:** For Mead to thrive economically, the Town must strengthen employment opportunities as well as its tax base. This requires a coordinated approach between housing, services and industry. Economic development should include a balance of retail, commercial and light industrial. To increase the tax base to support the retail and services, Mead should move forward with the diversification of housing types to attract and expand the residential development needed to support retail.

With deliberate consideration of the factors mentioned above, the 2018 Mead Comprehensive Plan will help guide the Town’s approach to preserving, enhancing and growing the community in a way that promotes mutual prosperity, coordinated public investment and a healthy environment. The Plan establishes a basis for future development priorities and provides a balanced, predictable, yet flexible land use plan. The strategies implement this direction for economic development and sustainability, housing diversification, health and well-being, hazard mitigation and resilience, infrastructure upgrades and expansions and general improvements for community services and character.

## PLAN DEVELOPMENT PROCESS

The Mead Comprehensive Plan update was part of a 14-month initiative that engaged the public in defining a shared vision for the Town through 2038. The multilayered process, which began in February 2017 and concluded with public hearings in April 2018, offered a platform for residents, stakeholders, Planning Commission, the Board of Trustees and Town staff to join in a dialogue focused on capitalizing on emerging opportunities.

### Process and Schedule





## Public Involvement in the Planning Process

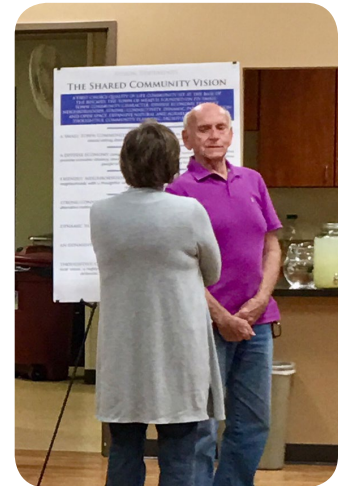
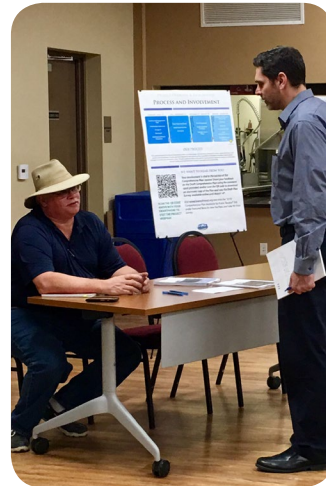
Outreach efforts included regular communication with and input from the public, Planning Commission and the Board of Trustees, and employed the critical technical expertise of Town staff:

- 8 SMALL GROUP STAKEHOLDER INTERVIEWS WITH 57 TOTAL ATTENDEES**
- 2 APPEARANCES AT LOCAL COMMUNITY EVENTS WITH ~150 PEOPLE REACHED**
- 6 ONLINE SURVEYS WITH 170 TOTAL RESPONDENTS**
- 2 EMAIL BLASTS WITH ~120 RECIPIENTS**
- 1 COMMUNITY OPEN HOUSE WITH ~20 ATTENDEES**
- 7 PLANNING COMMISSION MEETINGS**
- 3 JOINT PLANNING COMMISSION & BOARD OF TRUSTEES WORK SESSIONS**

***Over 500 people were reached during the planning process, which is just over 10% of the Town's total population.\****

\* The total estimate could include a small percentage of duplicate participants.

Below: Residents and Town leaders attended the Community Open House on March 8, 2018 at Town Hall to review, discuss and share feedback on the Draft Comprehensive Plan.



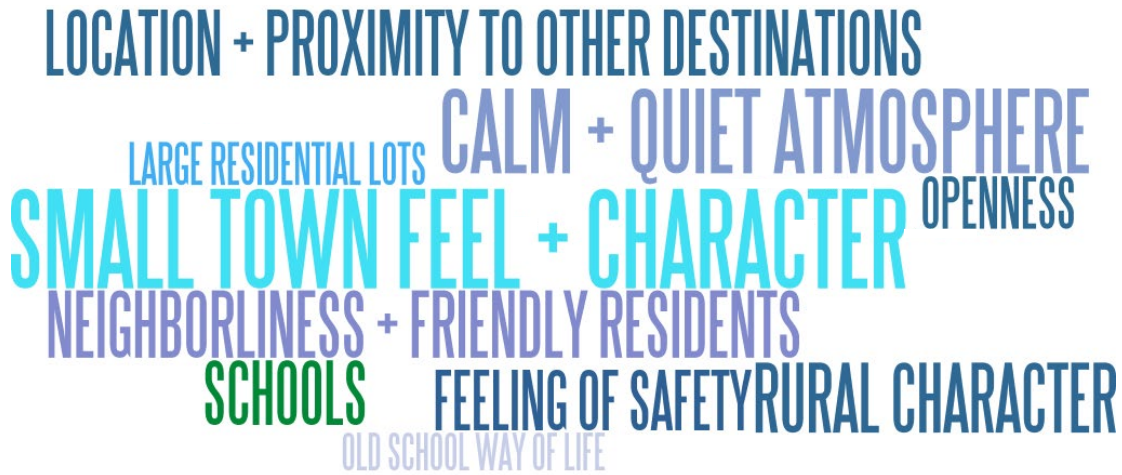
## VISION SUMMARY

Visioning is a critical step in the articulation of the shared values of Mead's community. The planning process was designed to ensure that these values serve as the basis for the Town's roadmap for future development. Crafted and refined through conversations with community leaders, residents, business owners and staff, the vision for the 2018 Mead Comprehensive Plan recognizes the changing trends in the community while preserving what is valued.

The project team began by asking residents and community members what they love most about Mead and what they would like to see change over the next ten to twenty years. The feedback was used to inform the remainder of the plan development process. The most common responses from this initial listening phase are shown in the word clouds on the next page and a full summary of what we heard can be found in Appendix C: Phase 1 Outreach Summary.

**Q: “What do you love most about the Town of Mead?”**

Depicted in the word cloud below are the values that Mead residents and stakeholders hold close to their hearts – elements of the community that should remain and be enhanced in the future. These are often the first things mentioned when describing the Town, and are great assets that keep residents here. These concepts speak to the emotional truth about what Mead means to its residents. The larger the word, the more often it was listed as a response.



**Q: “Looking ahead 10 to 20 years from now, what are some key opportunities and goals for the Town of Mead?”**

Depicted in the word cloud below are the responses provided by residents and stakeholders when asked to identify some potential opportunities to improve Mead over the next ten to twenty years. These opportunities were further explored and refined during subsequent phases of the Comprehensive Plan update process. The larger the word, the more often it was listed as a response.

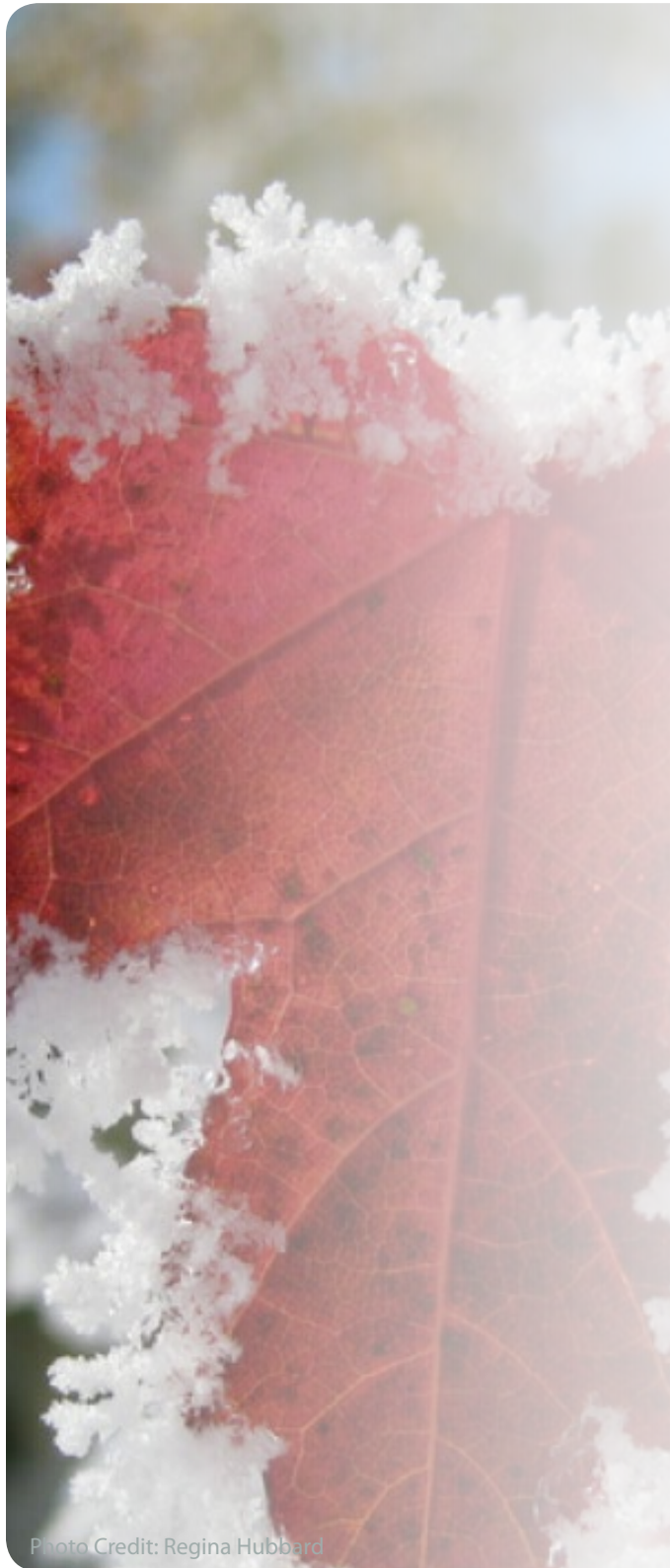






## CHAPTER TWO:

# THE VISION FOR MEAD



### THE SHARED COMMUNITY VISION FOR THE TOWN OF MEAD:

***A First-Choice Quality of Life Community set at the base of the Rockies, the Town of Mead is founded on its small-town community character, diverse economy, friendly neighborhoods, strong connectivity, dynamic parks, recreation and open space, expansive natural and agrarian setting and thoughtful community planning, facilities and services.***

### OVERVIEW

#### ***Importance of Developing a Shared Community Vision***

As one of the many changing communities along Colorado's northern Front Range, the Town of Mead continues to steadily grow and prosper, identifying itself as a strong community with a bright future. Mead, with its rich heritage, small-town atmosphere, beautiful open space and parks, attractive housing market and strategic central northern Colorado location, is a key location for both commercial and residential development.

The shared community vision attempts to put into words what it means to live, visit and work in Mead. It defines how Mead should look and function in the future based on what residents love; how Mead should manage development to achieve that outlook; and how to evolve to meet future needs. Building the vision through community outreach and engagement was invaluable to shaping the future quality of life in Mead. The process challenged residents and community members to think 20 years into the future in the face of change, revealing what they value most about their community and what they would like to see improve as the town continues to mature. The public feedback gathered during the first two phases of the planning process culminated in the overall shared community vision and seven themes that elaborate on specific aspects of that vision.

Photo Credit: Regina Hubbard



## Vision Themes

Mead’s 2018 Comprehensive Plan evolved through regular communication with and input from the public, with extensive community discussion and debate. This chapter is organized by seven vision themes. Each vision theme has an overarching vision statement followed by a set of goals, policies and strategies that will help ensure a resilient and thriving future for Mead. Highlights from the 2017 Existing Conditions Report are also included to provide an overview of baseline conditions that influence the development of the goals, policies and strategies for each vision theme (refer to Appendix B for the full report). These trends and data helped the public update Mead’s vision, identify major opportunities and develop a strategic, forward-thinking land use plan. This Chapter establishes a framework for Chapter 4, where conclusions and actions to guide the future are determined.

Several vision themes are continuations of ideas carried forth from the 2009 Comprehensive Plan; many are new, arising from concerns about Mead’s future quality of life in the face of significant and imminent change. The following major themes play a critical role in establishing priorities and a framework for future growth:

- I. A SMALL-TOWN COMMUNITY CHARACTER
- II. DIVERSE ECONOMY
- III. FRIENDLY NEIGHBORHOODS
- IV. STRONG CONNECTIVITY
- V. DYNAMIC PARKS, RECREATION AND OPEN SPACE
- VI. AN EXPANSIVE NATURAL AND AGRARIAN SETTING
- VII. THOUGHTFUL COMMUNITY PLANNING, FACILITIES AND SERVICES

## Policy Framework

The vision themes together with their associated goals, policies and strategies make up this Comprehensive Plan’s Policy Framework, tying off the development of the overall shared community vision. The specific goals, policies and strategies for each theme begin to put the vision into action and reflect Mead’s aspirations and foundation for future decision-making. They serve as a guide to all future land development, Town initiatives and organizations within Mead to achieve the vision of the community over the next 10-20 years.

## Future Land Use Framework

The MCP’s [Future Land Use Plan](#) establishes preferred development patterns by designating land use categories for specific geographic locations. The land use categories help implement the goals and policies identified within this chapter of the Comprehensive Plan. However, these designations do not preempt the Town’s existing zoning regulations, nor are they intended to depict either parcel-specific locations or exact acreage for specific uses.

The [Future Land Use Plan](#) covers all land within Mead’s Planning Influence Area—i.e. all land within its corporate limits and planning area, except for property that is already within the boundaries of other municipalities or is subject to existing boundary agreements. In general, the local mix of land uses should be efficient and sustainable, ensure a balanced economy, provide a wide range of housing choices, minimize conflicts between incompatible uses and focus new development close to existing and planned infrastructure. Mead’s primary tools to influence this mix of future land uses are the Comprehensive Plan and [Future Land Use Plan](#). To ensure that the community grows the way it desires, the Town must continually evaluate the direction established in these documents, as they form the basis for specific zoning and land development code regulations. Zoning refers to land use entitlements and requirements that regulate appropriate use, bulk, height, density and other characteristics appropriate for a specific site.

## VISION THEMES, GOALS, POLICIES AND STRATEGIES

The following sections discuss the seven themes of the Plan beginning with an overview of the context and current trends that influence that theme’s policy direction. These introductions are followed by the vision statement and the targeted goals to achieve that vision, along with broad policies and specific strategies to accomplish the goals. The vision themes are interconnected; the goals and policies have been developed together with the vision and they often cross-reference goals from other themes.

# I. A SMALL-TOWN COMMUNITY CHARACTER

## Overview

### *Mead's Character*

Mead's small-town feel and rural charm are two intangible assets that have been overwhelmingly expressed by stakeholders as what they love most about their community. As the Town continues to grow and develop, it is important to implement and maintain the existing design guidelines mandated by the Town's Land Use Code (LUC) to ensure that all new development is aligned with expressed community desires and compatible with the character of the surrounding area.

During the initial listening phase of the plan update process, residents expressed a common desire to protect the remaining pieces of Mead's history and encourage their incorporation and/or adaptive reuse in future development projects whenever feasible. Several of Mead's historic buildings are concentrated Downtown; the area mentioned most by stakeholders when asked about priority locations to focus on within the Comprehensive Plan. Like many small towns in Colorado and across the country, Mead is focusing on revitalizing and enhancing its downtown core through the Downtown Revitalization Façade Grant Program. Stakeholders agree that restoring the historic façades of the buildings Downtown while occupying them with modern businesses would strengthen the area's aesthetics and encourage more vibrancy within the town core.

Mead is home to a unique, historically significant landscape. Roughly 182 homes, just over 13% of Mead's housing stock, were built prior to 1969, making those properties either currently eligible for historic designation consideration or eligible for consideration within the next two years, based on their historic significance to the local history and heritage. In addition to the small-town feel and rural charm, Mead is bisected by two major highways, I-25 and Highway 66. The areas closest to the intersection of these two roads have developed in a distinctly highway commercial character and offer opportunities for a targeted economic development approach. Utilizing tools such as the Town's recently updated construction standards and improved design standards (e.g. signage, pedestrian amenities, wayfinding, lighting, etc.) can continue to enhance Mead's character.



The Highland Lake Church in Mead is on the National Register of Historic Places.



# 182

## HOMES ELIGIBLE FOR HISTORIC DESIGNATION CONSIDERATION

***Residents want to keep Mead special by maintaining the small-town character while strengthening the economic base and addressing community needs.***

### *Accommodating Growth*

While remaining a small, rural community is integral to the community's identity, regional development pressures to meet growing residential and commercial demand may impact Mead's character. The population of the Front Range and Northern Colorado is forecasted to grow at a faster rate than both the state and the nation. As a result, Mead's advantageous location along I-25 will attract both commercial and residential development. With foresight and planning, this growth can be accommodated while still

preserving Mead’s existing way of life and character, so cherished by its residents. The desired location, density and intensity of land uses will be implemented through the adoption of the Town’s Land Use Code.

**Mead’s Land Use Mix**

The majority of Mead has been developed as residential subdivisions dispersed throughout, but primarily along the periphery, with most of the commercial and employment uses located along I-25 and centrally within the town.

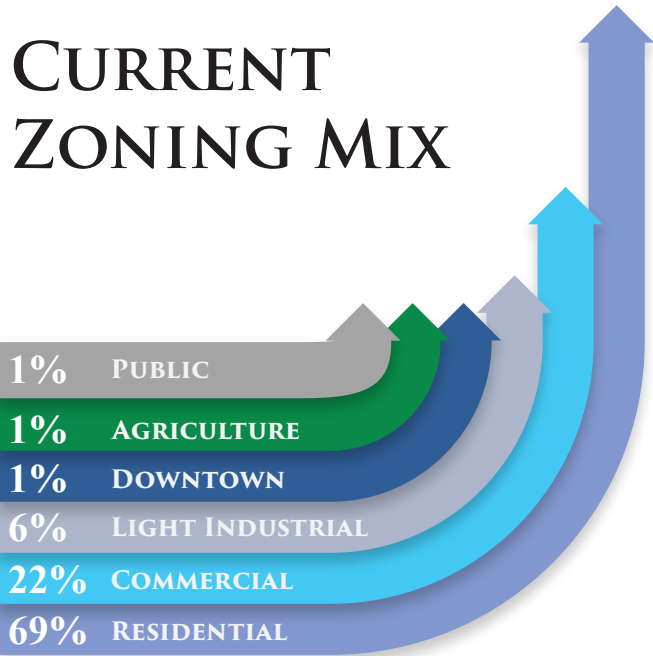
Currently, a very small percentage of land within the town limits is used for agriculture, public or mixed-use, with mixed-use only being found in one location Downtown. However, significant tracts of land just outside of the town limits, yet still within Mead’s Planning Influence Area, are designated as either agricultural or as mixed-use on the [2018 Future Land Use Plan](#). Future mixed-use areas surrounded by open agricultural land reinforces the community’s desire to preserve agrarian heritage while accommodating new quality housing and commercial areas.

The current zoning mix in Mead, shown in the graphic to the right, closely matches the mix of land uses identified on the Town’s previous Future Land Use Plan (last updated in 2013), which is a good sign of successful implementation of long-range planning. The updates to the [Future Land Use Plan](#) proposed as part of this plan update should be followed by appropriate updates to the Town’s Zoning Map (please refer to the Town [website](#) to view and download the most recent version of the Zoning Map).

Refer to Appendix B for additional information on existing conditions.

**There are two distinct facets of the Town of Mead:**

- 1. Old Town, with spacious open farm lands integrated throughout; and**
- 2. I-25 commercial/industrial development with farms that may be developed in the near future.**



**Small-Town Community Character (STCC) Vision Statement**  
*A Small-Town Community Character rooted in its rich history, agrarian heritage, natural setting, distinct destinations and unique downtown identity.*

**Goals, Policies, and Strategies**

**STCC GOAL 1:** *Work to ensure that new development and redevelopment in Downtown Mead preserves and enhances the Town’s vitality, history, form and charm through compatibility with the older buildings and emphasis on the unique character of the area.*

**Policy 1A:** Expand the Downtown Mixed Use (DMU) zone district east along Welker Avenue and encourage Downtown housing to increase the number of residences within walking distance to enhance the vitality and patronage of the Downtown.

**Strategy 1A-1.** Establish an expanded DMU boundary along the Welker Avenue Corridor and establish design

parameters for the creation of a gateway entry at the I-25 and Welker Avenue interchange; transitioning from gateway features to a downtown feel that includes attributes of a scaled urban street, with buildings set closer and increased walkability, and expand the DMU zoning designation to the northwest into the currently-zoned AG area (refer to Chapter 3).

Strategy 1A-2. Create a downtown development plan, which identifies uses, design, financing and economic incentives.

Strategy 1A-3. Update the Land Use Code to encourage higher downtown density, higher lot coverage and apartments above commercial spaces and garages consistent with and within the Downtown Mixed Use area to attract developers.

**Policy 1B: Invest in Downtown placemaking.**

Strategy 1B-1. Develop additional public facilities Downtown, such as a community center and library.

Strategy 1B-2. Invest in wayfinding within the Downtown area to direct residents and visitors to community assets including civic buildings, historic buildings, parking, parks and trails.

Strategy 1B-3. Offer assistance, such as tenant improvement grants or short-term rent subsidies, to small operators that fill vacancies and add activity in the Downtown area.

Strategy 1B-4. Market Downtown Mead's park, playground, dining and other amenities to travelers as a family-friendly place to stop.

Strategy 1B-5. Utilize resources to promote historic character and local cultural assets.

See DE Goal 3.

**Policy 1C: Preserve and restore vacant or underutilized buildings through adaptive reuse while allowing for new development and new architecture that enhances the character of the area.**

Strategy 1C-1. Initiate an in-house study to determine underutilization of buildings within the Downtown Mixed Use area, and promote these buildings for reuse projects.

Strategy 1C-2. Investigate the future purchase of buildings for a shared business incubator space or for rentals similar to the strategy utilized in Downtown Louisville.

**Policy 1D: Balance new development Downtown with an appropriate and convenient amount of parking.**

Strategy 1D-1. Identify appropriate locations for future parking facilities including temporary areas for special events and utilize wayfinding techniques to identify surface parking lots for visitors.

Strategy 1D-2. Develop a Complete Streets\* Program for Downtown as outlined in the Strategic Action Plan and described in the Town's updated engineering and landscaping standards.

*\*Complete Streets are defined by the American Planning Association as "streets that are designed and operated with all users in mind—including motorists, pedestrians, bicyclists, and public transit riders (where applicable) of all ages and abilities—to support a multi-modal transportation system. A complete street network is one that safely and conveniently accommodates all users and desired functions, though this does not mean that all modes or functions will be equally prioritized on any given street segment."*

***STCC GOAL 2: Work to ensure that new development in gateway corridors, such as I-25, Highway 66, WCR 7 and Welker Avenue, promotes a positive first impression of the Town.***

**Policy 2A: Capitalize on the I-25 interchanges to serve as gateways and to promote the Town's image.**

Strategy 2A-1. Along the Welker Avenue corridor between I-25 and Downtown, reevaluate the location, density and intensity of land uses to promote and enhance Mead's existing way of life and small-town character while still accommodating future economic and population growth (refer to the Downtown Sub-area Plan in Chapter 3).

Strategy 2A-2. Regulate the type and design quality of development near interchanges. Identify specific design standards for the Welker Avenue corridor between I-25 and Downtown, and the Highway 66 and I-25 interchange, and incorporate them into the updated Land Use Code (refer to Chapter 3).

Strategy 2A-3. Work with CDOT to develop a branding strategy for the I-25 interchanges at Highway 66 and Welker Avenue to establish and promote a unique identity for Mead and to research and identify grant opportunities or partnerships to invest in quality design upgrades at the I-25 interchanges that signal to potential visitors and investors that Mead is a community of exceptional quality and character.

Strategy 2A-4. Work with CDOT to install typical I-25 wayfinding signage for the Highway 66 and Welker Avenue interchanges.

Strategy 2A-5. Evaluate sign code standards along I-25 and Highway 66 to differentiate from the Downtown standards and for cohesive application.

Strategy 2A-6. Design and install a memorable gateway sign or entry feature at the intersection of Welker Avenue and 3rd Street.

***STCC GOAL 3: Update and enforce design standards that will result in a charming small-town feel and distinctive, rural image, while allowing for variety and flexibility.***

**Policy 3A: Implement the new construction and landscape standards, and continue to evaluate and update design guidelines as necessary to retain and enhance the Town’s rural landscape and feel.**

Strategy 3A-1. Develop specific design standards for the Downtown and Welker Avenue Corridor and the primary gateway interchanges (refer to the 2018 [Future Land Use Plan](#) for gateway locations) based on the recommendations outlined in Chapter 3 for both sub-areas.

***STCC GOAL 4: Promote and enhance arts and culture within the community.***

**Policy 4A: Support historic preservation efforts and organizations to maintain Mead’s historic character and preserve its historic resources (landmarks, buildings, districts or places with historic, cultural or aesthetic significance).**

Strategy 4A-1. Prioritize pieces of Mead’s history and sensitively integrate them into future modern developments within the community (refer to the Historically Significant Properties Map on page 4 of Appendix B: 2017 Existing Conditions Report).

Strategy 4A-2. Pursue grants to foster the integration of public art and enhanced local culture in Downtown (i.e. beautification, art in public places, festivals, community events, etc.).

Strategy 4A-3. Initiate a committee or recruit a volunteer to work with the Highland Ditch Company to inventory their archives.

Strategy 4A-4. Strengthen relationship with Historic Highlandlake to protect Mead’s remaining historic assets and places (refer to the Historically Significant Properties Map on page 4 of Appendix B: 2017 Existing Conditions Report).

**Policy 4B: Investigate options for a usable, permanent funding source to incorporate arts into public parks and spaces.**

Strategy 4B-1. Re-assess the usability of the 1% capital projects funds for the arts in conjunction with additional methods of funding for the Art in Public Places program.

Strategy 4B-2. Continue to update and maintain a list of funding sources for the arts with funding request timelines and the amount of funding available by source.

Strategy 4B-3. Investigate options to fund improvements through impact fees and fee-in-lieu.

Strategy 4B-4. Extend/ expand the Concerts in the Parks and Sugarbeet Festival with additional marketing, potential timeframe extensions, expanded season(s), and visibility for arts.



## II. A DIVERSE ECONOMY

### Overview

Mead's economic conditions are heavily influenced by being a small community with desirable housing in the midst of a region with strong commuting and employment patterns. Mead citizens desire a "complete" community with more primary jobs, more entertainment and leisure activities, and businesses that meet more of their needs without leaving Town. They would like Downtown to evolve into a community gathering place with a more robust mix of uses and activities. Mead residents are aware that private development will likely drive significant population growth in Mead.

As illustrated in the graphic, most residents commute outside of Town for work. However, the number of jobs and commercial businesses are higher than its population size would typically support. Although Mead hosts few large employers, its highly educated population has started many small businesses. Certain industries directly rely on access to regional transportation and availability of land. As Mead grows, there may be more opportunities to attract a wider variety of industries and more primary jobs.

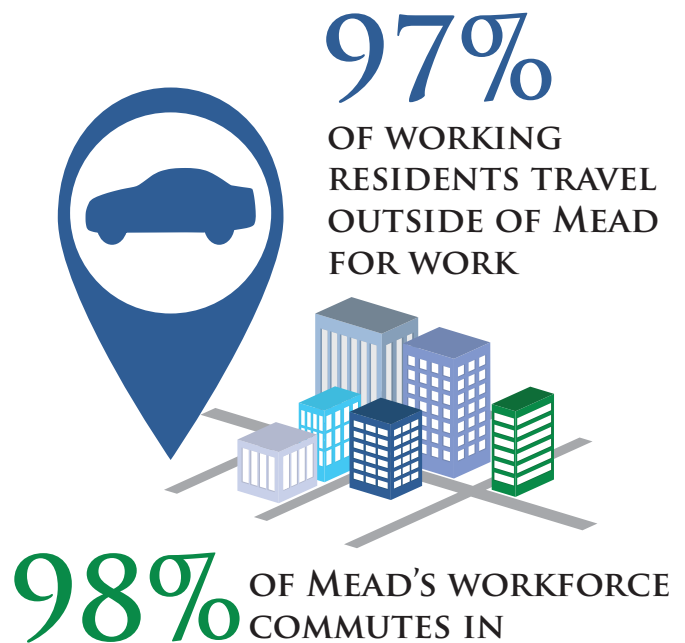
Mead has some characteristics that may be out of sync with community aspirations. These include high commuter rates, limited local primary jobs, and competition from more established job centers that offer amenities that workers desire. Mead also has limited retail including basic goods like grocery or hardware, few restaurants, and too small a population to support or attract new retail at a large scale. While the Town is welcoming to a wide array of commercial uses, commercial development to date has focused in a few limited industries, and has not always met residents' priority desires. Some uses that serve primarily those outside the community, such as self-storage, are abundant and seeking to expand. Among the many assets that Mead can leverage to move toward its citizens' vision are:

- a highly educated population with high average incomes;
- a business- and development-friendly atmosphere and an entrepreneurial spirit;
- a wide range of economic development tools;
- a regional economy that is robust and growing;
- a desirable small-town atmosphere;
- quality housing;
- available land with flexible zoning; and
- two interstate interchanges with planned improvements and available land.

### Employment in the Town of Mead

Mead has an estimated 226 businesses and 1,981 total employees, with a 0.45 to 1 employee/residential population ratio. Many businesses are small, with an average of number of nine employees. Compared to peer communities, Mead has the highest proportion of white collar workers (69%); 21% are considered blue-collar, and 9% work in services (2016 ESRI Business Summary). Mead has a 1:1 jobs to housing ratio which is considered ideal, however

**With a limited commercial base, the Town and its residents desire to attract retail commercial development and industries that would add employment opportunities.**

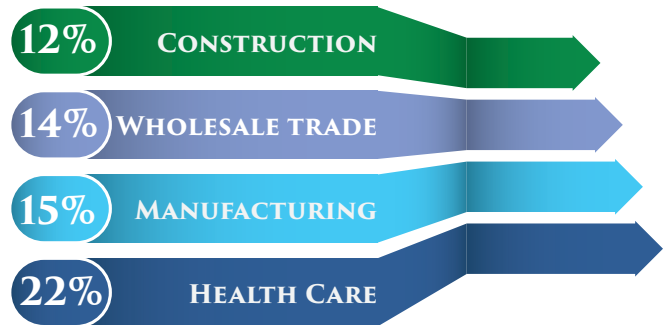


fewer than 3% of the jobs are actually filled by Mead residents, who instead travel outside of the community to work.

The largest employment industries are Health Care and Social Assistance (22%); Manufacturing (15%); Wholesale Trade (14%); and Construction (12%). Eight health care and social assistance establishments employ over 430 people (2016 ESRI Business Summary).

According to the 2011-2015 American Community Survey, compared to peer communities Mead has a high number of workers in Manufacturing; Financial Services; Professional, Scientific, and Administration; and Transportation and Warehousing. After Johnstown, Mead has the highest proportion of workers in Agriculture and Mining (3.5%). Mead has lower employment in Information Services (0.6%) than peer communities.

# LARGEST EMPLOYMENT INDUSTRIES



## *Retail Leakage*

Retail leakage refers to income spent on goods or services outside of a community. This indicates an unmet retail demand and potential loss of tax revenue. For example, because Mead residents do not currently have access to a large grocery store within the town limits, most residents travel to a nearby community to purchase their groceries, therefore spending their money in communities other than their own. There is leakage in virtually all of Mead’s retail sectors, with the exception of Motor Vehicle and Parts Dealers; Auto Parts, Accessories, and Tire Stores; Building Materials, Garden Equipment, and Supply Stores; and Gas Stations. Some of the retail sectors with the highest “gap” (unmet demand) include Furniture Stores; Electronics and Appliance Stores; Food and Beverage Stores; Health and Personal Care Stores; Clothing and Clothing Accessories Stores; Sporting Goods, Hobby, Book and Music Stores; General Merchandise and Department Stores; Florists; Office Supplies; Used Merchandise; and Special Food Services (2016 ESRI Retail Marketplace Profile). For a community of Mead’s size, significant retail leakage is not uncommon. Instead, this analysis shows an opportunity to attract specific retail sectors in the future.

## *Retail Potential*

Despite income and education levels that would appeal to many retailers, Mead’s retail potential is currently limited by its small population size. Projected population growth can open up significant opportunity in retail once desired threshold levels for retailers are reached.

In Downtown Mead, which currently lacks significant non-local traffic, retailers rely heavily, if not solely, on local customers. As the Town grows, there will be more residents to support retail Downtown as well as the opportunity to create small pockets of neighborhood-serving retail within existing or new housing developments. The [2018 Future Land Use Plan](#) proposes an expanded Downtown Mixed Use District along the Welker Avenue corridor to increase opportunities for economic vibrancy in the Town’s Downtown Core.

Refer to Appendix B for additional information on existing conditions.

## Diverse Economy (DE) Vision Statement

*A Diverse Economy comprised of self-sustaining and resilient businesses and industries that promote economic vibrancy, strengthen the tax base, increase employment opportunities and allow people to live and work in the community they love.*

### Goals, Policies, and Strategies

***DE GOAL 1: Identify specific, strategic areas for and develop commercial and employment centers of an appropriate size and scale, to ensure a strong and diversified economy and shape community form.***

**Policy 1A: Evaluate and modify existing commercial and industrial land use designations and zoning districts in order to welcome a balanced mix of services and jobs for both local and regional residents, and revenues to the Town.**

Strategy 1A-1. Add a “Business Park” zoning category to the Land Use Code to differentiate from Light Industrial land uses and update the Zoning Map (refer to the [2018 Future Land Use Plan](#)).

Strategy 1A-2. Make zoning changes consistent with the [2018 Future Land Use Plan](#).

Strategy 1A-3. For new construction of industrial facilities and commercial retail spaces, encourage flexible design to accommodate cost-effective conversion to other uses or in-place expansion as a company grows.

Strategy 1A-4. Build on and market the existing commercial and industrial cluster in Mead, particularly warehouse facilities, as warehouse space is in high demand particularly for small-scale entrepreneurs.

Strategy 1A-5. Ensure commercial and industrial districts are connected to residential areas through investment in pedestrian and biking transportation networks.

**Policy 1B: Protect potentially catalytic parcels, particularly those adjacent to the highway interchanges, to ensure they serve Mead community needs.**

Strategy 1B-1. Focus regional commercial uses at the northwest and southwest corners of the I-25 and Highway 66 interchange, as well as a secondary focus at the Welker Avenue interchange to attract national brands, as opposed to expecting development all along I-25 at all interchanges.

Strategy 1B-2. Initiate a supplemental town-wide retail/ commercial analysis.

Strategy 1B-3. Near the I-25 and Highway 66 interchange, identify the most marketable 50 acres for a regional retail center. Where appropriate, reclassify the surrounding lands to allow higher density residential and business park development, which is paramount to strengthening the intersection as a retail development opportunity.

Strategy 1B-4. Investigate public-private partnerships to secure key parcels and spur regional retail development.

Strategy 1B-5. Periodically re-evaluate the baseline percentages of land designated for employment zones (e.g. Highway Commercial, General Commercial, Light Industrial, and Business Park zones) outlined in the Comprehensive Plan to ensure it is aligned with desired industry expansion.

**Policy 1C: Attract Downtown businesses.**

See DE Goal 3.

***DE GOAL 2: Expand and attract key job sectors and industries that are matched to Mead’s high education levels and regionally central and accessible location.***

**Policy 2A: Pursue and support diverse, appropriate industries that have a current stronghold in Mead or northern Colorado.**



Strategy 2A-1. Develop a marketing strategy (see DE Goal 6) to promote Mead’s available commercial and industrial areas to the following industries: traditional (oil and gas) and renewable energy sectors; logistics and equipment; agricultural processing; health care, manufacturing, wholesale trade and construction; and tourism and hospitality.

Strategy 2A-2. Update Mead’s Land Use Code for consistency with the County’s streamlined regulations for development of wind, solar, and other renewable energies.

Strategy 2A-3. Ensure future expansion of industrial park areas including facilities and amenities critical for renewable energy businesses.

Strategy 2A-4. Proactively work with landowners to identify opportunities that fit community goals, property owner goals and evolving market realities.

**Policy 2B: Cultivate amenities and resources that serve small businesses and remote workers.**

Strategy 2B-1. Support the development of a co-working and small business accelerator space, as feasible, or through other public-private partnership strategies.

Strategy 2B-2. Study the feasibility of implementing open access broadband in the Downtown area with the new cable company, TDS Telecom.

Strategy 2B-3. Use existing and future town personnel to proactively refer prospective businesses to institutional and regional small business assistance resources.

**Policy 2C: Identify and pursue diverse, growing industries that capitalize on the strengths of Mead and northern Colorado.**

Strategy 2C-1. Initiate an economic development plan, under the guidance of the Town Board, to identify and prioritize specific target industries such as health and wellness care, health care information technology, biosciences, energy, tourism and hospitality and others.

Strategy 2C-2. Within the economic development plan, develop specific strategies to reach out to identified industries.

Strategy 2C-3. Promote Mead as a prime location and educated population base for technical and professional remote work, home-based businesses and start-ups.

Strategy 2C-4. Invest in infrastructure such as broadband and/or other high performance networks to encourage professional and technical companies to locate in Mead.

Strategy 2C-5. Work with the St. Vrain Valley School District to support and leverage the Mead Energy Academy to attract additional traditional and renewable energy companies to Mead.

**Policy 2D: Creatively invest sales and property tax revenue streams for strategic investments.**

Strategy 2D-1. Use short- or long-term revenue streams to finance the expansion of older infrastructure upgrades in the Downtown area to help bring the cost of development on par with greenfield sites.

Strategy 2D-2. Promote online shopping and deliveries to increase Mead’s sales tax revenues, which are collected where packages and services are delivered.

Strategy 2D-3. Contact local grocery stores such as King Soopers to provide grocery delivery service to Mead.

***DE GOAL 3: Enhance Downtown to differentiate Mead from other small towns in the vicinity.***

**Policy 3A: Incentivize Downtown development.**

Strategy 3A-1. Market the Mead Towne Center project as an example of desired development form and uses in the Downtown area.

Strategy 3A-2. Offer additional grants in the Downtown area to include not only facades and landscaping, but also tenant and other building improvements.

Strategy 3A-3. Consider tax abatements, public-private participation, or other incentives for start-ups in targeted categories (restaurant, retail, office uses).

Strategy 3A-4. Identify and explore the use of existing and future sources of Downtown funding.

**Policy 3B: Develop a vibrant, pedestrian-friendly Downtown that serves the Town’s residents, entices pass-through travelers and increases revenues for businesses.**

Strategy 3B-1. Continue to pursue grants such as the Downtown Revitalization Façade Grant Program, and explore and apply for additional grant programs such as the Main Street Program to enhance the downtown core.

Strategy 3B-2. Work with the Town Board to support revitalization efforts.

***DE GOAL 4: Encourage and develop mixed-use centers in strategic locations—especially near Downtown—to support commercial and civic uses, promote walkability and bikeability, and provide for a variety of housing options.***

**Policy 4A: Focus on the Welker Avenue (CR 34) corridor between Downtown and I-25 for mixed-use development and improvements.**

Strategy 4A-1. Consider a taxing district (such as the URA) to fund public improvements in the Downtown-to-I-25 corridor along Welker Avenue.

**Policy 4B: Ensure a mix of housing types in new mixed-use developments.**

Strategy 4B-1. Encourage developments over a certain acreage to include a range of housing units and sizes that can accommodate working families and young professionals, as well as units that seniors can age into.

Strategy 4B-2. Encourage development of live-work units in the Downtown area, along the Welker Avenue corridor, and in new mixed-use areas.

Strategy 4B-3. Repurpose or redevelop industrial/agricultural properties in the Downtown area to create new developments that support the values of Mead.

Also see walkability and bikeability provisions in the Strong Connectivity section.

***DE GOAL 5: Support population growth to build a trade area that can support critical retail thresholds. Meanwhile, bolster resident-serving amenities for current residents to attract future populations.***

**Policy 5A: Attract resident-serving uses that meet the needs of existing and future residents. Key uses that can enhance residential demand include grocery and a variety of restaurants.**

Strategy 5A-1. When developing new neighborhoods, encourage the inclusion of small commercial nodes with neighborhood-serving uses.

Strategy 5A-2. Wherever possible within the Priority Sub-areas, initiate public-private development in alignment with property owners and future occupants to create suitable restaurant, grocery, or space suitable for other uses that enhance demand for residential development.

Strategy 5A-3. Utilize financing and funding options such as tax increment financing (TIF), site acquisition/preparation, revolving loan funds (RLF), tenant improvement, etc. to realize public-private development.

Strategy 5A-4. Ensure that zoning near downtown retail areas and future retail centers encourages residential development at densities that support desired retail development.

Strategy 5A-5. Encourage retail co-locating that can help support the variety of tenants until and while the customer base grows by offering tenant improvement grants for interior modifications that partition larger retail spaces to accommodate multiple small tenants.

**Policy 5B: Ensure a mix of housing types.**

See DE Goal 4.

***DE GOAL 6: Effectively market Mead as a place to live and do business.***

**Policy 6A: Collaborate with existing entities and partners to market Mead.**

Strategy 6A-1. Work with all available partners to promote and market Mead’s strengths, including its strategic location, highly educated population, superb schools, family-friendly environment, recreation opportunities, and other quality of life amenities as a tool to attract quality jobs and employers.

Strategy 6A-2. Continue to work collaboratively with Upstate Colorado Economic Development and the Northern Colorado Economic Alliance to market the region and Mead. Ensure Mead is accurately represented in print, online and in other materials or events (like the site selectors event).

Strategy 6A-3. Embrace – and align with – Northern Colorado Economic Alliance’s branding strategy to attract creative talent to the region. Provide more links to [northerncolorado.com](http://northerncolorado.com) on the Town’s website and when engaging with prospective employers.

Strategy 6A-4. Build stronger relationships with the nearby Universities (University of Northern Colorado, Colorado State University, University of Colorado) particularly in regard to connecting graduates to internships and working opportunities in Mead.

Strategy 6A-5. Focus government processes on efficiency and predictability to promote economic successes.

**Policy 6B: Take advantage of the highway gateways to market Mead.**

See STCC Goal 2.

**Policy 6C: Foster business development.**

Strategy 6C-1. Under Town Board guidance, create an economic development plan with the assistance of an economic and retail specialist to develop an overall program for the economic health and well-being of the community, with specific focus on the strategic courting and recruitment of prospective industries, businesses and employers. See DE Goal 2.

Strategy 6C-2. The Town Board will oversee implementation of the economic development plan in pursuit of business development and recruitment for Downtown and the I-25 and Highway 66 corridors. See DE Goal 2.

Strategy 6C-3. Utilize financing and funding options such as tax increment financing, site acquisition and preparation, revolving loan funds, and tenant improvement to incentivize businesses and job creation.

**Policy 6D: Market the quality and positive characteristics of Mead, such as its mountain views, Downtown charm, exceptional schools, access to major highways, and housing stock.**

Strategy 6D-1. Develop a branding and marketing campaign that targets primary employers and commercial developers in key industries.

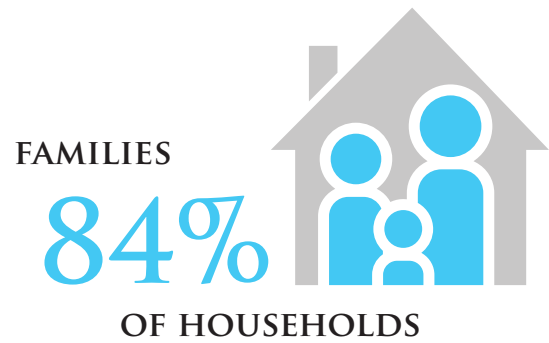
Strategy 6D-2. Enhance the quality of online marketing materials to compete with peer communities.

### III. FRIENDLY NEIGHBORHOODS

#### Overview

##### Resident Profile

Mead residents are slightly older than both the region and state median age. Without a college campus or professional training center nearby, there is a smaller group of 20- to 30-year olds living in Mead than is seen in other communities. Families account for 84% of all households in Mead, but the average family size is smaller. Together, this shows a more family-oriented community than all other municipal neighbors, with a higher number of parents that started families later in life. Four out of five Mead residents identify as white, yet Mead has a higher percentage of Asian residents than Weld County or the state. This mirrors the number and origin of foreign-born residents in the Town.



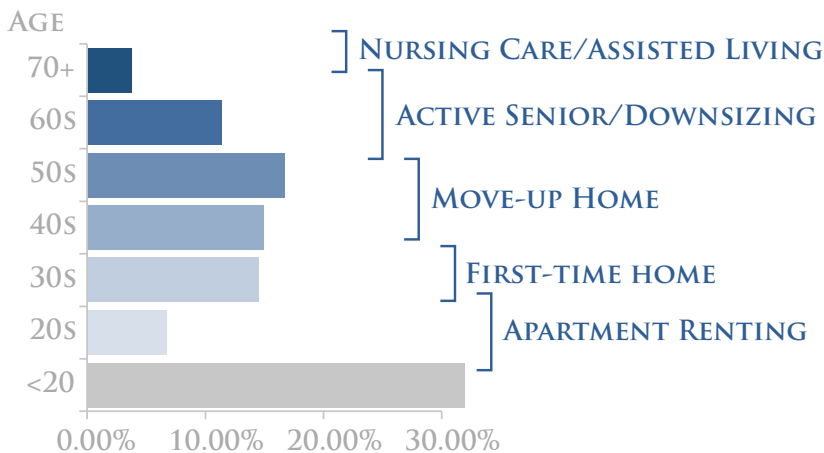
##### Existing Housing

The vast majority of the housing stock in Mead is owner-occupied, with less than 5% of the population renting. Residential neighborhoods in Mead consist almost completely of single-family homes, 80% of which has been built since 1990. There are also a number of very old homes that date back to the first part of the 20th century, but overall Mead’s housing stock has been rapidly built over the past two decades. In contrast to all other neighboring municipalities and counties, almost half of homes in Mead have four or more bedrooms, indicating much larger homes on average. The cost to live in Mead is also quite a bit higher than surrounding municipalities or the state on average, due in large part to the construction quality and size of modern homes. The median home price in Mead as of 2017 was \$300,200, higher than all neighboring municipalities and the State, and median monthly rent was estimated at \$2,183.



*Housing in the Town of Mead has developed almost exclusively as single-family residential and often on large lots. The median home price as of 2017 was \$300,200.*

HOUSING NEEDS CHANGE FOR DIFFERENT AGE GROUPS



*The Town of Mead currently lacks a diversity of housing types to appeal to a younger and older population that may desire more affordable, smaller lots. In response to residents’ concerns, this Comprehensive Plan update includes a multitude of strategies to accommodate more diverse housing options.*

## *Multi-generational Housing*

According to the Colorado Division of Aging, Colorado residents are living and staying active much longer than past generations. In Colorado, one in four residents will be over 60 years old by 2040, and the largest portion of the population will be seniors and millennials (DRCOG).

Unlike most Colorado communities that are already starting to see larger senior populations, there is a dip in the number of Mead residents in the older age brackets. There are currently very few older seniors living in Mead (over 75 years). In part, this can be traced to residents choosing to downsize or move closer to family after retirement, or possibly to the lack of local nursing and elder care facilities.

Changing regional and state demographics may pressure Mead to provide adequate housing and lifestyle options and amenities for these age groups. This means that the ability to live in one's home as they grow older – or age in place – is increasingly important to residents. Unless seniors choose to move to a lifestyle community or downsize after retirement, residents are expecting to be able to live in their homes and be active in their community until they need more specialized care. If the option is available, residents will often prefer to stay in their community even if they have to change their housing arrangement. Without a range of housing sizes and types in Mead, aging residents may decide to leave the community.

Refer to Appendix B for additional information on existing conditions.

### **Friendly Neighborhoods (FN) Vision Statement**

*Friendly Neighborhoods comprised of a mosaic of high-quality, multi-generational neighborhoods with a thoughtful range of housing options to support existing and prospective residents of all life stages.*

## **Goals, Policies, and Strategies**

***FN GOAL 1: Ensure an appropriate mix of housing types and densities, in appropriate locations, to create a harmonious mix of land uses and attract and retain residents.***

**Policy 1A: Provide opportunities for residents of all ages and life stages to live in the community and transition between different housing choices.**

Strategy 1A-1. Encourage the development of senior housing that is accessible via transit and close to amenities.

Strategy 1A-2. Add additional language in the Community Design and Development section of the Land Use Code to increase specificity related to allowable and compatible housing developments (i.e. multi-family; small lot residential; large lot residential; high-density housing developments; etc.).

Strategy 1A-3. Support the ability to age in place by working with Safebuilt Colorado, Weld County Area Agency on Aging, Weld's Way Home and the Mead Senior Center to develop a resource guide for how to retrofit existing housing stock to ensure ADA accessibility, and publish it on the Town's website.

Strategy 1A-4. Encourage the addition of accessory dwelling units (ADUs), such as carriage homes and apartments above garages, in the town to create a variety of housing types suitable for multi-generational living.

**Policy 1B: Encourage Downtown housing.**

Strategy 1B-1. Within the Downtown area, replicate and encourage the small block design and grid pattern radiating outward where existing developments and platted parcels don't interfere to expand Downtown character (refer to the Downtown Sub-area Plan in Chapter 3).

Strategy 1B-2. Encourage the development of mixed-use projects that incorporate residential uses within and along the edge of Downtown to support local business and create vitality.

**Policy 1C: Promote new residential development projects that create a diverse range of attainable housing opportunities in vibrant, accessible neighborhoods. Ensure that all new housing projects are developed to create a sense of community and are compatible with the existing character of the surrounding area.**

Strategy 1C-1. Encourage diverse, mixed-use development with local services integrated within new neighborhoods.

Strategy 1C-2. Encourage the private development of integrated, affordable housing, assisting developers with the financing of public improvements (e.g. URA) and streamlining project approvals to the maximum degree possible.

Strategy 1C-3. Encourage housing options for the Town's workforce at a variety of price points, including higher income and executive housing.

Strategy 1C-4. Diversify and expand housing stock to enable retail, service, and public-sector employees to find affordable housing in the community by providing additional mixed-use residential zoning categories.

***FN GOAL 2: Strive to enhance property values by improving access to amenities, transportation networks and commercial areas, and maintaining the character and identity of existing residential neighborhoods.***

**Policy 2A: Promote high-quality residential design.**

Strategy 2A-1. Initiate an in-house housing study with a visual preference component for residents to identify compatible multi-family, senior living, affordable, and workforce housing types, and subsequently integrate the results as design guidelines within the Community Design and Development section of the Land Use Code.

Strategy 2A-2. Develop a Housing Handbook for developers to strengthen and emphasize Mead's existing residential character that includes and illustrates principles and design standards for building setbacks, garages, etc. and publish it on the Town's website.

Strategy 2A-3. Update the zoning code to expand the allowance of ADUs in most residential areas rather than as a conditional use, based on a contextual review of each zoning category.

Strategy 2A-4. Provide for minimum single-family lot sizes smaller than the existing 7,000 square-foot lot minimum for future residential developments to accommodate patio homes and other housing product types.

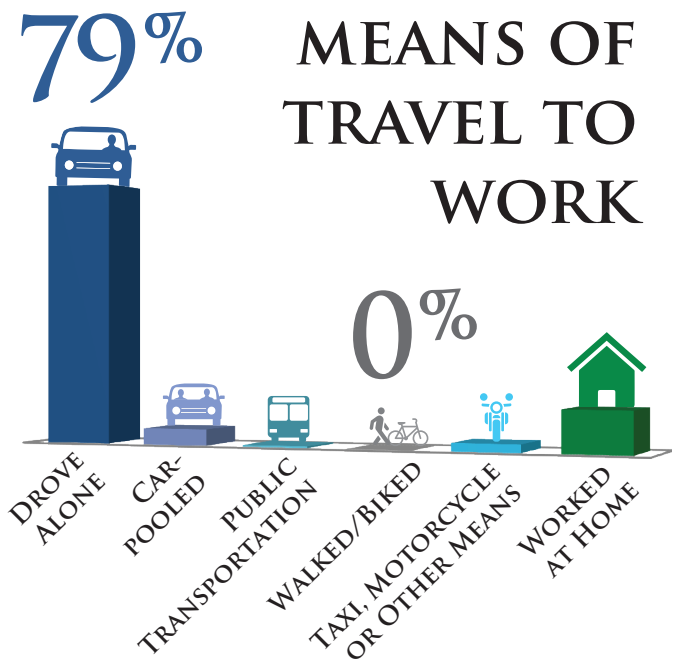


## IV. STRONG CONNECTIVITY

### Overview

Transportation is a basic human need that affects daily quality of life. Mead residents require transportation to get to work, school, medical facilities, recreational amenities, shopping, and community and social activities. A well-connected and efficient transportation network allows access to higher paying and varied job types, a wider selection of housing options and more convenient health and human services. An integrated multi-modal transportation system allows residents, employees and visitors of Mead the freedom of personal mobility and choice of how to travel—whether it's walking, biking, driving, carpooling, or riding public or private transportation. As Mead moves forward, a multi-modal transportation network that embraces emerging technologies in transportation (e.g. autonomous vehicles and shared-use mobility) and leverages Mead's strategic location proximate to regional travelers on I-25 and tourists on Highway 66 will be critical in helping Mead grow while maintaining the small-town character that residents have come to love.

***Mead's residents are currently car-dependent, with a 2017 Walk Score of 26 (on a scale of 1-100). There are two interstate highways (I-25 and Highway 66) that bisect the community, thus creating the need to strengthen connections. Walkable neighborhoods and strengthened trail systems, as proposed in this Plan, can begin to address alternate modes of transportation and enhance town-wide connectivity.***



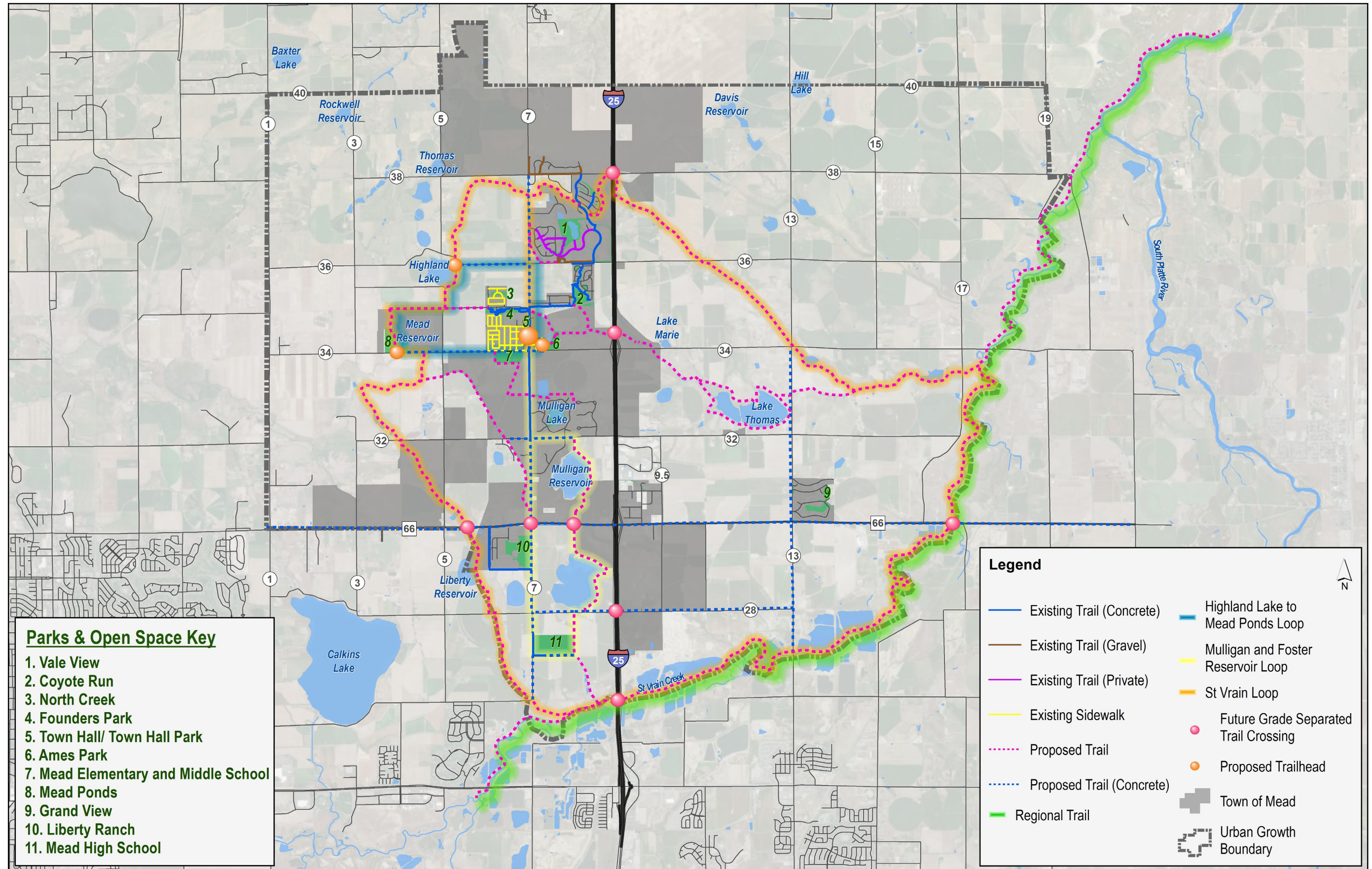
### Emerging Trends

A number of emerging trends are influencing transportation in Colorado and throughout the nation. Shared-use mobility options (e.g. Uber and Lyft) are growing in popularity. Technology in transportation is advancing quickly, through technological innovations in vehicles, the transportation network and interactions between the two. Some new technologies are already seeing widespread implementation to improve safety and traffic flow in Colorado. As technology transforms transportation systems across the country, communities like Mead are trying to position themselves for this ever-changing market even though there is much uncertainty about these technologies. Changes in Information and Communications Technology (ICT), for example, has dramatically changed how people travel and transport goods in the last 10 years in ways never imagined, including GPS enabled real-time traffic data and the ability to have information at our fingertips with smartphones. Although the specific forms and timing of emerging technologies in transportation will vary and cannot be predicted with certainty, innovations with the potential to dramatically influence transportation are certainly on the horizon. Mead should actively monitor these technologies because changes are occurring at a rapid pace requiring communities to be nimble and open to potential changes.

***Mead's geographic location presents an opportunity to connect residents to the 12-mile Longmont-to-Lyons Regional Trail. Similar regional trail connections have been found to contribute to the local economy by bringing cyclists into and through the area.***



MAP 3. TRAILS



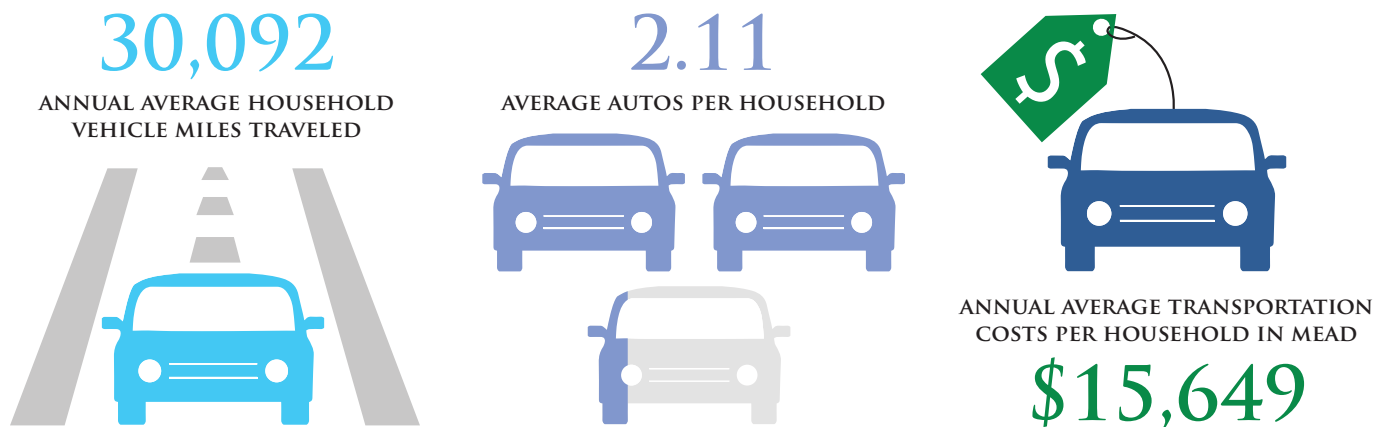




### Access to Alternate Modes

Across the United States, older adults (65+) are putting more emphasis on how and where they choose to age. While many older adults want to “age in place,” many are also now making purposeful decisions about where they want to spend their retirement years based on the availability of public transportation, mobility options and access to goods and services. When older adults and other vulnerable populations can easily and safely access public transportation, they are able to continue to meet their basic needs and travel to medical appointments, shopping, and social and recreational activities without having to drive or rely on others. As of 2017, approximately 3.3% of households in Mead did not have access to a vehicle. As the population ages, the percent of the population that relies on alternate forms of transportation is expected to increase, underscoring the importance of planning for public transportation, bicycle and pedestrian modes, as well as leveraging emerging technologies in transportation.

Currently, Mead residents do not have direct access to public transportation. The Regional Transportation District’s (RTD) boundary ends at the Boulder County Line and does not service Mead. Bus stops in Longmont provide the nearest access to regional transit service – to Denver, Boulder and Fort Collins.



### Trail Connectivity

Trail connectivity provides an opportunity for citizens to walk and ride to many destinations instead of relying solely on the automobile to meet transportation needs. Mead currently has nine miles of trails – four miles of private access trails and five miles of public access trails. The recently constructed trail along 3rd Street (from Welker Avenue to Adams Avenue) is an excellent example of a shared-use path that can be used for recreation and travel purposes. The development of a trail network was one of the most common desires expressed by stakeholders about the transportation system. The 2011 Parks, Open Space and Trails Master Plan identifies a network of trails to be built over time. The trail network will serve as the backbone of the bicycle and pedestrian network in Mead, providing a low-stress environment that accommodates people of all ages and abilities.

An updated network of bicycle and pedestrian trails as part of a new “trail loop” system is proposed in this Plan, and shown on the [Trails Map](#). An on-street network of bicycle facilities and sidewalks will complement the trail network, expanding the system to all for walking and biking to be used as viable travel options to get between destinations in Mead and the surrounding area.

Today, most of Mead’s roads are two lanes without shoulders and do not adequately accommodate bicyclists. As traffic volumes increase, the need for separate, designated facilities such as bike lanes or shared-use paths alongside the road will become increasingly important to provide a comfortable and riding experience. Sidewalks exist on the local streets within the downtown area and some of the residential neighborhoods, making them very walkable. Other residential neighborhoods in Mead maintain a more rural feel without curb and gutter or sidewalks.

Refer to Appendix B for additional information on existing conditions.

## Strong Connectivity (SC) Vision Statement

*Strong Connectivity through a safe and convenient transportation network that promotes alternative modes, regional linkages, independent mobility, active lifestyles and social interactions for people of all ages and abilities.*

### Goals, Policies, and Strategies

***SC GOAL 1: A safe, convenient, and efficient transportation network that meets the Town's mobility needs and is built and maintained through sustainable funding mechanisms.***

**Policy 1A: Develop additional methods of funding capital improvements and on-going street maintenance.**

Strategy 1A-1. Pursue grant funding (e.g. Energy/Mineral Impact Assistance Fund grants, federal/state funding through the DRCOG TIP process) to supplement Town capital improvement projects.

Strategy 1A-2. Identify candidate projects for various grant funds.

Strategy 1A-3. Leverage the existing TIF district to fund transportation and other infrastructure improvements.

Strategy 1A-4. Study the feasibility of fee-based funding mechanisms (e.g. road maintenance fees, impact fees with inflation adjustment, and bonding options).

Strategy 1A-5. Study the feasibility of a sales tax increase to support the development of road infrastructure improvements based on the Strategic Action Plan and a subsequent detailed development plan.

**Policy 1B: Identify and implement high priority transportation projects.**

Strategy 1B-1. Identify existing safety problems and corresponding mitigation measures through regular review of crash patterns.

Strategy 1B-2. Identify existing mobility problems and corresponding mitigation measures through community input and traffic operational analysis.

**Policy 1C: Construct roadway improvements that complement the surrounding land uses and phase improvements over time.**

Strategy 1C-1. Identify the desired street cross-section (urban vs. rural) for specific roadways to complement the surrounding existing and future land uses.

Strategy 1C-2. Construct roadway improvements to mitigate development impacts.

Strategy 1C-3. Preserve right-of-way for future roadway widening as identified in the Transportation Master Plan, but consider implementation of interim solutions that could adequately serve the Town's mobility needs in the short-term (e.g. a two-lane cross-section with bike lanes rather than the full four-lane ultimate cross-section).

**Policy 1D: Position Mead to leverage emerging technologies in transportation.**

Strategy 1D-1. Identify location(s) for and implement electric vehicle charging station(s).

Strategy 1D-2. Coordinate with adjacent communities, Weld County, and the Colorado Department of Transportation (CDOT) to ensure future traffic signals have communication compatibility.

Strategy 1D-3. Identify priority corridor(s) for vehicle to infrastructure (V2I) communication (allowing vehicles to share information with the components that support the roadway system, which in turn can provide travelers with real-time information), such as I-25 and Highway 66 to leverage CDOT's RoadX initiative to accelerate technology.

Strategy 1D-4. Encourage adequate parking through the development review process.

***SC GOAL 2: A transportation system that is well integrated with the regional network and transportation services to enable convenient regional travel for Mead residents and visitors.***

**Policy 2A: Engage in regional planning activities to support implementation of regional transportation improvement projects.**

Strategy 2A-1. Continue to actively engage in DRCOG committee and board meetings to ensure Mead's interests are represented at the regional level.

Strategy 2A-2. Work collaboratively with CDOT and regional partners to implement roadway improvements on I-25 and Highway 66.

Strategy 2A-3. Preserve right-of-way for future interchange footprints at I-25/Highway 66, I-25/Welker Avenue, and I-25/CR 38.

Strategy 2A-4. Develop new signage to enhance the scenic byway to Estes Park and Rocky Mountain National Park.

Strategy 2A-5. Work with Longmont in the development of a connection to Union Reservoir.

***SC GOAL 3: A connected and integrated transportation network that provides travel options (multi-modal) and enables mobility for people of all ages and abilities.***

**Policy 3A: Incorporate bicycle and pedestrian facilities on the Town's streets where appropriate.**

Strategy 3A-1. Incorporate sidewalks and bike lanes on Town streets consistent with the Town's typical urban street cross-sections (based on land use context).

Strategy 3A-2. Identify optional street cross-sections for enhanced bicycle and pedestrian facilities (e.g. protected bike lanes; wide sidewalks) to be used in mixed-use and higher density areas and where biking and walking activity is expected to be higher.

Strategy 3A-3. Identify improvements to enhance the safety of bicyclists and pedestrian crossing major arterial streets like Highway 66.

Strategy 3A-4. Connect the on-street bicycle and pedestrian facilities with the trail network to encourage bicycling and walking for recreational and travel purposes.

Strategy 3A-5. Investigate opportunities for a bike share or bike library program.

**Policy 3B: Identify opportunities to leverage existing and future regional transit services to benefit Mead residents.**

Strategy 3B-1. Capitalize on the Park-n-Ride at I-25 and Highway 66. Encourage this location as a future regional transit stop.

Strategy 3B-2. Coordinate with CDOT's Division of Transit and Rail to consider a Bustang stop.

Strategy 3B-3. Develop a strategy for future service including working with RTD and nearby communities.

Strategy 3B-4. Monitor the progress of the Front Range Passenger Rail Commission that is actively pursuing rail service from Trinidad to Fort Collins along the I-25 corridor.

Strategy 3B-5. Identify a location(s) and option(s) for a future transit hub, which could also function as a mobility hub for inter-modal transfers, future drop-off/pick-up for ride-sourcing/ridesharing, and future bike sharing.

**Policy 3C: Identify opportunities to improve human services transportation for individuals with disabilities, older adults, and people with low incomes.**

Strategy 3C-1. Investigate opportunities for connections to Longmont (especially for seniors).

Strategy 3C-2. Investigate a possible shuttle/ connections to the Carbon Valley Recreation Center.

**Policy 3D: Focus on multi-modal transportation connections to bring people Downtown.**

Strategy 3D-1. Plan for and develop a Downtown trailhead hub that links to and promotes the Town's existing and future trail systems and sidewalks (refer to the [Trails Map](#) in this Chapter and the Downtown Sub-area Plan in Chapter 3).

## V. DYNAMIC PARKS, RECREATION AND OPEN SPACE

### Overview

A growing body of research shows that contact with the natural world improves physical and psychological health. There is compelling evidence showing that when people have access to parks, they exercise more. Regular physical activity has been shown to increase health and reduce the risk of a wide range of diseases, including heart disease, hypertension, colon cancer and diabetes. Physical activity also relieves symptoms of depression and anxiety, improves mood and enhances psychological well-being. To help counteract the increasing sedentary lifestyle and unhealthy diet of Americans, the Centers for Disease Control and Prevention (CDC) has called for the creation of more parks and playgrounds.

In addition to health benefits, numerous studies have shown that parks and open space also increase the value of neighboring residential property, with growing evidence pointing to a similar benefit on commercial property value. The availability of these quality-of-life amenities also plays an important role for employers choosing where to locate new facilities and for individuals choosing a place to live.

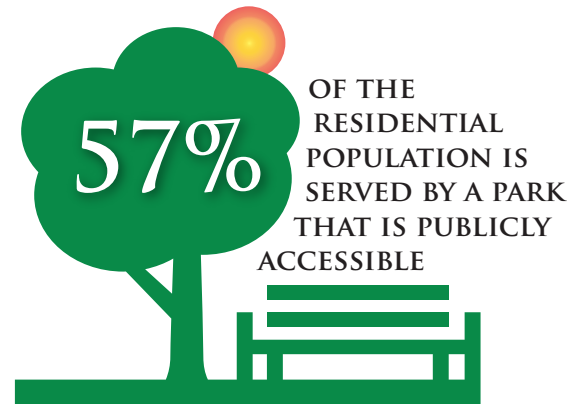
According to The Trust for Public Land's Benefits of Parks Report, play has proven to be a critical element in a child's future success through developing muscle strength and coordination, language, cognitive thinking, and reasoning abilities. In addition to these childhood development benefits, green spaces have effects on the strength of social ties, having a positive correlation with neighborhoods that have greenery in common spaces. With the goal of attracting younger families, as identified through stakeholder interviews in the planning process, park and recreation opportunities and trail connectivity would help to achieve this.

### Current Facilities

Residents of Mead enjoy access to a higher than average number of parks and open space. Total park acreage in the Town of Mead is 374 acres, with 166 acres publicly accessible and managed by either the Town or a homeowners association. This equates to 28 acres of park and open space areas per 1,000 residents, and 24 acres of Town-managed parkland per 1,000 residents.

Given the Town's large park acreage, connectivity within and among the park system will become the priority rather than focusing on developing new parks. Similarly, there are also a number of gaps in service to the Mead community including swimming pools, trails, baseball/softball fields and fishing-accessible shorelines. Within a 1/4-mile walkshed along existing roads, 57% of the residential population is served by a publicly accessible park. This further shows that Mead has a sufficient provision of parks and open space, though lacks connectivity between existing parks and open space with large swaths of residential parcels being un- or under-served by the park system. While parks are located in close proximity to residents, the existing sidewalk and trail infrastructure often limits the ability to easily walk to parks.

Refer to Appendix B for additional information on existing conditions.



**Mead has great park assets, but would benefit from improved connectivity at key locations.**

## Dynamic Parks, Recreation and Open Space (PROS) Vision Statement

*Dynamic Parks, Recreation and Open Space that support healthy lifestyles, ease of access, family-centric values and local heritage.*

### Goals, Policies, and Strategies

***PROS GOAL 1: Provide a balanced and connected system of recreation facilities, parks, and open space for all ages that promote healthy living.***

**Policy 1A: Meet Mead’s growing community needs and diversity through support and promotion of recreation programs and activities, and development, improvement and renovation of facilities.**

Strategy 1A-1. Strengthen and develop partnerships to maximize the available resources within the community for recreation facilities and activities.

Strategy 1A-2. In the short-term, work with other public and private agencies to provide for joint use community facilities to the maximum extent possible, such as Town Hall, local churches, the St. Vrain Valley School District, Carbon Valley Park and Recreation District and High Plains Library District.

Strategy 1A-3. Over the long-term, plan, develop programming, design and construct a multi-use community and recreation center for all ages, working with DOLA to determine the appropriate timeline to apply for a grant that will match the amount set aside in the Town’s Recreation Center Impact Fund.

Strategy 1A-4. In the short-term, establish collaborative partnerships with the Carbon Valley Park and Recreation District and Firestone to increase the likelihood of future funding for a local community center and other recreational amenities.

Strategy 1A-5. Develop Master Plans for Ames Park, Highland Lake and Founders Park.

**Policy 1B: Provide recreational opportunities through a well-connected trail network.**

Strategy 1B-1. Identify and implement a future Town-wide trail network that connects neighborhoods to parks, community amenities and services, and regional trails, and includes a signature loop connecting Highland Lake and Mead Ponds (refer to the updated [Trails Map](#)).

Strategy 1B-2. Plan for multi-use trails alongside streets in rural areas to ensure connectivity for bicyclists and pedestrians throughout the community (refer to the updated [Trails Map](#)).

Strategy 1B-3. Continue to require the provision of right-of-ways for connections of identified trails upon platting new developments to create a continuous trail system.

Strategy 1B-4. Complete missing sidewalk connections to the trail and street network (refer to the updated [Trails Map](#)).

Strategy 1B-5. Initiate a feasibility study to connect Mead’s trails to the regional trail network and work with relevant parties, in collaboration with landowners and adjacent communities, to design and construct the St. Vrain Regional Trail that connects Mead to Longmont.

Strategy 1B-6. Provide grade-separated trail crossings of major arterial streets.

Strategy 1B-7. Investigate the use of abandoned rail right-of-ways to expand trail connections.

**Policy 1C: Create a Town-wide wayfinding signage program.**

Strategy 1C-1. Develop a cohesive wayfinding system throughout the Town to direct bicyclists and pedestrians to key destinations such as Downtown, parks and recreational areas.

Strategy 1C-2. Identify unique trail, park and open space names that contribute to the branding of the Town and apply them in the wayfinding system.

**Policy 1D: Develop a network of pocket, neighborhood, community and regional parks and associated trails and open space as the community grows based on level of service benchmarks identified in the 2011 Open Space, Parks and Trails Master Plan.**

Strategy 1D-1. Add a “Parks and Open Space” zoning category to the Land Use Code to differentiate from Agricultural land uses and update the Zoning Map (refer to the [2018 Future Land Use Plan](#) for specific locations).

Strategy 1D-2. Apply the guidelines as identified in the Open Space, Parks and Trails Design Guidelines for park dedication as reflected in code modifications. Dedicated open space should not include a stormwater detention or retention facility (unless dual-use play fields) or landscape buffers from oil and gas facilities.

Strategy 1D-3. Require the protection of water resources, ecologically sensitive areas or wildlife corridors and the protection of lands that have outstanding conservation and educational value to the public. These should be integrated into park areas where possible (refer to the Environmental Constraints Map in Appendix D).

Strategy 1D-4. Parks and open space should be physically connected by trails and sidewalks where feasible.

Strategy 1D-5. Where feasible, locate parks and trails adjacent to new schools as they are developed.

**Policy 1E: Foster health, safety and the livability of residents by creating convenient and safe opportunities for physical activity.**

Strategy 1E-1. Increase active and passive use of parks and open space for physical activity and encourage residents to access parks by providing accessible and safe routes for walking, bicycling and ultimately, public transportation.

Strategy 1E-2. Promote the local development of programs and facilities that foster health and wellness.

Strategy 1E-3. Use educational materials, wayfinding and access to natural facilities to promote our access and relationship to nature and healthy eating.



## VI. AN EXPANSIVE NATURAL AND AGRARIAN SETTING

### Overview

#### *Planning for Post-Disaster Economic Recovery*

Preventative planning for post-disaster economic recovery before any given environmental disaster occurs helps communities resume economic activities in the wake of damage or destruction by a natural or human-made disaster (e.g., hurricane, landslide, wildfire, earthquake, gas line explosion, or terrorist attack). Plans for post-disaster recovery are characterized by officially adopted policies and implementation tools put in place before or after an event to direct recovery after a disaster event has occurred (APA Sustaining Places: Best Practices for Comprehensive Plans). Many of the policies and strategies presented within this section were taken from the Town's 2016 Hazard Mitigation Plan (HMP).

#### *Regulating Energy Production*

With over 40% of Colorado's active oil and gas wells, Weld County leads the state in crude oil and natural gas production. Due to health and safety concerns, Mead is among many towns that have buffer and spacing regulations in place that limit the number of wells allowed near populated centers. Currently, all wells and developments within Mead's town limits are meeting the Town's regulations. Such regulations establish how far a building or road can be built to a well or flow lines, while complying with state protections of mineral rights. Mead can update the regulations as information is released or safety concerns arise. With the location of existing wells within Mead's PIA, Mead's regulations have a significant impact on where and how new development can occur. Required buffers are relaxed after wells are abandoned and reclaimed in accordance with Oil and Gas Conservation Commission (OGCC) regulations.

**CRITICAL ISSUE:**  
*The price of water continues to rise while availability is declining, affecting development potential and farmers' ability to continue farming. Adopting and encouraging water conservation methods will be key to Mead's future.*

#### *Water Demand and Use*

Similar to other communities in Colorado, Mead's water supply must be viewed in terms of its physical availability, legal right to water use and its delivery system. In a naturally arid climate with a complex system of water rights, water districts have a finite supply of surface and groundwater. Incidentally, even as the region's population has grown over the years, the Northern Colorado Water Conservancy District reports that water usage per capita has declined. This trend is largely due to the decrease in agricultural farms, water conservation programs and education and denser development patterns. Half a century ago, about 98% of the region was used for agriculture. Within Mead's PIA, that has now dropped to about 76% and even lower to 50% in the region overall. This decline has a lasting effect on the regional water demand but also the quality of groundwater and environment with regard to contamination from pesticides and fertilizers. Mead relies on Little Thompson Water District (LTWD) and Longs Peak Water District (LPWD) to provide water service. The Town works closely with the water districts to maintain competitive rates and help facilitate future development. Central Weld County Water District (CWCWD) serves a small area within the southeast portion of the planning area. Water continues to be one of the most critical elements for the Town's future expansion potential.



#### *Air Quality*

Due to its inherent effect on respiratory health, air quality has historically been a regional challenge for communities all along the Front Range. Ground-level ozone is a summer air pollution problem that is created when other pollutants



from sources like vehicle exhaust, paints, degreasing agents and cleaning fluids react with sunlight. Exposure to concentrations of ground-level ozone has been shown to cause acute respiratory problems, reduced lung capacity and inflammation of lung tissues, and can trigger asthma attacks. Due to certain outdoor activities, these air quality problems are compounded in the summer and warmer months. Based on 2008 air quality standards, Mead is located in an 8,398 square mile nonattainment area (an EPA designation that signifies the area does not meet the air quality standard) that includes much of northern Colorado's Front Range and the Denver Metro area.

Refer to Appendix B for additional information on existing conditions.

## **Expansive Natural and Agrarian Setting (ENAS) Vision Statement**

*An Expansive Natural and Agrarian Setting embodied by vast farmland, access to nature, wide open spaces and environmental stewardship.*

### **Goals, Policies, and Strategies**

***ENAS GOAL 1: Promote the efficient management of water, energy and waste through a cohesive sustainability program that represents the values of the Mead community.***

**Policy 1A: Promote the efficient use of Mead's energy, water and materials through the way we live and develop our built environment.**

Strategy 1A-1. Develop a town-wide Sustainability Plan.

Strategy 1A-2. Provide access and information to existing programs to facilitate sustainability.

Strategy 1A-3. Recognize buildings, businesses and citizens that have demonstrated a commitment to quality growth and sustainable practices through a town-specific awards program.

Strategy 1A-4. Host community-wide events and demonstration projects centered on water conservation, recycling, composting and environmental sustainability.

Strategy 1A-5. Support cost-effective green/ sustainability efforts in the design and construction of public buildings and amenities, which gives access to the Department of Local Affairs matching funds.

Strategy 1A-6. As part of the public education campaigns listed in this section, include a feature piece on the Town's website that highlights examples set by the Town, which contribute to sustainable design.

**Policy 1B: Encourage water conservation and source acquisition and protection efforts.**

Strategy 1B-1. Create a Water Conservation Task Force for management of acquisition and conservation efforts to work with the Town's water providers.

Strategy 1B-2. Update construction standards and zoning and building codes related to water use and landscape standards, including the addition of more specific recommendations for xeriscaping in this region.

Strategy 1B-3. Continue to work with the water districts to encourage the reduction of water use and the application of best practices from organizations such as Colorado State University for guidelines on responsible and appropriate planting and the Department of Local Affairs (DOLA) publications, Water-Efficient Landscape Design and the WaterWise Landscaping Best Practices Manual.

Strategy 1B-4. Initiate a public education campaign on water conservation practices, and publish resources on the Town's website.

Strategy 1B-5. Continue to work collaboratively with Little Thompson Water District on policy decisions and coordinate the location of development and utilities ongoing through the development review process.

Strategy 1B-6. Coordinate with Little Thompson Water District to develop a non-potable water system option to support public facility landscaping and irrigation and ease the regulations regarding irrigation ditch use.

**Policy 1C: Improve energy efficiency and expand the use of renewable energy including solar power.**

Strategy 1C-1. Work with United Power and Xcel Energy to develop and promote programs and codes that encourage energy efficiency and access to renewable energy.

Strategy 1C-2. Update the Land Use Code to streamline the permitting process for the development of renewable energy projects, similar to Weld County's recently updated regulations.

Strategy 1C-3. Work towards the integration of renewable energy components into town projects that are supported with public funds.

Strategy 1C-4. Integrate electric car charging stations as part of future Downtown development, transit hubs and commercial projects.

Strategy 1C-5. Develop a working partnership with the High School's Energy Academy and utility companies to examine programs and initiatives to improve energy efficiency in Mead, and increase the use of renewable energy and investigate opportunities for pilot programs (e.g. micro-grid).

**Policy 1D: Improve solid waste management.**

Strategy 1D-1. On the Town's website, educate the community on the availability of curbside recycling, improved efficiency, and reduction of cost by identifying preferred providers and consolidating service areas.

Strategy 1D-2. Continue to work with local providers to accommodate and encourage pre-cycling and source separation recycling programs such as curbside recycling for households and businesses.

Strategy 1D-3. Encourage a shift from landfilling solid waste to alternatives that reduce landfilling volume by updating the construction standards to promote the reuse and repurposing of construction materials for redevelopment projects.

Strategy 1D-4. Encourage the innovative reuse of green waste and promote composting and mulching through public education campaigns featured on the Town's website.

***ENAS GOAL 2: Protect the Town's natural resources, agricultural lands and scenic landscapes.***

**Policy 2A: Assure that new growth within the Town preserves the natural setting and scenic viewsheds where appropriate.**

Strategy 2A-1. Evaluate and redefine the methodology for the dedication of open space within the community, maintained privately and by the Town.

Strategy 2A-2. Upgrade the Land Use Code [Section 16-2-150 (3)] to ensure that buffers of 100 feet from water bodies are applied.

Strategy 2A-3. Promote public awareness of Mead's natural resources by increasing access to Mead's lakes, ponds and streams, by promoting the Town's future trail loop system and wayfinding strategy (see SC Goal 3).

Strategy 2A-4. Require the dedication of open space or parkland adjacent to open water and streams consistent with the 100 feet code buffer requirements.

Strategy 2A-5. To preserve the character of Mead, identify key viewsheds and develop an overlay map.

**Policy 2B: Preserve Mead's rural and small town character through conservation design and the protection of large-scale open space and farmland.**

Strategy 2B-1. Work with local landowners to identify high-priority open space and natural resources for permanent protection through regulation, conservation easements or acquisition.

Strategy 2B-2. Work with the Weld County Commissioners and the State (e.g. GOCO) to develop permanent funding resources for open space funding (e.g. a countywide open space sales tax).

Strategy 2B-3. Identify and maintain the St. Vrain Creek Corridor and adjacent farmland as a green edge for the Town (refer to the updated [2018 Future Land Use Plan](#)).

Strategy 2B-4. Connect the natural areas associated with lakes, waterways and open space to create a series of east-west greenways and wildlife corridors, including the St. Vrain Creek Corridor, as identified on the updated [Trails Map](#).

Strategy 2B-5. Create a "Clustered Residential" zoning category and design standards to allow clustered development, preserving density and open space to encourage future residential areas to develop in a way that is compatible with Mead's natural, agrarian setting and rural character.

Strategy 2B-6. For key areas, investigate the use of a Transfer of Development Rights (TDR) program with pre-identified sending and receiving zones that could achieve community objectives including rural preservation and attainable housing in targeted locations to support Downtown.

Strategy 2B-7. Encourage the preservation of Mead's agricultural history by creating the ability to allow cottage industries (i.e. business or manufacturing activity carried out in a person's home), farm-to-table commerce, continued support of the Farmer's Market Downtown and the promotion of community gardens, fishing, aquaponics and greenhouses.

Strategy 2B-8. Integrate agricultural design standards into the Land Use Code that allow for urban agricultural practices including community-accessible food crops within buffer strips along right of ways and alleyways.

Strategy 2B-9. Continue to maintain and improve town outreach and relationships with members of the surrounding agricultural community.

**Policy 2C: Integrate oil and gas operations where appropriate using context-sensitive design and standards.**

Strategy 2C-1. Continue to update and enforce the Town Code to ensure oil and gas development meets State and local requirements that reduce impacts including air, noise, safety, traffic, visual, and other factors.

Strategy 2C-2. Where possible, oil and gas wells should be discouraged from being located in prime developable areas so as not to deter from the community's or private property owner's future ability to achieve their vision.

Strategy 2C-3. Where possible, co-locate major infrastructure including pipelines, and locate oil and gas facilities and their associated buffers against greenways, parkland and other public facilities.

***ENAS GOAL 3: Diversify the local economy to guard against loss of natural resources, increase Mead's overall resilience, and prepare for natural hazards such as fires, drought and extreme weather events.***

**Policy 3A: Continue to work with Weld County to build on emergency preparedness efforts to increase Mead's resilience.**

Strategy 3A-1. Develop a town-wide emergency preparedness and resilience plan consistent with the Weld County 2016 Multi-jurisdictional Hazard Mitigation Plan.

Strategy 3A-2. Consistent with the Hazard Mitigation Plan, host a town-specific Policy Group training for the Board of Trustees.

Strategy 3A-3. Consistent with the Hazard Mitigation Plan, use money appropriated to Public Works in the Town of Mead 2018 budget to equip the Public Works building with access to back-up power.

Strategy 3A-4. Determine the highest risks and appropriate mitigation strategies to protect against and recover from extreme fires, drought and tornadoes.

## VII. THOUGHTFUL COMMUNITY PLANNING, FACILITIES AND SERVICES

### Overview

Accessible public facilities, strong school systems and reliable public safety are desirable services and resources, and they serve to enhance the quality of life for Mead residents and create an appealing place to live. The Town of Mead partners with regional water, fire and library districts to provide a full range of services to residents.

### Educational Facilities

The St. Vrain Valley School District (SVVSD) serves a majority of Mead school-aged residents, with local elementary, middle, and high schools. As the Town grows to the north, new residents will be served by either the Thompson or Weld County school districts. While Mead does not maintain a local library branch within Town limits, the High Plains Library District provides library services for Mead residents at the Carbon Valley Regional Library in Firestone. The current population benchmark necessary to attract a satellite library branch is 5,000 residents. Mead is almost there, with 4,553 total residents as of January 2018; meaning that the Town should continue conversations with the High Plains Library District to pursue a future library located in Town.

### Fire and Safety

Until recently, Mead was among other small communities in Weld County that contracted with the Weld County Sheriff's Office to provide additional law enforcement services. Mead recently established its own police department. The Mountain View Fire Rescue District provides fire and emergency services to the Town of Mead and surrounding communities. Fire Station #3 and the Town Hall is a joint facility, originally built in 1983 and renovated in 2014. This station protects the northern portion of the Fire District. As the Town grows, it will be vital to work with its fire and safety providers to designate future locations for police and fire stations.

### Utilities

Accessible and affordable utilities contribute to attracting business and making urban and suburban living possible. The Town of Mead provides sanitation and sewer services to a number of subdivisions, while the St. Vrain Sanitation District serves the southern portion of the Town. Two nonprofit water districts currently serve Mead residents with drinking and irrigation water: the Little Thompson Water District and the Longs Peak Water District. As the primary source of water comes from Carter Lake, these districts share water treatment and distribution systems. Central Weld County Water District provides service adjacent to the St. Vrain Creek Corridor in the southeastern portion of the planning area.

### Events

Often in collaboration with local partners, the Town of Mead hosts a number of annual and special community events. Activating parks and civic spaces helps to reinforce the Town's local community and identity. The opportunity to bring residents together also provides important social and mental health benefits. Notable events include the Summer Concert Series, Mead Community Day and Sugarbeet Festival, Downtown Mead Farmers Market, Holiday Celebration, Fishing Derby and Easter Egg Hunt. Frequent partners include the Mead Chamber of Commerce, Mead Area Community Foundation and the Mead Area Rotary Club.

Refer to Appendix B for additional information on existing conditions.

**Mead's school district, the St. Vrain Valley School District, is ranked**

**36**

**out of Colorado's**

**106**

**total districts.**

Source: 2016 Colorado Department of Education

## Thoughtful Community Planning, Facilities and Services (TCPFS) Vision Statement

*Thoughtful Community Planning, Facilities and Services that support local values, a highly-engaged citizenry, strong social interactions and lifelong learning through deliberate, forward-thinking, fiscally-sound and transparent decision making.*

### Goals, Policies, and Strategies

***TCPFS GOAL 1: Ensure government services, buildings and equipment needs respond to growth with a cost-effective, high level of service to residents.***

**Policy 1A: Develop and maintain mechanisms to provide for maintenance of public infrastructure, buildings, equipment and land.**

Strategy 1A-1. Where feasible and appropriate, locate public facilities within one mile of Downtown to support its vibrancy and create a community heart.

Strategy 1A-2. As the Town grows, designate a specific location(s) for a future public works facility and police/fire station(s).

Strategy 1A-3. As the Town grows, work with the St. Vrain Valley School District to determine a specific location(s) for a new school(s). See general location of proposed school sites on the [2018 Future Land Use Plan](#).

Strategy 1A-4. Update the Land Use Code to include select CPTED (Crime Prevention through Environmental Design) Standards.

**Policy 1B: Strengthen collaboration with special districts and utility providers.**

Strategy 1B-1. Support the Mountain View Fire District to offer the most cost-effective and highest-quality fire safety services to Town residents.

Strategy 1B-2. Support and work with other service providers such as schools and libraries to provide facilities to meet the evolving needs of Town residents.

Strategy 1B-3. Collaborate with the High Plains Library District to identify a prospective location within Mead for a public library once Mead's population reaches their required benchmark of 5,000 residents.

Strategy 1B-4. Support other special districts serving the Town including the sewer, water and metro districts.

***TCPFS GOAL 2: Encourage and support community activities to bring together the residents of the community and foster community leadership.***

**Policy 2A: Improve public education and information delivery.**

Strategy 2A-1. Investigate public-private partnerships to leverage fiber optic infrastructure opportunities to improve internet speeds and incentivize prospective businesses to locate in Mead, such as with TDS Telecom.

Strategy 2A-2. Plan for the integration of future technology innovations by creating adaptable spaces within new public buildings that allow for the integration of new technologies.

**Policy 2B: Continue to encourage residents to become active in the governance and well-being of the Town.**

Strategy 2B-1. Continue to provide ongoing communication with Town residents regarding activities and actions of the Town through activities, social media promotions, in-person meetings and features on the Town's website.



***TCPFS GOAL 3: Promote cooperative planning for growth, development and increased coordination by strengthening relationships and maintaining Intergovernmental Agreements (IGAs) between local governments to address major land use, transportation and infrastructure projects. Work together to ensure new projects are cost efficient, meet individual and shared needs and promote mutual benefit.***

**Policy 3A: Work with Weld County and adjacent municipalities to develop agreements that support mutually beneficial land use.**

Strategy 3A-1. Update and maintain existing Intergovernmental Agreements (IGAs) with Weld County, Berthoud, Platteville, Longmont and overlapping special districts to help manage growth in an orderly and responsible manner.

Strategy 3A-2. Encourage Weld County to maintain rural levels of development unless the area is anticipated to be annexed into the Town, in which case Mead's Comprehensive Plan and Land Use Code would apply.

Strategy 3A-3. Work with Weld County and adjacent municipalities on regional land use issues including open space and farmland preservation, municipal boundaries and greenways and trails expansion.

Strategy 3A-4. Encourage Weld County to review and accept Mead's Comprehensive Plan to provide citizens with a consistent message.

Strategy 3A-5. Coordinate with ongoing participants and relevant organizations in long-range planning efforts (e.g. CDOT PEL Study).

**Policy 3B: Create a system of tiered growth areas and land uses that encourage compact growth and a rural edge that is respective of the vision for the Town of Mead.**

Strategy 3B-1. Implement a tiered system of development that encourages compact growth near Downtown, commercial centers, and highway corridors, and the reduction of density on the edge of the Town limits. See ENAS Goal 2.

Strategy 3B-2. Identify areas for strategic annexation within the next 5 years.

Strategy 3B-3. Develop a handbook and publish it on the Town's website that provides developers with land use options, tools and incentives that encourage annexation and compatible land uses.

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## 2018 FUTURE LAND USE PLAN

The [Future Land Use Plan](#) provides a framework for public and private decisions about how areas should develop in the community. It is the most critical element within the Comprehensive Plan. The land uses described in this section depict the current and recommended future land uses for all property within the Town's corporate limits and Planning Influence Area (PIA).

The area covered by the [Future Land Use Plan](#) contains lands that are adjacent to the existing community or that the Town of Mead believes are of overall benefit to its residents. While this map is scaled, it remains conceptual in nature and exact boundaries of the proposed land uses may be adjusted based on platting requirements approved by the Town.

MAP 4. FUTURE LAND USE PLAN (2018)

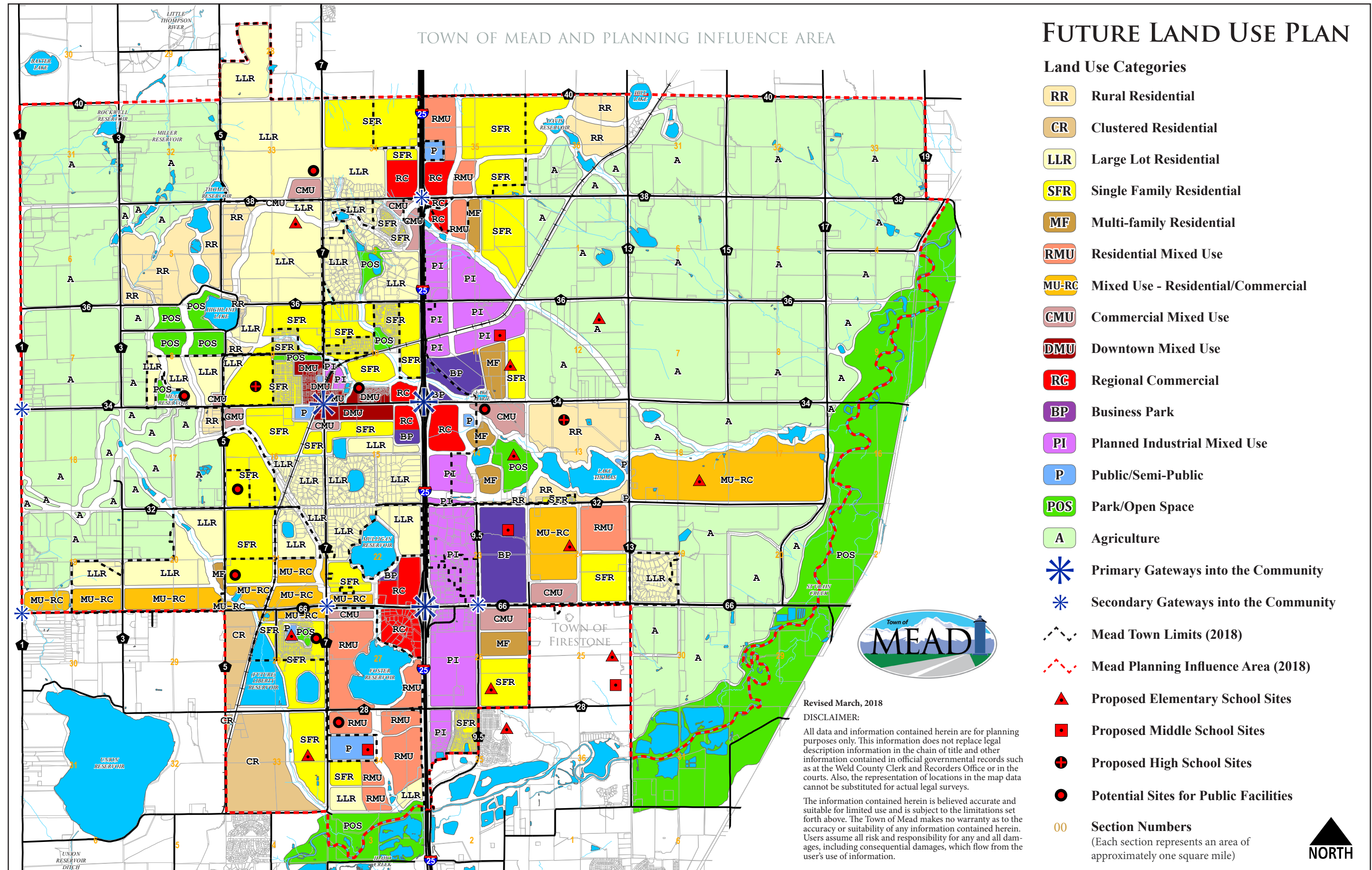




















TABLE 2. LAND USE CATEGORIES AND DESCRIPTIONS

Land Use Category	Zoning District(s)	General Location	Uses and Desired Characteristics
 Rural Residential (RR)	Residential Single-Family-Estate District (RSF-E)	Near the outer boundaries of Mead town limits and adjacent to other agricultural uses	Large-lot, low-density, estate-type single-family development on lots of at least 2 and one-half (2 ½) acres with some permitted agricultural uses. Intended to preserve agricultural land and very large lots. Should also discourage leapfrog development and ensure that lands develop in an orderly and progressive manner.
 Clustered Residential (CR)	Residential Single-Family District (RSF-1), Residential Single-Family District (RSF-4)	Longmont IGA area and along the Highway 66 Corridor	Single-family residential, clustered in pockets with varied lot sizes and surrounded by open space that accommodates 1-4 dwelling units/acre. Intended to create neighborhoods with mixed density housing and a predominantly rural character with high access to open space.
 Large Lot Residential (LLR)	Residential Single-Family District (RSF-1)	Near the outer boundaries of Mead town limits, adjacent to agricultural uses, and along highway corridors.	Large-lot, very low-density, single-family residential development with a predominantly rural character on lots of at least one (1) acre. Intended to respect lands that are already platted within the Town or adjacent to Town limits with some development associated with the land parcel and no change in use or intensity of development. The Plan envisions these lands to remain as larger lots.
 Single-Family Residential (SFR)	Residential Single-Family District (RSF-4)	Adjacent to services such as public facilities and commercial uses; located off community collector streets around the Downtown Core and multi-family residential uses; and along transportation corridors and in close proximity to planned regional and local trail systems.	Clustered, medium-density single-family residential development with a density of up to four (4) units per acre. Intended to promote stable, well-established neighborhoods with a mix of densities. Lots should be of sufficient size to allow for off-street parking.
 Multi-family Residential	Residential Multi-family Districts (RMF-8 and RMF-14)	Adjacent to services and complementary uses; near regional shopping and planned industrial uses; recreational amenities; and near transportation corridors and future transit service. Encouraged to develop in locations that can provide a transition between lower density residential neighborhoods and non-residential uses, particularly retail uses. Requires access off of two major collector roads.	Mix of medium- and high-density, multi-family development such as attached townhomes, duplexes, triplexes, four-plexes, condominiums, and multi-family units, or compatibly designed single-family attached homes. Densities up to eight (8) or 14 units per acre. Particularly suited for those who wish to decrease their dependency on the car, for elderly residents, and for those that are single or just starting out. Intended to encourage amenity-driven multi-family complexes where units are either attached or stacked.



Land Use Category	Zoning District(s)	General Location	Uses and Desired Characteristics
 Residential Mixed Use (RMU)	Residential Multi-family Districts (RMF-8 and RMF-14); Residential Single-Family District (RSF-4)	Located within the East Side Neighborhood; southwest of the Highway 66 and I-25 interchange; and surrounding the WCR 38 and I-25 interchange.	Residential development with a wide range of density and scale including large lot, single-family (attached and detached), multi-family, and senior housing.
 Mixed Use – Residential/ Commercial (MU-RC)	Residential Multi-family Districts (RMF-8 and RMF-14); Residential Single-Family District (RSF-4); General Commercial (GC)	Highway 66 Corridor Sub-area (See Chapter 3).	A mix of large lot, single-family, multi-family, and senior housing, supported by small pockets of neighborhood-serving commercial uses.
 Commercial Mixed Use (CMU)	General Commercial (GC)	Located along or with easy access to major arterial and major collector streets; areas with transportation access; along Highway 66; near the Downtown Core; and accessible to neighborhoods and near multi-family residential.	Mix of community-serving commercial uses, moderate to high-intensity retail, office, and higher density residential developments within walking distance of restaurants and entertainment establishments.
 Downtown Mixed Use (DMU)	Downtown Mixed Use (DMU)	Mead’s Downtown Core; east of I-25, north and south of Welker Avenue Corridor; and access to historic Main Street running through the center of Mead. See Downtown Sub-area in Chapter 3.	Concentrated retail, service, office, residential mixed-use, specialized government functions, specialty retail, and eating and drinking establishments in the historic heart of Mead. Office use above retail establishments is encouraged. Intended as a community gathering point, both as a drive-to and a walk-to destination.
 Regional Commercial Mixed Use (RC)	Highway Commercial (HC)	Along major highway corridors with excellent transportation access, such as the I-25 corridor and interchange.	Larger-footprint commercial uses, retail, office, and service uses oriented to the traveling public and serve a regional market. Intended to promote well-designed development and reflect the difference in traffic volumes and accessibility at these locations. Encourage a wide range of complementary uses that can share access.
 Business Park (BP)	Business Park (BP) (New Proposed Zoning Category)	East and west of the I-25 corridor.	Campus-style office and employment uses with integrated open space.
 Planned Industrial Mixed Use (PI)	Light Industrial (LI)	East of the I-25 corridor.	Light manufacturing and processes operations within an enclosed structure or development with a mix of office, light industrial, and limited retail service uses. Intended to create an attractive, business park or campus-style settings.

Land Use Category	Zoning District(s)	General Location	Uses and Desired Characteristics
 Public/Semi-Public (P)	Public (O)	Adjacent to the Downtown Core and near schools.	Public, semi-public, and institutional facilities, services, and amenities, such as town services, libraries, utilities, and religious institutions over one (1) acre in size.
 Park/Open Space (POS)	Agricultural (AG) (Current Zoning Category)  Parks/Open Space (POS) (New Proposed Zoning Category)	Areas within floodplains, around water bodies, and accessible to neighborhoods and Downtown.	Comprehensive, integrated network of parks and open space to be developed and preserved as the community grows. Includes plazas, pocket parks, neighborhood and community parks, trails, regional open space, and storm drainage facilities.
 Agriculture (A)	Agricultural District (AG)	Around the outside perimeter of the Planning Influence Area.	Agricultural operations and very low-density single-family residential properties annexed into the Town or that are currently used for agricultural or nonurban purposes and are not ready for development due to lack of utilities or other services. Intended to provide a transition to the Town.
 Gateways	N/A	Along major arterial streets and the following intersections which have been identified as primary (P) or secondary (S) gateway areas: <ul style="list-style-type: none"> <li>• State Highway 66 at: I-25 (P), WCR 7 (S), and WCR 9.5 (S)</li> <li>• WCR 34 (Welker Avenue) at: I-25 (P) and WCR 7 (P)</li> <li>• WCR 38 at I-25 (S)</li> </ul>	Distinct gateways to announce the entry into the Town of Mead such as monument signs or features, directional signage, special landscape treatment along the approach to the identified gateway, a landscaped median at the intersection, or expanded setbacks.

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## CHAPTER THREE:

# DEFINING CHARACTER IN MEAD'S PRIORITY SUB-AREAS

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Based on input from numerous stakeholders throughout the planning process, the Town has identified three geographic areas (sub-areas) that require special attention in the coming years: 1) Downtown, 2) the Highway 66 Corridor and 3) the East Side Neighborhood; as shown in Map 5: Sub-Area Boundaries.

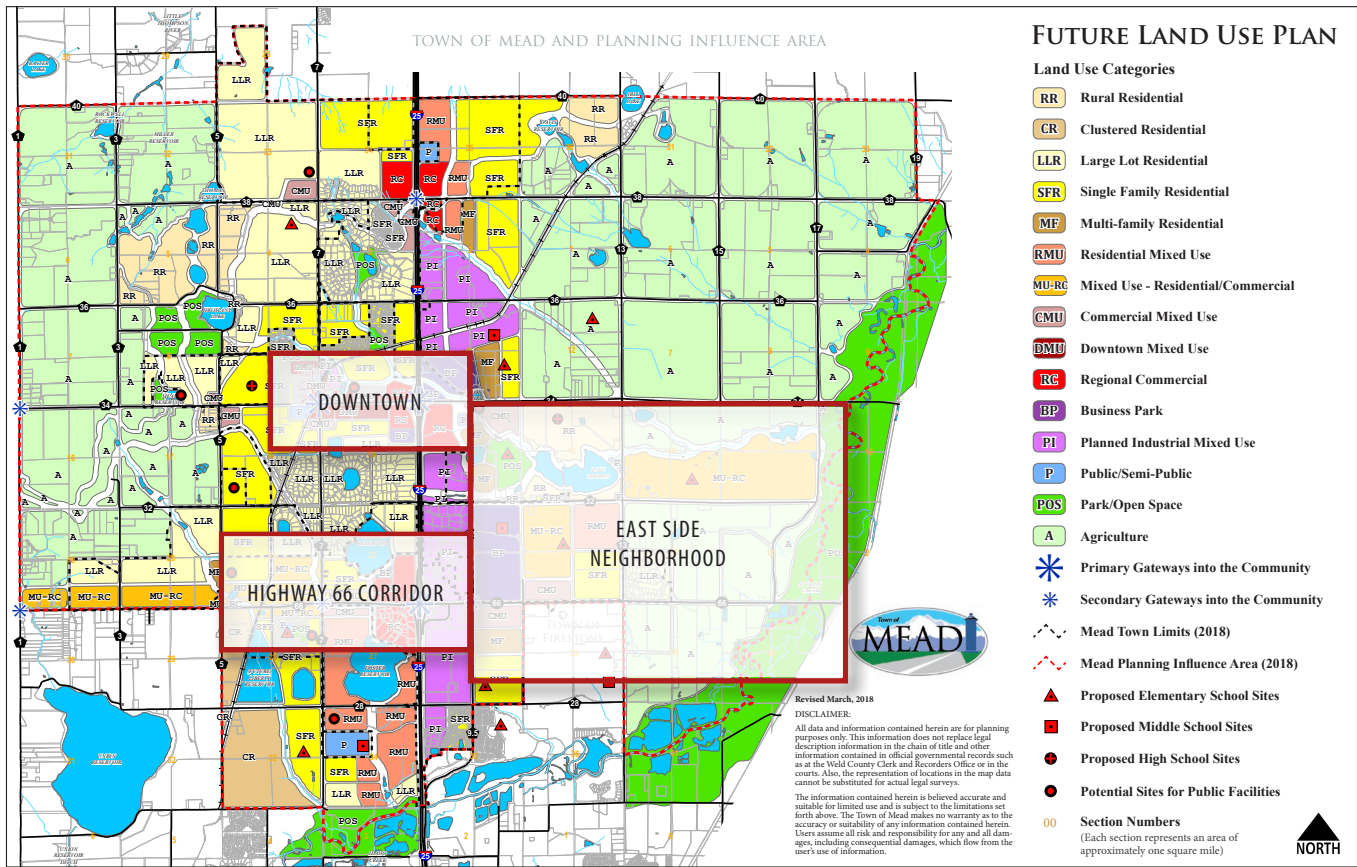
The recommendations related to these sub-areas are intended to help Mead capitalize on its future growth, rather than being overrun by it. Deliberate and strategic planning efforts in these priority sub-areas will include the re-designation of some future land uses, encouragement of high-quality urban design with a focus on placemaking, transportation considerations, economic development strategies and corresponding changes to the Land Use Code and Engineering Standards that serve to implement the Plan. Such a comprehensive approach will help set the stage for the appropriate regulatory environment.

Planning for how these priority sub-areas should look and function in the future is intended to help ensure that a balance of retail, commercial space and housing is achieved for long-term economic stability, beginning with an initial focus on these priority locations. The Town has already been proactive in making improvements to catalyze private investment, such as offering incentives to qualifying prospective businesses through the Urban Renewal Authority and actively working with local, state and national organizations to attract new businesses and industries.

The Town of Mead is already known for having a high quality of life within an area poised to experience significant population growth in the coming years. Utilizing a common sense sustainable solutions approach combined with the strategic introduction of new retail commercial development and influential industry employers, plus the continued development of new forms of housing, will help attract a missing demographic segment of young adults, professionals and growing families. This, in turn, will improve property values and increase the local sales and property tax revenues within the Town.



# MAP 5. SUB-AREA BOUNDARIES



## THE DOWNTOWN SUB-AREA

### Overview and Importance of this Area

The Town desires Downtown Mead to serve as the focal point of the community. The downtown core is located primarily on Main Street but encompasses other adjacent commercial areas of the original Town site. For the purposes of this Plan, the Downtown Sub-area refers to a larger area than what Mead residents consider as Downtown in 2018. It includes Old Town, as well as the areas to the east of the downtown core along the Welker Avenue corridor and west of the I-25 interchange (refer to the aerial image below); to enhance the Downtown now and to proactively plan ahead for an expanded Downtown that will serve the growing community in the future. Recognizing that the current Downtown Mixed Use (DMU) zone has no ability to expand to the north or south, and following expressed guidance from the Planning Commission, the 2018 MCP proposes an expanded DMU zoning district along Welker Avenue to drive economic activity and enhance the overall vibrancy of the area.

This area is the gateway to Old Town, so an important consideration for planning the Downtown Sub-area is the first impression it leaves on those entering Mead. It should also function as an active destination and community gathering space for residents, visitors and prospective businesses, further reinforced by locating future public facilities as feasible within the area. New development and redevelopment in Downtown Mead should preserve and enhance the Town’s history, form



Aerial view of the Downtown Sub-area boundary (outlined in yellow) and expanded DMU district (outlined in red)



and charm by providing design compatibility between new and older buildings and by emphasizing the unique character of the area.

### Location and Current Context

The Downtown Sub-area consists of the core downtown as well as the proposed extension of the DMU zone along the Welker Avenue Corridor (outlined in red on the aerial image at the bottom of the previous page) and its periphery. The DMU land use classification represents the historic heart of Mead and includes specialized functions, specialty retail, and eating and drinking establishments. The Downtown Sub-area is accessible from historic Main Street, which runs through the center of Mead, as well as from I-25 and along Welker Avenue, which has been identified as one of Mead’s primary gateways into the community. Currently, the Downtown Sub-area is bordered mainly by residential neighborhoods and vacant land. The only significant geographic constraints that may impact future development of the site are drainage and topography challenges on the northwest and southwest corners of the I-25 interchange and the railroad tracks which bisect the downtown core. These challenges are far outweighed by the multitude of potential opportunities, which are also addressed within this section of the Comprehensive Plan.

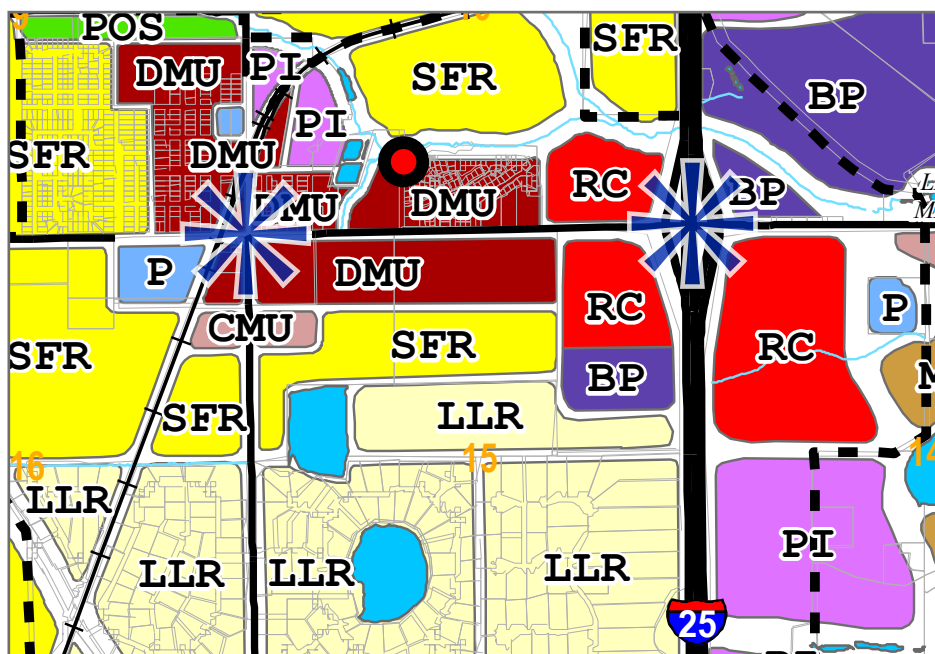


Birdseye view of the Downtown Sub-area in its current condition (looking northwest from the I-25 interchange)



Birdseye view of Old Town Mead in its current condition (looking northwest from the intersection of Welker Avenue and 3rd Street)

## MAP 6. DOWNTOWN FUTURE LAND USE PLAN



## **Future Context**

The updated Future Land Use classifications within the Downtown Sub-area are shown on Map 6. Among the changes to the 2013 Future Land Use Plan proposed as part of the 2018 MCP for the Downtown Sub-area are:

- an expanded DMU land use designation north and south of the Welker Avenue Corridor;
- the addition of a designated Business Park area bordering the Regional Commercial area and serving as a transition to residential areas located on the southwest corner of the I-25 interchange; and
- two additional Business Park areas located on the northeast corner of the I-25 interchange.

## **The Desired Future Character for Downtown Mead**

The Downtown Sub-area, and perhaps more specifically the DMU district, is intended to function as a community gathering point and vibrant destination that attracts residents, visitors, employees and prospective businesses and that is easily accessible by car, bicycle, or on foot.

### ***Desirable uses within the DMU area include:***

- Retail establishments, including a small boutique grocery or local market
- Quality restaurants, including breweries and coffee shops
- Professional office facilities that are not high traffic generators, including but not limited to: medical, architecture, real estate, financial, legal and engineering services
- Personal services and servicing facilities
- Public and quasi-public buildings including government offices
- Public gathering spaces for leisure and local community events

### ***Desired attributes within the DMU area include:***

- Developments designed to respect the historic, gridded street network
- Development that is integrated with the scale of existing development and the surrounding environment
- The size and shape of structures should be consistent with the historic character of the area, with the building mass broken up
- Developments that minimize visible, at grade, on-site and on-street parking
- Parking provided on-site or through in-lieu of parking fees used to acquire centralized public lots
- Developments that combine small business and specialized retail uses that are attractive to pedestrians and do not generate a high volume of vehicle trips



# DOWNTOWN SUB-AREA PLAN

BIRDSEYE VIEW OF THE EXPANDED DOWNTOWN CORE ALONG THE WELKER AVENUE CORRIDOR FROM I-25







## Envisioning the Future of the Downtown Sub-area

The Downtown Sub-area Plan on page 53 depicts the same area shown in the aerial image at the top of page 51. It takes the Future Land Use Plan (Map 6) one step further by illustrating the multitude of opportunities within the Downtown Sub-area that the Town can realize over the next 10-20 years by implementing the policy framework outlined in Chapter 2. Chapter 4: Implementation and Monitoring provides detailed action items for how to achieve the vision for Downtown Mead.

### *Key Highlights*

Among the many opportunities and improvements proposed within the Downtown Sub-area are the following:

- Expansion of the Downtown Mixed Use district
- Replication of the small-block grid pattern
- Diverse, high-quality neighborhoods and commercial areas
- New amenities to attract and retain businesses, employees and residents of all ages
- A focus on preserving and enhancing Mead's cultural and historic assets
- A rejuvenated economic catalyst area
- Charming, vibrant, and walkable shopping areas
- Improved connectivity and wayfinding
- Interchange improvements and monument gateway features
- Expanded trail network, including a newly proposed Trail Loop Network connecting parks and reservoirs, strategically located trailhead hubs, and improved trail connections
- New and enhanced pedestrian and bicycle facilities
- Proposed future community center located adjacent to Ames Park
- Enhanced public gathering spaces
- Traffic calming measures
- Streetscape enhancements
- Enhanced housing diversity and Accessory Dwelling Units (ADUs), allowing seniors the opportunity to downsize but remain in Mead
- Parallel minor collector network

## Illustrating Desired Character and Form within the Downtown Sub-area

# DOWNTOWN CHARACTER ILLUSTRATION

PERSPECTIVE VIEW OF THE WELKER AVENUE & 3<sup>RD</sup> STREET INTERSECTION





# DOWNTOWN CHARACTER ILLUSTRATION

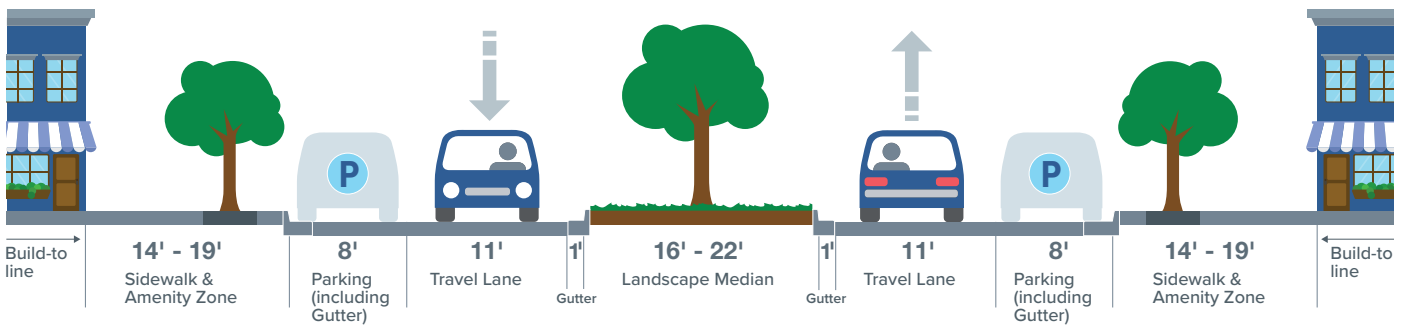
PERSPECTIVE VIEW OF THE WELKER AVENUE & MAIN STREET INTERSECTION



## WELKER AVENUE CROSS SECTION

As an extension of the downtown, Welker Avenue will be a two-lane street with on-street parking for retail and commercial patrons. The flexible median width can accommodate a raised and landscaped median and a left turn lane at intersections with a pedestrian refuge, and includes a range for future consideration of angled parking within the median. The wide pedestrian zone also includes a width range for future consideration of patio seating and other amenities within the public right-of-way.

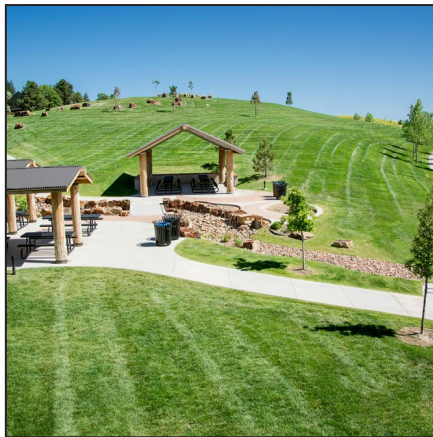
### Welker Avenue East of 3rd Street



## Sample Land Use Character Images for Downtown

The following images are intended to further illustrate the desired character, form and function within the Downtown Sub-area, as proposed within the policy framework in Chapter 2. The photographs are intended to illustrate the mix of land uses, building types, bulk and heights of structures, and are not intended to suggest architectural style or materials desired in the Town of Mead.

### LAND USE CHARACTER IMAGES: DOWNTOWN



# THE HIGHWAY 66 CORRIDOR SUB-AREA

## Overview and Importance of this Area

One of the most unique and appealing characteristics of the State of Colorado is its mountain ranges. The backdrop of the Rocky Mountains is a striking sight all along the Front Range, and Mead is extremely fortunate to have an unobstructed, and unsurpassed, view of Longs Peak – one of the highest and most prominent mountain summits – as its backdrop. The Highway 66 Corridor is widely referred to as the southern scenic gateway to Rocky Mountain National Park, providing easy access to one of the country’s most sought after outdoor recreation destinations for not only residents, but travelers year-round. Home sites and commercial sites within mountain vistas like those situated along the Highway 66 Corridor are highly prized assets.

The Highway 66 (SH 66) and I-25 interchange is an extremely high-profile intersection that affords traffic counts that exceed 80,000 daily. Currently zoned as Highway Commercial (HC), future development of the northwest and southwest quadrants of Highway 66 has long been anticipated by the Town to comprise large-scale regional retail. The HC zoning designation is intended to accommodate retail, office and service uses conducted entirely indoors. According to the Mead Land Use Code, the HC zoning district promotes well-designed development on sites that provide excellent transportation access, as this area does. In addition, the adjacent City of Longmont has created gateway corridor design standards for the Highway 66 Corridor, including recommendations on setbacks, parking, signage and landscape to retain the mountain views. Within Chapter 4: Implementation and Monitoring, this Plan recommends updates to Mead’s zoning code to reflect similar standards, in order to create consistency from the I-25 gateway to the mountains.

In 2017, the Town contracted KP & Associates to conduct a Retail Viability Analysis Study for Highway 66 and Interstate 25. The findings showed that opportunity exists to bring regional-scaled retail to this intersection, but only when residential density is significantly increased. That being said, there is a substantial amount of “open” land surrounding the intersection that is available for residential development, which is what the 2018 [Future Land Use Plan](#) recommends. Thus, the currently vacant northwest corner of Highway 66 is pre-positioned as an ideal site for regional commercial uses serving the residents of Mead, the traveling public and northern Colorado Front Range residents. The highly desirable combination of proven regional commercial retail potential and expansive natural assets presents an exciting opportunity for the Town to garner regional interest and capture retail sales and tourism revenue through deliberate and thoughtful land use planning and decision making along this vastly traveled corridor. Future development of this landscape should respect the mountain viewsheds and enhance access and use of the area’s lakes, ponds and reservoirs.

With the overarching goal of becoming a regional attraction that could potentially increase Town revenues significantly, and simultaneously living up to its reputation as the southern scenic gateway to Rocky Mountain National Park, the Highway 66 Corridor Sub-area offers a complex and unique planning and design opportunity.

***The Town of Mead and the City of Longmont have agreed “to implement design standards intended to preserve the scenic vistas along State Highway 66. These standards are intended to enhance the roadside appearance of developments or redevelopments adjacent to State highway 66 and preserve a scenic entry corridor for both municipalities. Parties agree to use best management practices in the subject area of scenic entry standards. These scenic entry standards should include enhanced setbacks and enhanced landscaping standards.”***

- 2017 Boundary Agreement between the Town of Mead and the City of Longmont, Section 10, Item C, Page 7



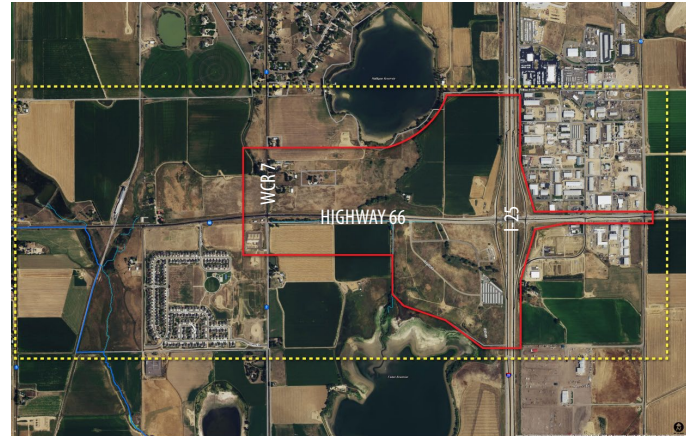
## Location and Current Context

The Highway 66 Corridor Sub-area encompasses the northern and southern areas along Highway 66 from Weld County Road (WCR) 7 to WCR 9.5, including the Interstate 25 (I-25) interchange. Most of the land situated west of I-25 is currently vacant, while the land east of I-25 is primarily comprised of light industrial and business park uses.

## Future Context

The updated Future Land Use classifications within the Highway 66 Corridor Sub-area are shown on Map 7. Among the changes to the Town's 2013 Future Land Use Plan proposed as part of the 2018 MCP for the Highway 66 Corridor Sub-area are:

- the addition of several areas re-designated as Mixed Use – Residential/Commercial (MU-RC) areas to accommodate higher density residential development and a variety of housing types with neighborhood-serving commercial uses integrated throughout to support the proposed regional commercial retail center;
- the addition of a designated Business Park (BP) area oriented to Mulligan Reservoir; and
- the creation of a storage reservoir in a portion of the Liberty Gulch Reservoir, in accordance with the Intergovernmental Boundary Agreement between the Town of Mead and the City of Longmont.

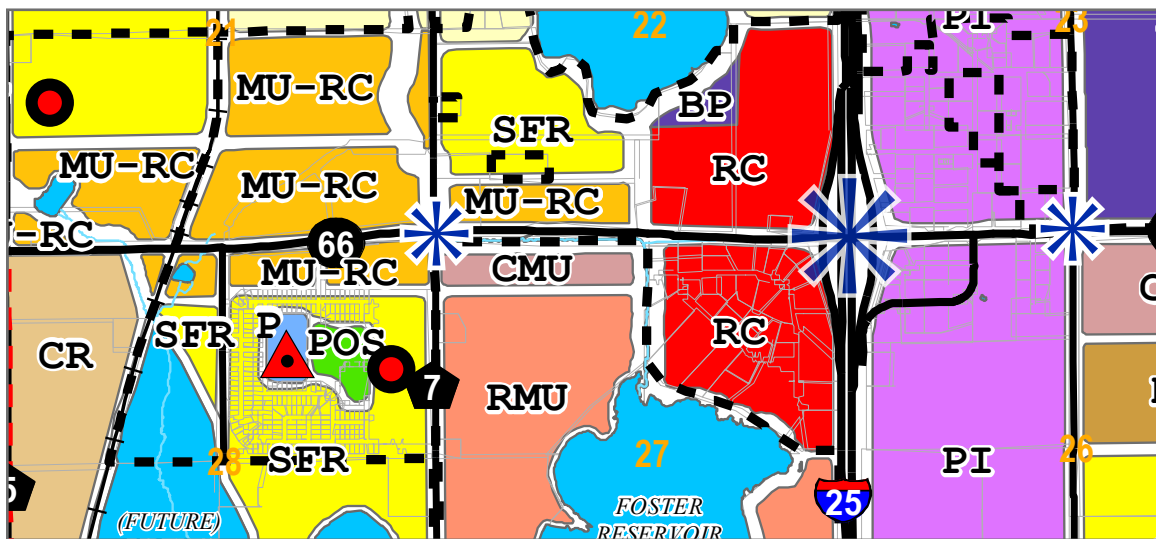


Aerial view of the Highway 66 Corridor Sub-area boundary (outlined in red) and its periphery (outlined in yellow)



Birdseye view of the Highway 66 Corridor Sub-area in its current condition (looking northeast to the I-25 interchange)

## MAP 7. HIGHWAY 66 CORRIDOR FUTURE LAND USE PLAN



## Envisioning the Future of the Highway 66 Corridor Sub-area

The Highway 66 Corridor Sub-area Plan on the next page depicts the same area shown in the aerial image at the top of page 59. It illustrates the desired future composition and mix of land uses shown on the Future Land Use Plan (Map 7), but further emphasizes the opportunities within the sub-area that the Town can accomplish over the next 10-20 years by implementing the policy framework outlined in Chapter 2. Chapter 4: Implementation and Monitoring provides detailed action items for how to achieve the vision for this priority sub-area.

### *Key Highlights*

Among the many opportunities and improvements proposed within the Highway 66 Corridor Sub-area are the following:

- Major regional commercial center
- Safe bicycle and pedestrian trails including a trail underpass
- Placemaking elements
- Streetscape enhancements
- Greenways and public gathering spaces
- Campus-style business park
- Interchange monument features
- A diversity of housing types and densities

## Illustrating Desired Character and Form within the Highway 66 Corridor Sub-area

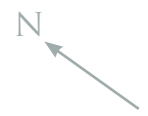
### HIGHWAY 66 CORRIDOR CHARACTER ILLUSTRATION





# HIGHWAY 66 CORRIDOR SUB-AREA PLAN

BIRDSEYE VIEW OF THE HIGHWAY 66 CORRIDOR, FROM CR 7 TO I-25





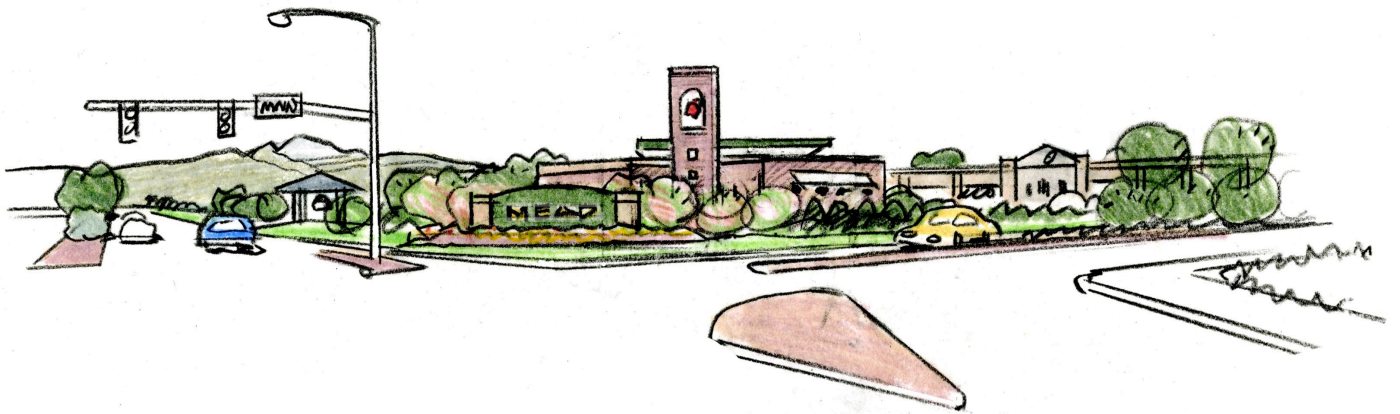


# HIGHWAY 66 CORRIDOR CHARACTER ILLUSTRATION

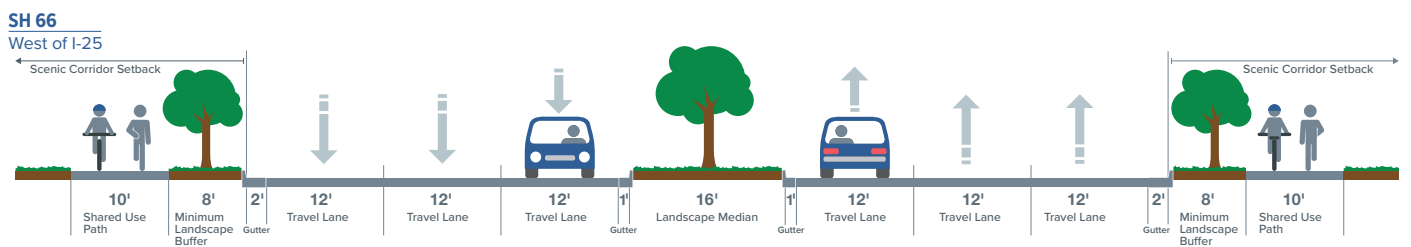
PERSPECTIVE VIEW OF THE HIGHWAY 66 CORRIDOR STREETSCAPE LOOKING WEST



# PERSPECTIVE VIEW OF THE HIGHWAY 66 CORRIDOR



# HIGHWAY 66 CROSS SECTION, WEST OF I-25





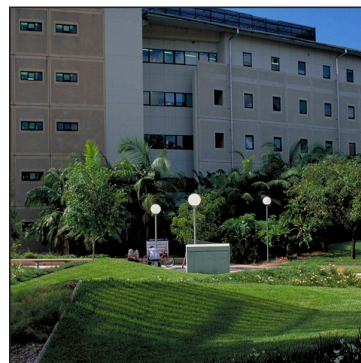
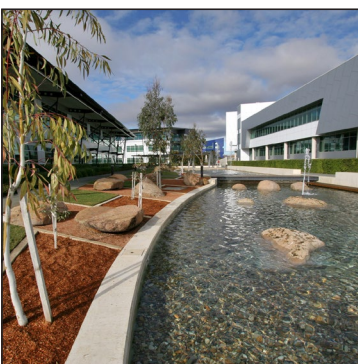
## Sample Land Use Character Images for the Highway 66 Corridor Sub-area

The following images are intended to further illustrate the desired character, form and function within the Highway 66 Corridor Sub-area, as proposed within the policy framework in Chapter 2. The photographs are intended to illustrate the mix of land uses, building types, bulk and heights of structures, and are not intended to suggest architectural style or materials desired in the Town of Mead.

### LAND USE CHARACTER IMAGES: HIGHWAY 66 CORRIDOR



### LAND USE CHARACTER IMAGES: EMPLOYMENT CENTERS



# THE EAST SIDE NEIGHBORHOOD

## **Location and Current Context**

The East Side Neighborhood refers to the land situated east of WCR 9.5 between WCR 34 and WCR 28, and bounded on the east by the St. Vrain Creek. The area immediately adjacent to the interstate along the east side of I-25 has historically developed as an area for employment in light manufacturing and warehousing. The designation of the Weld County Road (WCR) 9.5 as an eastern arterial roadway provides access to the area which would facilitate the continuation of industrial and business park employment activities that would parallel I-25 for much of the planning area. Further east of WCR 9.5, the East Side Neighborhood is intended to become more residential in character with a combination of mixed-use residential, including a variety of housing types and densities that will create cohesive neighborhood developments. Agricultural lands will continue to be integrated into the East Side Neighborhood to the north, south and east to the St. Vrain Creek, maintaining the rural agricultural character that is so valued by residents. The agricultural community will continue to provide a green edge buffering Mead's corporate town limits to the edge of its Planning Influence Area.

## **Opportunities**

- New land use and zoning categories, including mixed-use, overlay and transitional zones to support implementation strategies and flexibility
- Expansion of residential development as cohesive, planned neighborhoods with a diversity of housing types and amenities
- Clustered development standards to provide for oil and gas development, as well as to encourage continued agricultural use
- Possible incentives to protect existing agricultural uses while positioning properties for long term development
- Incentives for individual landowners to initiate and expedite the annexation process
- Enhanced trail connections that leverage the area's natural assets, providing access to the Town's proposed Trail Loop Network and the St. Vrain Creek regional trail system

## **Constraints**

- St. Vrain Creek Corridor, greenway and floodplain
- Proximity to I-25
- Impacts of the Highway 66 PEL Study (in-progress)
- Oil and gas operations
- Strong agricultural base and limited water availability
- Existing commercial and light industrial development along parts of Highway 66
- Political boundaries—Firestone's recent intrusion into Mead's Planning Influence Area and the intensity of pending development in the area

## **Future Context**

Firestone's recent boundary expansion into Mead's Planning Influence Area prompted the Town of Mead to re-evaluate the Future Land Use Plan for the adjacent areas based on a collective vision that meets property owners' expectations and the Town's desire to solidify control over the future character and function of this priority sub-area. Preliminary land use planning for the East Side Neighborhood was initiated in 2015. The findings from the public outreach process are highlighted within this section and integrated into the 2018 [Future Land Use Plan](#) and policy framework.

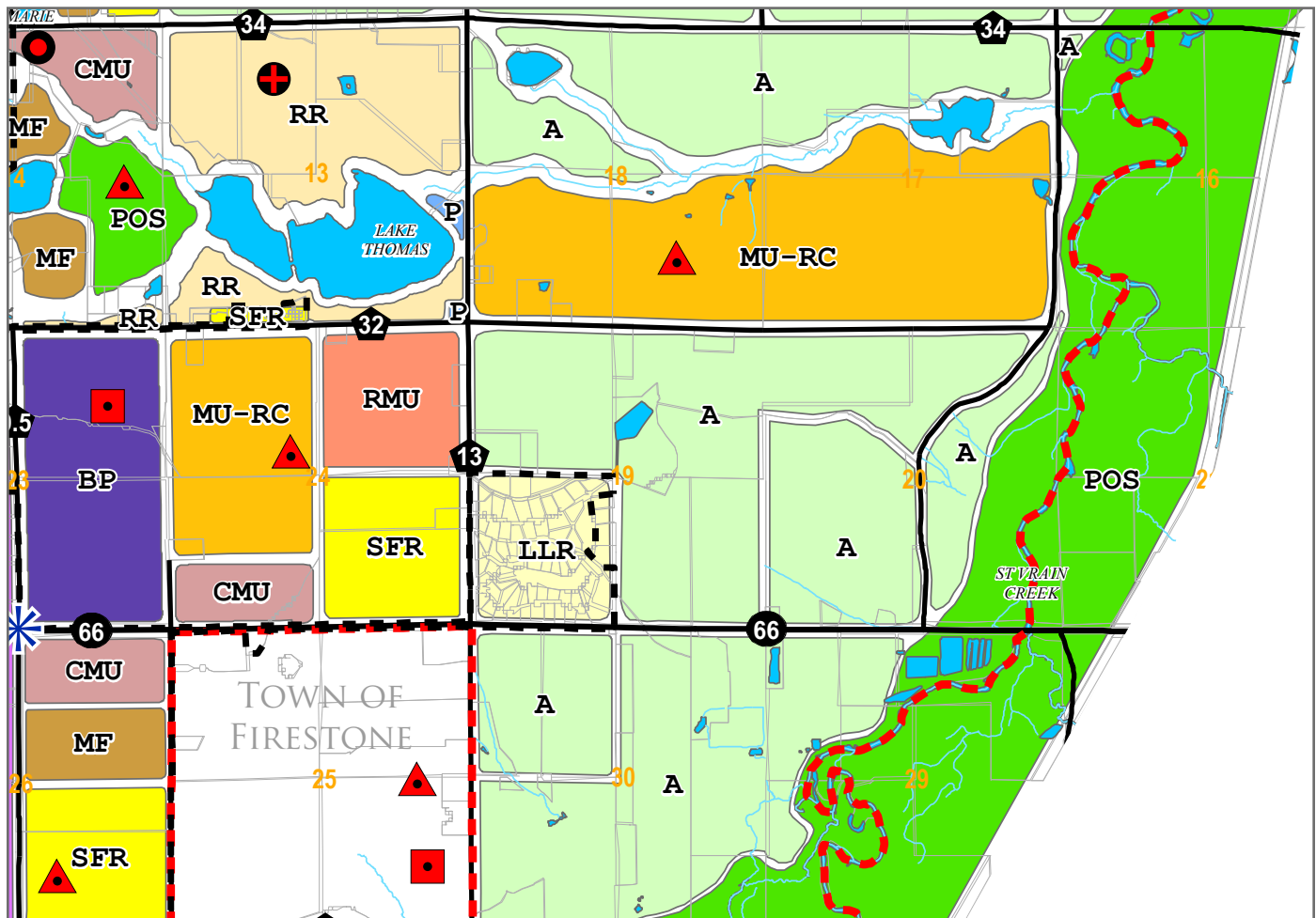
The East Side Neighborhood Future Land Use Plan (Map 8) on the following page represents the culmination of previous outreach efforts and continued communication with the area's stakeholders, and seeks to establish a collaborative vision for the sub-area that provides flexibility for property owners that will hopefully encourage them to initiate the annexation process; thereby decreasing the likelihood of any further intrusions into Mead's Planning Influence Area.



The process resulted in the following land use changes to the Town’s Future Land Use Map:

- a designated Business Park (BP) area that acts as a transitional buffer between the existing light industrial and office park uses to the west and the planned mixed-use and residential areas to the east; and
- new Mixed Use – Residential Commercial (MU-RC) designations that allow for flexibility in uses, thus supporting the landowners’ desire to maintain control over the future of their property, while furthering community goals outlined during the public planning process.

## MAP 8. EAST SIDE NEIGHBORHOOD FUTURE LAND USE PLAN



### *The Desired Future Character for the East Side Neighborhood*

The future character of the East Side Neighborhood will be shaped by the following combined priorities voiced by landowners within the neighborhood and representatives of the Town of Mead during the planning process:

- Protect Mead’s municipal boundaries from encroachment from neighboring towns by encouraging landowners within the planning area to participate in the planning process.
- Promote long term economic sustainability and development.
- Strategically plan for growth in a logical and sequential manner.
- Plan neighborhoods rather than independent subdivisions to promote quality of life with the development of a diversity of housing types and price ranges, with strong connectivity and amenities.
- Support the agricultural community and related businesses.
- Provide for recreational opportunities and trail connections.
- Continue community engagement with the citizens of Mead and adjacent landowners within the planning area to strengthen participation in the planning process and maintain healthy relationships.

## Sample Land Use Character Images for the East Side Neighborhood

The following images are intended to further illustrate the desired character, form and function within the East Side Neighborhood Sub-area, as proposed within the policy framework in Chapter 2. The photographs are intended to illustrate the mix of land uses, building types, bulk and heights of structures, and are not intended to suggest architectural style or materials desired in the Town of Mead.

### LAND USE CHARACTER IMAGES: EAST SIDE NEIGHBORHOOD



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## CHAPTER FOUR:

# IMPLEMENTATION AND MONITORING

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## INTRODUCTION

This implementation chapter of the Mead Comprehensive Plan identifies the Plan's commitments to carry out the Plan's goals and policies, including action items, timeframes, responsibilities, funding sources and provisions for plan monitoring and updating.

According to State of Colorado Revised Statutes, a comprehensive plan is only an advisory document. The comprehensive plan should provide the rationale which supports municipal ordinances and be used in conjunction with such ordinances. Courts increasingly look to a community's comprehensive plan to evaluate the relative merits and validity of associated regulations, such as annexation review processes, zoning and subdivision codes and impact fees. With completion of this Plan, the Town should review, and revise as appropriate, existing regulations to ensure that the goals outlined in the MCP can be implemented, and that consistency is maintained between these key planning and development documents.



## Adoption and Amendments to the Comprehensive Plan

It was the duty of the Mead Planning Commission to make and adopt this Plan and to certify it to the Board of Trustees. The Board of Trustees endorsed the Plan, and all amendments or revisions will be done by resolution. A complete review of the Plan should occur at least every five (5) years. In addition to the five-year review, it is recommended that the Plan be reevaluated if and when the Town reaches the identified population benchmarks of 7,000 residents and 11,000 residents.

The Mead Planning Commission is also charged with the review of development proposals, planning documents, development regulations and related tasks. It is a recommending body and reports its findings to the Town Board, which has the authority to make final decisions for the Town. The Commission is established according to State statutes. The Planning Commission was the review body for the 2018 MCP.

## Strategies

Implementation strategies must be relevant, adaptive and decisive in order to realize the vision, goals and policies of the Plan. Key strategies included in the [Strategic Action Plan](#), are intended to influence future zoning and regulation changes, suggest potential financing tools, establish and leverage new partnerships, prioritize capital investments and redefine land development patterns. The resources and partnerships required for each strategy should be considered in conjunction with annual budgeting and capital planning. Each strategy is outlined by the following elements:

- **Type:**
  - » **Regulatory Reform (R):** Some development regulations and standards will need to be updated to ensure consistency with the goals and objectives of the Comprehensive Plan.
  - » **Capital Projects (PR):** These major infrastructure investments and funding partnerships are specifically relevant to the implementation of the Comprehensive Plan goals and objectives, but should be considered in conjunction with other capital improvements to determine priorities, project efficiencies and timing of capital improvement expenditures.
  - » **Supporting Plans and Studies (P/S):** Specific locations or initiatives that may require additional support and direction at a more detailed level than what is established in this Comprehensive Plan. These include site-specific development guidelines, feasibility studies, master plans, sub-area plans, or additional funding mechanisms.
  - » **Coordination (C):** Coordinate with different entities to implement policy or projects, and identify opportunities for cost-sharing.
- **Responsibility:** Town of Mead (TOM) and associated department, and/or board, commission and committee; Weld County (WC); outside agency or district (e.g. CDOT, St. Vrain Valley School District (SVVSD), High Plains Library District (HPLD), etc.).
- **Timeline:**
  - » **Short-term (ST):** 0-5 years;
  - » **Mid-term (MT):** 5-10 years; or
  - » **Long-term (LT):** 10-20 years.
- **Anticipated Cost:**
  - » **Low (L):** an anticipated cost less than \$100,000);
  - » **Mid (M):** an anticipated cost of \$100,000 - \$250,000); or
  - » **High (H):** an anticipated cost over \$250,000).
- **Anticipated Effectiveness:** How effective the strategy would be in meeting and implementing the vision of the Town: Low (L); Medium (M); or High (H).
- **Potential Funding Sources:** Possible funding sources including Colorado Department of Transportation (CDOT), Department of Local Affairs (DOLA), Great Outdoors Colorado (GOCO), etc.

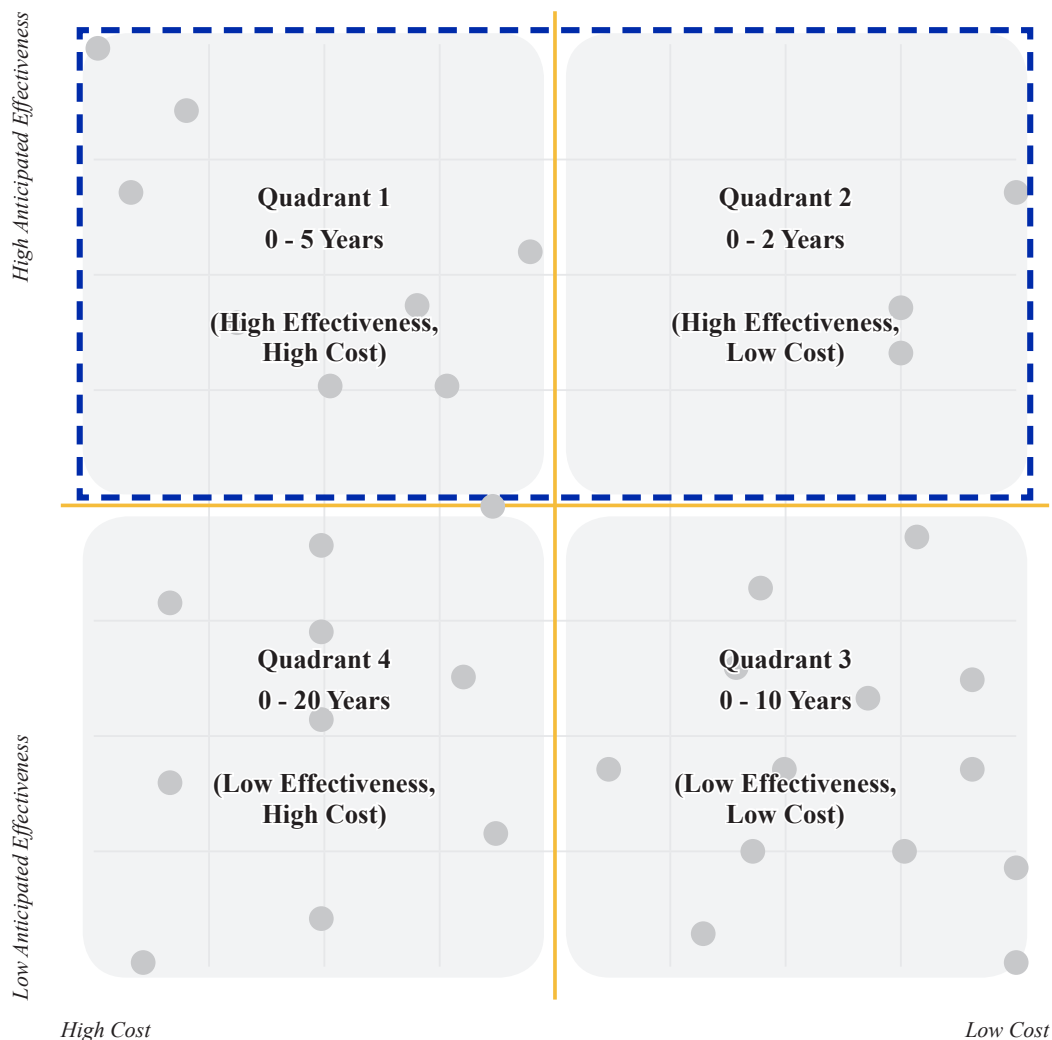
# PLAN MONITORING AND AMENDMENTS

## Annual Report and Work Plan

An annual report, prepared by Planning staff, should highlight achievements that have helped implement the Comprehensive Plan (i.e. regulatory updates and capital projects that have been completed or initiated, the status of new supporting plans, the product of new regional or inter-agency partnerships). The annual review should also evaluate and re-prioritize strategies on the horizon, not accomplished in the past year, or, due to new trends, technology or strategic plan priorities, the review may include new strategies not currently listed in this Plan.

A Work Plan, exemplified within the sample quadrant diagram below, outlines anticipated timelines based on anticipated cost and effectiveness. Within the [Strategic Action Plan](#) (Table 3), each of the seven vision themes has an associated Work Plan. The focus of the initial Work Plan should be on strategies that further the vision of the Comprehensive Plan – generally those included within Quadrant 2 – that are more regulatory in nature, set the stage for subsequent improvements and strategies, and that will have incremental positive change over time. They also have those “low-hanging fruit” strategies that are required for subsequent improvements.

Quadrant 1 includes strategies with a similar level of effectiveness, but higher price tags. Quadrants 3 and 4 include strategies that are important but less effective in achieving the vision. Quadrant 4 includes strategies that may take longer to implement as many of them also require additional funding sources.



## **Comprehensive Plan Amendments**

The Mead Planning Commission can review and adopt Comprehensive Plan amendments between major updates as necessary to ensure policy direction for future growth. A major update to the Comprehensive Plan shall be prepared at least once every ten years or earlier if necessitated by population growth and/or market changes. Comprehensive Plan amendments may be one of four types, ordered below by magnitude:

- 1. Administrative Plan Amendments:** Minor changes or revisions to the Plan's text, figures, or maps to reflect updated information or grammatical corrections, which can be processed by Town staff and are not subject to the public hearing process.
- 2. Comprehensive Plan Text Amendments:** Changes to the language and text of the 2018 MCP that could revise the Plan's goals or objectives, and should incorporate public outreach.
- 3. Future Land Use Plan Amendments:** Changes to the land use designations or descriptions contained in the Future Land Use Plan, and should incorporate public outreach.
- 4. Major Plan Update:** A chance to reconfirm the Plan's vision and direction with the public every ten years, or as directed by the Planning Commission, Board of Trustees, or Town staff, or based on annual reports. This may or may not result in large-scale changes.

TABLE 3. STRATEGIC ACTION PLAN

**A Small-Town Community Character (STCC)**

**STCC GOAL 1: Work to ensure that new development and redevelopment in Downtown Mead preserves and enhances the Town’s vitality, history, form and charm through compatibility with the older buildings and emphasis on the unique character of the area.**

Strategy/Action Items	Type	Responsibility	Timeline	Anticipated Cost	Anticipated Effectiveness	Funding Source(s)
<b>Policy 1A: Expand the Downtown Mixed Use (DMU) zone district east along Welker Avenue and encourage Downtown housing to increase the number of residences within walking distance to enhance the vitality and patronage of the Downtown.</b>						
Strategy 1A-1. Establish an expanded DMU boundary along the Welker Avenue Corridor and establish design parameters for the creation of a gateway entry at the I-25 and Welker Avenue interchange; transitioning from gateway features to a downtown feel that includes attributes of a scaled urban street, with buildings set closer and increased walkability, and expand the DMU zoning designation to the northwest into the currently-zoned AG area (refer to Chapter 3).	R	TOM/ PC/ BOT	ST	L	H	NA
Strategy 1A-2. Create a downtown development plan, which identifies uses, design, financing and economic incentives.	P/S	TOM	ST	L	H	NA
Strategy 1A-3. Update the Land Use Code to encourage higher downtown density, higher lot coverage and apartments above commercial spaces and garages consistent with and within the Downtown Mixed Use area to attract developers.	R	TOM/ PC/ BOT	ST	L	H	NA
<b>Policy 1B: Invest in Downtown placemaking.</b>						
Strategy 1B-1. Develop additional public facilities Downtown, such as a community center and library.	PR	TOM/ PROS Committee	MT-LT	M-H	L-M	CIP

*Type: Regulatory Reform (R), Capital Projects (PR), Supporting Plans and Studies (P/S), Coordination (C); Responsibility: See Page 1 of Appendix A for acronyms; Timeline: Short-term (ST), Mid-term (MT), Long-term (LT); Anticipated Cost: Low (L), Mid (M), High (H); Anticipated Effectiveness: Low (L), Mid (M), High (H); Funding Source(s): See Page 1 of Appendix A for acronyms*



***STCC GOAL 1: Work to ensure that new development and redevelopment in Downtown Mead preserves and enhances the Town’s vitality, history, form and charm through compatibility with the older buildings and emphasis on the unique character of the area.***

Strategy/Action Items	Type	Responsibility	Timeline	Anticipated Cost	Anticipated Effectiveness	Funding Source(s)
Strategy 1B-2. Invest in wayfinding within the Downtown area to direct residents and visitors to community assets including civic buildings, historic buildings, parking, parks and trails.	PR	TOM/ PROS Committee	MT	M	L-M	CIP; Grants
Strategy 1B-3. Offer assistance, such as tenant improvement grants or short-term rent subsidies, to small operators that fill vacancies and add activity in the Downtown area.	PR	TOM	ST-MT	M	M-H	ED Grants; Downtown Revitalization Façade Grant Program
Strategy 1B-4. Market Downtown Mead’s park, playground, dining and other amenities to travelers as a family-friendly place to stop.	PR	TOM/ Chamber	ST	L-M	M	Existing town & partner resources; CO Tourism Office Matching Grant Program
Strategy 1B-5. Utilize resources to promote historic character and local cultural assets.	PR	TOM/ Chamber	ST	L-M	M	NA
Strategy 1B-6. See DE Goal 3.						

**Policy 1C: Preserve and restore vacant or underutilized buildings through adaptive reuse while allowing for new development and new architecture that enhances the character of the area.**

Strategy 1C-1. Initiate an in-house study to determine underutilization of buildings within the Downtown Mixed Use area, and promote these buildings for reuse projects.	P/S	TOM	ST	L	L	NA
Strategy 1C-2. Investigate the future purchase of buildings for a shared business incubator space or for rentals similar to the strategy utilized in Downtown Louisville.	P/S	TOM	ST	L	M	NA

**Policy 1D: Balance new development Downtown with an appropriate and convenient amount of parking.**

Strategy 1D-1. Identify appropriate locations for future parking facilities including temporary areas for special events and utilize wayfinding techniques to identify surface parking lots for visitors.	P/S	TOM/ Consultant	MT	L-M	M	Downtown Mainstreet
Strategy 1D-2. Develop a Complete Streets Program for Downtown as outlined in the Strategic Action Plan and described in the Town’s updated engineering and landscaping standards.	P/S	TOM/ Consultant	MT	L-M	M	General Fund

*Type: Regulatory Reform (R), Capital Projects (PR), Supporting Plans and Studies (P/S), Coordination (C); Responsibility: See Page 1 of Appendix A for acronyms; Timeline: Short-term (ST), Mid-term (MT), Long-term (LT); Anticipated Cost: Low (L), Mid (M), High (H); Anticipated Effectiveness: Low (L), Mid (M), High (H); Funding Source(s): See Page 1 of Appendix A for acronyms*

**STCC GOAL 2: Work to ensure that new development in gateway corridors, such as I-25, Highway 66, WCR 7 and Welker Avenue, promotes a positive first impression of the Town.**

Strategy/Action Items	Type	Responsibility	Timeline	Anticipated Cost	Anticipated Effectiveness	Funding Source(s)
<b>Policy 2A: Capitalize on the I-25 interchanges to serve as gateways and to promote the Town’s image.</b>						
Strategy 2A-1. Along the Welker Avenue corridor between I-25 and Downtown, reevaluate the location, density and intensity of land uses to promote and enhance Mead’s existing way of life and small-town character while still accommodating future economic and population growth (refer to the Downtown Sub-area Plan in Chapter 3).	R	TOM/ PC/ BOT	ST	L	H	NA
Strategy 2A-2. Regulate the type and design quality of development near interchanges. Identify specific design standards for the Welker Avenue corridor between I-25 and Downtown, and the Highway 66 and I-25 interchange, and incorporate them into the updated Land Use Code (refer to Chapter 3).	R	TOM/ PC/ BOT	ST	L	H	NA
Strategy 2A-3. Work with CDOT to develop a branding strategy for the I-25 interchanges at Highway 66 and Welker Avenue to establish and promote a unique identity for Mead, and to research and identify grant opportunities or partnerships to invest in quality design upgrades at the I-25 interchanges that signal to potential visitors and investors that Mead is a community of exceptional quality and character.	PR	TOM/ CDOT/ PC/ BOT	ST-MT	L	M	CDOT
Strategy 2A-4. Work with CDOT to install typical I-25 wayfinding signage for the Highway 66 and Welker Avenue interchanges.	PR	TOM/ CDOT	ST-MT	M-H	H	CDOT
Strategy 2A-5. Evaluate sign code standards along I-25 and Highway 66 to differentiate from the Downtown standards and for cohesive application.	R	TOM/ PC/ BOT	ST	L	H	NA
Strategy 2A-6. Design and install a memorable gateway sign or entry feature at the intersection of Welker Avenue and 3rd Street.	PR	TOM	ST	L-M	M	CIP

*Type: Regulatory Reform (R), Capital Projects (PR), Supporting Plans and Studies (P/S), Coordination (C); Responsibility: See Page 1 of Appendix A for acronyms; Timeline: Short-term (ST), Mid-term (MT), Long-term (LT); Anticipated Cost: Low (L), Mid (M), High (H); Anticipated Effectiveness: Low (L), Mid (M), High (H); Funding Source(s): See Page 1 of Appendix A for acronyms*

***STCC GOAL 3: Update and enforce design standards that will result in a charming small-town feel and distinctive, rural image, while allowing for variety and flexibility.***

Strategy/Action Items	Type	Responsibility	Timeline	Anticipated Cost	Anticipated Effectiveness	Funding Source(s)
<b>Policy 3A: Implement the new construction and landscape standards, and continue to evaluate and update design guidelines as necessary to retain and enhance the Town’s rural landscape and feel.</b>						
Strategy 3A-1. Develop specific design standards for the Downtown and Welker Avenue Corridor and the primary gateway interchanges (refer to the 2018 Future Land Use Plan for gateway locations) based on the recommendations outlined in Chapter 3 for both sub-areas.	R	TOM/ PC/ BOT	ST	L	M	NA

*Type: Regulatory Reform (R), Capital Projects (PR), Supporting Plans and Studies (P/S), Coordination (C); Responsibility: See Page 1 of Appendix A for acronyms; Timeline: Short-term (ST), Mid-term (MT), Long-term (LT); Anticipated Cost: Low (L), Mid (M), High (H); Anticipated Effectiveness: Low (L), Mid (M), High (H); Funding Source(s): See Page 1 of Appendix A for acronyms*

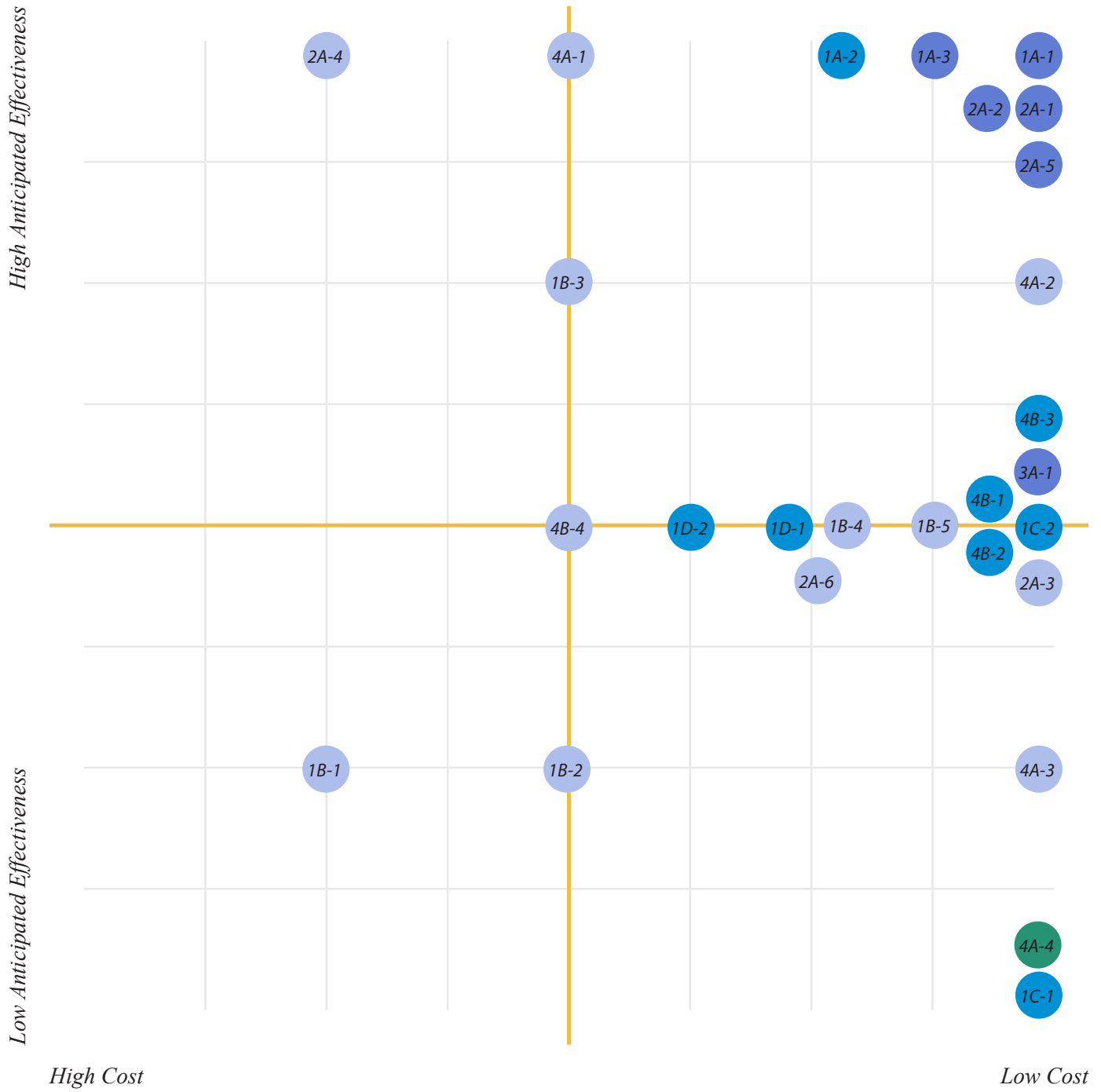
**STCC GOAL 4: Promote and enhance arts and culture within the community.**

Strategy/Action Items	Type	Responsibility	Timeline	Anticipated Cost	Anticipated Effectiveness	Funding Source(s)
<b>Policy 4A: Support historic preservation efforts and organizations to maintain Mead’s historic character and preserve its historic resources (landmarks, buildings, districts or places with historic, cultural or aesthetic significance).</b>						
Strategy 4A-1. Prioritize pieces of Mead’s history and sensitively integrate them into future modern developments within the community (refer to the Historically Significant Properties Map on page 4 of Appendix B: 2017 Existing Conditions Report).	PR	TOM/ De-velopers	As Projects Arise	M	H	Develop-ers/Grant Funding
Strategy 4A-2. Pursue grants to foster the integration of public art and enhanced local culture in Downtown (i.e. beautification, art in public places, festivals, community events, etc.).	PR	TOM	ST-MT	L	M-H	NA
Strategy 4A-3. Initiate a committee or recruit a volunteer to work with the Highland Ditch Company to inventory their archives.	PR	TOM	ST-MT	L	L-M	NA
Strategy 4A-4. Strengthen relationship with Historic Highlandlake to protect Mead’s remaining historic assets and places (refer to the Historically Significant Properties Map on page 4 of Appendix B: 2017 Existing Conditions Report).	C	TOM/ Historic Highland-lake	ST	L	L	NA
<b>Policy 4B: Investigate options for a usable, permanent funding source to incorporate arts into public parks and spaces.</b>						
Strategy 4B-1. Re-assess the usability of the 1% capital projects funds for the arts in conjunction with additional methods of funding for the Art in Public Places program.	S	TOM/ BOT	ST	L	M	NA
Strategy 4B-2. Continue to update and maintain a list of funding sources for the arts with funding request timelines and the amount of funding available by source.	S	TOM	ST	L	M	NA
Strategy 4B-3. Investigate options to fund improvements through impact fees and fee-in-lieu.	S	TOM/ BOT	ST	L	M	NA
Strategy 4B-4. Extend/ expand the Concerts in the Parks and Sugarbeet Festival with additional marketing, potential timeframe extensions, expanded season(s) and visibility for arts.	PR	TOM	MT	M	M	General Fund

*Type: Regulatory Reform (R), Capital Projects (PR), Supporting Plans and Studies (P/S), Coordination (C); Responsibility: See Page 1 of Appendix A for acronyms; Timeline: Short-term (ST), Mid-term (MT), Long-term (LT); Anticipated Cost: Low (L), Mid (M), High (H); Anticipated Effectiveness: Low (L), Mid (M), High (H); Funding Source(s): See Page 1 of Appendix A for acronyms*



# Small-Town Community Character (STCC) Work Plan



### Action Item Type:

- Regulatory Reform (R)
- Supporting Plans and Studies (P/S)
- Capital Project (PR)
- Coordination (C)

## A Diverse Economy (DE)

**DE GOAL 1: Identify specific, strategic areas for and develop commercial and employment centers of an appropriate size and scale, to ensure a strong and diversified economy and shape community form.**

Strategy/Action Items	Type	Responsibility	Timeline	Anticipated Cost	Anticipated Effectiveness	Funding Source(s)
<b>Policy 1A: Evaluate and modify existing commercial and industrial land use designations and zoning districts in order to welcome a balanced mix of services and jobs for both local and regional residents, and revenues to the Town.</b>						
Strategy 1A-1. Add a "Business Park" zoning category to the Land Use Code to differentiate from Light Industrial land uses and update the Zoning Map (refer to the 2018 Future Land Use Plan).	R	TOM/ PC/ BOT	ST	L	M	NA
Strategy 1A-2. Make zoning changes consistent with the 2018 Future Land Use Plan.	R	TOM/ PC/ BOT	ST	L	M	NA
Strategy 1A-3. For new construction of industrial facilities and commercial retail spaces, encourage flexible design to accommodate cost-effective conversion to other uses or in-place expansion as a company grows.	R	TOM/ PC/ BOT	ST-MT	L	M	NA
Strategy 1A-4. Build on and market the existing commercial and industrial cluster in Mead, particularly warehouse facilities, as warehouse space is in high demand particularly for small-scale entrepreneurs.	PR	TOM/ Chamber	ST-MT	L-M	H	NA
Strategy 1A-5. Ensure commercial and industrial districts are connected to residential areas through investment in pedestrian and biking transportation networks.	PR	TOM	MT-LT	H	M	CIP
<b>Policy 1B: Protect potentially catalytic parcels, particularly those adjacent to the highway interchanges, to ensure they serve Mead community needs.</b>						
Strategy 1B-1. Focus regional commercial uses at the northwest and southwest corners of the I-25 and Highway 66 interchange, as well as a secondary focus at the Welker Avenue interchange to attract national brands, as opposed to expecting development all along I-25 at all interchanges.	R	TOM/ PC/ BOT/ URA	MT-LT	L	H	NA
Strategy 1B-2. Initiate a supplemental town-wide retail/ commercial analysis.	P/S	TOM / PC/ BOT	ST	L-M	M	General Fund
Strategy 1B-3. Near the I-25 and Highway 66 interchange, identify the most marketable 50 acres for a regional retail center. Where appropriate, reclassify the surrounding lands to allow higher density residential and business park development, which is paramount to strengthening the intersection as a retail development opportunity.	R	TOM/ PC/ BOT/ URA	ST-MT	L	H	NA

***DE GOAL 1: Identify specific, strategic areas for and develop commercial and employment centers of an appropriate size and scale, to ensure a strong and diversified economy and shape community form.***

Strategy/Action Items	Type	Responsibility	Timeline	Anticipated Cost	Anticipated Effectiveness	Funding Source(s)
Strategy 1B-4. Investigate public-private partnerships to secure key parcels and spur regional retail development.	P/S/PR	TOM	MT	M	H	TIF
Strategy 1B-5. Periodically re-evaluate the baseline percentages of land designated for employment zones (e.g. Highway Commercial, General Commercial, Light Industrial, and Business Park zones) outlined in the Comprehensive Plan to ensure it is aligned with desired industry expansion.	R	TOM/ PC/ BOT	LT	L-M	M	NA

**Policy 1C: Attract Downtown businesses.**

Strategy 1C-1. See DE Goal 3.

***DE GOAL 2: Expand and attract key job sectors and industries that are matched to Mead’s high education levels and regionally central and accessible location.***

Strategy/Action Items	Type	Responsibility	Timeline	Anticipated Cost	Anticipated Effectiveness	Funding Source(s)
<b>Policy 2A: Pursue and support diverse, appropriate industries that have a current stronghold in Mead or northern Colorado.</b>						
Strategy 2A-1. Develop a marketing strategy (see DE Goal 6) to promote Mead’s available commercial and industrial areas to the following industries: traditional (oil and gas) and renewable energy sectors; logistics and equipment; agricultural processing; health care; manufacturing; wholesale trade and construction; and tourism and hospitality.	P/S	TOM/ Chamber/ PC/ BOT	MT	L-M	M	NA
Strategy 2A-2. Update Mead’s Land Use Code for consistency with the County’s streamlined regulations for development of wind, solar, and other renewable energies.	R	TOM/ PC/ BOT	ST-MT	L-M	L	NA
Strategy 2A-3. Ensure future expansion of industrial park areas including facilities and amenities critical for renewable energy businesses.	R/PR	TOM/ PC/ BOT	LT	NA	L	EEZ; TIF
Strategy 2A-4. Proactively work with landowners to identify opportunities that fit community goals, property owner goals and evolving market realities.	C/ P/S	TOM	MT-LT	L	L	NA

*Type: Regulatory Reform (R), Capital Projects (PR), Supporting Plans and Studies (P/S), Coordination (C); Responsibility: See Page 1 of Appendix A for acronyms; Timeline: Short-term (ST), Mid-term (MT), Long-term (LT); Anticipated Cost: Low (L), Mid (M), High (H); Anticipated Effectiveness: Low (L), Mid (M), High (H); Funding Source(s): See Page 1 of Appendix A for acronyms*

**DE GOAL 2: Expand and attract key job sectors and industries that are matched to Mead’s high education levels and regionally central and accessible location.**

Strategy/Action Items	Type	Responsibility	Timeline	Anticipated Cost	Anticipated Effectiveness	Funding Source(s)
<b>Policy 2B: Cultivate amenities and resources that serve small businesses and remote workers.</b>						
Strategy 2B-1. Support the development of a co-working and small business accelerator space, as feasible, or through other public-private partnership strategies.	PR	TOM	MT	M	L-M	Grant support, institutions (e.g. University), SBA funding; REDI grants
Strategy 2B-2. Study the feasibility of implementing open access broadband in the Downtown area with the new cable company, TDS Telecom.	P/S	TOM	ST-MT	L	M-H	TDS
Strategy 2B-3. Use existing and future town personnel to proactively refer prospective businesses to institutional and regional small business assistance resources.	PR	TOM	ST	L	M-H	NA
<b>Policy 2C: Identify and pursue diverse, growing industries that capitalize on the strengths of Mead and northern Colorado.</b>						
Strategy 2C-1. Initiate an economic development plan, under the guidance of the Town Board, to identify and prioritize specific target industries such as health and wellness care, health care information technology, biosciences, energy, tourism and hospitality and others.	P/S	TOM/ PC/ BOT	ST-MT	M	M	NA
<ul style="list-style-type: none"> <li>Identify target industries</li> <li>Develop specific outreach strategies</li> </ul>						
Strategy 2C-2. Promote Mead as a prime location and educated population base for technical and professional remote work, home-based businesses and start-ups.	PR	TOM/ Chamber	ST	L	M-H	NA
Strategy 2C-3. Invest in infrastructure such as broadband and/or other high performance networks to encourage professional and technical companies to locate in Mead.	PR	TOM	LT	H	M-H	CIP
Strategy 2C-4. Work with the St. Vrain Valley School District to support and leverage the Mead Energy Academy to attract additional traditional and renewable energy companies to Mead.	C	TOM/ SVVSD/ Mead Energy Academy	ST	L	L	NA

*Type: Regulatory Reform (R), Capital Projects (PR), Supporting Plans and Studies (P/S), Coordination (C); Responsibility: See Page 1 of Appendix A for acronyms; Timeline: Short-term (ST), Mid-term (MT), Long-term (LT); Anticipated Cost: Low (L), Mid (M), High (H); Anticipated Effectiveness: Low (L), Mid (M), High (H); Funding Source(s): See Page 1 of Appendix A for acronyms*



***DE GOAL 2: Expand and attract key job sectors and industries that are matched to Mead’s high education levels and regionally central and accessible location.***

Strategy/Action Items	Type	Responsibility	Timeline	Anticipated Cost	Anticipated Effectiveness	Funding Source(s)
<b>Policy 2D: Creatively invest sales and property tax revenue streams for strategic investments.</b>						
Strategy 2D-1. Use short- or long-term revenue streams to finance the expansion of older infrastructure upgrades in the Downtown area to help bring the cost of development on par with greenfield sites.	PR	TOM	ST-MT	H	H	Oil and Gas fee revenue; TIF
Strategy 2D-2. Promote online shopping and deliveries to increase Mead’s sales tax revenues, which are collected where packages and services are delivered.	PR	TOM/ Chamber	ST	L	M	Sales Tax
Strategy 2D-3. Contact local grocery stores such as King Soopers to provide grocery delivery service to Mead.	PR	TOM/ Chamber	ST	L	M	NA

***DE GOAL 3: Enhance Downtown to differentiate Mead from other small towns in the vicinity.***

Strategy/Action Items	Type	Responsibility	Timeline	Anticipated Cost	Anticipated Effectiveness	Funding Source(s)
<b>Policy 3A: Incentivize Downtown development.</b>						
Strategy 3A-1. Market the Mead Towne Center project as an example of desired development form and uses in the Downtown area.	PR	TOM	ST	L	L-M	NA
Strategy 3A-2. Offer additional grants in the Downtown area to include not only facades and landscaping, but also tenant and other building improvements.	PR	TOM	ST	M	M-H	Continue and expand Downtown Revitalization Façade Grant Program
Strategy 3A-3. Consider tax abatements, public-private participation, or other incentives for start-ups in targeted categories (restaurant, retail, office uses).	P/S	TOM/ PC/ BOT	ST	L	M-H	TIF
Strategy 3A-4. Identify and explore the use of existing and future sources of Downtown funding.	P/S	TOM	ST	L	M	NA
<b>Policy 3B: Develop a vibrant, pedestrian-friendly Downtown that serves the Town’s residents, entices pass-through travelers and increases revenues for businesses.</b>						
Strategy 3B-1. Continue to pursue grants such as the Downtown Revitalization Façade Grant Program, and explore and apply for additional grant programs such as the Main Street Program to enhance the downtown core.	C	TOM	ST	L	H	NA
Strategy 3B-2. Work with the Town Board to support revitalization efforts.	C	TOM/ BOT	ST	L	L	NA

**DE GOAL 4: Encourage and develop mixed-use centers in strategic locations—especially near Downtown—to support commercial and civic uses, promote walkability and bikeability, and provide for a variety of housing options.**

Strategy/Action Items	Type	Responsibility	Timeline	Anticipated Cost	Anticipated Effectiveness	Funding Source(s)
<b>Policy 4A: Focus on the Welker Avenue (CR 34) corridor between Downtown and I-25 for mixed-use development and improvements.</b>						
Strategy 4A-1. Consider a taxing district (such as the URA) to fund public improvements in the Downtown-to-I-25 corridor along Welker Avenue.	P/S	TOM/ PC/ BOT	ST	M	H	TIF
<b>Policy 4B: Ensure a mix of housing types in new mixed-use developments.</b>						
Strategy 4B-1. Encourage developments over a certain acreage to include a range of housing units and sizes that can accommodate working families and young professionals, as well as units that seniors can age into.	R	TOM/ PC/ BOT	ST	L	M-H	NA
Strategy 4B-2. Encourage development of live-work units in the Downtown area, along the Welker Avenue corridor, and in new mixed-use areas.	R	TOM/ PC/ BOT	ST	L	M	NA
Strategy 4B-3. Repurpose or redevelop industrial/agricultural properties in the Downtown area to create new developments that support the values of Mead.	R/ PR	TOM/ PC/ BOT	MT	H	M	TIF/ EEZ
Strategy 4B-4. Also see walkability and bikeability provisions in the Strong Connectivity section.						

*Type: Regulatory Reform (R), Capital Projects (PR), Supporting Plans and Studies (P/S), Coordination (C); Responsibility: See Page 1 of Appendix A for acronyms; Timeline: Short-term (ST), Mid-term (MT), Long-term (LT); Anticipated Cost: Low (L), Mid (M), High (H); Anticipated Effectiveness: Low (L), Mid (M), High (H); Funding Source(s): See Page 1 of Appendix A for acronyms*

**DE GOAL 5: Support population growth to build a trade area that can support critical retail thresholds. Meanwhile, bolster resident-serving amenities for current residents to attract future populations.**

Strategy/Action Items	Type	Responsibility	Timeline	Anticipated Cost	Anticipated Effectiveness	Funding Source(s)
<b>Policy 5A: Attract resident-serving uses that meet the needs of existing and future residents. Key uses that can enhance residential demand include grocery and a variety of restaurants.</b>						
Strategy 5A-1. When developing new neighborhoods, encourage the inclusion of small commercial nodes with neighborhood-serving uses.	R	TOM/ PC/ BOT	ST	L	M	NA
Strategy 5A-2. Wherever possible within the Priority Sub-areas, initiate public-private development in alignment with property owners and future occupants to create suitable restaurant, grocery, or space suitable for other uses that enhance demand for residential development.	PR	TOM/ PC/ BOT	MT-LT	M-H	M-H	TIF/ EEZ
Strategy 5A-3. Utilize financing and funding options such as tax increment financing (TIF), site acquisition/preparation, revolving loan funds (RLF), tenant improvement, etc. to realize public-private development.	PR	TOM/ PC/ BOT	MT-LT	M-H	M-H	TIF/ RLF
Strategy 5A-4. Ensure that zoning near downtown retail areas and future retail centers encourages residential development at densities that support desired retail development.	R	TOM/ PC/ BOT	LT	L	M-H	NA
Strategy 5A-5. Encourage retail co-locating that can help support the variety of tenants until and while the customer base grows by offering tenant improvement grants for interior modifications that partition larger retail spaces to accommodate multiple small tenants.	R/ PR	TOM/ PC/ BOT	MT	M	M	Expanded Downtown Revitalization Façade Grant Program

**Policy 5B: Ensure a mix of housing types.**

Strategy 5B-1. See DE Goal 4.

*Type: Regulatory Reform (R), Capital Projects (PR), Supporting Plans and Studies (P/S), Coordination (C); Responsibility: See Page 1 of Appendix A for acronyms; Timeline: Short-term (ST), Mid-term (MT), Long-term (LT); Anticipated Cost: Low (L), Mid (M), High (H); Anticipated Effectiveness: Low (L), Mid (M), High (H); Funding Source(s): See Page 1 of Appendix A for acronyms*

**DE GOAL 6: Effectively market Mead as a place to live and do business.**

Strategy/Action Items	Type	Responsibility	Timeline	Anticipated Cost	Anticipated Effectiveness	Funding Source(s)
<b>Policy 6A: Collaborate with existing entities and partners, to market Mead.</b>						
Strategy 6A-1. Work with all available partners to promote and market Mead’s strengths, including its strategic location, highly educated population, superb schools, family-friendly environment, recreation opportunities, and other quality of life amenities as a tool to attract quality jobs and employers.	C	TOM/ PROS Committee	ST	L-M	M-H	TOM/ Partner resources
Strategy 6A-2. Continue to work collaboratively with Upstate Colorado Economic Development and the Northern Colorado Economic Alliance to market the region and Mead. Ensure Mead is accurately represented in print, online and in other materials or events (like the site selectors event).	C	TOM/ Chamber/ Upstate Colorado Economic Devel- opment/ Northern Colorado Economic Alliance	ST	L	L-M	NA
Strategy 6A-3. Embrace – and align with – Northern Colorado Economic Alliance’s branding strategy to attract creative talent to the region. Provide more links to <a href="http://northerncolorado.com">northerncolorado.com</a> on the Town’s website and when engaging with prospective employers.	PR	TOM/ Chamber/ Northern Colorado Economic Alliance	ST	L	L-M	NA
Strategy 6A-4. Build stronger relationships with the nearby Universities (University of Northern Colorado, Colorado State University, University of Colorado) particularly in regard to connecting graduates to internships and working opportunities in Mead.	C	TOM/ UNC/ CSU/ CU	ST	L	L-M	NA
Strategy 6A-5. Focus government processes on efficiency and predictability to promote economic successes.	R	TOM/ PC/ BOT	ST	L	L-M	NA

**Policy 6B: Take advantage of the highway gateways to market Mead.**

Strategy 6B-1. See STCC Goal 2.

*Type: Regulatory Reform (R), Capital Projects (PR), Supporting Plans and Studies (P/S), Coordination (C); Responsibility: See Page 1 of Appendix A for acronyms; Timeline: Short-term (ST), Mid-term (MT), Long-term (LT); Anticipated Cost: Low (L), Mid (M), High (H); Anticipated Effectiveness: Low (L), Mid (M), High (H); Funding Source(s): See Page 1 of Appendix A for acronyms*

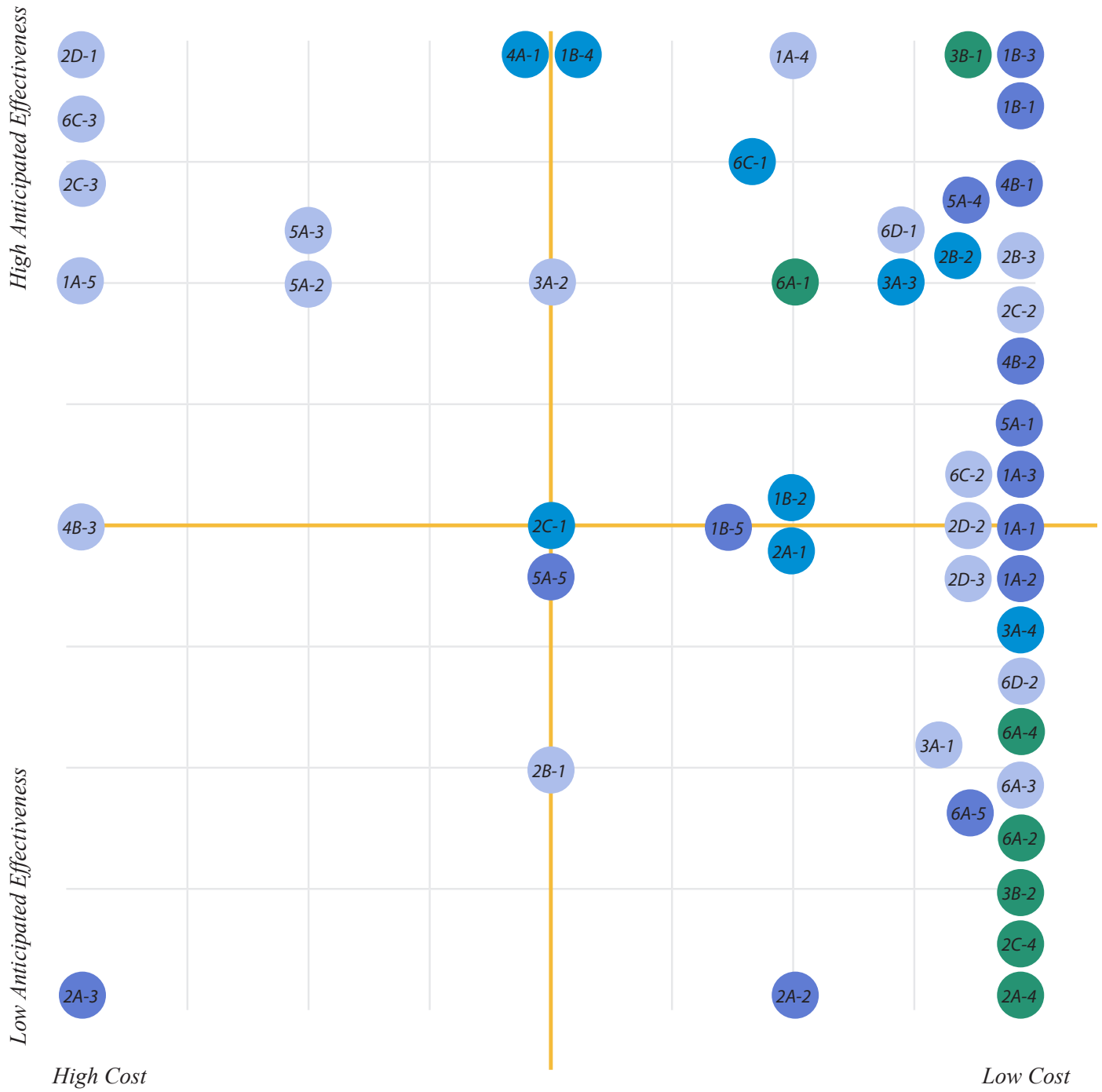


**DE GOAL 6: Effectively market Mead as a place to live and do business.**

Strategy/Action Items	Type	Responsibility	Timeline	Anticipated Cost	Anticipated Effectiveness	Funding Source(s)
<b>Policy 6C: Foster business development.</b>						
Strategy 6C-1. Under Town Board guidance, create an economic development plan with the assistance of an economic and retail specialist to develop an overall program for the economic health and well-being of the community, with specific focus on the strategic courting and recruitment of prospective industries, businesses and employers. See DE Goal 2.	P/S	TOM/ Consultant/ PC/ BOT	ST	L-M	M-H	General Fund/ Partner resources
Strategy 6C-2. The Town Board will oversee implementation of the economic development plan in pursuit of business development and recruitment for Downtown and the I-25 and SH 66 corridors. See DE Goal 2.	PR	TOM/ PC/ BOT	ST	L	M	NA
Strategy 6C-3. Utilize financing and funding options such as tax increment financing, site acquisition and preparation, revolving loan funds, and tenant improvement to incentivize businesses and job creation.	PR	TOM/ PC/ BOT	MT-LT	H	M-H	TIF, Revolving Loan Funds
<b>Policy 6D: Market the quality and positive characteristics of Mead, such as its mountain views, Downtown charm, exceptional schools, access to major highways, and housing stock.</b>						
Strategy 6D-1. Develop a branding and marketing campaign that targets primary employers and commercial developers in key industries.	PR	TOM/ Chamber	ST-MT	L	M-H	Existing town & partner resources; REDI
Strategy 6D-2. Enhance the quality of online marketing materials to compete with peer communities).	PR	TOM	ST	L	M	Existing town & partner resources

*Type: Regulatory Reform (R), Capital Projects (PR), Supporting Plans and Studies (P/S), Coordination (C); Responsibility: See Page 1 of Appendix A for acronyms; Timeline: Short-term (ST), Mid-term (MT), Long-term (LT); Anticipated Cost: Low (L), Mid (M), High (H); Anticipated Effectiveness: Low (L), Mid (M), High (H); Funding Source(s): See Page 1 of Appendix A for acronyms*

# Diverse Economy (DE) Work Plan



**Action Item Type:**

- Regulatory Reform (R)
- Supporting Plans and Studies (P/S)
- Capital Project (PR)
- Coordination (C)

## Friendly Neighborhoods (FN)

**FN GOAL 1: Ensure an appropriate mix of housing types and densities, in appropriate locations, to create a harmonious mix of land uses and attract and retain residents.**

Strategy/Action Items	Type	Responsibility	Timeline	Anticipated Cost	Anticipated Effectiveness	Funding Source(s)
<b>Policy 1A: Provide opportunities for residents of all ages and life stages to live in the community and transition between different housing choices.</b>						
Strategy 1A-1. Encourage the development of senior housing that is accessible via transit and close to amenities.	C/ R	TOM/ PC/ BOT	ST-MT	M-H	H	NA
Strategy 1A-2. Add additional language in the Community Design and Development section of the Land Use Code to increase specificity related to allowable and compatible housing developments (i.e. multi-family; small lot residential; large lot residential; high-density housing developments; etc.).	R	TOM/ PC/ BOT	ST	L	H	NA
Strategy 1A-3. Support the ability to age in place by working with Safebuilt Colorado, Weld County Area Agency on Aging, Weld's Way Home and the Mead Senior Center to develop a resource guide for how to retrofit existing housing stock to ensure ADA accessibility, and publish it on the Town's website.	C/ PR	TOM/ Weld County Area Agency on Aging/ Weld's Way Home/ Mead Senior Center	ST	L-M	M	NA
Strategy 1A-4. Encourage the addition of accessory dwelling units (ADUs), such as carriage homes and apartments above garages, in the town to create a variety of housing types suitable for multi-generational living.	R	TOM/ PC/ BOT	ST	L	M	NA
<b>Policy 1B: Encourage Downtown housing.</b>						
Strategy 1B-1. Within the Downtown area, replicate and encourage the small block design and grid pattern radiating outward where existing developments and platted parcels don't interfere to expand Downtown character (refer to the Downtown Sub-area Plan in Chapter 3).	PR	TOM	MT-LT	M-H	H	Private Development; CIP
Strategy 1B-2. Encourage the development of mixed-use projects that incorporate residential uses within and along the edge of Downtown to support local business and create vitality.	R	TOM/ PC/ BOT	ST	L	H	NA

*Type: Regulatory Reform (R), Capital Projects (PR), Supporting Plans and Studies (P/S), Coordination (C); Responsibility: See Page 1 of Appendix A for acronyms; Timeline: Short-term (ST), Mid-term (MT), Long-term (LT); Anticipated Cost: Low (L), Mid (M), High (H); Anticipated Effectiveness: Low (L), Mid (M), High (H); Funding Source(s): See Page 1 of Appendix A for acronyms*

***FN GOAL 1: Ensure an appropriate mix of housing types and densities, in appropriate locations, to create a harmonious mix of land uses and attract and retain residents.***

Strategy/Action Items	Type	Responsibility	Timeline	Anticipated Cost	Anticipated Effectiveness	Funding Source(s)
<b>Policy 1C: Promote new residential development projects that create a diverse range of attainable housing opportunities in vibrant, accessible neighborhoods. Ensure that all new housing projects are developed to create a sense of community and are compatible with the existing character of the surrounding area.</b>						
Strategy 1C-1. Encourage diverse, mixed-use development with local services integrated within new neighborhoods.	R	TOM/ PC/ BOT	ST	L	H	NA
Strategy 1C-2. Encourage the private development of integrated, affordable housing, assisting developers with the financing of public improvements (e.g. URA) and streamlining project approvals to the maximum degree possible.	C/ R	TOM/ PC/ BOT	ST-LT	L-H	H	URA
Strategy 1C-3. Encourage housing options for the Town’s workforce at a variety of price points, including higher income and executive housing.	R	TOM/ PC/ BOT	ST	L	H	NA
Strategy 1C-4. Diversify and expand housing stock to enable retail, service, and public-sector employees to find affordable housing in the community by providing additional mixed-use residential zoning categories.	R	TOM/ PC/ BOT	ST	L	H	NA

*Type: Regulatory Reform (R), Capital Projects (PR), Supporting Plans and Studies (P/S), Coordination (C); Responsibility: See Page 1 of Appendix A for acronyms; Timeline: Short-term (ST), Mid-term (MT), Long-term (LT); Anticipated Cost: Low (L), Mid (M), High (H); Anticipated Effectiveness: Low (L), Mid (M), High (H); Funding Source(s): See Page 1 of Appendix A for acronyms*

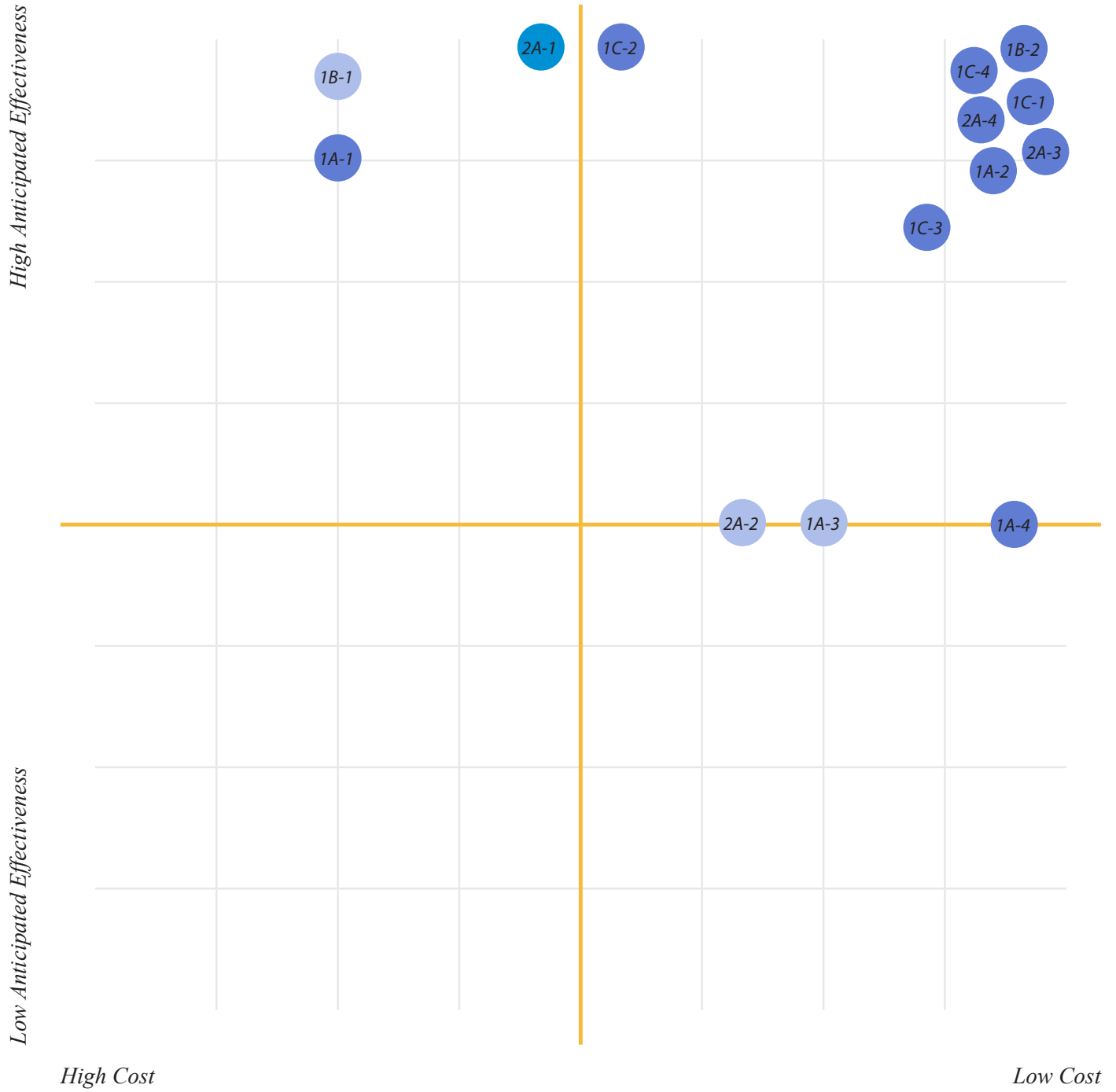


***FN GOAL 2: Strive to enhance property values by improving access to amenities, transportation networks and commercial areas, and maintaining the character and identity of existing residential neighborhoods.***

Strategy/Action Items	Type	Responsibility	Timeline	Anticipated Cost	Anticipated Effectiveness	Funding Source(s)
<b>Policy 2A: Promote high-quality residential design.</b>						
Strategy 2A-1. Initiate an in-house housing study with a visual preference component for residents to identify compatible multi-family, senior living, affordable, and workforce housing types, and subsequently integrate the results as design guidelines within the Community Design and Development section of the Land Use Code.	P/S/ R	TOM/ Consultant/ PC/ BOT	ST-MT	M	H	General Fund
Strategy 2A-2. Develop a Housing Handbook for developers to strengthen and emphasize Mead’s existing residential character that includes and illustrates principles and design standards for building setbacks, garages, etc. and publish it on the Town’s website.	PR	TOM/ Consultant	ST-MT	L-M	M	General Fund
Strategy 2A-3. Update the zoning code to expand the allowance of ADUs in most residential areas rather than as a conditional use, based on a contextual review of each zoning category.	R	TOM/ PC/ BOT	ST	L	H	NA
Strategy 2A-4. Provide for minimum single-family lot sizes smaller than the existing 7,000 square-foot lot minimum for future residential developments to accommodate patio homes and other housing product types.	R	TOM/ PC/ BOT	ST	L	H	NA

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# Friendly Neighborhoods (FN) Work Plan



## Action Item Type:

- Regulatory Reform (R)
- Capital Project (PR)

- Supporting Plans and Studies (P/S)
- Coordination (C)

## Strong Connectivity (SC)

**SC GOAL 1: A safe, convenient, and efficient transportation network that meets the Town’s mobility needs and is built and maintained through sustainable funding mechanisms.**

Strategy/Action Items	Type	Responsibility	Timeline	Anticipated Cost	Anticipated Effectiveness	Funding Source(s)
<b>Policy 1A: Develop additional methods of funding capital improvements and on-going street maintenance.</b>						
Strategy 1A-1. Pursue grant funding to supplement Town capital improvement projects.	PR	TOM	ST	L	M-H	Energy/ Mineral Impact Assistance Fund; DRCOG TIP funding
Strategy 1A-2. Identify candidate projects for various grant funds.	PR	TOM	ST	L	M-H	TIF District funding
Strategy 1A-3. Leverage the existing TIF district to fund transportation and other infrastructure improvements.	PR	TOM	ST	L	L-M	Road maintenance fees; impact fees with inflation adjustment; bonding options
Strategy 1A-4. Study the feasibility of fee-based funding mechanisms.	P/S	TOM/ PC/ BOT	ST	L	L-M	Sales Tax increase
Strategy 1A-5. Study the feasibility of a sales tax increase to support the development of road infrastructure improvements based on the Strategic Action Plan and a subsequent detailed development plan.	P/S	TOM/ PC/ BOT	ST	L	L-M	Sales Tax increase
<b>Policy 1B: Identify and implement high priority transportation projects.</b>						
Strategy 1B-1. Identify existing safety problems and corresponding mitigation measures through regular review of crash patterns.	P/S (TBC in upcoming TP update)	TOM	ST	L	M	General Fund
Strategy 1B-2. Identify existing mobility problems and corresponding mitigation measures through community input and traffic operational analysis.	P/S (TBC in upcoming TP update)	TOM	ST	L	M	General Fund

*Type: Regulatory Reform (R), Capital Projects (PR), Supporting Plans and Studies (P/S), Coordination (C); Responsibility: See Page 1 of Appendix A for acronyms; Timeline: Short-term (ST), Mid-term (MT), Long-term (LT); Anticipated Cost: Low (L), Mid (M), High (H); Anticipated Effectiveness: Low (L), Mid (M), High (H); Funding Source(s): See Page 1 of Appendix A for acronyms*

**SC GOAL 1: A safe, convenient, and efficient transportation network that meets the Town’s mobility needs and is built and maintained through sustainable funding mechanisms.**

Strategy/Action Items	Type	Responsibility	Timeline	Anticipated Cost	Anticipated Effectiveness	Funding Source(s)
<b>Policy 1C: Construct roadway improvements that complement the surrounding land uses and phase improvements over time.</b>						
Strategy 1C-1. Identify the desired street cross-section (urban vs. rural) for specific roadways to complement the surrounding existing and future land uses.	P/S (TBC in upcoming TP update)	TOM	ST	L	H	General Fund
Strategy 1C-2. Construct roadway improvements to mitigate development impacts.	PR	TOM/Developers	As development occurs (all time periods)	H	H	Impact Fees; Developer obligations
Strategy 1C-3. Preserve right-of-way for future roadway widening as identified in the Transportation Master Plan, but consider implementation of interim solutions that could adequately serve the Town’s mobility needs in the short-term.	P/S (ROW needs and interim solutions to be identified in TP update)	TOM	ST	L	H	General Fund
<b>Policy 1D: Position Mead to leverage emerging technologies in transportation.</b>						
Strategy 1D-1. Identify location(s) for and implement electric vehicle charging station(s).	PR	TOM	MT	M	M	General Fund; grant funding
Strategy 1D-2. Coordinate with adjacent communities, Weld County, and CDOT to ensure future traffic signals have communication compatibility.	P/S	TOM/ WC/ CDOT/ adjacent communities	ST	L	M	N/A
Strategy 1D-3. Identify priority corridor(s) for vehicle to infrastructure (V2I) communication.	P/S (TBC in TP update)	TOM/ CDOT	ST	L	H	General Fund
Strategy 1D-4. Encourage adequate parking through the development review process.	R	TOM/ PC/ BOT	ST	L	M	Developers

*Type:* Regulatory Reform (R), Capital Projects (PR), Supporting Plans and Studies (P/S), Coordination (C); *Responsibility:* See Page 1 of Appendix A for acronyms; *Timeline:* Short-term (ST), Mid-term (MT), Long-term (LT); *Anticipated Cost:* Low (L), Mid (M), High (H); *Anticipated Effectiveness:* Low (L), Mid (M), High (H); *Funding Source(s):* See Page 1 of Appendix A for acronyms

**SC GOAL 2: A transportation system that is well integrated with the regional network and transportation services to enable convenient regional travel for Mead residents and visitors.**

Strategy/Action Items	Type	Responsibility	Timeline	Anticipated Cost	Anticipated Effectiveness	Funding Source(s)
<b>Policy 2A: Engage in regional planning activities to support implementation of regional transportation improvement projects.</b>						
Strategy 2A-1. Continue to actively engage in DRCOG committee and board meetings to ensure Mead's interests are represented at the regional level.	P/S	TOM	ST	L	L-M	NA
Strategy 2A-2. Work collaboratively with CDOT and regional partners to implement roadway improvements on I-25 and Highway 66.	PR	TOM/CDOT	MT-LT	H	L-M	State/Federal
Strategy 2A-3. Preserve right-of-way for future interchange footprints at I-25/Highway 66, I-25/Welker, and I-25/CR 38.	P/S	TOM	ST	L	M-H	NA
Strategy 2A-4. Develop new signage to enhance the scenic byways to Estes Park and Rocky Mountain National Park.	PR	TOM/CDOT	ST	M	M	General Fund
Strategy 2A-5. Work with Longmont in the development of a connection to Union Reservoir.	PR	TOM/COL	MT	M	M	General Fund/ grant funds

**SC GOAL 3: A connected and integrated transportation network that provides travel options (multi-modal) and enables mobility for people of all ages and abilities.**

Strategy/Action Items	Type	Responsibility	Timeline	Anticipated Cost	Anticipated Effectiveness	Funding Source(s)
<b>Policy 3A: Incorporate bicycle and pedestrian facilities on the Town's streets where appropriate.</b>						
Strategy 3A-1. Incorporate sidewalks and bike lanes on Town streets consistent with the Town's typical urban street cross-sections.	PR	TOM/Developers	As development occurs	M	H	Impact Fees; developer obligations
Strategy 3A-2. Identify optional street cross-sections for enhanced bicycle and pedestrian facilities to be used in mixed-use and higher density areas and where biking and walking activity is expected to be higher.	P/S (TBC in TP update)	TOM	ST	L	M-H	General Fund
Strategy 3A-3. Identify improvements to enhance the safety of bicyclists and pedestrians crossing major arterial streets like Highway 66.	P/S (TBC in TP update)	TOM	ST	L	M-H	General Fund; CDOT; DOLA
Strategy 3A-4. Connect the on-street bicycle and pedestrian facilities with the trail network to encourage bicycling and walking for recreational and travel purposes.	PR (connections to be identified in TP update)	TOM	MT	M	M-H	General Fund
Strategy 3A-5. Investigate opportunities for a bike share or bike library program.	P/S	TOM	MT	L	L-M	Impact Fees; developer obligations

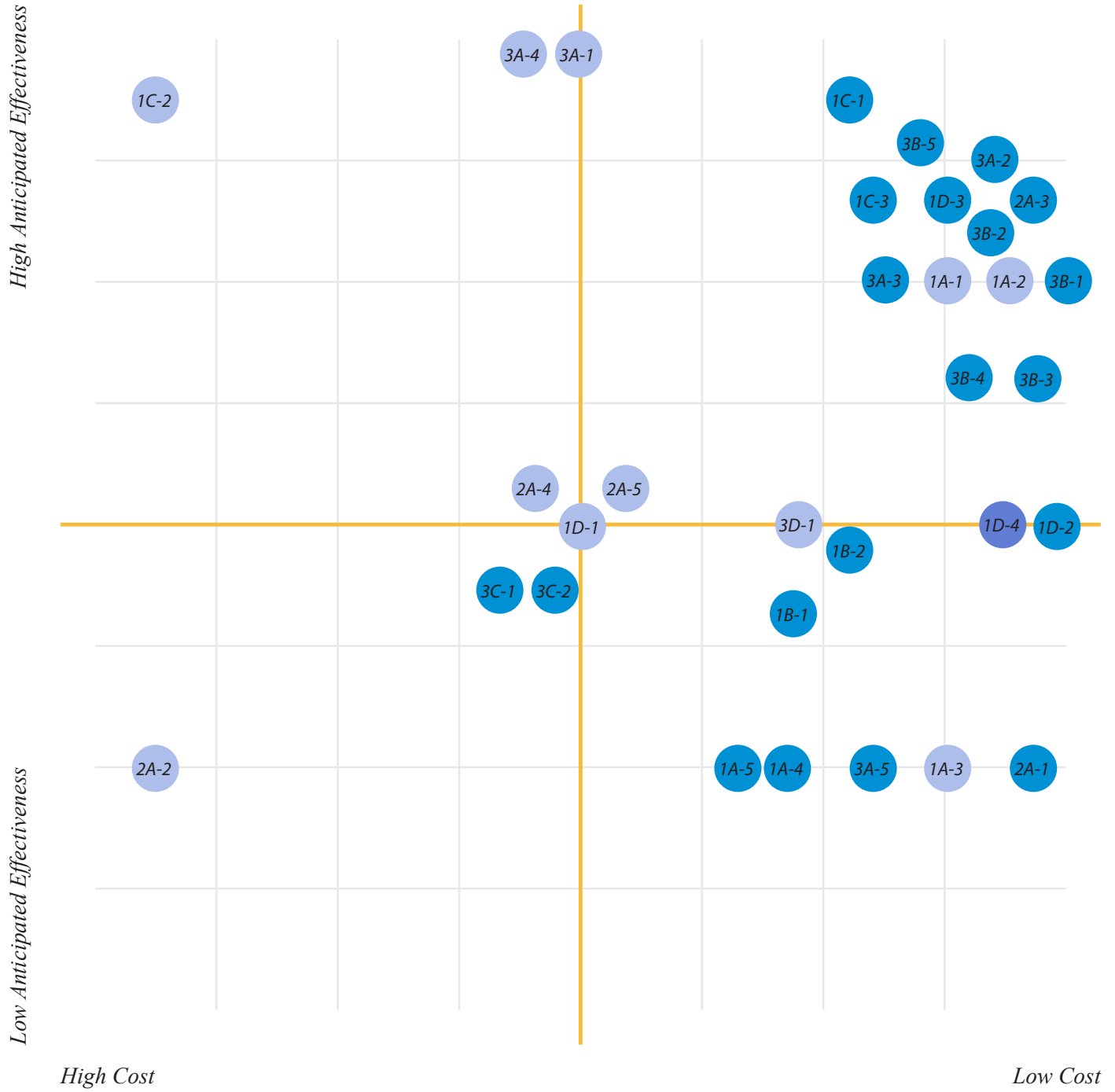


**SC GOAL 3: A connected and integrated transportation network that provides travel options (multi-modal) and enables mobility for people of all ages and abilities.**

Strategy/Action Items	Type	Responsibility	Timeline	Anticipated Cost	Anticipated Effectiveness	Funding Source(s)
<b>Policy 3B: Identify opportunities to leverage existing and future regional transit services to benefit Mead residents.</b>						
Strategy 3B-1. Capitalize on the Park-n-Ride at I-25 and Highway 66. Encourage this location as a future regional transit stop.	P/S	TOM	LT	L	M-H	NA
Strategy 3B-2. Coordinate with CDOT's Division of Transit and Rail to consider a Bustang stop.	P/S	TOM	ST	L	M-H	NA
Strategy 3B-3. Develop a strategy for future transit service including working with RTD and nearby communities.	P/S	TOM/ adjacent communi- ties/ RTD	MT	L	M-H	NA
Strategy 3B-4. Monitor the progress of the Front Range Passenger Rail Commission that is actively pursuing rail service from Trinidad to Fort Collins along the I-25 corridor.	P/S	TOM/ Front Range Passenger Rail Com- mission	ST	L	M-H	NA
Strategy 3B-5. Identify a location(s) and option(s) for a future transit hub, which could also function as a mobility hub.	P/S (TBC in upcoming TP update)	TOM	ST	L	M-H	General Fund
<b>Policy 3C: Identify opportunities to improve human services transportation for individuals with disabilities, older adults, and people with low incomes.</b>						
Strategy 3C-1. Investigate opportunities for connections to Longmont (especially for seniors).	P/S	TOM	MT	M	M	General Fund/ grant funding/ private funding
<b>Policy 3D: Focus on multi-modal transportation connections to bring people Downtown.</b>						
Strategy 3D-1. Plan for and develop a Downtown trailhead hub that links to and promotes the Town's existing and future trail systems and sidewalks (refer to the Trails Map in Chapter 2 and the Downtown Sub-area Plan in Chapter 3).	P/S/ PR	TOM	ST-MT	L-M	M	URA/ DOLA/ GOCO/ Down- town Mainstreet

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# Strong Connectivity (SC) Work Plan



## Action Item Type:

- Regulatory Reform (R)
- Capital Project (PR)

- Supporting Plans and Studies (P/S)
- Coordination (C)

## Dynamic Parks, Recreation and Open Space (PROS)

**PROS GOAL 1: Provide a balanced and connected system of recreation facilities, parks, and open space for all ages that promote healthy living.**

Strategy/Action Items	Type	Responsibility	Timeline	Anticipated Cost	Anticipated Effectiveness	Funding Source(s)
<b>Policy 1A: Meet Mead’s growing community needs and diversity through support and promotion of recreation programs and activities, and development, improvement and renovation of facilities.</b>						
Strategy 1A-1. Strengthen and develop partnerships to maximize the available resources within the community for recreation facilities and activities.	C	TOM/ PROS Committee	ST-LT	L	M	NA
Strategy 1A-2. In the short-term, work with other public and private agencies to provide for joint use community facilities to the maximum extent possible, such as Town Hall, local churches, the St. Vrain Valley School District, Carbon Valley Park and Recreation District and High Plains Library District.	C	TOM	ST	L	M	NA
Strategy 1A-3. Over the long-term, plan, develop programming, design and construct a multi-use community and recreation center for all ages, working with DOLA to determine the appropriate timeline to apply for a grant that will match the amount set aside in the Town’s Recreation Center Impact Fund.	PR	TOM/ Consultant	MT-LT	H	H	DOLA/ GOCO
Strategy 1A-4. In the short-term, establish collaborative partnerships with the Carbon Valley Park and Recreation District and Firestone to increase the likelihood of future funding for a local community center and other recreational amenities.	C	TOM	ST	L	M	NA
Strategy 1A-5. Develop Master Plans for Ames Park, Highland Lake and Founders Park.	P/S	TOM/ PROS Committee/ Consultant/ PC/ BOT	ST-MT	L-M	M	DOLA/ GOCO

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**PROS GOAL 1: Provide a balanced and connected system of recreation facilities, parks, and open space for all ages that promote healthy living.**

Strategy/Action Items	Type	Responsibility	Timeline	Anticipated Cost	Anticipated Effectiveness	Funding Source(s)
<b>Policy 1B: Provide recreational opportunities through a well-connected trail network.</b>						
Strategy 1B-1. Identify and implement a future Town-wide trail network that connects neighborhoods to parks, community amenities and services, and regional trails, and includes a signature loop connecting Highland Lake and Mead Ponds (refer to the updated Trails Map).	P/S/ PR	TOM/ PC/ BOT/ PROS Committee	MT-LT	M	H	General Fund/ grant funding/
Strategy 1B-2. Plan for multi-use trails alongside streets in rural areas to ensure connectivity for bicyclists and pedestrians throughout the community (refer to the updated Trails Map).	P/S (TBC in upcoming TP update)	TOM/ PROS Committee	ST	L	M	General Fund
Strategy 1B-3. Continue to require the provision of right-of-ways for connections of identified trails upon platting new developments to create a continuous trail system.	R	TOM/ PC/ BOT	As development occurs (all time periods)	L	M	Developers
Strategy 1B-4. Complete missing sidewalk connections to the trail and street network (refer to the updated Trails Map).	PR	TOM	ST-MT	M	H	General Fund
Strategy 1B-5. Initiate a feasibility study to connect Mead's trails to the regional trail network and work with relevant parties, in collaboration with landowners and adjacent communities, to design and construct the St. Vrain Regional Trail.	P/S	TOM/ PC/ BOT	ST	L	L	General Fund
Strategy 1B-6. Provide grade-separated trail crossings of major arterial streets.	PR	TOM	LT	H	M	General Fund/ grant funding/ state/ federal funds
Strategy 1B-7. Investigate the use of existing abandoned rail right-of-ways to expand trail connections.	P/S	TOM/ BNSFRR/ UPRR	ST-MT	M	M	General Fund
<b>Policy 1C: Create a Town-wide wayfinding signage program.</b>						
Strategy 1C-1. Develop a cohesive wayfinding system throughout the Town to direct bicyclists and pedestrians to key destinations such as Downtown, parks and recreational areas.	PR	TOM	MT	M	M	CIP
Strategy 1C-2. Identify unique trail, park and open space names that contribute to the branding of the Town and apply them in the wayfinding system.	P/S	TOM	ST	L	L	NA

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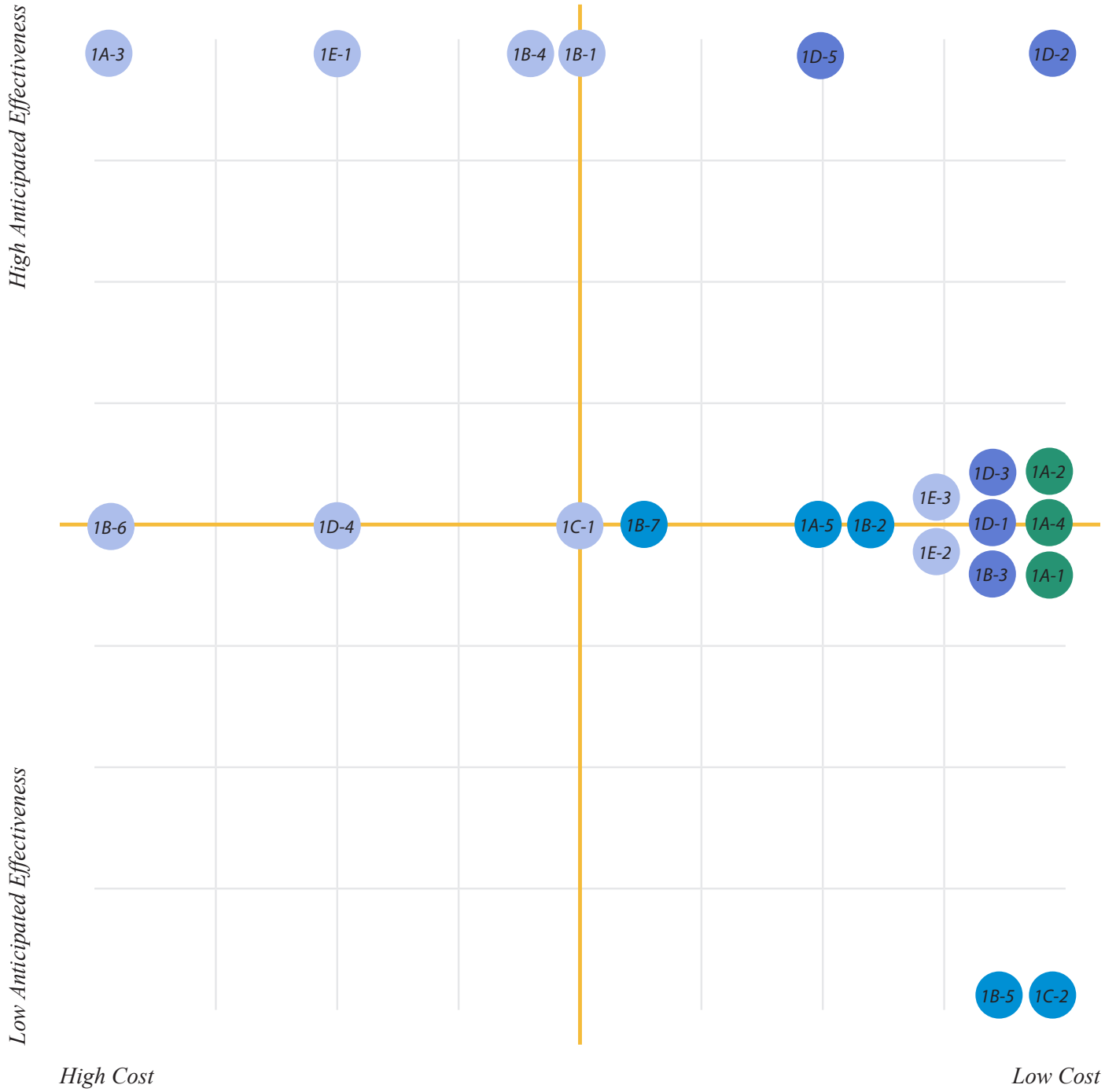
**PROS GOAL 1: Provide a balanced and connected system of recreation facilities, parks, and open space for all ages that promote healthy living.**

Strategy/Action Items	Type	Responsibility	Timeline	Anticipated Cost	Anticipated Effectiveness	Funding Source(s)
<b>Policy 1D: Develop a network of pocket, neighborhood, community and regional parks and associated trails and open space as the community grows based on level of service benchmarks identified in the 2011 Open Space, Parks and Trails Master Plan.</b>						
Strategy 1D-1. Add a "Parks and Open Space" zoning category to the Land Use Code to differentiate from Agricultural land uses and update the Zoning Map (refer to the 2018 Future Land Use Plan for specific locations).	R	TOM/ PC/ BOT	ST	L	M	NA
Strategy 1D-2. Apply the guidelines as identified in the Open Space, Parks and Trails Design Guidelines for park dedication as reflected in code modifications. Dedicated open space should not include a stormwater detention or retention facility (unless dual-use play fields) or landscape buffers from oil and gas facilities.	R	TOM/ PC/ BOT	ST	L	H	NA
Strategy 1D-3. Require the protection of water resources, ecologically sensitive areas or wildlife corridors and the protection of lands that have outstanding conservation and educational value to the public. These should be integrated into park areas where possible (refer to the Environmental Constraints Map in Appendix D).	R	TOM/ PC/ BOT	ST	L	M	NA
Strategy 1D-4. Parks and open space should be physically connected by trails and sidewalks where feasible.	PR	TOM	ST-MT	M-H	M	CIP
Strategy 1D-5. Where feasible, locate parks and trails adjacent to new schools as they are developed.	R	TOM/ PC/ BOT	ST-LT	L-M	H	NA
<b>Policy 1E: Foster health, safety and the livability of residents by creating convenient and safe opportunities for physical activity.</b>						
Strategy 1E-1. Increase active and passive use of parks and open space for physical activity and encourage residents to access parks by providing accessible and safe routes for walking, bicycling and ultimately, public transportation.	PR	TOM	ST-MT	M-H	H	CIP
Strategy 1E-2. Promote the local development of programs and facilities that foster health and wellness.	PR	TOM	ST	L	M	NA
Strategy 1E-3. Use educational materials, wayfinding and access to natural facilities to promote our access and relationship to nature and healthy eating.	PR	TOM	ST	L	M	NA

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# Dynamic Parks, Recreation and Open Space (PROS) Work Plan



### Action Item Type:

- Regulatory Reform (R)
- Capital Project (PR)

- Supporting Plans and Studies (P/S)
- Coordination (C)

## An Expansive Natural and Agrarian Setting (ENAS)

**ENAS GOAL 1: Promote the efficient management of water, energy and waste through a cohesive sustainability program that represents the values of the Mead community.**

Strategy/Action Items	Type	Responsibility	Timeline	Anticipated Cost	Anticipated Effectiveness	Funding Source(s)
<b>Policy 1A: Promote the efficient use of Mead’s energy, water and materials through the way we live and develop our built environment.</b>						
Strategy 1A-1. Develop a town-wide Sustainability Plan.	P/S	TOM/ PC/ BOT/ Consultant	ST	L-M	M	General Fund/ DOLA
Strategy 1A-2. Provide access and information to existing programs to facilitate sustainability.	PR	TOM	MT	L-M	M	General Fund
Strategy 1A-3. Recognize buildings, businesses and citizens that have demonstrated a commitment to quality growth and sustainable practices through a town-specific awards program.	PR	TOM	MT	L	M	General Fund
Strategy 1A-4. Host community-wide events and demonstration projects centered on water conservation, recycling, composting and environmental sustainability.	PR	TOM	MT	L-M	M	General Fund
Strategy 1A-5. Support cost-effective green/ sustainability efforts in the design and construction of public buildings and amenities, which gives access to the Department of Local Affairs matching funds.	PR	TOM	MT	L-M	M	General Fund/ DOLA
Strategy 1A-6. As part of the public education campaigns listed in this section, include a feature piece on the Town’s website that highlights examples set by the Town, which contribute to sustainable design.	PR	TOM	MT	L	L	NA
<b>Policy 1B: Encourage water conservation and source acquisition and protection efforts..</b>						
Strategy 1B-1. Create a Water Conservation Task Force for management of acquisition and conservation efforts to work with the Town’s water providers.	PR	TOM/ PC/ BOT	ST	L	M	NA
Strategy 1B-2. Update construction standards and zoning and building codes related to water use and landscape standards, including the addition of more specific recommendations for xeriscaping in this region.	R	TOM/ PC/ BOT	ST	L	M	NA
Strategy 1B-3. Continue to work with the water districts to encourage the reduction of water use and the application of best practices from organizations such as Colorado State University for guidelines on responsible and appropriate planting and the Department of Local Affairs (DOLA) publications, Water-Efficient Landscape Design and the WaterWise Landscaping Best Practices Manual.	C	TOM/ LTWD/ LPWD/ CWCWD	ST-LT	L	M	NA

***ENAS GOAL 1: Promote the efficient management of water, energy and waste through a cohesive sustainability program that represents the values of the Mead community.***

Strategy/Action Items	Type	Responsibility	Timeline	Anticipated Cost	Anticipated Effectiveness	Funding Source(s)
Strategy 1B-4. Initiate a public education campaign on water conservation practices, and publish resources on the Town's website.	PR	TOM	ST	L	M	General Fund
Strategy 1B-5. Continue to work collaboratively with Little Thompson Water District on policy decisions and coordinate the location of development and utilities ongoing through the development review process.	C	TOM/ LTWD	ST-LT	L	H	NA
Strategy 1B-6. Coordinate with Little Thompson Water District to develop a non-potable water system option to support public facility landscaping and irrigation and ease the regulations regarding irrigation ditch use.	PR	TOM	ST	H	M-H	General Fund

**Policy 1C: Improve energy efficiency and expand the use of renewable energy including solar power.**

Strategy 1C-1. Work with United Power and Xcel Energy to develop and promote programs and codes that encourage energy efficiency and access to renewable energy.	C/ R	TOM/ PC/ BOT	ST	L	L	NA
Strategy 1C-2. Update the Land Use Code to streamline the permitting process for the development of renewable energy projects, similar to Weld County's recently updated regulations.	R	TOM/ PC/ BOT	ST	L	M	NA
Strategy 1C-3. Work towards the integration of renewable energy components into town projects that are supported with public funds.	PR	TOM	ST-LT	L-H	M	NA
Strategy 1C-4. Integrate electric car charging stations as part of future Downtown development, transit hubs and commercial projects.	PR	TOM	ST-MT	H	M	CIP
Strategy 1C-5. Develop a working partnership with the High School's Energy Academy and utility companies to examine programs and initiatives to improve energy efficiency in Mead, increase the use of renewable energy and investigate opportunities for pilot programs (e.g. micro-grid).	C	TOM/ Mead Energy Academy	ST	L	L	NA

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***ENAS GOAL 1: Promote the efficient management of water, energy and waste through a cohesive sustainability program that represents the values of the Mead community.***

Strategy/Action Items	Type	Responsibility	Timeline	Anticipated Cost	Anticipated Effectiveness	Funding Source(s)
<b>Policy 1D: Improve solid waste management.</b>						
Strategy 1D-1. On the Town’s website, educate the community on the availability of curbside recycling, improved efficiency, and reduction of cost by identifying preferred providers and consolidating service areas.	PR	TOM	ST	L	M	General Fund
Strategy 1D-2. Continue to work with local providers to accommodate and encourage pre-cycling and source separation recycling programs such as curbside recycling for households and businesses.	C	TOM	ST	L	M	NA
Strategy 1D-3. Encourage a shift from landfilling solid waste to alternatives that reduce landfilling volume by updating the construction standards to promote the reuse and repurposing of construction materials for redevelopment projects.	R	TOM/ PC/ BOT	ST	L	H	NA
Strategy 1D-4. Encourage the innovative reuse of green waste and promote composting and mulching through public education campaigns featured on the Town’s website.	PR	TOM	ST	L	M	General Fund

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**ENAS GOAL 2: Protect the Town’s natural resources, agricultural lands and scenic landscapes.**

Strategy/Action Items	Type	Responsibility	Timeline	Anticipated Cost	Anticipated Effectiveness	Funding Source(s)
<b>Policy 2A: Assure that new growth within the Town preserves the natural setting and scenic viewsheds where appropriate.</b>						
Strategy 2A-1. Evaluate and redefine the methodology for the dedication of open space within the community, maintained privately and by the Town.	R	TOM/ PC/ BOT	ST	L	H	NA
Strategy 2A-2. Upgrade the Land Use Code [Section 16-2-150 (3)] to ensure that buffers of 100 feet from water bodies are applied.	R	TOM/ PC/ BOT	ST	L	H	NA
Strategy 2A-3. Promote public awareness of Mead’s natural resources by increasing access to Mead’s lakes, ponds and streams, by promoting the Town’s future trail loop system and wayfinding strategy (see SC Goal 3).	PR	TOM	ST-MT	M	M	NA
Strategy 2A-4. Require the dedication of open space or parkland adjacent to open water and streams consistent with the 100 feet code buffer requirements.	R	TOM/ PC/ BOT	ST	L	H	NA
Strategy 2A-5. To preserve the character of Mead, identify key viewsheds and develop an overlay map.	R	TOM/ PC/ BOT	ST	L	H	NA
<b>Policy 2B: Preserve Mead’s rural and small town character through conservation design and the protection of large-scale open space and farmland.</b>						
Strategy 2B-1. Work with local landowners to identify high-priority open space and natural resources for permanent protection through regulation, conservation easements or acquisition.	C/ P/S	TOM/ PC/ BOT	ST-MT	M	H	NA
Strategy 2B-2. Work with the Weld County Commissioners and the State (e.g. GOCO) to develop permanent funding resources for open space funding (e.g. a countywide open space sales tax).	P/S	TOM/ WC/ SOC	ST-MT	M	H	NA
Strategy 2B-3. Identify and maintain the St. Vrain Creek Corridor and adjacent farmland as a green edge for the Town (refer to the 2018 Future Land Use Plan).	R	TOM/ PC/ BOT	ST	L	M	NA
Strategy 2B-4. Connect the natural areas associated with lakes, waterways and open space to create a series of east-west greenways and wildlife corridors, including the St. Vrain Creek Corridor, as identified on the updated Trails Map.	PR	TOM	MT	H	H	NA
Strategy 2B-5. Create a “Clustered Residential” zoning category and design standards to allow clustered development, preserving density and open space to encourage future residential areas to develop in a way that is compatible with Mead’s natural, agrarian setting and rural character.	R	TOM/ PC/ BOT	ST-MT	M	H	NA



**ENAS GOAL 2: Protect the Town’s natural resources, agricultural lands and scenic landscapes.**

Strategy/Action Items	Type	Responsibility	Timeline	Anticipated Cost	Anticipated Effectiveness	Funding Source(s)
Strategy 2B-6. For key areas, investigate the use of a Transfer of Development Rights (TDR) program with pre-identified sending and receiving zones that could achieve community objectives including rural preservation and attainable housing in targeted locations to support Downtown.	PR	TOM/ PC/ BOT	LT	L-M	H	NA
Strategy 2B-7. Encourage the preservation of Mead’s agricultural history by creating the ability to allow cottage industries (i.e. business or manufacturing activity carried out in a person’s home), farm-to-table commerce, continued support of the Farmer’s Market Downtown and the promotion of community gardens, fishing, aquaponics and greenhouses.	R	TOM/ PC/ BOT	ST	L	H	NA
Strategy 2B-8. Integrate agricultural design standards into the Land Use Code that allow for urban agricultural practices including community-accessible food crops within buffer strips along right of ways and alleyways.	R	TOM/ PC/ BOT	ST	L	M	NA
Strategy 2B-9. Continue to maintain and improve town outreach and relationships with members of the surrounding agricultural community.	C	TOM	ST	L	M	NA
<b>Policy 2C: Integrate oil and gas operations where appropriate using context-sensitive design and standards.</b>						
Strategy 2C-1. Continue to update and enforce the Town Code to ensure oil and gas development meets State and local requirements that reduce impacts including air, noise, safety, traffic, visual and other factors.	R	TOM/ PC/ BOT	ST	L	H	NA
Strategy 2C-2. Where possible, oil and gas wells should be discouraged from being located in prime developable areas so as not to deter from the community’s or private property owner’s future ability to achieve their vision.	R	TOM/ PC/ BOT	ST	NA	M	NA
Strategy 2C-3. Where possible, co-locate major infrastructure including pipelines, and locate oil and gas facilities and their associated buffers against greenways, parkland, and other public facilities.	R	TOM/ PC/ BOT	ST	NA	M	NA

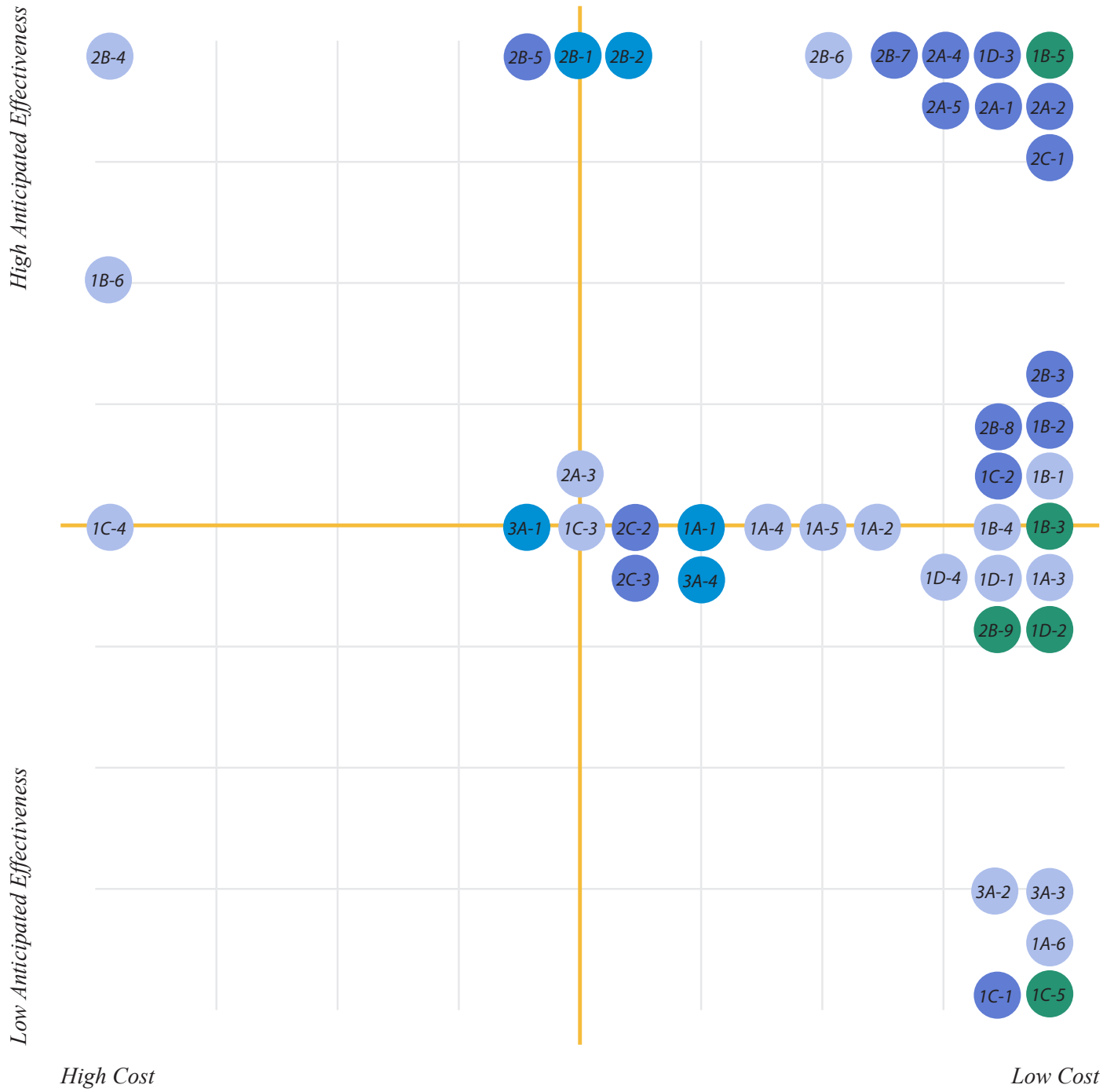
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**ENAS GOAL 3: Diversify the local economy to guard against loss of natural resources, increase Mead’s overall resilience, and prepare for natural hazards such as fires, drought and extreme weather events.**

Strategy/Action Items	Type	Responsibility	Timeline	Anticipated Cost	Anticipated Effectiveness	Funding Source(s)
<b>Policy 3A: Continue to work with Weld County to build on emergency preparedness efforts to increase Mead’s resilience.</b>						
Strategy 3A-1. Develop a town-wide emergency preparedness and resilience plan consistent with the Weld County 2016 Multi-jurisdictional Hazard Mitigation Plan.	P/S	TOM/ PC/ BOT/ Consultant	ST-MT	M	M	General Fund
Strategy 3A-2. Consistent with the Hazard Mitigation Plan, host a town-specific Policy Group training for the Town of Mead Board of Trustees.	PR	TOM/ PC/ BOT	ST	L	L	General Fund
Strategy 3A-3. Consistent with the Hazard Mitigation Plan, use money appropriated to Public Works in the Town of Mead 2018 budget to equip the Public Works building with access to back-up power.	PR	TOM	ST	L	L	General Fund
Strategy 3A-4. Determine the highest risks and appropriate mitigation strategies to protect against and recover from extreme fires, drought and tornadoes.	P/S	TOM/ PC/ BOT/ Consultant	ST	L-M	M	General Fund

*Type: Regulatory Reform (R), Capital Projects (PR), Supporting Plans and Studies (P/S), Coordination (C); Responsibility: See Page 1 of Appendix A for acronyms; Timeline: Short-term (ST), Mid-term (MT), Long-term (LT); Anticipated Cost: Low (L), Mid (M), High (H); Anticipated Effectiveness: Low (L), Mid (M), High (H); Funding Source(s): See Page 1 of Appendix A for acronyms*

# Expansive Natural and Agrarian Setting (ENAS) Work Plan



## Action Item Type:

- Regulatory Reform (R)
- Capital Project (PR)

- Supporting Plans and Studies (P/S)
- Coordination (C)

## Thoughtful Community Planning, Facilities and Services (TCPFS)

**TCPFS GOAL 1: Ensure government services, buildings and equipment needs respond to growth with a cost-effective, high level of service to residents.**

Strategy/Action Items	Type	Responsibility	Timeline	Anticipated Cost	Anticipated Effectiveness	Funding Source(s)
<b>Policy 1A: Develop and maintain mechanisms to provide for maintenance of public infrastructure, buildings, equipment and land.</b>						
Strategy 1A-1. Where feasible and appropriate, locate public facilities within one mile of Downtown to support its vibrancy and create a community heart.	C/ R	TOM/ PC/ BOT/ SVVSD/ CVPRD	ST-LT	L	H	NA
Strategy 1A-2. As the Town grows, designate a specific location(s) for a future public works facility and police/fire station(s).	C/ R	TOM/ PC/ BOT	ST-MT	L	H	NA
Strategy 1A-3. As the Town grows, work with the St. Vrain Valley School District to determine a specific location(s) for a new school(s). See general location of proposed school sites on the 2018 Future Land Use Plan.	C/ R	TOM/ PC/ BOT/ SVVSD	ST-LT	L	H	NA
Strategy 1A-4. Update the Land Use Code to include select CPTED (Crime Prevention through Environmental Design) Standards.	R	TOM	ST	L	M	NA
<b>Policy 1B: Strengthen collaboration with special districts and utility providers.</b>						
Strategy 1B-1. Support the Mountain View Fire District to offer the most cost-effective and highest-quality fire safety services to Town residents.	C	TOM/ MVFD	ST	L	M	NA
Strategy 1B-2. Support and work with other service providers such as schools and libraries to provide facilities to meet the evolving needs of Town residents.	C	TOM/ SVVSD/ HPLD	ST	L	M	NA
Strategy 1B-3. Collaborate with the High Plains Library District to identify a prospective location within Mead for a public library once Mead's population reaches their required benchmark of 5,000 residents.	C	TOM/ HPLD	ST-MT	L	M	NA
Strategy 1B-4. Support other special districts serving the Town including the sewer, water and metro districts.	C	TOM/ Special Districts	ST	L	L	NA

*Type: Regulatory Reform (R), Capital Projects (PR), Supporting Plans and Studies (P/S), Coordination (C); Responsibility: See Page 1 of Appendix A for acronyms; Timeline: Short-term (ST), Mid-term (MT), Long-term (LT); Anticipated Cost: Low (L), Mid (M), High (H); Anticipated Effectiveness: Low (L), Mid (M), High (H); Funding Source(s): See Page 1 of Appendix A for acronyms*

**TCPFS GOAL 2: Encourage and support community activities to bring together the residents of the community and foster community leadership.**

Strategy/Action Items	Type	Responsibility	Timeline	Anticipated Cost	Anticipated Effectiveness	Funding Source(s)
<b>Policy 2A: Improve public education and information delivery.</b>						
Strategy 2A-1. Investigate public-private partnerships to leverage fiber optic infrastructure opportunities to improve internet speeds and incentivize prospective businesses to locate in Mead, such as with TDS Telecom.	P/S	TOM	ST	L	H	NA
Strategy 2A-2. Plan for the integration of future technology innovations by creating adaptable spaces within new public buildings that allow for the integration of new technologies.	R	TOM/ PC/ BOT	ST	L	M	NA
<b>Policy 2B: Continue to encourage residents to become active in the governance and well-being of the Town.</b>						
Strategy 2B-1. Continue to provide ongoing communication with Town residents regarding activities and actions of the Town through activities, social media promotions, in-person meetings and features on the Town’s website.	PR	TOM	ST	L	M	NA

*Type: Regulatory Reform (R), Capital Projects (PR), Supporting Plans and Studies (P/S), Coordination (C); Responsibility: See Page 1 of Appendix A for acronyms; Timeline: Short-term (ST), Mid-term (MT), Long-term (LT); Anticipated Cost: Low (L), Mid (M), High (H); Anticipated Effectiveness: Low (L), Mid (M), High (H); Funding Source(s): See Page 1 of Appendix A for acronyms*

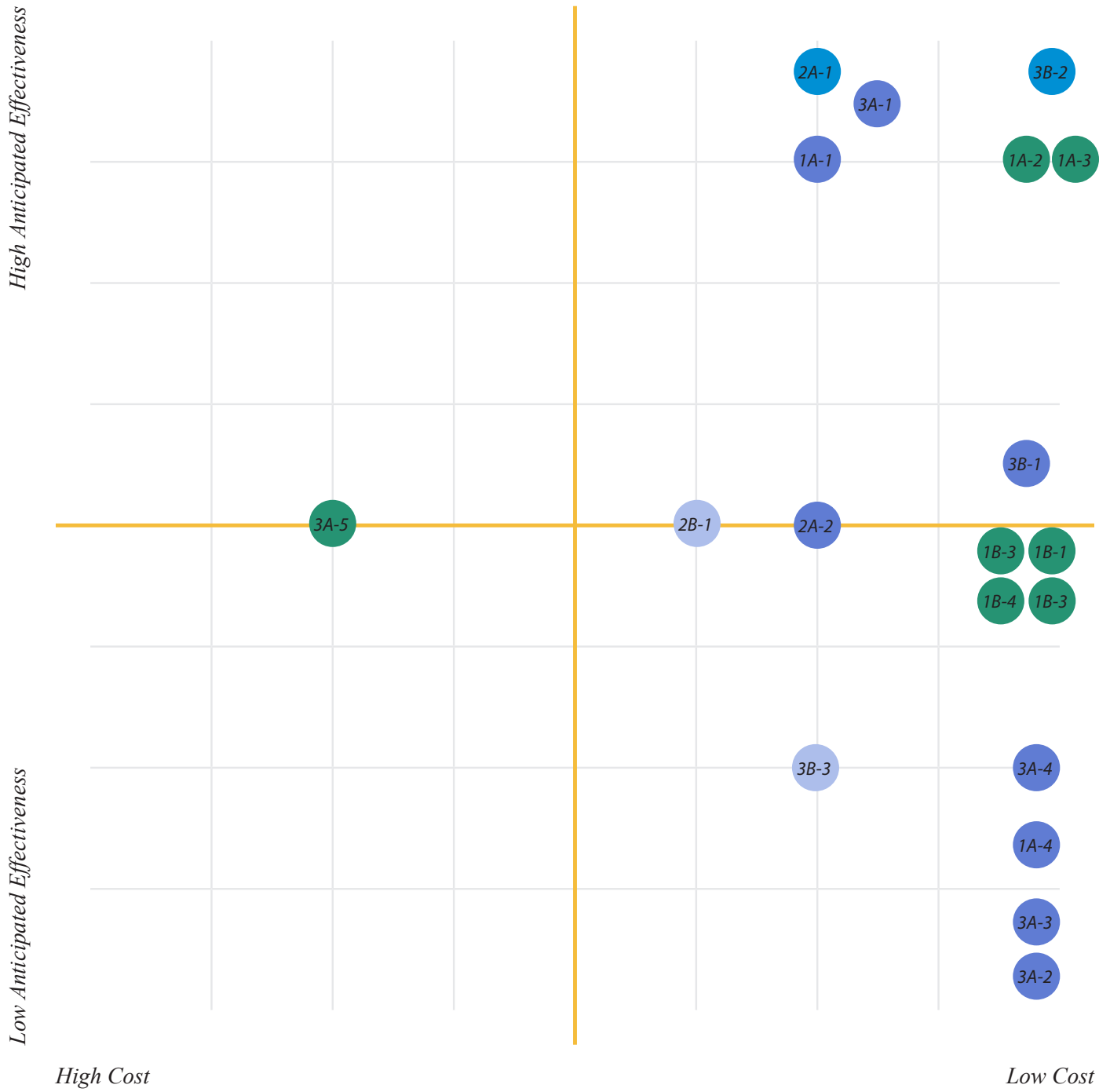


***TCPFS GOAL 3: Promote cooperative planning for growth, development and increased coordination by strengthening relationships and maintaining Intergovernmental Agreements (IGAs) between local governments to address major land use, transportation and infrastructure projects. Work together to ensure new projects are cost efficient, meet individual and shared needs and promote mutual benefit.***

Strategy/Action Items	Type	Responsibility	Timeline	Anticipated Cost	Anticipated Effectiveness	Funding Source(s)
<b>Policy 3A: Work with Weld County and adjacent municipalities to develop agreements that support mutually beneficial land use.</b>						
Strategy 3A-1. Update and maintain existing Intergovernmental Agreements (IGAs) with Weld County, Berthoud, Platteville, Longmont and overlapping special districts to help manage growth in an orderly and responsible manner.	R	TOM/ PC/ BOT/ WC/ TOB/ TOP/ COL/ Special Districts	ST	L	H	NA
Strategy 3A-2. Encourage Weld County to maintain rural levels of development unless the area is anticipated to be annexed into the Town, in which case Mead's Comprehensive Plan and Land Use Code would apply.	C/R	TOM/ PC/ BOT/ WC	ST	L	L	NA
Strategy 3A-3. Work with Weld County and adjacent municipalities on regional land use issues including open space and farmland preservation, municipal boundaries, and greenways and trails expansion.	C/ R	TOM/ PC/ BOT/ WC/ Adjacent Municipal- ities (i.e. COL/ TOB/ TOP/TOF/ TOJ)	ST	L	L	NA
Strategy 3A-4. Encourage Weld County to review and accept Mead's Comprehensive Plan to provide citizens with a consistent message.	C/ R	TOM/ PC/ BOT/ WC	ST	L	L	NA
Strategy 3A-5. Coordinate with ongoing participants and relevant organizations in long-range planning efforts (e.g. CDOT PEL Study).	C	TOM/ WC/ CDOT	ST-MT	M-H	M	NA
<b>Policy 3B: Create a system of tiered growth areas and land uses that encourage compact growth and a rural edge that is reflective of the vision for the Town of Mead.</b>						
Strategy 3B-1. Implement a tiered system of development that encourages compact growth near Downtown, commercial centers and highway corridors, and the reduction of density on the edge of the Town limits. See ENAS Goal 2.	R	TOM/ PC/ BOT	ST	L	M	NA
Strategy 3B-2. Identify areas for strategic annexation within the next 5 years.	P/S	TOM/ PC/ BOT	ST	L	H	NA
Strategy 3B-3. Develop a handbook and publish it on the Town's website that provides developers with land use options, tools and incentives that encourage annexation and compatible land uses.	PR	TOM/ PC/ BOT/ Consultant	MT	L-M	L	NA

*Type: Regulatory Reform (R), Capital Projects (PR), Supporting Plans and Studies (P/S), Coordination (C); Responsibility: See Page 1 of Appendix A for acronyms; Timeline: Short-term (ST), Mid-term (MT), Long-term (LT); Anticipated Cost: Low (L), Mid (M), High (H); Anticipated Effectiveness: Low (L), Mid (M), High (H); Funding Source(s): See Page 1 of Appendix A for acronyms*

# Thoughtful Community Planning, Facilities and Services (TCPFS) Work Plan



**Action Item Type:**

- Regulatory Reform (R)
- Capital Project (PR)

- Supporting Plans and Studies (P/S)
- Coordination (C)





TOWN OF MEAD COMPREHENSIVE PLAN

# APPENDIX A: GLOSSARY OF TERMS



# APPENDIX A. GLOSSARY OF TERMS

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## *Acronyms:*

<b>ADA:</b> Americans with Disabilities Act	<b>MVFD:</b> Mountain View Fire Rescue District
<b>ADUs:</b> Accessory Dwelling Units	<b>NSFHA:</b> Non-Special Flood Hazard Area
<b>APA:</b> American Planning Association	<b>OGCC:</b> Oil and Gas Conservation Commission
<b>BNSF:</b> Burlington Northern Santa Fe	<b>PC:</b> Mead Planning Commission
<b>BOT:</b> Mead Board of Trustees	<b>PEL:</b> Planning and Environmental Linkage
<b>CDC:</b> Center for Disease Control	<b>PIA:</b> Planning Influence Area
<b>CDOT:</b> Colorado Department of Transportation	<b>PROS:</b> Parks, Recreation and Open Space
<b>COL:</b> City of Longmont	<b>REDI:</b> Rural Economic Development Initiative
<b>CPTED:</b> Crime Prevention through Environmental Design	<b>RLF:</b> Revolving Loans Funds
<b>CR:</b> County Road	<b>RTD:</b> Regional Transportation District
<b>CSU:</b> Colorado State University	<b>SC:</b> Strong Connectivity
<b>CU:</b> University of Colorado	<b>SH 66:</b> State Highway 66
<b>CVPRD:</b> Carbon Valley Park and Recreation District	<b>SOC:</b> State of Colorado
<b>CWCWD:</b> Central Weld County Water District	<b>STCC:</b> Small-Town Community Character
<b>DE:</b> Diverse Economy	<b>SVVSD:</b> St. Vrain Valley School District
<b>DOLA:</b> Colorado Department of Local Affairs	<b>TCPFS:</b> Thoughtful Community Planning, Facilities and Services
<b>DRCOG:</b> Denver Regional Council of Governments	<b>TDR:</b> Transfer of Development Rights
<b>EEZ:</b> Enhanced Enterprise Zone	<b>TIF:</b> Tax Increment Financing
<b>ENAS:</b> Expansive Natural and Agrarian Setting	<b>TIP:</b> Transportation Improvement Program
<b>FEMA:</b> Federal Emergency Management Agency	<b>TOB:</b> Town of Berthoud
<b>FLUP:</b> Future Land Use Plan	<b>TOF:</b> Town of Firestone
<b>FN:</b> Friendly Neighborhoods	<b>TOJ:</b> Town of Johnstown
<b>GOCO:</b> Great Outdoors Colorado	<b>TOM:</b> Town of Mead
<b>HMP:</b> Hazard Mitigation Plan	<b>TOP:</b> Town of Platteville
<b>HPLD:</b> High Plains Library District	<b>TP:</b> Transportation Plan
<b>I-25:</b> Interstate 25	<b>UGB:</b> Urban Growth Boundary (aka PIA)
<b>ICT:</b> Information and Communications Technology	<b>UNC:</b> University of Northern Colorado
<b>IGA:</b> Intergovernmental Agreement	<b>UPRR:</b> Union Pacific Railroad
<b>LPWD:</b> Longs Peak Water District	<b>URA:</b> Urban Renewal Area
<b>LTWD:</b> Little Thompson Water District	<b>V2I:</b> Vehicle to Infrastructure
<b>LUC:</b> Land Use Code	<b>WC:</b> Weld County
<b>MCP:</b> Mead Comprehensive Plan	<b>WCR:</b> Weld County Road





## ***Glossary of Terms:***

**Broadband:** The Federal Communications Commission defines broadband as internet connection speeds of at least 25 Mbps downstream and 3 Mbps upstream.

**Building Code:** A set of rules that specify standards for construction of buildings and are in effect for all permits.

**Capital Improvement Plan/Projects:** A schedule and budget for future capital improvements (building or acquisition projects) for roads, utilities and other capital facilities, to be carried out over a specific time period.

**Community Vision/Vision Themes:** A shared dream of the future characterized by long-term idealistic thinking. Provides the foundation for the development of the Goals, Policies, and Strategies. A vision is not a binding goal and may not be achievable in the lifetime of those participating in the drafting of the Comprehensive Master Plan.

**Complete Street Program:** Complete Streets are defined by the American Planning Association as “streets that are designed and operated with all users in mind—including motorists, pedestrians, bicyclists, and public transit riders (where applicable) of all ages and abilities—to support a multimodal transportation system. A complete street network is one that safely and conveniently accommodates all users and desired functions, though this does not mean that all modes or functions will be equally prioritized on any given street segment”.

**Density:** For residential uses, the number of permanent residential dwelling units per acre of land. For nonresidential uses, density is often referred to as development intensity and is expressed through a ratio of floor area to lot size.

**Design Guidelines/Standards:** Standards or criteria that influence the design of a subdivision, site plan, or structure based on its use, location, or other considerations.

**Downtown Revitalization Façade Grant Program:** A Town grant program that offers \$5,000 in funding to business owners and residents in the Downtown Mead Area for improvements to the front of the building or to install landscaping, sidewalk improvements, and street furniture in the public right-of-way.

**Economic Projection:** As defined by the American Planning Association, an economic projection is an estimate of future economic conditions (e.g., employment by industry or sector, personal income, public revenue) for a particular jurisdiction or multijurisdictional area.

**Front Range:** The urban corridor east of the Rocky Mountains extending from Cheyenne, Wyoming to Pueblo, Colorado.

**Future Land Use Map/ Comprehensive Land Use Plan:** Establishes preferred development patterns by designating land use categories for specific geographic locations.

**Goals:** A desired ideal and a value to be sought; an end toward which effort is directed. For the purpose of this Comprehensive Plan, goals are statements of community aspirations for achieving the vision, and are implemented through public programs, investments, and initiatives.



**Green Businesses:** The American Planning Association defines a green business as any business offering environmentally friendly products and services through sustainable business models and practices.

**Green Jobs:** According to the American Planning Association, green jobs are provided by agricultural, manufacturing, research and development, administrative, service, or other business activities that contribute substantially to preserving or restoring environmental quality. Green businesses or jobs may include, but are not limited to, those associated with industrial processes with closed-loop systems in which the wastes of one industry are the raw materials for another.

**Implementation Indicators, Benchmarks, and Targets:** As defined by the American Planning Association (APA), indicators allow quantitative measurement of achievement of the Comprehensive Plan's goals and objectives. Benchmarks are measurements of existing conditions against which progress towards the Plan's goals can be measured. Targets are aspirational levels of achievement for a specific goal or objective often tied to a specific timeframe. Establishing these metrics allows for the monitoring of progress in plan implementation.

**Intensity:** When referring to land uses, the extent to which a parcel is developed in conformity with zoning ordinances.

**Intergovernmental Agreement:** A contractual agreement between the City and another governmental entity.

**Land Use Code:** Compendium of municipal ordinances and codes, including zoning regulations.

**Level of Service:** An established minimum capacity of public facilities or services that must be provided per unit of demand, i.e. per new housing unit.

**Mixed-Use Development:** A development type in which various uses, such as office, retail, and residential, are combined in the same building or within separate buildings on the same site or on nearby sites.

**Mobility:** The ability to move from one place to another, or to transport goods from one place to another.

**Multimodal Transportation:** A transportation system that includes several types (modes) of conveyances such as automobile, bicycle, bus, pedestrian, and retail; and appropriate connections between these modes.

**Planning Influence Area:** The PIA is the Town's legal right to influence development. It includes all land within the Town's corporate limits and its planning area, except for property that is already within the boundaries of other municipalities or is subject to existing boundary agreements.

**Policy:** A statement of standard or a course of action that guides governmental action and decision-making.

**Population Projection:** As defined by the American Planning Association, a population projection is an estimate of the future population for a particular jurisdiction or multi-jurisdictional area. For the purposes of this plan, a compounded population growth projection method was used to estimate the Town's future population over the next twenty (20) years based off of low (2.2%), medium (6.0%), and high (12.0%) growth rates identified by Town staff.



**Quality of Life:** The personal perception of the physical, economic, and emotional well-being that exists in the community.

**Redevelopment:** To improve and re-use existing buildings; to demolish existing buildings (often in poor condition) and create new ones; or to increase the overall floor area existing on a property, irrespective of whether a change occurs in land use.

**Retail Leakage:** Occurs when there are unsatisfied demands within the trading area, causing the local population to travel to neighboring areas to buy goods.

**Snapshots (a.k.a. Existing Conditions):** An abbreviated overview of baseline conditions that also defines how those conditions and projections influence the development of goals, policies, and strategies for the Comprehensive Plan.

**Strategies:** A plan of action intended to accomplish a specific principle.

**Urban Growth Boundary:** The Urban Growth Boundary, spans almost 50 square miles, includes agricultural land, residential development, parks and open space, oil and gas wells, industrial parks, and limited commercial and retail, and is the area in which the Town has a legal right to influence development.

**Urban Renewal Areas:** Urban renewal is a state-authorized, redevelopment and finance program designed to help communities improve and redevelop areas that are physically deteriorated, suffering economic stagnation, unsafe or poorly planned. Mead uses urban renewal as a tool to improve business areas in Mead by eliminating blight, assisting private development and redevelopment projects, and planning and building public and public-related commercial improvements as necessary to achieve those goals.

**Vehicle to Infrastructure Communication:** Allows vehicles to share information with the components that support the roadway system, which in turn can provide travelers with real-time information.

**Zoning District:** A set of land use regulations enacted by the City to create districts that permit certain land uses and prohibit others. Land uses in each district are regulated according to type, density, height, and the coverage of buildings.

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TOWN OF MEAD COMPREHENSIVE PLAN

# APPENDIX B: 2017 EXISTING CONDITIONS REPORT



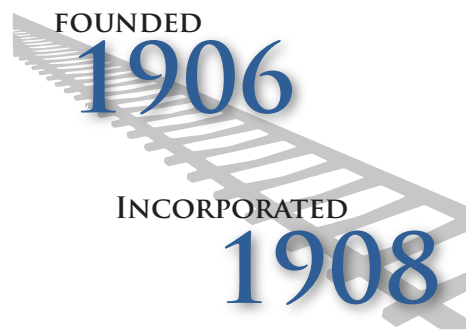
# COMMUNITY CHARACTER



## OVERVIEW

### Mead's History and Heritage

The Town of Mead was founded in 1906 at the junction of agriculture and the railroad. By the turn of the 20th century, homesteaders were settling and farming the plains in northern Colorado. One such farmer, Paul Mead, promoted the sugar beet industry by writing a song suggesting that a railroad would be built following the song's success. The next year, the Great Western Sugar Company constructed a railroad that bisected Mead's property.

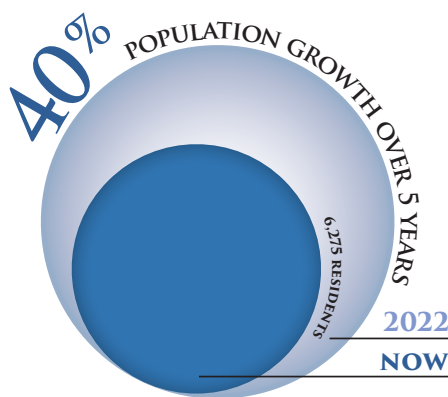


The community was established on the site that neighboring farmers used to assemble beets for the Great Western Sugar Company to transport to the sugar mill. It took another two years to be officially incorporated as a town, but the land's original homesteaders took a leadership role in platting and developing the community.

Mead's founders also had a hand in defining the local culture. They established a moral cornerstone for the Town by writing into the titles of the lots that no liquor was ever to be sold on the property.<sup>1</sup> Ironically, once the Town was incorporated, the ordinance pertaining to the new Town board's meetings, procedures, and duties came second to granting the Town's first liquor licenses.<sup>2</sup>

While food production and processing was initially the primary industry driving Mead's local economy, the Town also became a thriving social and commercial hub for the area. Dances and other forms of entertainment were held at Rose Hall, the Town's community center which was later named Roman Hall.<sup>3</sup> At its peak, the Town was home to three general stores, a hotel, a combination grocery store and meat market, two saloons, butcher shop, filling station, two auto garages, farm implement company, two livery stables, a lumberyard, blacksmith shop, drug store, plus a second drug store with the post office in the back, lunch room, pool hall, bowling alley, hoe and harness repair shop, bank, newspaper, Ford car dealership, pickle factory, hay mill, pea hulling factory, Kunner's cucumber factory, library, movie theater, fire department, and two doctors' offices.<sup>4</sup>

Local agriculture made the Town bustling but wasn't enough to save it from the impact of the Great Depression. In the 1930s, the Depression crippled Mead's economy and, with the proliferation of cars making it easier to travel to Longmont, few businesses were left in Mead.



### ACCOMMODATING GROWTH

While remaining a small-town and rural community is integral to the community's identity, regional development pressures to meet growing residential and commercial demand may impact Mead's character. The population of the Front Range and Northern Colorado is forecasted to grow at a faster rate than both the state and the nation. Denver Regional Council of Governments (DRCOG) forecasts nearly 300,000 new residents in Weld County alone. With the regional pressure to accommodate growth, Mead's population is anticipated to increase 40%, to 6,275 total residents in just five years.<sup>5</sup>

1 Historic Highland Lake Inc (Myra Imogene Mead Cope, 1969)

2 <http://www.historichighlandlake.org/mead/meadGov.html>

3 <http://historichighlandlake.org/mead/meadBusiness.html>

4 Historic Highlandlake; <http://historichighlandlake.org/mead/meadBusiness.html>

5 5-year population projection is based on Town staff's knowledge of pending and potential future development projects

Mead's advantageous location along I-25 will make it a target for both commercial and residential development. With foresight and planning, this growth can be accommodated while still preserving Mead's existing way of life and character so cherished by its residents. The desired location, density and intensity of land uses will be reinforced in the Town's land use code.

## MEAD'S CHARACTER

Mead's small-town feel and rural charm are two intangible assets that have been overwhelmingly expressed by stakeholders as what they love most about Mead. As the Town moves forward, it is important to implement design guidelines and prioritize pieces of Mead's history to incorporate into future development. Many of Mead's historic buildings are concentrated Downtown, which is also the area mentioned most by stakeholders when asked about priority locations to focus on within the Comprehensive Plan. Like many small towns in Colorado and across the country, Mead is focusing on revitalizing and enhancing Downtown through the Downtown Revitalization Façade Grant Program. This helps strengthen the small-town, rural character by leveraging existing assets. Stakeholders agree that restoring the historic façades of the buildings Downtown while occupying them with modern businesses would strengthen the area's aesthetics and encourage more vibrancy within the Town core.



182

HOMES ELIGIBLE FOR  
HISTORIC DESIGNATION  
CONSIDERATION

The Town of Mead is home to a unique, historically significant landscape. Roughly 182 homes, just over 13% of Mead's housing stock, were built prior to 1969, making those properties either currently eligible for historic designation consideration or eligible for consideration within the next two years, based on their historic significance to the local history and heritage.

In addition to the small-town feel and rural charm, the Town of Mead is bisected by two major highways, I-25 and Highway 66. The areas closest to the intersection of these two roads have developed in a distinctly highway commercial character and offer the opportunity for targeted economic development and improved design standards that will continue to enhance Mead's character.



## STAKEHOLDER INSPIRATION

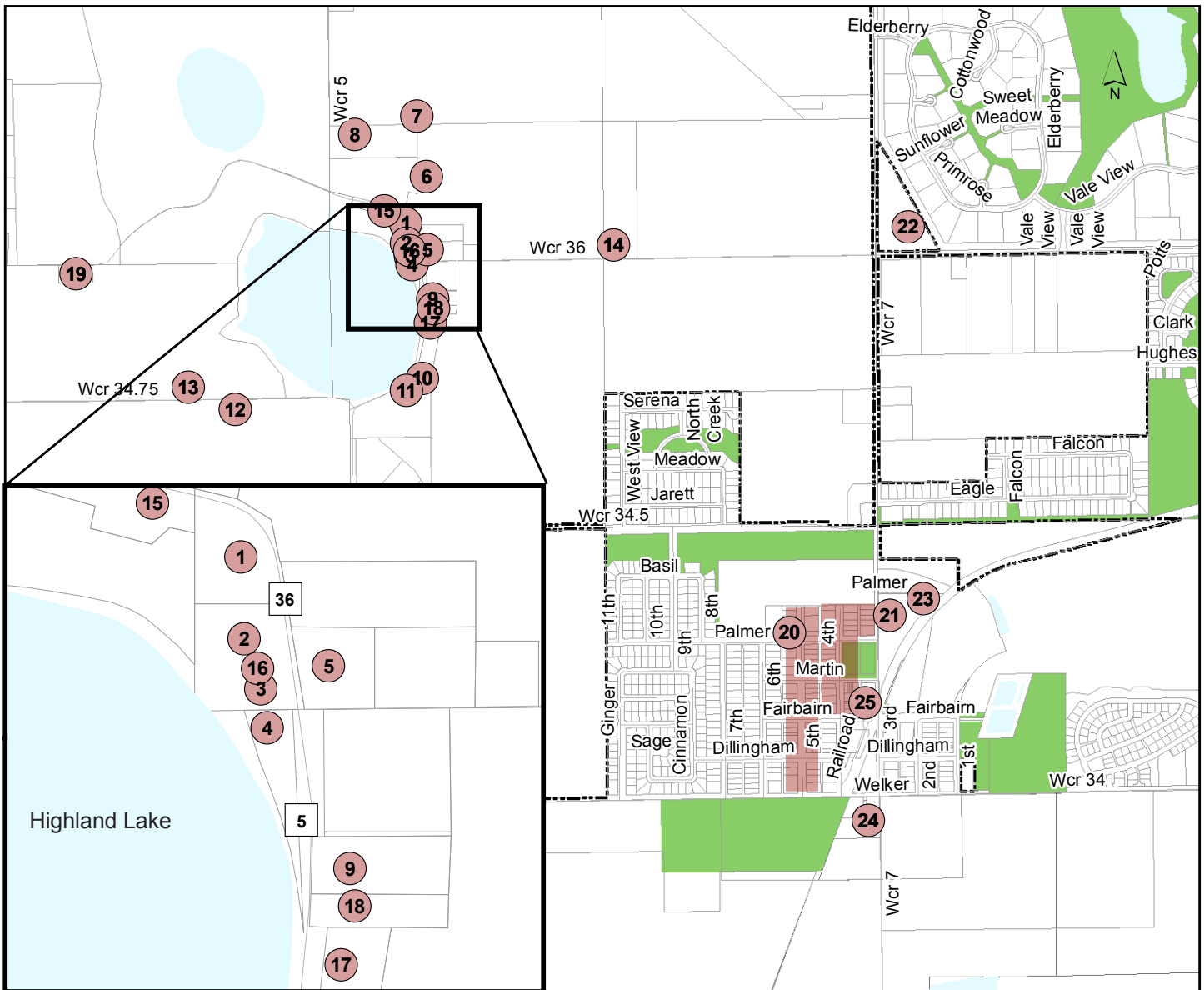
During small group stakeholder interviews, participants suggested the addition of a development tool to integrate open space and maintain density. Residents overwhelmingly agreed with Randall Arent's approach in *Growing Greener*, his illustrated workbook which outlines how to design residential developments that maximize land conservation without reducing overall building density:

***"Simply stated, Conservation Design rearranges the development on each parcel as it is being planned so that half (or more) of the buildable land is set aside as open space. Without controversial 'down zoning,' the same number of homes can be built in a less land-consumptive manner, allowing the balance of the property to be permanently protected and added to an interconnected network of community green spaces. This 'density-neutral' approach provides a fair and equitable way to balance conservation and development objective."***







Source: "Growing Greener: Conservation by Design" (Pennsylvania Department of Conservation and Natural Resources, and Natural Lands Trust), March 2009

Left: Photo by Heidi Melocco, 2016 Photo Contest Submission. Image Source: Town of Mead Facebook Page

# MAP: HISTORICALLY SIGNIFICANT PROPERTIES



**LEGEND**

-  Historic Property
-  Historic Area
-  Streets
-  Town of Mead
-  Parks & Open Space
-  Parcels

## Historically Significant Places and Landmarks

1. Richey's Grocery
2. Lorin C. Mead's Home 1875
3. First Blacksmith's Home ca. 1883
4. Cabin/Cafe ca. 1876
5. R.S. True Home "Eastlake"
6. Welty Home 1883
7. R.P. Waite Home "The Ivie's"
8. Ed Kraig Home 1904
9. Mansfield/Coates/True Home
10. Swedish Style Barn 1921
11. George Davis Home ca. 1878
12. Jepperson Home Mid 1880s
13. C.A. Pound Home 1874
14. Fairview Hotel 1890s
15. Kerr Home (Log Cabin)
16. Original Johnson's Corner Gas Station ca. 1942
17. Highlandlake Church 1896 National Register
18. Ren and Carl True Home
19. Highlandlake Pioneer Cemetery 1878
20. United Methodist Church 1907
21. Historic Jail (moved to this location)
22. Caretaker's House
23. Pearl Howlett School (moved to this location)
24. Catholic Church (originally a United Brethren)
25. Grain Elevator 1906



# WHAT WE'VE HEARD

## Issues

- The need to preserve the small-town feel and rural character.
- Development pressures threaten existing open space vistas that residents cherish as part of Mead's rural character and identity.
- Determine strategies to create a balance between economic/population growth and small-town values.
- Downtown's concentration of historic buildings requires ongoing financial support to preserve the area's heritage and character.
- Identify methods to maximize the potential economic benefits of having two major highways located within the Town.



Highlandlake Church ca. 1900

Original card donated by Mark French March 2017; Photo sourced from Historic Highlandlake's Facebook Page



Highlandlake Church ca. 2016

Photo sourced from Historic Highlandlake's Facebook Page

## Opportunities

- Partner with Historic Highlandlake to strengthen efforts for historic preservation.
- Capitalize on Mead's longstanding social values—ideals and beliefs such as family friendliness, safety, inclusivity, and hospitality.
- Historic places, such as Mead's United Church of Christ of Highland Lake, are important reminders of the community's heritage. Preserving these sites and sensitively integrating them into modern developments will help preserve the rural history and heritage of the area.
- Investigate the feasibility of conducting a Historic Resource Survey for the Town of Mead.
- Reinforce the location, density and intensity of land uses by strengthening the Town's Land Use Code to protect Mead's existing way of life and small-town character while still accommodating future economic and population growth.
- Incorporate planning and design concepts to simultaneously achieve the desired open space conservation and intensity of development.
- Continue to pursue grants such as the Downtown Revitalization Façade Grant Program, and explore and apply for additional grant programs such as the Colorado Main Street Program to enhance Downtown.
- Actively expand commercial and business park opportunities along the I-25 and Highway 66 corridors with consideration for design elements.

## Sustainability

- Encourage rehabilitation and reuse of existing buildings to limit the consumption of new land, materials and energy.
- Strategically design buildings to leverage environmental conditions and implement passive, energy-saving strategies that continue to provide an opportunity for energy savings.



United Methodist Church, 2016

Photo by Regina Hubbard, 2016 Photo Contest Submission  
Image Source: Town of Mead Facebook Page



Photo by Paul Marcotte, 2016 Photo Contest Submission

Image Source: Town of Mead Facebook Page





## DEVELOPMENT PATTERN

The Town of Mead's original core consists of 158 acres along CR 34 and the Great Western Railway, just west of I-25 (shown in blue and labeled 1 on the map to the right). Starting in the 1980s, the Town slowly grew east towards I-25. In the 1990s the Town incorporated businesses along SH 66 and I-25, and residential development grew to the north. By 2008, Mead was the fastest growing town in Colorado, with an 8.4% growth rate.<sup>6</sup> Even with this accelerated growth, Mead remains a small community and residents are attracted to its small-town feel. The Town's location in the region and accessibility to Longmont and Denver via I-25, position Mead for continued growth.

Currently, the Town limits only encompass 12.4 square miles, but the Urban Growth Boundary (UGB) provides the opportunity to grow to 51.5 square miles. This UGB overlaps with the planning influence areas of Boulder, Longmont and Firestone, though inter-governmental agreements (IGAs) are in place to manage growth within these areas.

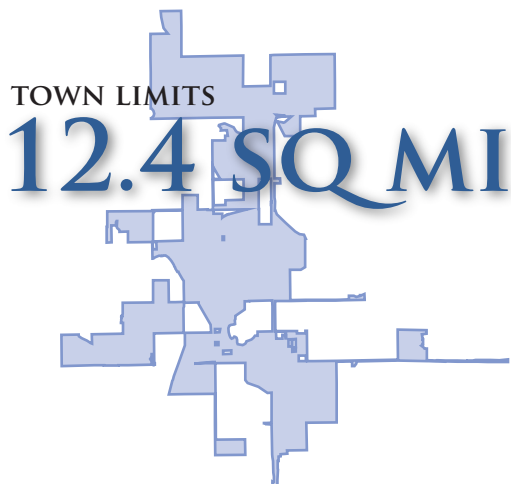
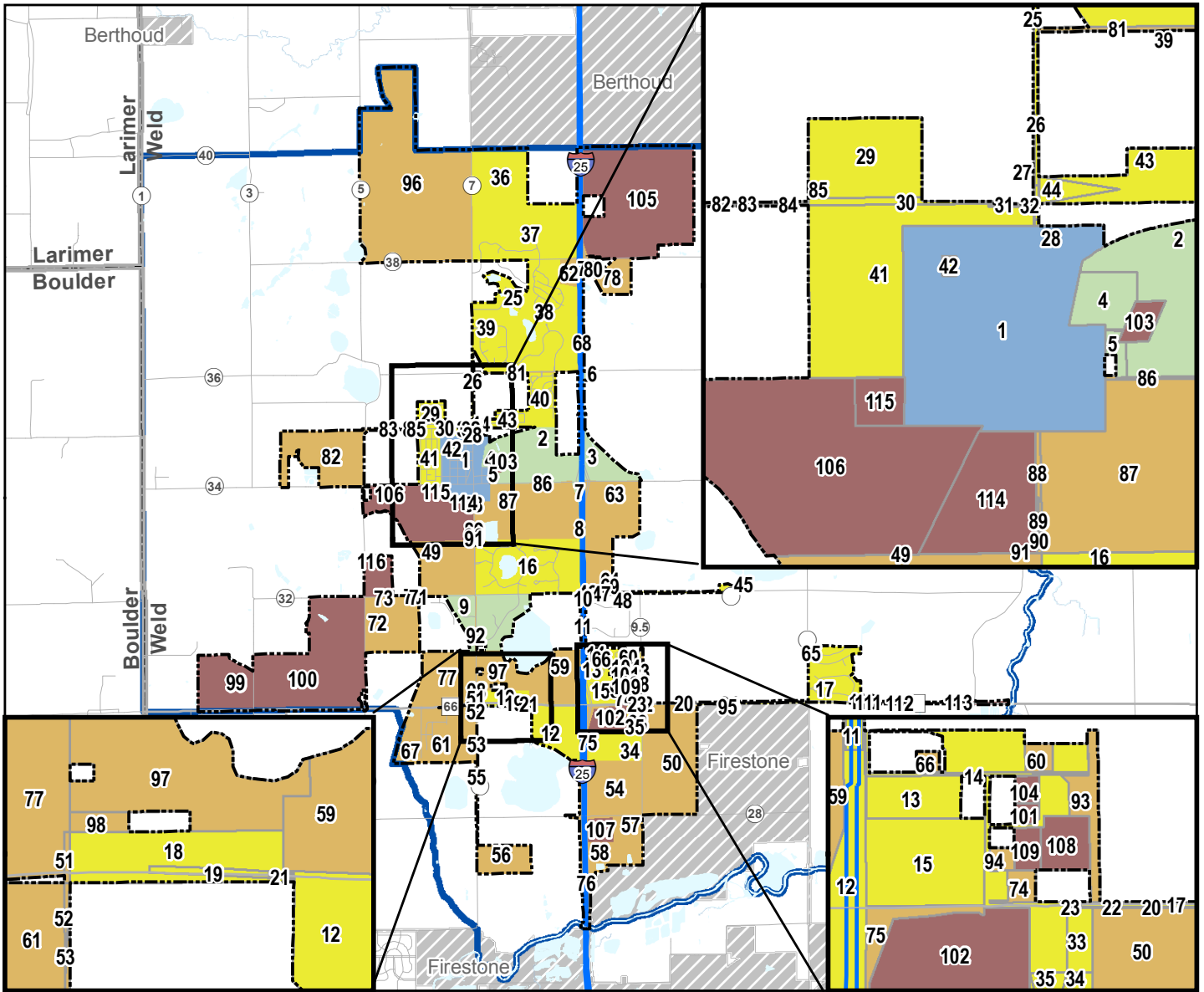
Most recent annexations have occurred to the northeast and southwest of Mead's core, but development has recently slowed. The Town's approach to annexation is to prioritize the acquisition of unincorporated land situated immediately adjacent to its existing Town boundary (approximately 12 sq. mi.) to protect itself from further intrusion into its urban growth boundary (UGB encompasses approximately 50 sq. mi.); to "annex from the inside-out". Current development proposals include Mead Place (residential and commercial), St. Acacius, Westridge (residential and commercial), and Mead Village.

Within the current Town limits, DRCOG's 10-year growth projection anticipates an additional 3,000 single-family housing units and 240 multifamily housing units. DRCOG also predicts significant growth within the UGB/Growth Management Area (GMA) which stretches beyond Town limits at 7,700 single-family and 250 multifamily housing units.











<sup>6</sup> Denver Post, Census: Data refers to period of 2007-2008



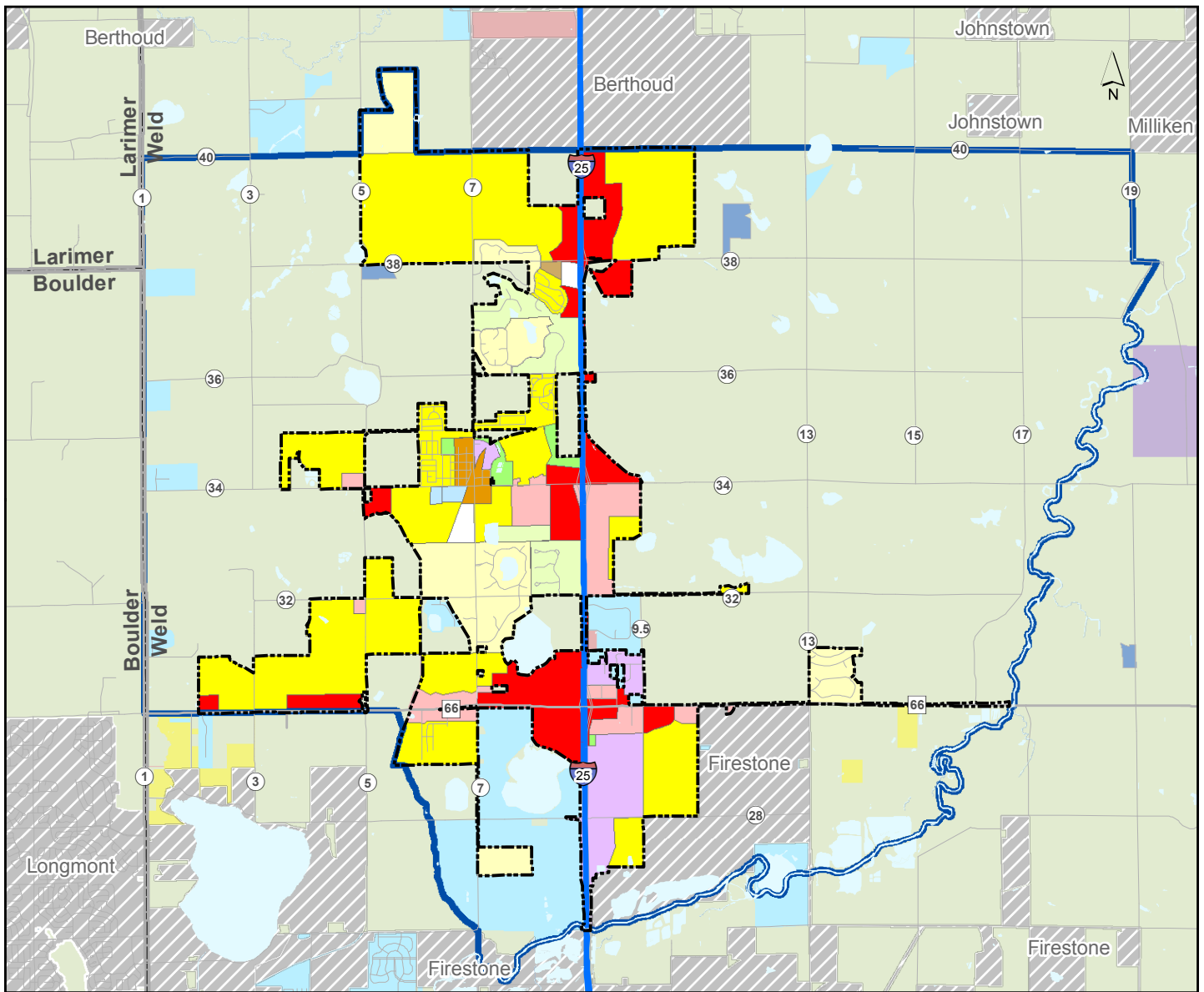
# MAP: REGIONAL ANNEXATIONS OVER TIME



**LEGEND**

	Town of Mead	<b>Annexation Year</b>		Before 1980
	Streets			1981 - 1990
	County Boundaries			1991 - 2000
	Mead Growth Management Area			2001 - 2010
	Other Municipalities			2011 - Current

# MAP: MEAD ZONING AND REGIONAL CONTEXT



## LEGEND

- Town of Mead
- I-25
- 66
- Streets
- County Boundaries
- Mead Growth Management Area
- Other Municipalities

### Mead Zoning

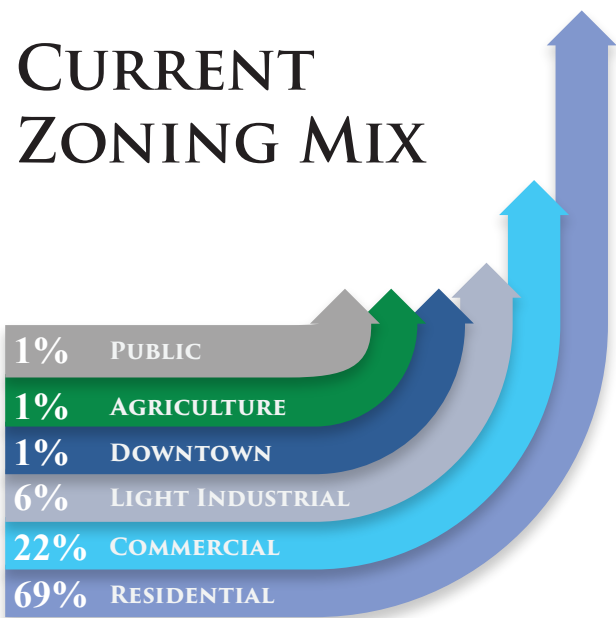
- Agricultural
- Residential Single Family-Estate
- Residential Single Family-1
- Residential Single Family-4

- Residential Single Family-8
- Downtown Mixed Use
- General Commercial
- Highway Commercial
- Light Industrial
- Public

### County Zoning

- Agriculture
- Commercial
- Employment
- Industrial
- Planned Unit Development
- Residential

# CURRENT ZONING MIX



## MEAD'S LAND USE MIX

In general, the local mix of land uses should be efficient and sustainable; ensure a balanced economy; provide a wide range of housing choices; minimize conflicts between incompatible uses; and focus new development within existing and planned infrastructure. Mead's primary tools to influence this mix of future land uses are the Comprehensive Plan and Land Use Map. To ensure that the community grows the way it desires, the Town must continually evaluate the direction established in these documents, as they form the basis for specific zoning and land development code regulations.

The majority of Mead has been developed as residential subdivisions dispersed throughout but primarily along the periphery, with most of the commercial and employment uses located along I-25 and centrally within the Town. A very small percentage of land within the Town limits is used for agriculture, public or Downtown mixed-use, with mixed-use only being found in one location Downtown. The current zoning in Mead matches the mix of land uses identified in the 2013 Land Use Map pretty closely, which is a good sign of successful implementation of long-range planning.





# WHAT WE'VE HEARD

## Issues

- The current focus of commercial development is highway-oriented instead of Downtown-oriented.
- There exists a desire to balance density/economic generators with a rural small-town feel.
- Mead's agricultural community should be encouraged and supported through land use decisions.
- The UGB includes land that is likely to remain semi-rural, would be expensive to service if incorporated, and exceeds the amount of land needed based on population growth.
- The UGB overlaps the town limits of Firestone at the southeast.
- There is a need for integrated, neighborhood mixed-use development with local services near homes.
- Issues exist with land use code clarity, flexibility, usability and predictability.

## Opportunities

- Initiate subarea planning to promote unique and identifiable character.
- Annex land early to protect intrusion into the growth boundary, and identify areas for strategic annexations.
- Leverage funds for development in the two Urban Renewal Areas.
- Capitalize on Areas of Change located along Highway 66, the I-25 corridor, and in Downtown.
- Focus new development on infill of vacant parcels within the existing Town limits.
- Work with neighboring communities to ensure compatible development through IGAs/boundary agreements.
- Leverage the Town's location along I-25 to attract large employers and future bus/commuter rail station.
- Use agricultural land and open space as separators between neighboring communities.
- Incorporate open space areas along the St. Vrain River to the southeast.
- Establish an IGA with Longmont to access open space to the southwest.
- Focus commercial development within key centers including Downtown and within specific nodes along Hwy 66, and CR34.
- Update land use code regulations to address building form, site design, compatibility, impact fees, subdivision design and Planned Unit Development (PUD) benefits.
- Densify the Downtown core.

## Sustainability

- Define a contiguous growth area and encourage desired development (e.g. using incentives/tradeoffs; development agreements) to foster a tiered system of development.
- Reevaluate the existing land use designations from the 2009 Comprehensive Plan, investigate a better land use balance and ensure adequate provision of opportunities and locations for new jobs and employers in Mead.
- Develop in a contiguous pattern in tandem with infrastructure improvements.
- Plan for a balanced land use mix for fiscal sustainability, characterized by a pattern that includes both residential and nonresidential uses.
- Coordinate the land use plan with regional transportation investments, to improve mobility and access for residents.

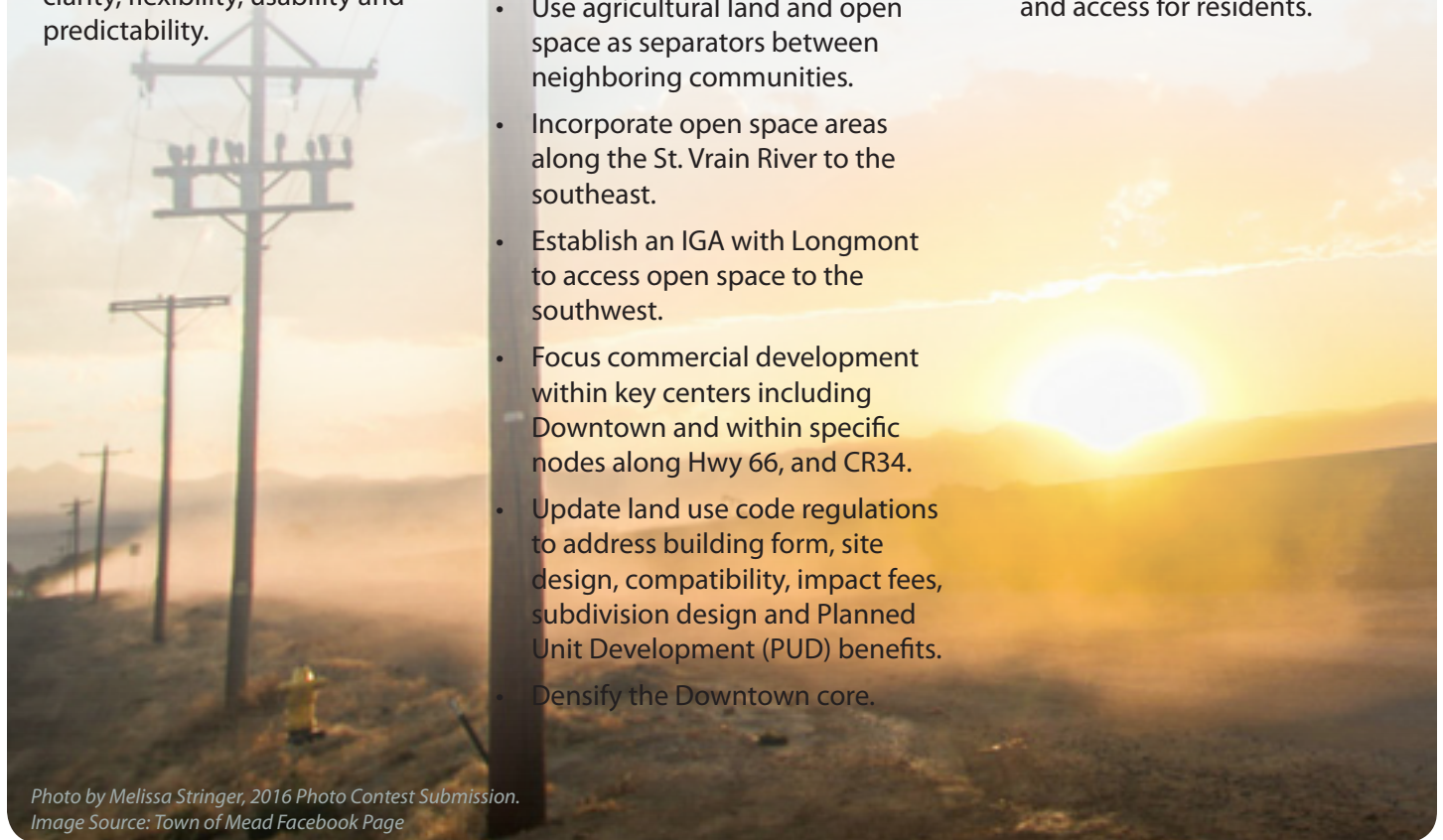


Photo by Melissa Stringer, 2016 Photo Contest Submission.  
Image Source: Town of Mead Facebook Page

# ECONOMY



## OVERVIEW

Mead’s economic conditions are heavily influenced by being a small community with desirable housing in the midst of a region with strong commuting and employment patterns. Mead citizens desire a “complete” community with more jobs, more entertainment and leisure activities, and businesses that meet more of their needs without leaving Town. They would like Downtown to evolve into a community gathering place with a more robust mix of uses and activities. Mead residents accept and even embrace the reality that private development will drive significant population growth in Mead.

Most residents commute outside of Town for work. However, the number of jobs and commercial businesses are higher than its population size would typically support. Although it hosts few large employers, its highly educated population has started many small businesses. Thriving industry types relate to transportation access and availability of land; others to meeting the needs of the resident population. As Mead grows, there may be more opportunities to attract a wider variety of industries and more primary jobs.

Mead has some characteristics that may be out of sync with community aspirations. These include high commuter rates, limited local primary jobs, and competition from more established job centers that offer amenities that workers desire. Mead also has limited retail including basic goods like grocery or hardware, few restaurants, and too small a population to support or attract new retail. While Mead is welcoming to a wide array of commercial uses, commercial development to date has focused in a few limited industries, and has not always met residents’ priority desires. Some uses that serve primarily those outside the community, such as storage, are abundant and seeking to expand.

Among the many assets that Mead can leverage to move toward its citizens’ vision are:

- a highly educated population with high average incomes;
- a business and development friendly atmosphere and an entrepreneurial spirit;
- a wide range of economic development tools and incentives;
- a regional economy that is robust and growing;
- a desirable small-town atmosphere;
- quality housing;
- available land with flexible zoning; and
- two interstate interchanges with planned improvements and available land.

AVERAGE HOUSEHOLD INCOME

**\$110,000**



MEDIAN HOUSEHOLD INCOME

**\$80,064**



GRADUATED FROM HIGH SCHOOL **93%**



**40%** HAVE BACHELOR’S DEGREE OR HIGHER



## INCOME AND EDUCATION

Mead has a higher median household income (\$80,064) than three of the Weld County peer communities surveyed (Berthoud, Johnstown, Longmont) and slightly less than two of the Weld County peer communities (Firestone and Frederick). However, Mead has by far the highest average household income out of all the peer communities, at \$110,000. Mead also has the lowest proportion of residents living in poverty (1.2%) compared to peer communities.<sup>7</sup>

Mead is highly educated. 93% of the population over the age of 25 has graduated high school, and 40% has a Bachelor’s degree or higher. Compared to Frederick, Johnstown and Longmont, this is significantly higher. Berthoud and Firestone each have similar educational attainment levels.<sup>8</sup>

Mead is part of St. Vrain Valley Schools; a highly desirable and high-performing school district. The St. Vrain Valley School District is ranked 36 out of Colorado’s 106 districts.<sup>9</sup> Firestone and Frederick are part of this same district. Berthoud is part of the Thompson School District, ranked 44 out of Colorado’s 106 districts. Johnstown is part of the Weld County School District, ranked 77 out of Colorado’s 106 districts.

**Mead’s school district, the St. Vrain Valley School District, is ranked**

**36**

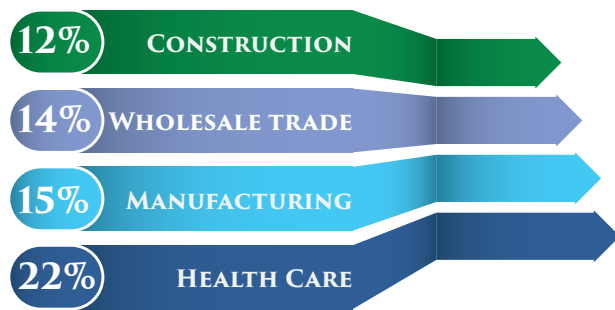
**out of Colorado’s**

**106**

**total districts.**

*Source: 2016 Colorado Department of Education*

## LARGEST EMPLOYMENT INDUSTRIES



## EMPLOYMENT IN THE TOWN OF MEAD

Mead has an estimated 226 businesses and 1,981 total employees, with a 0.45 to 1 employee/residential population ratio. Many businesses are small, with an average of number of nine employees. Compared to peer communities, Mead has the highest proportion of white collar workers (69%); 21% are considered blue-collar, and 9% work in services.<sup>10</sup>

The largest employment industries are Health Care and Social Assistance (22%); Manufacturing (15%); Wholesale Trade (14%); and Construction (12%). Eight health care and social assistance establishments employ over 430 people.<sup>11</sup>

According to the 2011-2015 American Community Survey, compared to peer communities Mead has a high number of workers in Manufacturing; Financial Services; Professional, Scientific, and Administration; and Transportation and Warehousing. After Johnstown, Mead has the highest proportion of workers in Agriculture and Mining (3.5%). Mead has lower employment in Information Services (0.6%) than peer communities.

Weld County communities have high rates of residents commuting to work because of a location that is central to both Denver and Northern Colorado job centers, and relatively lower housing costs. Like Berthoud, 97.3% of Mead residents travel outside of the community for work. Frederick and Johnstown both have about 92% commuting rate. Longmont, with nearly 90,000 more people and a larger job base, has somewhat lower commuting rates.<sup>12</sup>

<sup>7</sup> ESRI 2016 estimates  
<sup>8</sup> American Community Survey 2011-2015 10-year estimates  
<sup>9</sup> 2016 Colorado Department of Education  
<sup>10</sup> 2016 ESRI Business Summary  
<sup>11</sup> 2016 ESRI Business Summary  
<sup>12</sup> US Census via onthemap.ces.census.gov

## RETAIL LEAKAGE

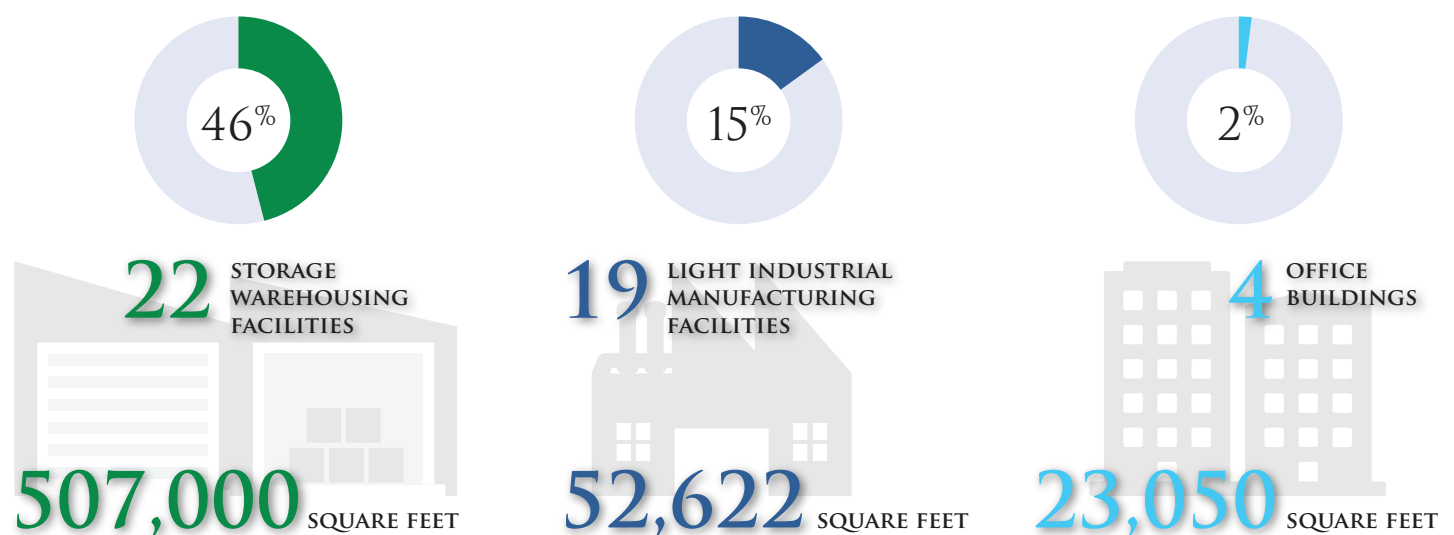
There is leakage in virtually all of Mead’s retail sectors, with the exception of Motor Vehicle and Parts Dealers; Auto Parts, Accessories, and Tire Stores; Building Materials, Garden Equipment, and Supply Stores; and Gas Stations.

Some of the retail sectors with the highest “gap” (unmet demand) include Furniture Stores; Electronics and Appliance Stores; Food and Beverage Stores; Health and Personal Care Stores; Clothing and Clothing Accessories Stores; Sporting Goods, Hobby, Book and Music Stores; General Merchandise and Department Stores; Florists; Office Supplies; Used Merchandise; and Special Food Services.<sup>13</sup>

## Mead’s Commercial Building Inventory

Based on data collected from the Weld County Assessor’s databases, the following are estimates on relevant commercial categories in Mead. *Note: Longmont and Berthoud were not included, as these communities are not fully in Weld County.*<sup>14</sup>

### COMMERCIAL INVENTORY



Roughly 507,000 square feet or 46% of Mead’s commercial inventory by square feet is devoted to “Storage Warehousing,” or 117 square feet per capita – high compared to neighboring communities. Frederick has nearly 500,000 square feet of storage warehousing as well, but only 38.5 square feet per capita, and Firestone has only 1.4 square feet per capita.

Mead has the lowest proportion of office buildings. With four office buildings totaling 23,050 square feet, office buildings make up 2% of Mead’s commercial inventory, or 5 square feet per capita. This is a higher per capita rate than Johnstown, but less than Firestone and Frederick’s per capita office building space of 10.6 and 17.6, respectively.

Mead has a significant amount of space devoted to light industrial manufacturing uses (19 facilities with 52,622 total square feet, and 15% of the Town’s total commercial inventory, and 12 square feet per capita). However, the per capita figure is below Frederick and Johnstown by more than 15 square feet per capita.

In terms of “retail stores,” Mead’s square footage per capita is actually the highest among the comparable communities, at 9.4 square feet per capita. *Note: there are other building categories in the inventory that could also count as retail, including auto dealerships, neighborhood shopping centers, supermarkets, and mini-mart convenience stores.* With those categories added, Mead might be closer to the average or even lower end. Some of the retail sectors with the highest “gap” (unmet demand) include Furniture Stores; Electronics and Appliance Stores; Food and Beverage Stores; Health and Personal Care Stores; Clothing and Clothing Accessories Stores; Sporting Goods, Hobby, Book and Music Stores; General Merchandise and Department Stores; Florists; Office Supplies; Used Merchandise; and Special Food Services.

<sup>13</sup> 2016 ESRI Retail MarketPlace Profile

<sup>14</sup> Weld County Assessor, Current Inventory, 2017

## RETAIL POTENTIAL

Despite income and education levels that would appeal to many retailers, Mead's retail potential is currently limited by its small population size. Projected population growth is expected to open up significant opportunity in retail.

The adage "retail follows rooftops" is true to an extent. Other rules of thumb include:

- "Retailers tend to follow a 50/50/50 rule, meaning the location puts the retailer in view of 50,000 cars per day, 50,000 people and a \$50,000 average income. If two of the three exist, a location may be considered."<sup>15</sup>
- One general metric for franchises is that they will not have an interest in locating within a community until it has 10,000 residents.<sup>16</sup>
- By one estimate, 1,200 to 1,500 new housing units are needed to build one new block of stores.<sup>17</sup>
- The proportion of financial support for retail that must be generated locally ranges from 25% to 75%; for isolated retail in new communities, it may be 100%.<sup>18</sup>

In Downtown Mead, which currently lacks significant non-local traffic, retailers rely heavily, if not solely, on local customers. As the Town grows, there will be more residents to support retail Downtown as well as the opportunity to create small pockets of neighborhood-serving retail within existing or new housing developments.



Downtown Mead, Colorado

One way to determine an optimal ratio of businesses-to-population is to compare the total businesses per NAICS (North American Industry Classification System) category for a larger geography, and apply the ratio to the smaller geography, which in this case is Mead. The businesses per capita for Weld County as a whole multiplied by the ratio of the total population of Mead resulted in the following:

- Mead has more construction companies per capita than Weld County has per capita: currently 39 businesses, while the "optimal" number based on population is 19.
- Mead also has more manufacturing enterprises than the Weld County per capita rate: 21 manufacturing businesses vs. the "optimal" number of six.
- The following bullets highlight retail trade mix in Mead compared to the per capita "optimal:"
  - » **Motor Vehicle & Parts Dealers:** Mead has eight in this category, compared to the "optimal" number of three. This is consistent with the retail leakage data, which found oversaturation.
  - » **Electronics & Appliance Stores:** Mead currently has no retail stores in this category, but the per capita data suggests Mead could support at least one store.
  - » **Building Materials, Garden Equipment & Supplies:** Mead has five businesses in this category, but the "optimal" number might be closer to two or three. This is consistent with the retail leakage data, which found oversaturation in this category.
  - » **Food & Beverage Stores:** While the per capita numbers suggest Mead is over-served by Food and Beverage stores, the retail leakage data suggests there is considerable unmet demand. Moreover, the sheer number of businesses might be less useful, particularly for food retail, as quality of the products and size of store can be another story entirely not reflected in the data.
  - » **Clothing & Accessories Stores; Sporting Goods, Hobby, Book, & Music Stores:** The per capita indicators suggest Mead could support another small store in these categories. Mead could also support at least one Health and Personal Care store.

15 Gibbs Planning Group

16 Assistant Town Administrator Wellington, CO

17 McKinney real estate consultants

18 <https://www.cnu.org/publicsquare/how-calculate-demand-retail>

## SALES AND PROPERTY TAX BASE

More than half (54%) of Mead's 2016 sales tax revenue was derived from one category: "Administration and Support and Waste Management and Remediation Services."<sup>19</sup> The Town's second largest sales tax contributor in 2016 was Retail Trade, at 17%. The amount of retail trade sales tax collected has increased more than 350% from \$67,000 in 2012 to \$246,000 in 2016. Mead's third and fourth largest sales tax contributors are Wholesale Trade (7%), and Utilities (4.5%). Mining, Oil and Gas contributed 3.7% in 2016. While the percentage of total sales tax revenue is modest, this category has increased drastically in the last few years from just \$90 in 2012 to \$52,857 in 2016.

The oil and gas industry contributes only 3.7% of Mead's total sales tax revenue. However, property tax is the largest source of revenue associated with the industry. In 2016, roughly 46% or nearly \$650,000 of the Town's property tax revenue was attributed to the oil and gas industry. In 2008, that number was only 9%, and it has grown annually. By comparison, only 13% of Mead's total property tax revenue came from commercial properties; 30% from residential; 10% from industrial and 1% from agricultural.

The oil and gas industry benefits municipalities in the short-term, but the industry is not necessarily a sustainable or a reliable revenue source in the long-term. The average lifespan for a well in the Denver-Julesburg Basin, mostly located in Weld County, is 11 years.<sup>20</sup> In today's market with the price of oil, that lifespan may be even less, because operators are looking to extract as efficiently as possible. Moreover, there are growing safety concerns with wells in Northern Colorado, as reactions to recent deadly gas-well fires in Mead and Firestone indicate. Citizens are increasingly weary of the environmental, economic and safety impacts of oil and gas mining.



## TRAFFIC

Mead's location along the I-25 corridor, between Fort Collins and Denver, is a big selling point. However, travel times from peer communities are not starkly different from Mead. Therefore, Mead may have a geographic comparative advantage relative to small communities in other parts of the state, but not necessarily relative to Firestone, Berthoud and Johnstown.

Food-related retail, if added, could then increase Mead's livability, potentially accelerating population growth. Retailers are increasingly looking beyond urban centers to locations that are not far from the metro area and have an elevated rooftop to retail ratio. With its proximity to the Front Range metro areas and an increasing number of housing starts, Mead could begin to catch the eye of retailers.

## INDUSTRY GROWTH PROJECTIONS

The Colorado Department of Labor and Employment released 2015-2025 industry employment projections for both the Fort Collins-Loveland Metropolitan Statistical Area (MSA) and the Greeley MSA (Greeley MSA encompasses all of Weld County).<sup>21</sup> The following industries have a projected annual employment growth rate (average for Fort-Collins and Greeley MSAs) above 3%: Accommodation and Food Services; Construction; Health Care and Social Assistance; Professional, Scientific, and Technology Services; and Wholesale Trade. The industries projected to decline by 2025 include Information and Utilities.

While the Fort Collins-Loveland MSA does not have projections for the mining industry, the Greeley MSA projections indicate an average annual loss of 4.4%. Manufacturing employment is expected to increase from 3% annually in the Greeley MSA and only around 1% annually in the Fort Collins-Loveland MSA.

<sup>19</sup> Town of Mead Sales Tax Reports 2012-2016

<sup>20</sup> CPR article 2015 <http://www.cpr.org/news/story/colorado-whats-lifespan-oil-and-gas-well>

<sup>21</sup> COLMI Gateway



## NEW COMMERCIAL DEVELOPMENT IN MEAD

### The Locations and Projections

The Town has dozens of recently proposed or approved commercial, residential, and mixed-use developments. According to available maps, staff reports, and conversations with Town staff, most of the developments will occur on raw land, and many are adjacent to I-25 or other major routes like SH 66, Route 32, and Route 34.<sup>22</sup>

There are at least three business park or industrial park concepts approved, platted, or proposed. They include the Cottonwood development; the further commercial build-out of the Lyons 66 Pacific development just south of SH 66; and the commercial and light industrial build-out of the Ritchie Bros. property.

Mixed residential-commercial developments are slated for Mead Place, Welker Farms, and Westridge. Mead Place is proposed to include 300 single-family units, 250 multifamily units, and a significant portion of compact commercial development. Welker Farms could include up to 130 single-family units plus commercial uses. Westridge is platted for up to 500 residential units, plus commercial, on nearly 300 acres in between the Downtown area and I-25. Town staff believes the Westridge concept has the opportunity to utilize best practices in compact mixed-use design and become a major commercial node.

Recently proposed Downtown developments include the Mead Towne Center concept; a two-story, mixed-use building located at the south end of Main Street. Proposed uses include a restaurant, coffee shop and upper-level office and apartments.

Housing-only proposed developments include St. Acacius (130 lots), Sorrento (200 housing units at 3 units per acre), Range View Estates (up to 80 lots), Mead Village (395 housing units), Coyote Run (240 housing units) and Copper Homes (350 housing units). Copper Homes is a concept with an urban agricultural theme, being designed by Matrix. Another large-scale development – Barefoot Lakes – is technically in the Town of Firestone but Mead-adjacent, and is slated to add 3,500 new households.

### FUTURE COMMERCIAL DEVELOPMENT IN MEAD

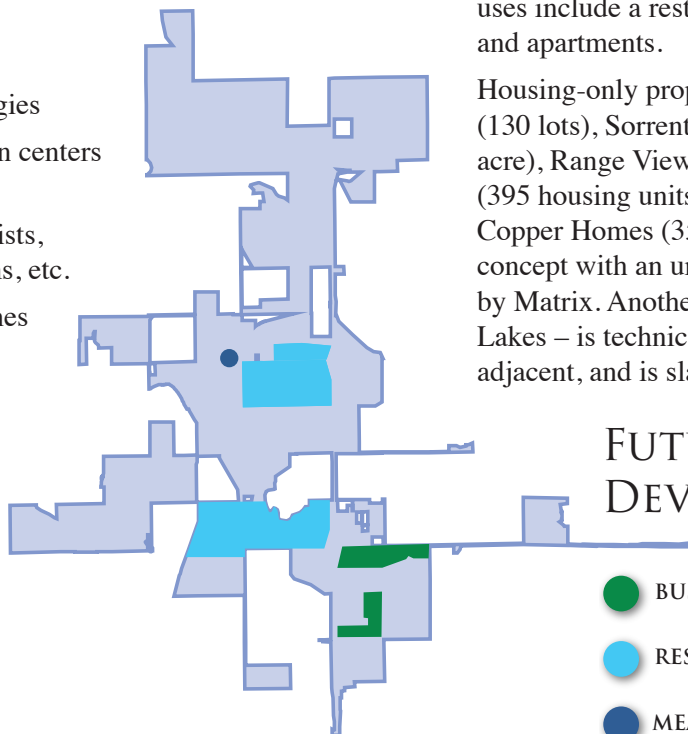
- BUSINESS OR INDUSTRIAL PARK CONCEPTS
- RESIDENTIAL-COMMERCIAL MIXED USE
- MEAD TOWNE CENTER (DOWNTOWN)

Using the average percent change from the Fort Collins-Loveland MSA and the Greeley MSA projections, the following indicate potential net gain in jobs for each industry in Mead, starting with the highest predicted employment gains. These are baseline projections that do not account for business attraction efforts, policies, or other potential interventions that may change trend lines.

- Health Care and Social Assistance: 183
- Construction: 94
- Wholesale Trade: 93
- Manufacturing: 68
- Retail Trade: 38
- Professional, Scientific, and Technology: 28
- Accommodation and Food Services: 26
- Other Services (except Public Administration): 22
- Educational Services: 17
- Transportation and Warehousing: 9

Mead does not currently have a competitive advantage for manufacturing. Resident stakeholders have voiced a desire for certain higher-level manufacturing (e.g. “clean, responsible and safe manufacturing” or “high-tech companies with a low environmental footprint” suggested below).

- Clean, green energy
- Clean, responsible and safe manufacturing
- High-tech companies with a low environmental footprint
- Industrial hemp
- Medical technologies
- Online distribution centers
- Professional offices – e.g. dentists, CPAs, design firms, etc.
- Robotics and drones





# WHAT WE'VE HEARD:

## Issues

- Gateways to Mead (e.g. highway interchanges) do little to market Mead, its amenities, and quality of life.
- Storage uses occupy parcels that could attract higher and better uses more aligned with Mead's vision.
- Lack of a compact, walkable Downtown core, and other quality of life amenities that would attract younger, skilled talent and employers.
- Lack of a critical mass of businesses, particularly Downtown. Retail potential currently limited by population size.
- Lack of key retail options including restaurants and grocery retail. Retail leakage data suggests unmet demand in virtually all retail sectors.
- Too few housing options (typologies and price points).
- Oil and gas, a major source of property tax revenue for the Town, is not a sustainable revenue source.
- Information and utilities industries are projected to decline, slightly, over the next ten years.

## Opportunities

- Attract resident-serving uses that meet the needs of existing and future residents. Key uses that can enhance residential demand include grocery and a variety of restaurants.
- Protect potentially catalytic parcels to ensure they serve Mead community needs first.
- Market Mead's quality of life, small-town feel and rural character.
- Employ best practices in policy, design, zoning and recruitment to enhance Downtown to meet the needs of existing residents and attract new residents.
- Design new commercial and residential centers as complete neighborhoods.
- Invest in design upgrades at the I-25 interchanges that signal Mead as a community of exceptional quality and character.
- Develop a branding and marketing campaign that targets primary employers and commercial developers in key industries. Initiate a study to determine the exact industries Mead should target.
- Market Downtown to travelers as a family-friendly place to stop (playground, pet relief, dining, easy parking/circulation for trailers and RVs) and including marketing and signage along other corridors (e.g. SH 66) on the way to Rocky Mountain National Park.

- Manage storage unit supply. The prime land around I-25 interchanges might be best designated for other uses, such as higher-serving public and commercial uses. Moreover, financial incentives such as TIF could be granted for new job-creating activity in these zones.
- Support new compact, mixed-use housing developments, including the proposed Westridge development that would fill in the gaps between Downtown Mead and I-25.

## Sustainability

- Re-evaluate reliance on oil and gas revenues.
- Mead is similar to other small communities, but can differentiate by offering amenities like a grocery store, diversity of housing opportunities, and mixed-use walkable centers and neighborhoods.
- Support population growth to reach critical retail thresholds.
- Develop complete neighborhoods with a range of small commercial nodes and a mix of housing types in new development, with units for typical working families and young professionals, as well as units that seniors can age in place.
- While retailers' desired traffic counts and population thresholds are not present Downtown at this time, or in the near term, the I-25 interchange sites represent key opportunities to bring retail now that serves residents and commuters alike.

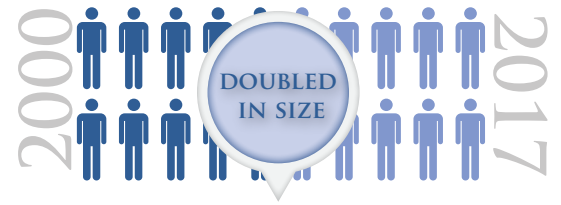
Photo by Heidi Melocco.  
Image Source: Town of Mead Facebook Page



# RESIDENTS & HOUSING

## POPULATION

Mead is one of the smaller rural communities along the Front Range with an estimate of just under 4,400 residents. While still small, the Town has more than doubled in size since 2000, and has seen one of the region’s highest rates of population growth since 2010. By total population numbers, this amounts to about 150 new residents per year.

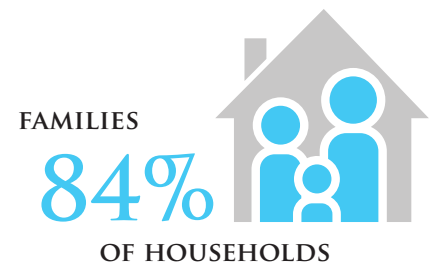


Population forecasts based on pending and potential future development projects show a 40% increase in Mead’s population over five years, swelling to about 6,275 residents.<sup>23</sup> Using low (2.2%), medium (4.25%), and high (6%) population growth estimates, Mead’s population could grow to anywhere between 6,965 to 8,158 total residents by 2027. By 2037, Mead’s population could total anywhere between 8,346 and 11,923 residents. Given the anticipated increase over the next ten to twenty years, increasing residential density will be necessary if no new land is annexed.



## RESIDENT PROFILE

Mead residents are slightly older than both the region and state median age. Without a college campus or professional training center nearby, there is a smaller group of 20-30-year old’s living in Mead. Families account for 84% of all households in Mead, but the average family size is smaller. Together, this shows a more family-oriented community than all other municipal neighbors, with a higher number of parents that started families later in life.



Four out of five Mead residents identify as white, yet Mead has a higher percentage of Asian residents than Weld County or the state. This mirrors the number and origin of foreign-born residents in the Town.



## EXISTING HOUSING

The vast majority of the housing stock in Mead is owner-occupied, with less than 5% of the population renting. Residential neighborhoods in Mead consist almost completely of single-family homes, 80% of which has been built since 1990. There are also a number of very old homes that date back to the first part

of the 20th century, but overall Mead’s housing stock was rapidly built in just the past two decades. In contrast to all other neighboring municipalities and counties, almost half of homes in Mead have four or more bedrooms, indicating much larger homes on average.

The cost to live in Mead is also quite a bit higher than surrounding municipalities or the state on average, due in large part to the construction quality and size of modern homes. The median home price in Mead is \$300,200, higher than all neighboring municipalities and the state, and median monthly rent is estimated at \$2,183. The average home price per square foot rose to \$200, up from \$193 over the last year. This is relatively more affordable compared to Berthoud (\$234/sq. ft.), Erie (\$232/sq. ft.), and Longmont (\$243/sq. ft.), but more expensive than Firestone (\$183/sq. ft.) or Frederick (\$196/sq. ft.).<sup>24</sup>



<sup>23</sup> 5-year population projection is based on Town staff’s knowledge of pending and potential future development projects  
<sup>24</sup> Trulia.com Real Estate Overviews



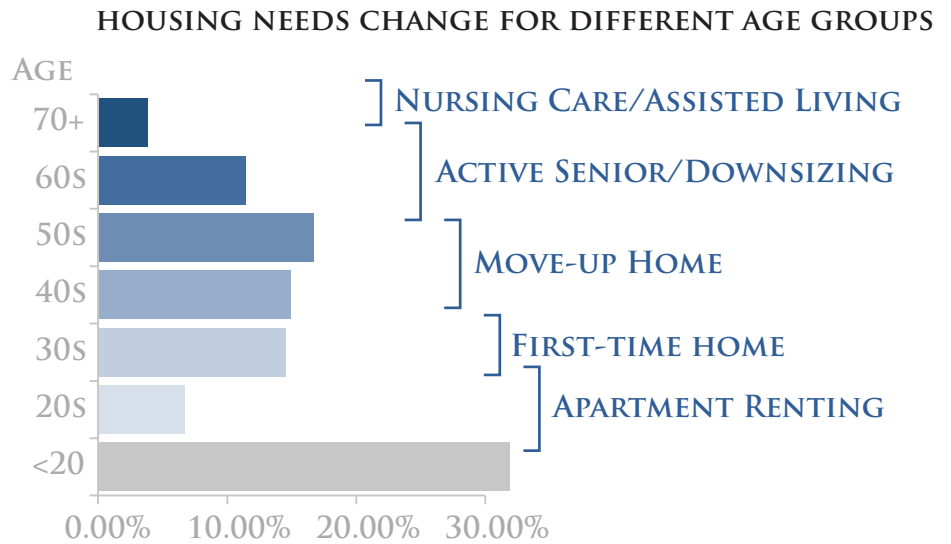
## MULTIGENERATIONAL HOUSING

According to the Colorado Division of Aging, Colorado residents are living and staying active much longer than past generations. In Colorado, one in four residents will be over 60 years old by 2040,<sup>25</sup> and the largest portion of the population will be seniors and millennials.

Unlike most Colorado communities that are already starting to see larger senior populations, there is a dip in the number of Mead residents in the older age brackets. There are currently very few older seniors living in Mead (over 75 years). In part, this can be traced to residents choosing to downsize or move closer to family after retirement, or possibly to the lack of local nursing and elder care facilities.

Changing regional and state demographics may pressure Mead to provide adequate housing and lifestyle options and amenities for these age groups. This means that the ability to live in one's home as they grow older – or age in place – is increasingly important

to residents. Unless seniors choose to move to a lifestyle community or downsize after retirement, residents are expecting to be able to live in their homes and be active in the community until they need more specialized care. If the option is available, residents will often prefer to stay in their community even if they have to change their housing arrangement. Without a range of housing sizes and types in Mead, aging residents must leave the community.



## WHAT WE'VE HEARD

### Issues

- There is a lack of multigenerational housing options; many of residents' grown children could not afford to live in Mead.
- It is difficult for residents to age in place without active adult communities and senior housing options.
- Multifamily and affordable housing developments need to be compatible and blend with the existing areas.
- Maintain housing affordability.
- There is very little housing affordability.

### Opportunities

- Design high-quality housing and neighborhoods to attract new residents and investment.
- Integrate opportunities for seniors to downsize but remain in Mead (e.g. patio homes).
- Create neighborhoods instead of subdivisions.

### Sustainability

- Locate homes in proximity to schools, parks, shops and services to encourage active transportation and social interaction.
- Add new multifamily and senior housing options to broaden multi-generational appeal and improve livability for all ages.
- Provide a range of housing sizes, configurations, tenures, ownership structures and price points to accommodate varying lifestyle choices and affordability needs.

Photo by Holly Vejrostek, 2016 Photo Contest, 3rd Place.  
Image Source: Town of Mead Facebook Page

25 DRCOG: <https://drcog.org/services-and-resources/denver-regional-visual-resources/aging-population-by-county>

# TRANSPORTATION

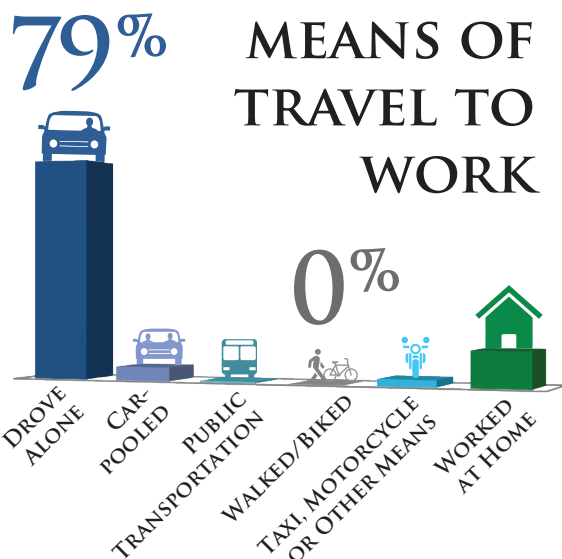


## OVERVIEW

### Importance of Transportation

Transportation is a basic human need that affects daily quality of life. Mead residents require transportation to get to work, school, medical facilities, recreational amenities, shopping, and community and social activities. A well-connected and efficient transportation network allows access to higher paying and varying job types, a wider selection of housing options and more convenient health and human services. An integrated multimodal transportation system allows residents, employees, and visitors of Mead the freedom of personal mobility and choice of how to travel—whether it’s walking, biking, driving, carpooling, or riding public or private transportation.

As Mead moves forward, a multimodal transportation network that embraces emerging technologies in transportation (e.g. autonomous vehicles and shared-use mobility) and leverages Mead’s strategic location proximate to regional travelers on I-25 and tourists on SH 66 will be critical in helping Mead grow while maintaining the small-town character that residents have come to love.



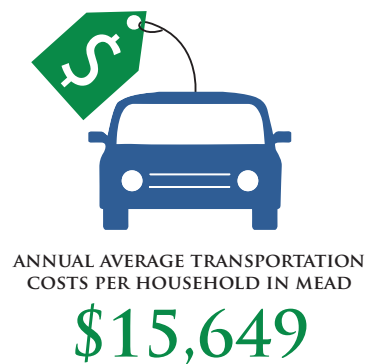
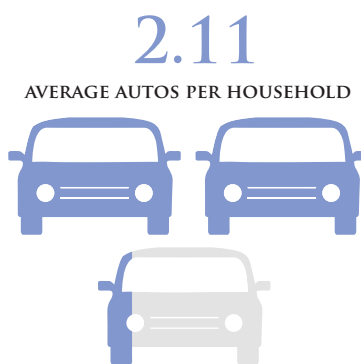
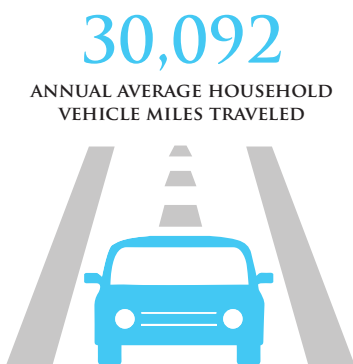
## TRAVEL PATTERNS

### Means of Transportation to Work

The automobile remains the predominant means of travel to work for Mead residents; 79% drive alone to work, and 5% carpool. Alternative travel modes account for only 1% of work trips. A relatively high percent (13%) of Mead residents work from home.

### Transportation and Housing Costs

Transportation and housing costs in Mead are high; residents spend approximately 64% of their income on housing and transportation (45% is desired to be considered affordable). Annual average transportation costs in Mead are over \$15,600 per household. On average, households in Mead own 2.11 automobiles and travel over 30,000 miles per year.<sup>26</sup> The average travel time to work for Mead residents is just over 23 minutes.<sup>27</sup>



<sup>26</sup> Center for Neighborhood Technology (CNT) H+T<sup>®</sup> Fact Sheet.  
<sup>27</sup> American Community Survey, U.S. Census Bureau (5-Year Estimate, 2011-2015)



**98%** OF MEAD'S WORKFORCE COMMUTES IN

### Employee Inflow and Outflow

An estimated 97% of working residents commute out of Mead while 98% of Mead's workforce commutes in.<sup>28</sup> This trend is indicative of the need for jobs that better align with residents' skills, but this pattern is likely to continue with strong job bases in Longmont, Denver, Boulder, and Fort Collins. Future connections to high-quality regional transit services will be important for Mead residents and workers to have commuting options.

### Access to Alternate Modes

Across the United States, older adults (65+) are putting more emphasis on how and where they choose to age. While many older adults want to "age in place," many are also now making purposeful decisions about where they want to spend their retirement years based on the availability of public transportation, mobility options and access to goods and services. When older adults and other vulnerable

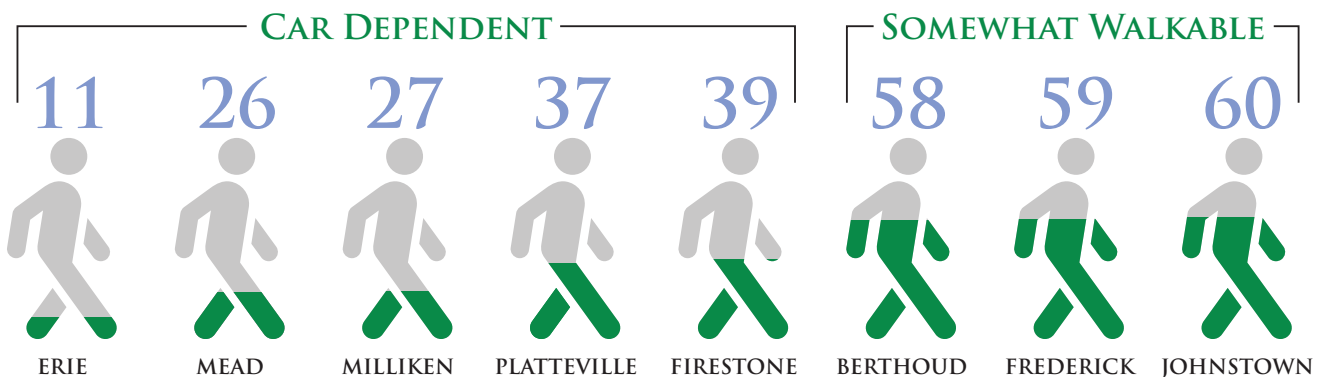
populations can easily and safely access public transportation, they are able to continue to meet their basic needs and travel to medical appointments, shopping, and social and recreational activities without having to drive or rely on others. Today, approximately 3.3% of households in Mead do not have access to a vehicle.<sup>29</sup> As the population ages, the percent of the population that relies on alternate forms of transportation is expected to increase, underscoring the importance of planning for public transportation, bicycle and pedestrian modes, as well as leveraging emerging technologies in transportation.

### Walk Score

Walk Score is a measure of walkability – the higher the score, the easier it is to get around by foot. Originally created for real estate purposes, Walk Score can also be used to assess a community's overall walkability. The Walk Score calculation awards points based on the distance to the closest amenities including businesses, parks, theaters, schools and other common destinations.<sup>30</sup> Mead has a Walk Score of 26, indicating car-dependence; that is, most errands require a car. While some nearby communities similar in size to Mead also have a low Walk Score, other communities like Berthoud, Frederick and Johnstown are categorized as "Somewhat Walkable," meaning that some errands can be accomplished on foot.



## WALK SCORE



<sup>28</sup> Longitudinal Employer-Household Dynamics (U.S. Census Bureau)  
<sup>29</sup> American Community Survey, U.S. Census Bureau (5-Year Estimate, 2011-2015)  
<sup>30</sup> Walkscore.com

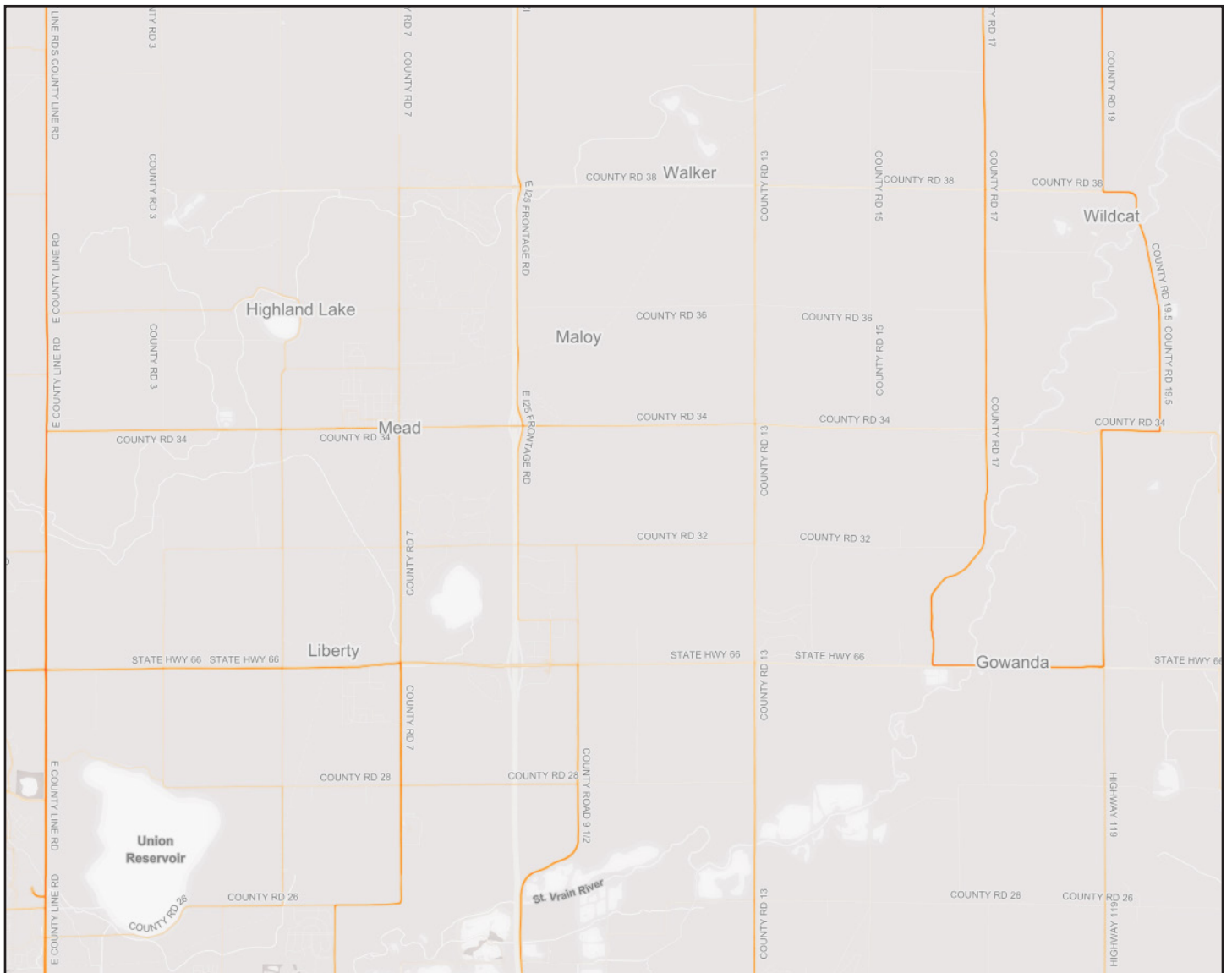


## Bicycle Activity

A bicycle activity heat map from Strava (a leading exercise smartphone application) is shown below. The heat map shows bicycle routing patterns. In the Mead area, the highest bicycle activity is found on County Line Road, on 3rd Street south of SH 66 (in the vicinity of Mead High School) and along a loop in the eastern portion of the planning area along CR 17, SH 66 and CR 19.



## STRAVA BICYCLE ACTIVITY HEAT MAP:



## EMERGING TRENDS

A number of emerging trends are influencing transportation in Colorado and throughout the nation. Shared-use mobility options (e.g. Uber and Lyft) are growing in popularity. Technology in transportation is advancing quickly, with technological innovations in vehicles, the transportation network and interactions between the two. Some new technologies are already seeing widespread implementation to improve safety and traffic flow in Colorado.

As technology transforms transportation systems across the country, communities like Mead are trying to position themselves for this ever-changing market even though there is much uncertainty about these technologies. Changes in Information and Communications Technology (ICT), for example, dramatically changed how people travel and transport goods in the last 10 years in ways never imagined, including GPS enabled real-time traffic data and the ability to have information at our fingertips with smartphones. Although the specific forms and timing of emerging technologies in transportation will vary and cannot be predicted with certainty, innovations with the potential to dramatically influence transportation are certainly on the horizon. Mead should actively monitor these technologies because changes are occurring at a rapid pace requiring communities to be nimble and open to potential changes.

## CURRENT FACILITIES

There are several recent and ongoing plans that provide information and recommendations relevant to Mead's transportation system:

- Town of Mead Parks, Open Space and Trails Master Plan (2011)
- Town of Mead Transportation Plan Update (2013)
- SH 66 Planning and Environmental Linkages (PEL) Study (Ongoing)

The first two plans provide town-wide inventory and recommendations that are being used as a starting point for the transportation element of this Comprehensive Plan update. The SH 66 PEL is being led by the Colorado Department of Transportation (CDOT) with Mead and other communities and counties along the 20-mile corridor serving on the Technical Advisory Committee and the Executive Committee. The purpose of the SH 66 PEL is to develop and evaluate multimodal improvements to reduce congestion, improve operations and enhance roadway safety in the corridor.

Mead is situated along I-25, with two interchanges providing access into Mead – one at Welker Avenue

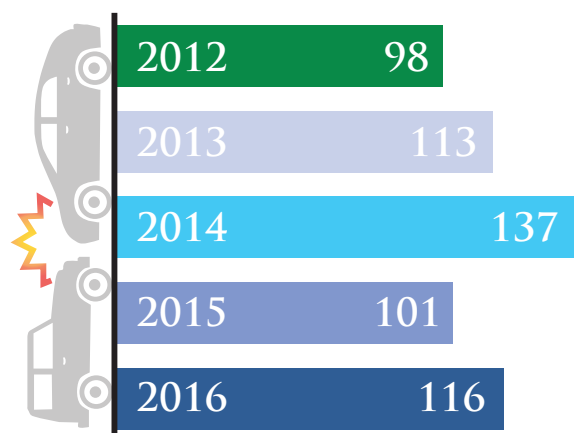
and one at SH 66. SH 66 is a CDOT-owned facility that serves as a primary route between I-25 and Rocky Mountain National Park. Mead's arterial roadway network predominately follows the section lines and is complemented by a network of local and collector streets that provide access within residential and commercial areas. Forty-eight miles of the roads within Mead's UGB (excluding I-25 and SH 66) are paved and the remaining 33 miles are gravel roads. All roadways in Mead are two-lanes and most do not provide paved shoulders.

Traffic volumes along I-25 through Mead have increased approximately 6 % over the past five years. Along SH 66, traffic volumes have increased 20 to 25 % in the Mead year in the same time period. The increase in regional traffic along these corridors has resulted in more congestion. The intersection of SH 66 and 3rd Street, for example, operates with high levels of delay, particularly during the morning peak hour.

DRCOG's land use and travel demand model forecasts over 2,800 additional households and nearly 800 new jobs within Mead's UGB by 2040. With the local growth, along with overall growth in the region, traffic volumes in Mead are expected to continue to increase. Growth in and around Mead will necessitate paving some of the gravel roads, and some of paved roads will need to be widened to accommodate future travel demands.

Vehicle crash information provided by the Weld County Sheriff's Department details information about the location, frequency, and severity of crashes in Mead. Over the past five years, an average of 113 vehicle crashes have occurred in Mead, including on I-25 and SH 66, where the majority of the crashes have occurred. The two intersections along SH 66 within Mead's Planning Influence Area with the highest crash frequency are County Line Road and 3rd Street.<sup>31</sup>

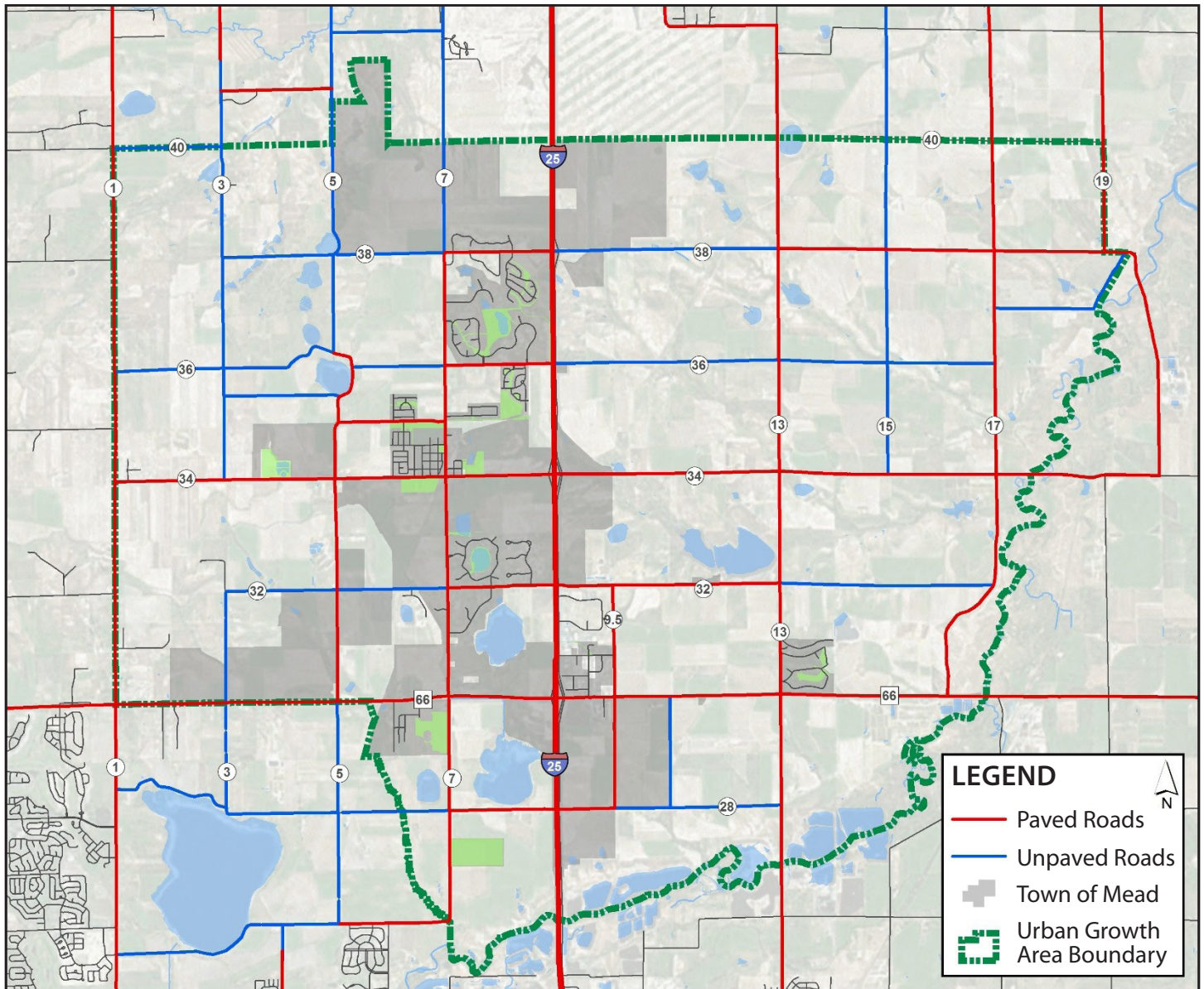
## CRASH HISTORY



31 SH 66 Planning and Environmental Linkages Study; Corridor Conditions Report, June 2017



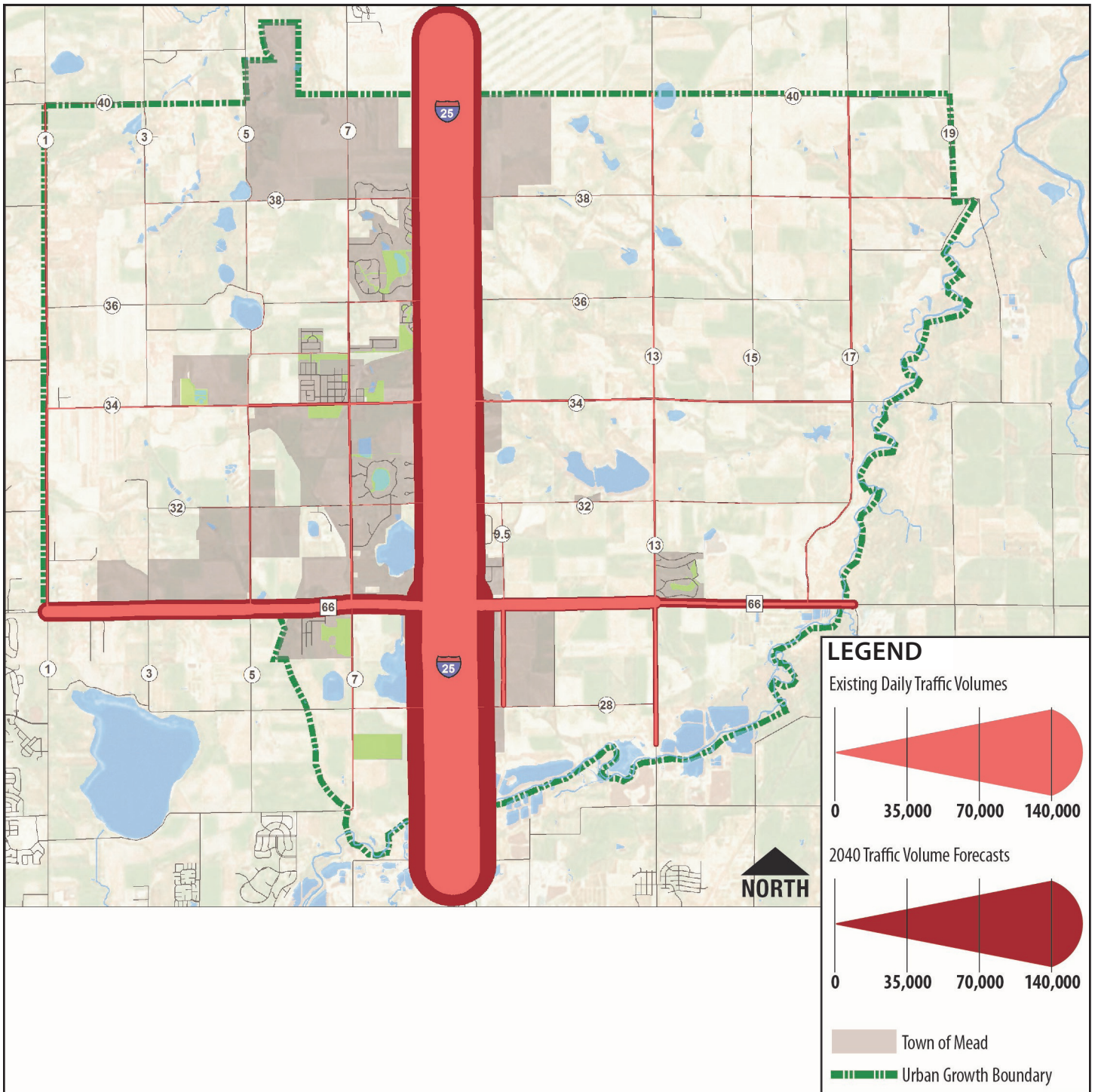
# MAP: EXISTING ROADWAY SYSTEM



Over the last few years, the Town has initiated various capital improvement projects in an effort to respond to expressed citizen concern regarding poor road conditions in several areas throughout Town, and make strides to enhance Mead's overall character.



# MAP: EXISTING TRAFFIC VOLUMES AND FUTURE (2040) FORECASTS



Currently, Mead residents do not have direct access to public transportation. The Regional Transportation District’s (RTD) boundary ends at the Boulder County Line and does not service Mead. Bus stops in Longmont provide the nearest access to regional transit service – to Denver, Boulder and Fort Collins.

Mead currently has nine miles of trails – four miles of private access trails and five miles of public access trails. The recently constructed trail along 3rd Street (from Welker Avenue to Adams Avenue) is an excellent example of a shared-use path that can be used for recreation and travel purposes. The development of a trail network was one of the most common desires expressed by stakeholders about the transportation system. The Parks, Open Space and Trails Master Plan identifies a network of trails to be built over time. The trail network will serve as the backbone of the bicycle and pedestrian network in Mead, providing a low-stress environment that accommodates people



of all ages and abilities. An on-street network of bicycle facilities and sidewalks will complement the trail network, expanding the system to all for walking and biking to be used as viable travel options to get between destinations in Mead and the surrounding area. Today, most of Mead’s roads are two lanes without shoulders and do not adequately accommodate bicyclists. As traffic volumes increase, the need for separate, designated facilities such as bike lanes or shared-use paths alongside the road will become increasingly important to provide a comfortable and riding experience. Sidewalks exist on the local streets within the downtown area and some of the residential neighborhoods, making them very walkable. Other residential neighborhoods in Mead maintain a more rural feel without curb and gutter or sidewalks.

## WHAT WE’VE HEARD

### Issues

- The posted speed on SH 66 is high (60 mph) and is not conducive to travelers enjoying the Town of Mead and creates a safety concern.
- SH 66 acts as a barrier to walking and biking, particularly between residential areas north of SH 66 and Mead High School, south of SH 66.
- The vast majority of Mead residents travel outside of Mead for work, and the vast majority of employees in Mead reside outside of Mead. With no public transportation serving Mead, these commuting patterns result in long-distance drive commutes for Mead residents and employees.
- As Mead’s population ages, there will be an increased need for mobility options for seniors as well as children who cannot drive and those who do not own a car.
- As Mead grows, roads will require paving and widening. Not only are transportation capital projects expensive, they add to the maintenance requirements of the Town. Several stakeholders identified the surface condition of Mead’s roads to be unsatisfactory.

### Opportunities

- Mead is situated in a strategic location along two important highways – I-25 and SH 66. I-25 carries 80,000 vehicles per day (vpd), offering an opportunity for Mead to act as rest stop for travelers. Mead’s two I-25 interchanges (Welker Avenue and SH 66) provide economic development opportunities. SH 66 acts as a gateway into Estes Park and Rocky Mountain National Park; there is an opportunity for unique and inviting development along the SH 66 to attract tourists to linger in Mead.
- Coordinate with CDOT on the SH 66 PEL to develop an access control plan that will support Mead’s desired economic development plans, and establish a grid system in the surrounding areas to enable traffic circulation.



## Opportunities Cont'd.

- Improve access and mobility through multimodal transportation options such as enhanced trail connections, complete street designs and creative design solutions to slow traffic and create a walkable environment.
- Designate some roadway corridors as urban while others should be designated to remain rural.
- Consider becoming a part of RTD to bring public transportation to Mead. This involves a 1% sales/use tax and must go to the vote of the people within the desired service area.
- Consider working with other nearby communities outside of RTD's boundaries to create a small public transportation service.
- Coordinate with CDOT's Division of Transit and Rail to consider a Bustang stop proximate to Mead.
- Coordinate with CDOT's Division of Transit and Rail to encourage future high-speed rail service along I-25 (the 2014 Interregional Connectivity Study identifies rail from Pueblo to Fort Collins).
- Position Mead for emerging technologies in transportation including shared-use mobility and autonomous vehicles.
- Pursue grant opportunities (e.g., Energy/Mineral Impact Assistance Fund Grants) to help mitigate the impacts of the oil and gas industry on Mead's roads.
- Connect Downtown, neighborhoods and natural areas (e.g. Highland Lake) with trail network to encourage walking and biking for recreational and travel purposes.

## Sustainability

- Establish a funding plan for a sustainable transportation system.
- Establish a network of bicycle and pedestrian connections to encourage biking and walking as a means of transportation, reducing reliance on automobile trips and thus decreasing associated air pollutants.
- Improve the jobs/housing balance to minimize the need for long-distance commutes.
- Minimize pavement widths by using the smallest acceptable number and width of lanes to reduce impacts to the surrounding environment, construction costs and maintenance requirements.
- Encourage the use of environmental protection strategies during transportation system improvement decisions including avoidance, minimization and mitigation of environmental impacts.
- Encourage improvements to the transportation system that provide safe facilities for all travel modes to maximize public safety.
- Promote the use of recycled materials in transportation infrastructure projects to reduce use of virgin materials.
- Improve traffic operations to reduce carbon monoxide, ozone and other pollutants associated with idling and to reduce fuel consumption.

Photo by Daniele Sproul.  
Image Source: Town of Mead Facebook Page



# PARKS, RECREATION & OPEN SPACE



## BENEFITS OF GREEN SPACE

A growing body of research shows that contact with the natural world improves physical and psychological health. There is compelling evidence showing that when people have access to parks, they exercise more. Regular physical activity has been shown to increase health and reduce the risk of a wide range of diseases, including heart disease, hypertension, colon cancer, and diabetes. Physical activity also relieves symptoms of depression and anxiety, improves mood, and enhances psychological well-being. To help counteract the increasing sedentary lifestyle and unhealthy diet of Americans, the Centers for Disease Control and Prevention (CDC) has called for the creation of more parks and playgrounds.

In addition to health benefits, numerous studies have shown that parks and open space also increase the value of neighboring residential property, with growing evidence pointing to a similar benefit on commercial property value. The availability of these quality-of-life amenities also plays an important role for employers choosing where to locate new facilities and for individuals choosing a place to live.<sup>32</sup>

According to The Trust for Public Land's Benefits of Parks Report, play has proven to be a critical element in a child's future success through developing muscle strength and coordination, language, cognitive thinking, and reasoning abilities. In addition to these childhood development benefits, green spaces have effects on the strength of social ties, having a positive correlation with neighborhoods that have greenery in common spaces. With the goal of attracting younger families, as identified through stakeholder interviews in the planning process, park and recreation opportunities, and trail connectivity would help to achieve this.<sup>33</sup>

<sup>32</sup> [http://lda.ucdavis.edu/LDA180.181L/parks\\_for\\_people\\_Jul2005.pdf](http://lda.ucdavis.edu/LDA180.181L/parks_for_people_Jul2005.pdf)

<sup>33</sup> [http://lda.ucdavis.edu/LDA180.181L/parks\\_for\\_people\\_Jul2005.pdf](http://lda.ucdavis.edu/LDA180.181L/parks_for_people_Jul2005.pdf)

Photo by Dean Hendrickson. Image Source: Town of Mead Facebook Page

## CURRENT FACILITIES

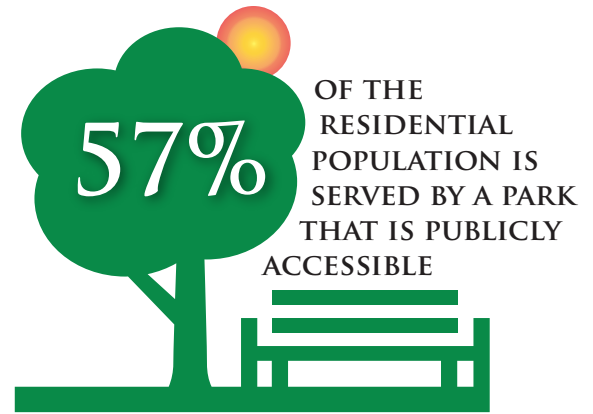
Residents of Mead enjoy access to a higher than average number of parks and open space. Total park acreage in the Town of Mead is 374 acres, with 166 acres publicly accessible and managed by either the Town or a homeowners association. This equates to 28 acres of park and open space areas per 1,000 residents, and 24 acres of Town-managed parkland per 1,000 residents.

There are six mini parks, five neighborhood parks, and three community parks in the publicly accessible park system in Mead, as seen in the table below.<sup>34</sup>

*Table 1: Publicly Accessible Parks in the Town of Mead*

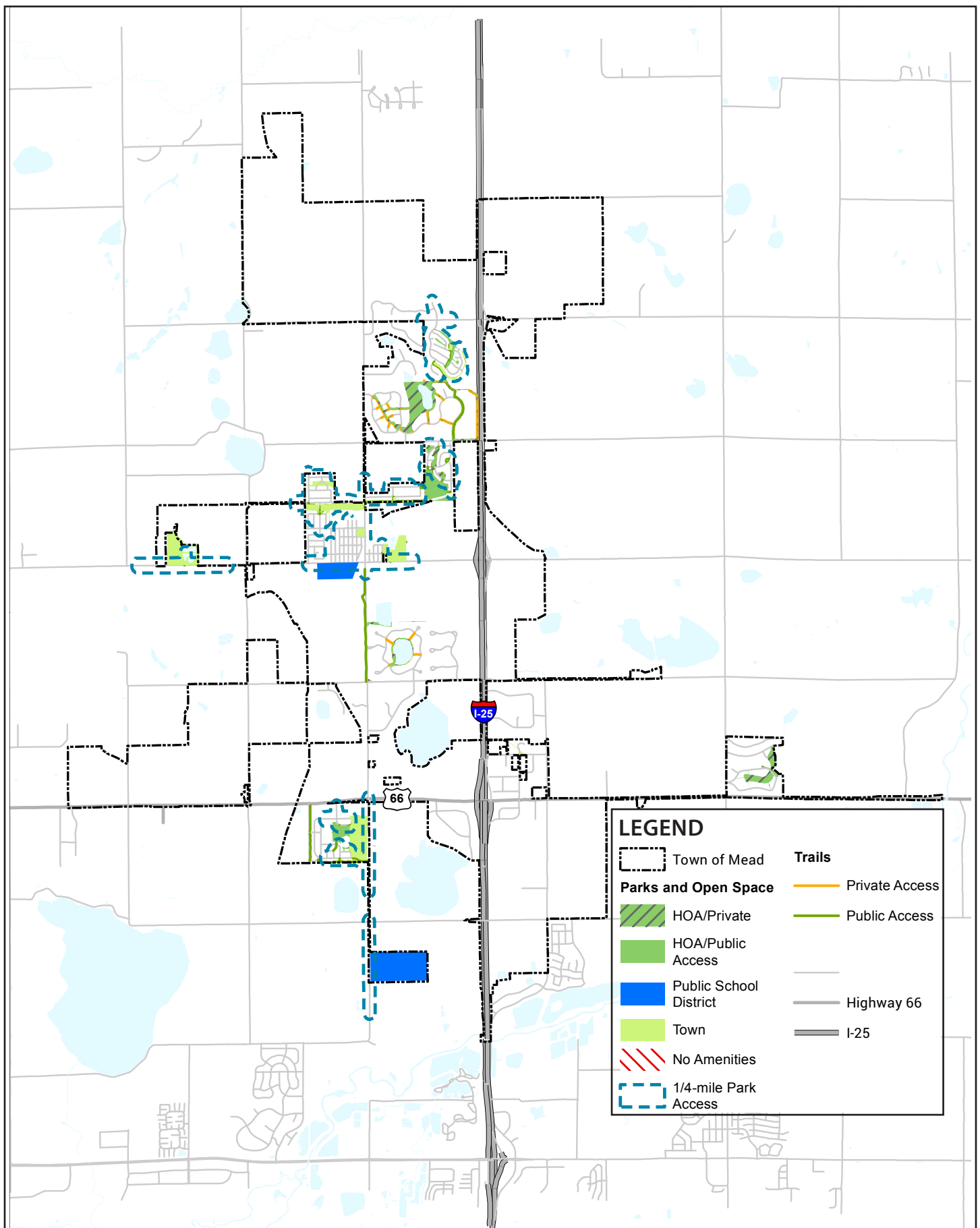
Facility Name	Ownership/Maintenance
<b>Mini Park</b>	
Coyote Run 1	HOA
Coyote Run 3	HOA
Coyote Run 4	HOA
Coyote Run 6	HOA
Industrial Park	Town of Mead
Feather Ridge 2	Town of Mead
<b>Neighborhood Park</b>	
Founders Park 1	Town of Mead
Founders Park 2	Town of Mead
Liberty Ranch 1	Developer
Margil 1	Town of Mead
North Creek	Town of Mead
<b>Community Park</b>	
Ames Park	Town of Mead
Liberty Ranch 2	Town of Mead
Town Hall Park	Town of Mead

These developed parks offer amenities such as outdoor basketball, tennis and volleyball courts, a baseball/softball field, playgrounds, picnic shelters, and a skate park. There are also 8.2 acres of Town-owned greenway areas and the 36-acre Mead Pond which provides a fishing destination for Town residents. Of the 30 parks and open space areas in the Town of Mead, it's split 50-50 between those that offer amenities and those that do not.



<sup>34</sup> Norris Design. Town of Mead Open Space, Parks & Trails Master Plan, 2011

# MAP: PARKS, TRAILS, AND SERVICE AREAS





With the Town's large park acreage, connectivity within and among the park system will become the priority rather than focusing on developing new parks.<sup>35</sup> Similarly, there are also a number of gaps in service to the Mead community including swimming pools, trails, baseball/softball fields, and fishing accessible shorelines.<sup>36</sup>

Within a 1/4-mile walkshed along existing roads, 57% of the residential population is served by a park that is publicly accessible. This further shows that Mead has a sufficient provision of parks and open space, though lacks connectivity between existing parks and open space with large swaths of residential parcels being un- or under-served by the park system. While parks are located in close proximity to residents, the existing sidewalk and trail infrastructure often limits the ability to easily walk to parks.

## TRAIL CONNECTIVITY

Mead's geographic location presents an opportunity to connect residents to the 12-mile Longmont-to-Boulder Regional Trail. Similar regional trail connections have been found to contribute to the local economy by bringing cyclists into and through the area.<sup>37</sup> Mead currently has nine miles of trails – four miles of private access trails and five miles of public access trails. The addition of trail connections was a commonly cited desire by stakeholders. Specifically, stakeholders expressed the desire for a trail connection between Downtown and Highland Lake, and connections between neighborhoods and amenities (e.g. parks and retail areas like Downtown). Stakeholders also expressed the need to proactively plan for trails and walkways in new subdivisions when they are developed. The Parks, Open Space and Trails Master Plan identifies a network of trails to be built over time. The provision of a connected network of trails will provide recreational opportunities to Mead residents and contribute to the overall quality of life in Mead. Addressing the need for a connected trail system presents an opportunity for biking and walking as alternate modes of transportation that link key community destinations together. Trail connectivity provides an opportunity for citizens to walk and ride to many destinations instead of relying solely on the automobile to meet transportation needs.



35 2011 Mead Open Space, Parks and Trails Master Plan, pg. 125

36 2011 Mead Open Space, Parks and Trails Master Plan, pg. 125, public input through the planning process and comparison of Mead LOS to the Colorado Small Community Park and Recreation Planning Standards (2003) and NRPA standards for LOS

37 <http://www.bitterrootstar.com/2016/03/29/get-ready-to-ride-missoulabitterroot-bike-trail-coming/>

Image Source: Town of Mead Facebook Page

# WHAT WE'VE HEARD

## Issues

- Insufficient opportunity for increased health and wellness of residents.
- Maintenance of and funding for existing facilities.
- Lack of recreational interest across generations.
- Creation of an open space tax to help fund new and maintain existing open space.
- Lack of a recreation center.
- Enhancements to a safe, connected trail network.

## Opportunities

- Integrate recreation and leisure opportunities for teenagers.
- Create usable open space for passive recreation (e.g. connected trails and greenways, open space for nature observation, etc.).
- Pursue grant and funding opportunities.
- Add a bike path from Downtown to Highland Lake.
- Capitalize on a short-term opportunity to integrate additional parks and open space within the nine acres of Town-owned land.
- Develop programs to dedicate and maintain open space within the community.
- Further develop the trail system both within Town and by connecting regionally.

## Sustainability

- Provide public recreational facilities and spaces that accommodate persons of all ages and abilities, and are equitably distributed throughout the community.
- Plan for physical activity and healthy lifestyles through active transportation facilities (e.g. sidewalks and bike lanes) and accessible recreational opportunities.
- Provide accessible parks, recreation facilities, greenways and open space near all neighborhoods.

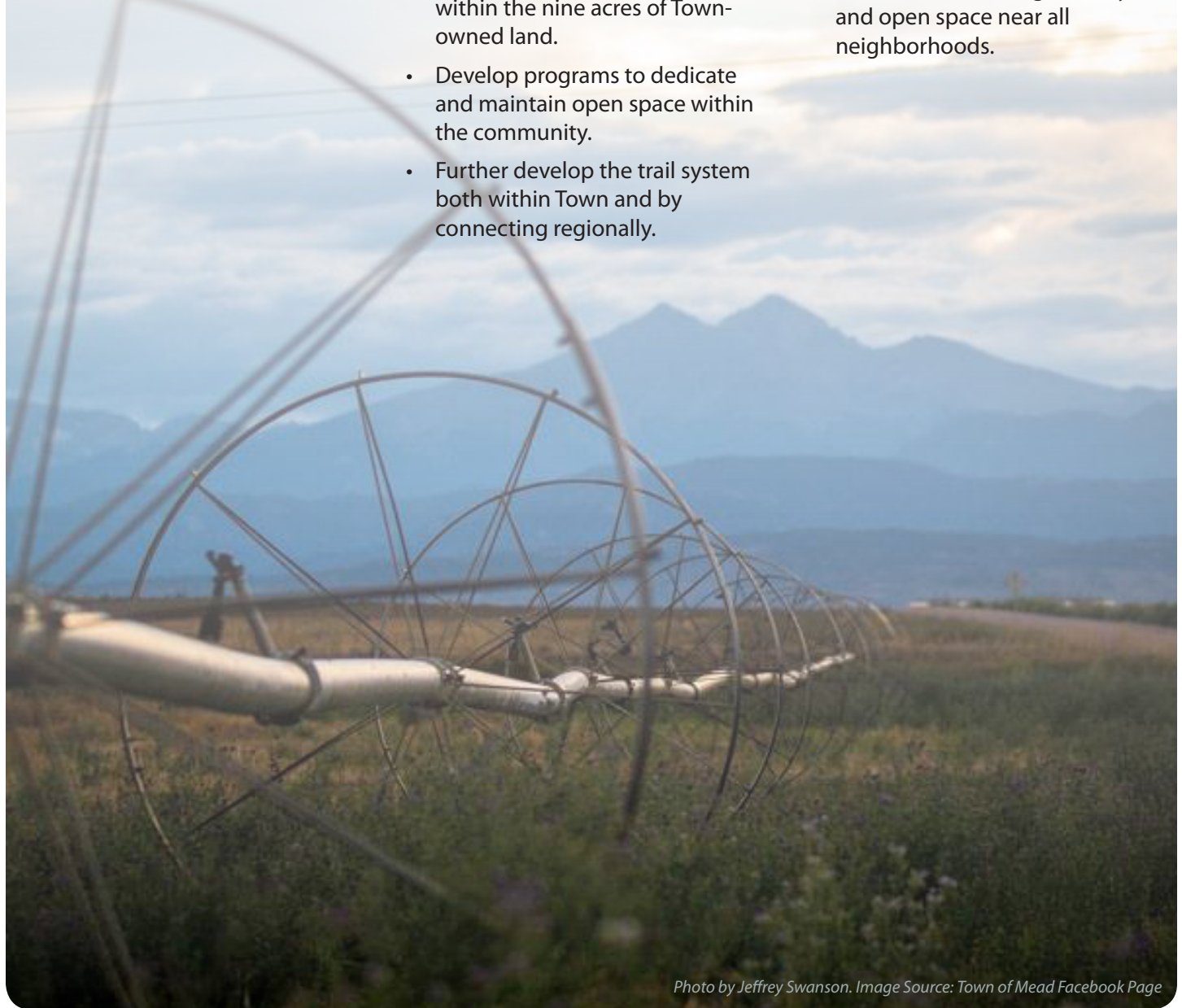


Photo by Jeffrey Swanson. Image Source: Town of Mead Facebook Page





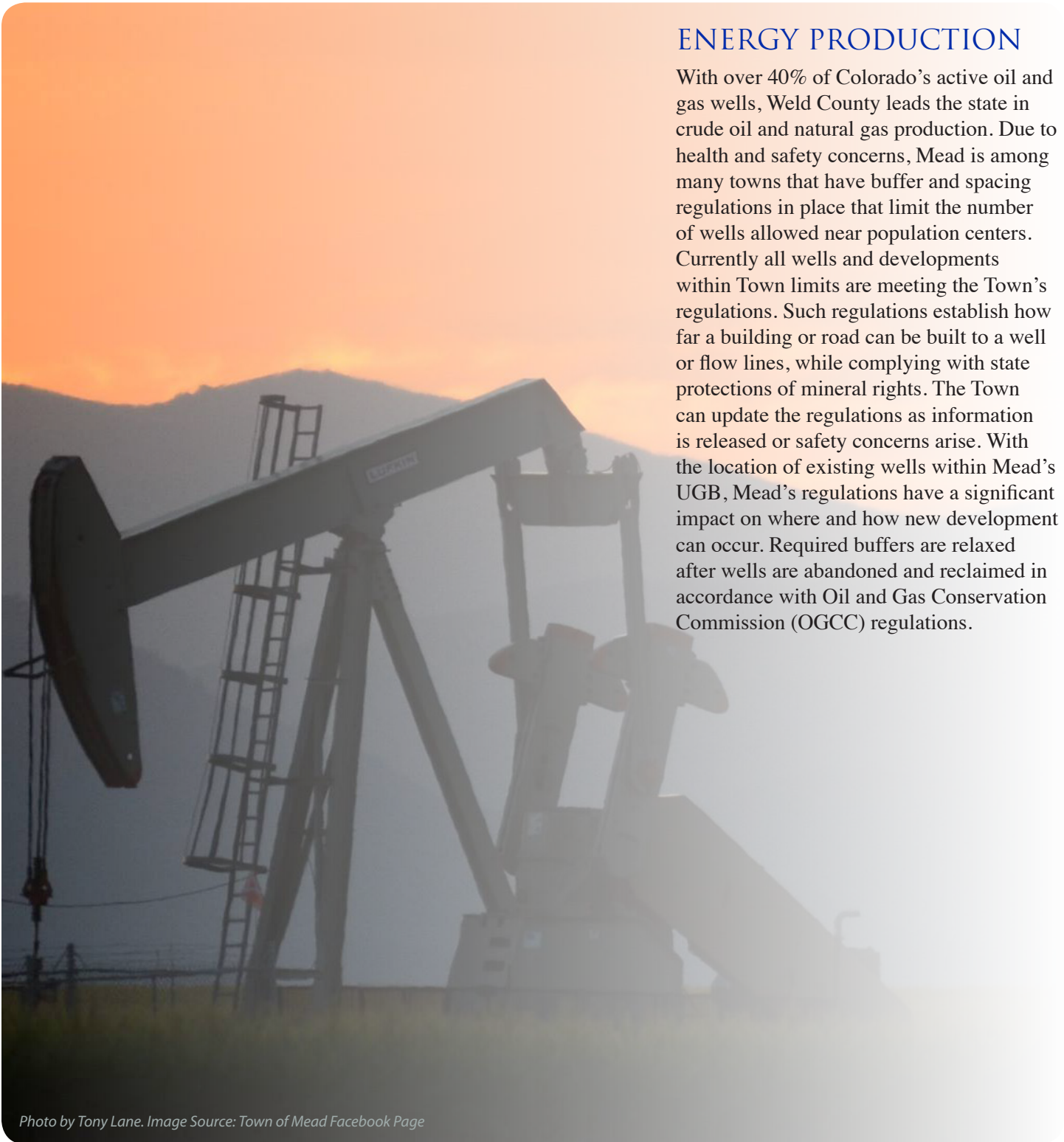
# ENVIRONMENT & NATURAL RESOURCES

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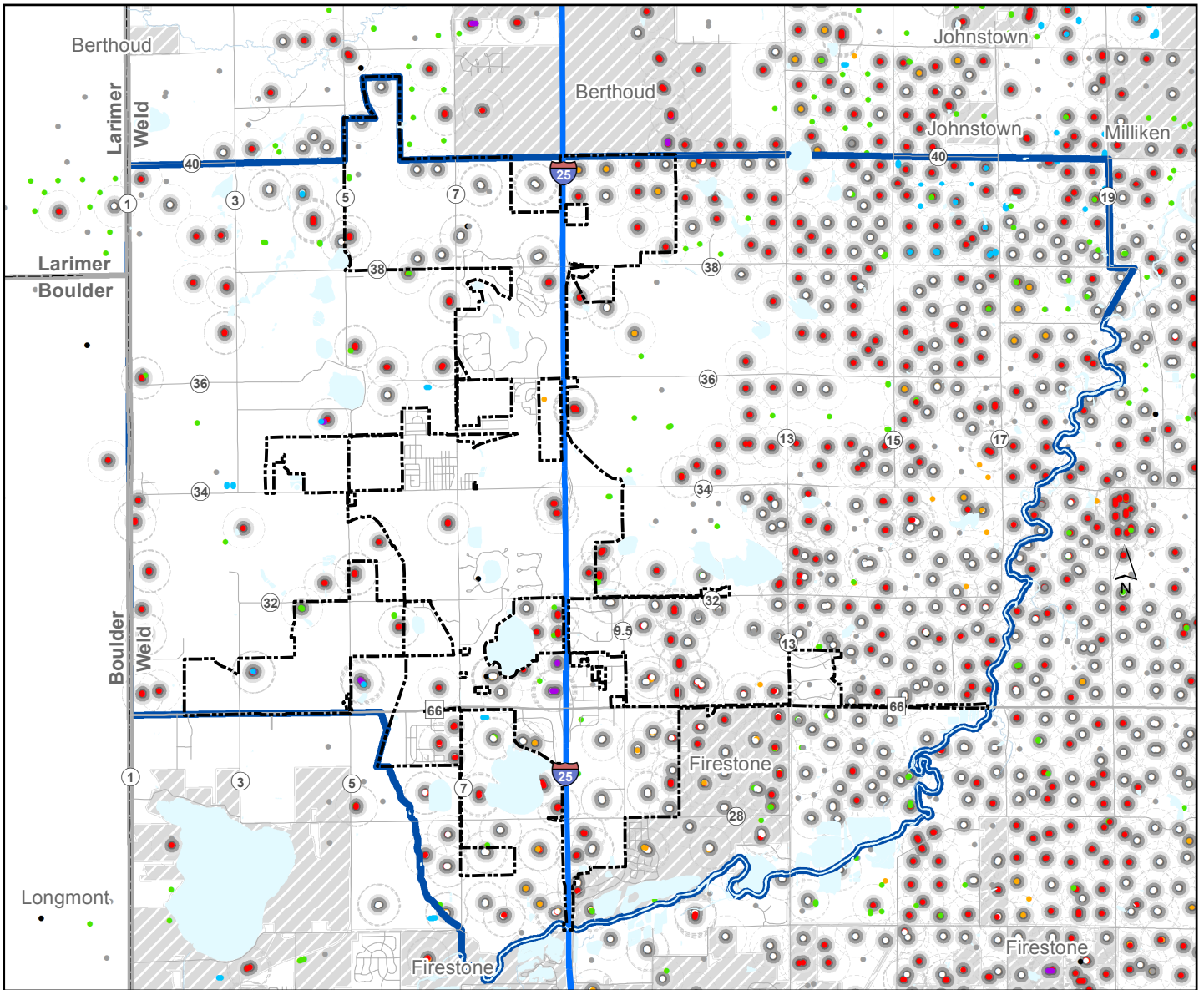
## ENERGY PRODUCTION

With over 40% of Colorado's active oil and gas wells, Weld County leads the state in crude oil and natural gas production. Due to health and safety concerns, Mead is among many towns that have buffer and spacing regulations in place that limit the number of wells allowed near population centers. Currently all wells and developments within Town limits are meeting the Town's regulations. Such regulations establish how far a building or road can be built to a well or flow lines, while complying with state protections of mineral rights. The Town can update the regulations as information is released or safety concerns arise. With the location of existing wells within Mead's UGB, Mead's regulations have a significant impact on where and how new development can occur. Required buffers are relaxed after wells are abandoned and reclaimed in accordance with Oil and Gas Conservation Commission (OGCC) regulations.



*Photo by Tony Lane. Image Source: Town of Mead Facebook Page*

# MAP: ENERGY DEVELOPMENT



LEGEND	
	Town of Mead
	Streets
	County Boundaries
	Mead Growth Management Area
	Other Municipalities
<b>Oil and Gas Well Status</b>	
	Producing
	Drilling
	Abandoned Location
	Permitted Well Location
	Temporarily Abandoned
	Plugged and Abandoned
	Dry and Abandoned
<b>Oil and Gas Buffers</b>	
	200'
	350'
	500'
	1000'



## WATER DEMAND AND USE

Similar to other communities in Colorado, Mead's water supply must be viewed in terms of its physical availability, legal right to water use, and its delivery system. In a naturally arid climate with a complex system of water rights, water districts have a finite supply of surface and groundwater. Incidentally, even as the region's population has grown over the years, the Northern Water Conservancy District reports that water usage per capita has declined. This trend is largely due to the decrease in agricultural farms, water conservation programs and education, and denser development patterns. Half a century ago, about 98% of the region was used for agriculture. Within the Mead UGB, that has now dropped to about 76% and even lower to 50% in the region overall. This decline has a lasting effect on the regional water demand but also the quality of groundwater and environment with regard to contamination from pesticides and fertilizers.

The Town of Mead relies on the following two water districts to provide water service: Little Thompson Water District and Longs Peak Water District. The Town works closely with the water districts to maintain competitive rates and help facilitate future development. Water continues to be one of the most critical elements for the Town's future expansion potential.

## AIR QUALITY

Due to its inherent nature and effect on respiratory health, air quality has historically been a regional challenge for communities all along the Front Range. Ground-level ozone is a summertime air pollution problem that is created when other pollutants from sources like vehicle exhaust, paints, degreasing agents and cleaning fluids react with sunlight. Exposure to concentrations of ground-level ozone has been shown to cause acute respiratory problems, reduced lung capacity, inflammation of lung tissues and can trigger asthma attacks. Due to certain outdoor activities, these air quality problems are compounded in the summer and warmer months. Based on 2008 air quality standards, Mead is located in a 8,398 square mile nonattainment area (an EPA designation that signifies the area does not meet the air quality standard) that includes much of northern Colorado's Front Range and the Denver Metro area.

## WHAT WE'VE HEARD

### *Issues*

- Emergency preparedness is a regional issue.
- There is a public fear about proximity to fracking operations.
- Water demand and availability has a substantial impact on continued agriculture.
- Cost of water is rising, while availability is declining.
- Required buffers from oil and gas wells restrict development within the Town.

### *Opportunities*

- Pursue partnerships with Weld County Public Health Department and Colorado State University.
- Help negotiate the waste and recycling services available.
- Environmental protection should include clean air and water, habitat, and trees.
- Establish a Water Task Force to consolidate the water district boundary within Mead.
- Educate residents about strategies to reduce air pollution.
- Combine irrigated land with dry land to create an agricultural district.
- Adopt water reduction and conservation tactics, such as education, warnings, and incentives.
- Re-evaluate existing oil and gas regulations to facilitate new residential and commercial growth.

### *Sustainability*

- Cluster residential development within agricultural areas.
- Ease regulations to allow use of brownwater and ditch water.
- Establish landscaping guidelines to reflect climate and water conservation needs using xeriscaping and indigenous vegetation.
- Encourage various programs for recycling, reuse, water conservation, reduction in use of fossil fuels, reduction of air/noise/light pollution.

# COMMUNITY FACILITIES & SERVICES



Accessible public facilities, strong school systems and reliable public safety are desirable services and resources, and they serve to enhance the quality of life for Mead residents and create an appealing place to live. The Town of Mead partners with regional water, fire and library districts to provide a full range of services to residents.



## EDUCATIONAL FACILITIES

The St. Vrain Valley School District serves a majority of Mead school-aged residents, with a local elementary, middle, and high school. As the Town grows to the north, new residents will be served by either the Thompson or Weld County school districts. While Mead does not maintain a local library branch within Town limits, the High Plains Library District provides library services for Mead residents at the Carbon Valley Regional Library in Firestone.



## FIRE AND SAFETY

Until recently, the Town of Mead was among other small communities in Weld County that contracted with the Weld County Sheriff to provide law enforcement services. With the first two members of the new Town of Mead Police Department recently sworn in, the Town is establishing their own law enforcement agency. The Mountain View Fire Rescue District provides fire and emergency services to the Town of Mead and surrounding communities. Fire Station #3 and the Town Hall is a joint facility, originally built in 1983 and renovated in 2014. This station protects the northern portion of the Fire District.



## UTILITIES

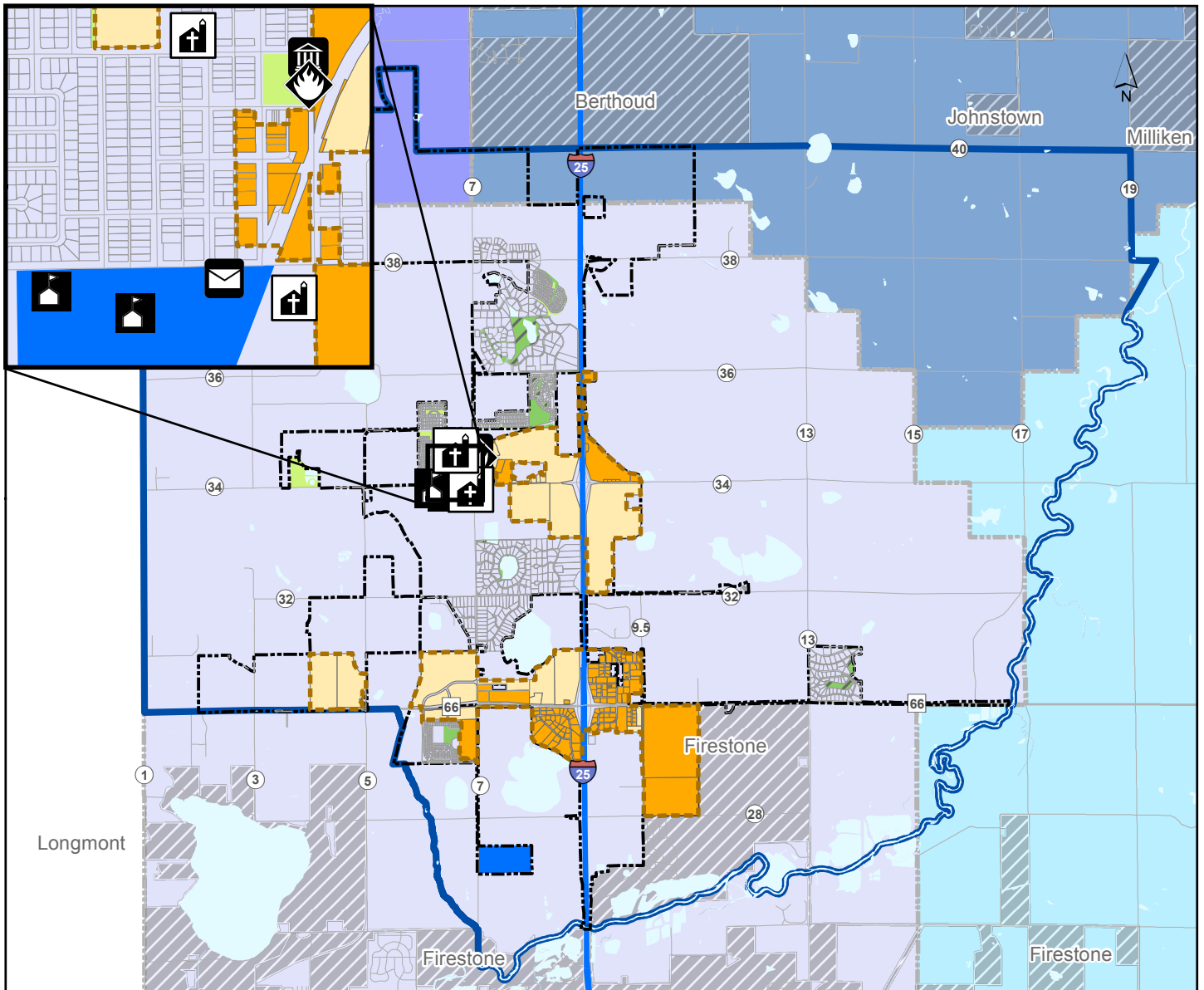
Accessible and affordable utilities contribute to attracting business and making urban and suburban living possible. The Town of Mead provides sanitation and sewer services to a number of subdivisions, while the St. Vrain Sanitation District serves the southern portion of the Town. Two nonprofit water districts currently serve Mead residents with drinking and irrigation water: the Little Thompson Water District and the Long Peak Water District. As the primary source of water comes from Carter Lake, these districts share water treatment and distribution systems.



## EVENTS

Often in collaboration with local partners, the Town of Mead hosts a number of annual and special community events. Activating parks and civic spaces helps to reinforce the Town's local community and identity. The opportunity to bring residents together also provides important social and mental health benefits. Notable events include the Summer Concert Series, Mead Community Day and Sugarbeet Festival, Downtown Mead Farmers Market, Holiday Celebration, Fishing Derby and Easter Egg Hunt. Frequent partners include the Mead Chamber of Commerce, Mead Area Community Foundation and the Mead Area Rotary Club.

# MAP: COMMUNITY FACILITIES



**LEGEND**

	Church		Mead Growth Management Area		Urban Renewal	<b>School Districts</b>	
	Post Office		Other Municipalities		Limits of Urban Renewal Area within Mead Town Limits		Johnstown-Milliken RE-5(J)
	School	<b>Parks and Open Space</b>			Limits of Urban Renewal Area within Mead Town Limits in Agricultural Production		St. Vrain Valley RE-1(J)
	Fire		HOA/Private				Thompson R-2(J)
	Town		HOA/Public Access				Valley RE-1
			Public School				
			Town Park or Open Space				



# WHAT WE'VE HEARD

## Issues

- Need a clearer process for permitting and development review.
- Infrastructure needs to be upgraded.
- Management and monitoring of public information/delivery.
- Need to address school overcrowding.
- Most provision of utilities and services come from external providers, with no municipal oversight.

## Opportunities

- Collaborate and partner with external service providers and special districts.
- Investigate fiber optic opportunities.
- Consider future police and fire station locations in regard to new population growth.
- Look into feasibility of a local public library branch.
- Continue to support the schools to attract more residents.
- Investigate grant opportunities to fund programs and infrastructure investment.

## Sustainability

- Implement green building design and energy conservation for all public facilities.
- Encourage water conservation efforts and plan for a lasting water supply as the community grows.
- Continue regional cooperation and sharing of resources to allow for improved efficiency and cost savings in local government operations.







Photo Credit: Holly Vejrostek

TOWN OF MEAD COMPREHENSIVE PLAN

APPENDIX C:  
PHASE 1 OUTREACH  
SUMMARY



# WHAT IS THE COMPREHENSIVE PLAN & WHY DOES IT MATTER?

## WHAT IS A COMPREHENSIVE PLAN?

***The Mead Comprehensive Plan is the primary planning policy document for the community.***

- It will be a long-term, strategic plan with a guiding vision and strategies;
- It will shape decisions related to new development, redevelopment, Town programs, and services; and
- It is focused on enhancing the Town's long-term vitality.

## WHY DOES IT MATTER?

### ***Residents:***

- The Plan identifies community character and details like locations for future commercial amenities, housing, parks, trails, community facilities, etc.

### ***Business and Property Owners:***

- The Plan includes land use recommendations and development policies for properties.

### ***Town Leaders:***

- The Plan provides direction on the topics of development, policies, programs, and services provided by the Town.

### ***Decision-Makers***

- The Plan gives guidance on budget, timing for capital improvements, and in review of development proposals.

## WHY UPDATE THE TOWN'S EXISTING PLAN?

- To remain valid and effective, and more accurately address current standards, goals and future needs; and
- To provide additional social, economic, and environmental sustainability components not currently included in the Town's existing Comprehensive Plan or Land Use Code.

# PROJECT OVERVIEW & BACKGROUND: PROCESS & INVOLVEMENT



## OUR PROCESS

The update process for the Mead Comprehensive Plan is one that fully engages the entire community, embraces its cultures, respects the history, and protects the environment. It will build upon and integrate former planning efforts, and define measurable and realistic implementation strategies to achieve the community's vision. The plan update will provide a clear path for creating positive change and serve as a tool for policy change, funding and implementation of projects, and public-private partnerships. **Join the conversation!**

## WE WANT TO HEAR FROM YOU!

**Your involvement is vital to the success of the Comprehensive Plan Update! Our process will include focus groups, public workshops, and events held in-person and online. These opportunities are designed to allow everyone to share their opinions and vision for Mead.**

Visit [www.townofmead.org](http://www.townofmead.org) and click the Comprehensive Plan Update link under "Town Government" → "About Us" to learn more about the project, upcoming meetings/ events and more opportunities to get involved.

## OUTREACH TO-DATE

- Plan Audit Survey: **17 Respondents**
- Small Group Stakeholder Interviews: **57 Interviewees**
- Stakeholder Survey #1: **77 Respondents**
- Appearance at Local Community Events: Concerts in the Park (June 8) and Summer Festival (June 10): **~150**

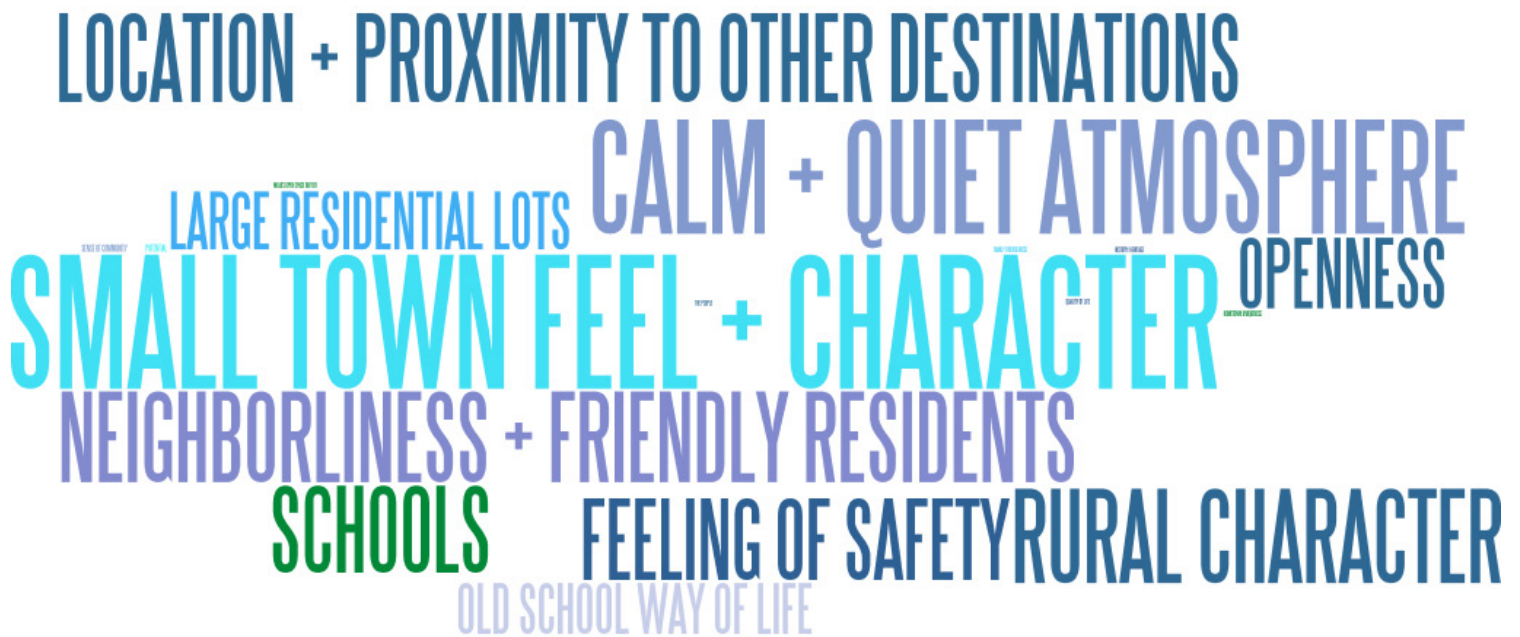
Throughout the process, postcards advertising the online surveys and/or upcoming public events will be distributed at community events and available on the front desk at Town Hall.



# KEY VALUES

**Q: “WHAT DO YOU LOVE MOST ABOUT THE TOWN OF MEAD?”**

*Depicted in the word cloud below are the values that Mead residents and stakeholders hold close to their hearts - elements and aspects of the community that should remain, and should be both preserved and enhanced in the future. These are often the first things mentioned when describing the Town, and are the great aspects of Mead's life that keep residents here. These statements speak to the emotional truth about what Mead means to its residents. The larger the word, the more often it was listed as a response.*



The word cloud shown above represents the collective feedback gathered to-date from stakeholder interviews, Planning Commission and Board of Trustees work sessions, and public feedback from the online survey responses.





# STAKEHOLDER INTERVIEWS

## SUMMARY



### **Introduction**

The Town of Mead, in collaboration with Jennifer Vecchi and planning consultants from Logan Simpson, conducted a series of eight small group stakeholder interviews to gather valuable feedback from community stakeholders regarding goals, challenges, opportunities, and values present in Mead today. The purpose of the stakeholder interviews was to not only inform the public about the Mead Comprehensive Plan and Land Use Code updates, but to:

- stimulate community-wide interest in the Plan;
- solicit candid feedback from those who know the community best;
- identify initial themes, opportunities, local values, and future goals for the Town; and
- generate initial visioning ideas that will help inform the basis for the 2017 Plan.

This section of the Phase One Summary outlines the method and structure for the small group stakeholder meetings and summarizes the feedback gathered during the interview process according to plan element.

### **Methodology**

A total of 57 individuals were interviewed in eight small group stakeholder interview sessions over the course of six days in April, May, and June of 2017. The interviews took place at Mead Town Hall and lasted, on average, 90 minutes each. Catered meals and child care were offered during the group interview sessions.

Each session began with a round of introductions and a brief presentation with background information about the Comprehensive Plan and Land Use Code, the update process, and the current context within the Town of Mead. Stakeholders then engaged in an open dialogue, facilitated in an open and relatively informal/ conversational approach by Jennifer Vecchi, and guided by a set of questions intended to meet the objectives described above.

During the group sessions, two interviewers from the project team recorded in-depth notes on all concepts introduced by the stakeholder interviewees, along with how many times they were repeated. The notes were subsequently compiled, summarized, and sorted by categories and subcategories. The summarized findings presented in the following pages of this report are organized according to the following eight topics, which will also serve as the primary plan elements within the 2017 Comprehensive Plan:

1. Community Character
2. Land Use
3. Economy
4. Housing
5. Transportation
6. Parks, Open Space and Recreation
7. Environment and Natural Resources
8. Community Facilities and Services

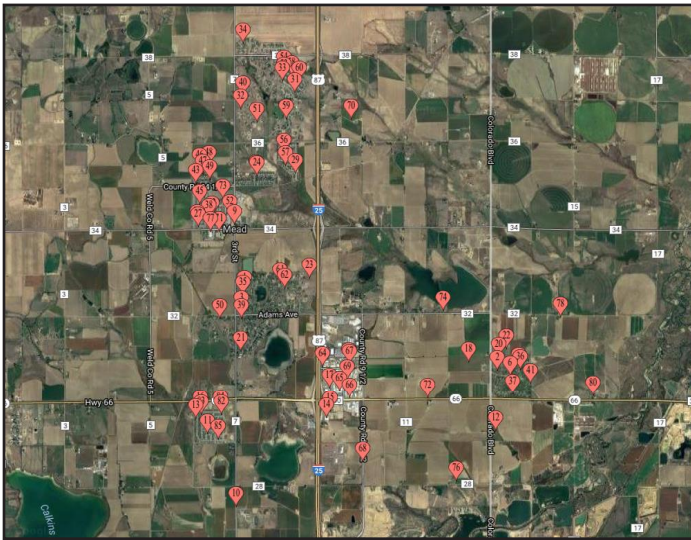
### **Stakeholder Outreach To-Date**

The project team began their stakeholder interview outreach efforts by compiling an initial list of prospective interviewees that included Town Committee members, area business members, partner agency representatives (Mountain View Fire, Library, Schools, United Power, Anadarko, churches, etc.) and nonprofit board members (Mead Food Bank, Historic Highlandlake, Mead Chamber, etc.). Town Staff then supplemented the list with approximately 35 more people from the voter registration list, totaling just over 100 invitees. Letters signed by the Mayor, on behalf of the Board of Trustees and the Planning Commission, were sent out inviting the recipients to attend their choice of a small group interview session. Near the start of the stakeholder interview outreach process, Mayor Shields highlighted the opportunity to participate in the small group stakeholder interviews as part of his monthly Mayor's Note within the *Mead Messenger*, which helped to spread the word and resulted in seven self-selected stakeholder interviewees that volunteered to take part in the interviews.

# STAKEHOLDER INTERVIEWS SUMMARY



Figure 1: Geographic Distribution of Initial Invitees



After the first four meetings, Town Staff created a second list that included additional names from the voter registration list, as well as other randomly selected names chosen from the Assessor’s list of property owners in Mead, business owners from the Town’s Business License List, and parents from the Town’s list of youth recreation participants. Other invitees included individuals recommended by Town Trustees. The second list included approximately 85 individuals.

TOTAL INTERVIEWED  
STAKEHOLDERS **57**

Figure 2: Stakeholder Interviewees and Schedule

Stakeholders	Date	# Participants
GROUP ONE: <i>Father Alan Hartway, Balena Glassburn, Chuck Gehringer, Danielle Schlagel, Fire Chief Dave Beebe, Karen Sekich, Marjorie Elwood, Pam Gehringer</i>	Wednesday, April 12, 2017 4:30 – 6:00 pm	8
GROUP TWO: <i>Bill Meier, Bob Acker, Brien Sponaugle, Daryl Oster, Eileen Maresca, Josh Brown, Sheila Swanson, Taryn Brown, Trisha Harris, Vicki Tillema</i>	Wednesday, April 12, 2017 6:00 – 7:30 pm	10
GROUP THREE: <i>Ashley Bevan, Carrie Sherk, Jessica Hammer, Joan Magnusson, Tiffany Turner, Tracy Colling, Winslow Taylor</i>	Thursday, April 13, 2017 12:30 – 2:00 pm	7
GROUP FOUR: <i>Brenda Hall, Bruce Hendrich, Diane Back, Judith Perez, Mary Strutt, Pauli Smith, Richard Macomber</i>	Saturday, April 29, 2017 9:30 – 11:00 am	7
GROUP FIVE: <i>David Adams, Jim Lewonski, Laura Owen, Paula Lindamood-Cox, Randy Zalesky</i>	Tuesday, May 2, 2017 4:30 – 6:00 pm	5
GROUP SIX: <i>Jenni Reher, Kristyn Unrein, Megan Herron, Paul Nilles</i>	Tuesday, May 2, 2017 6:15 – 7:45 pm	4
GROUP SEVEN: <i>Betsy Ball, Brianne Roberts, John Andrews, Josh Barnett, Mark Drouhard, Mark Schell, Ryan Sword, Tim Moorman</i>	Wednesday, May 10, 2017 11:30 am – 1:00 pm	8
GROUP EIGHT: <i>Andrew Batson, Fred Rubin, Kent Peppler, Mick Richardson, Rod Schmidt, Roger Rademacher, Suzie Spiro, Wendy Meehan</i>	Friday, June 2, 2017 11:30 am – 1:00 pm	8
<b>Total Participating Stakeholders</b>		<b>57</b>



## ***Stakeholder interviewees to-date include representatives from the following groups:***

ANADARKO  
BUSINESS OWNERS  
DEVELOPERS  
EASTSIDE NEIGHBORHOOD  
EVENTS COMMITTEE  
FINANCE COMMITTEE  
GUARDIAN ANGELS CATHOLIC CHURCH  
HIGH PLAINS LIBRARY DISTRICT  
HISTORIC HIGHLANDLAKE  
LAKE HOLLOW ESTATES HOA  
LAKE RIDGE HOA  
LANDOWNERS  
MEAD ELEMENTARY SCHOOL  
MEAD FOOD BANK  
MEAD MIDDLE SCHOOL  
MOUNTAIN VIEW FIRE RESCUE  
MULLIGAN LAKES HOA  
MEAD DOWNTOWN DEVELOPMENT DISTRICT  
PLANNING COMMISSION  
PARKS, RECREATION FACILITIES, AND OPEN SPACE COMMITTEE  
REAL ESTATE AGENTS/BROKERS  
RESIDENTS/VOTERS  
TOWN STAFF  
WATER BROKERS

## ***Ongoing Outreach & Public Involvement Opportunities***

The Mead Comprehensive Plan and Land Use Code Update process will offer multiple opportunities for the public to contribute further on key issues during the public review of all major products before the completion in late 2017. Stay tuned on more ways to get involved by regularly checking the project website for information and updates!

Throughout the process, postcards advertising the online surveys and/or upcoming public events will be distributed at community events and available on the front desk at Town Hall. The second online survey is anticipated to launch at the beginning of August.

## ***How Will This Information Be Used?***

The findings from the stakeholder interviews set the foundation for ongoing research and analysis and helps make the most efficient use of project resources by revealing the most pressing issues in which to direct future efforts. The combination of input from stakeholder interviews, public engagement efforts, and the research/ analysis within the existing conditions snapshots will shed light on the most pertinent issues and opportunities to address within the 2017 Mead Comprehensive Plan.

*If you have questions about the Comprehensive Plan and Land Use Code update, feel free to contact Melissa Mata with the Town of Mead via email, at [mmata@townofmead.org](mailto:mmata@townofmead.org), or by phone at (970) 805-4195.*

## **PROJECT WEBSITE:**

<http://www.townofmead.org/administration/page/town-mead-comprehensive-plan-and-land-use-code-update>



**VISIT THE WEBSITE BY SCANNING THE QR CODE WITH YOUR SMARTPHONE!**





## Key Stakeholder Values

**Q:** WHAT DO YOU LOVE ABOUT THE TOWN OF MEAD?



## TOP 5 RESPONSES

*Small-Town Feel and Character*

*Schools*

*Rural Character*

*Openness*

*The People Who Live and Work in Mead*

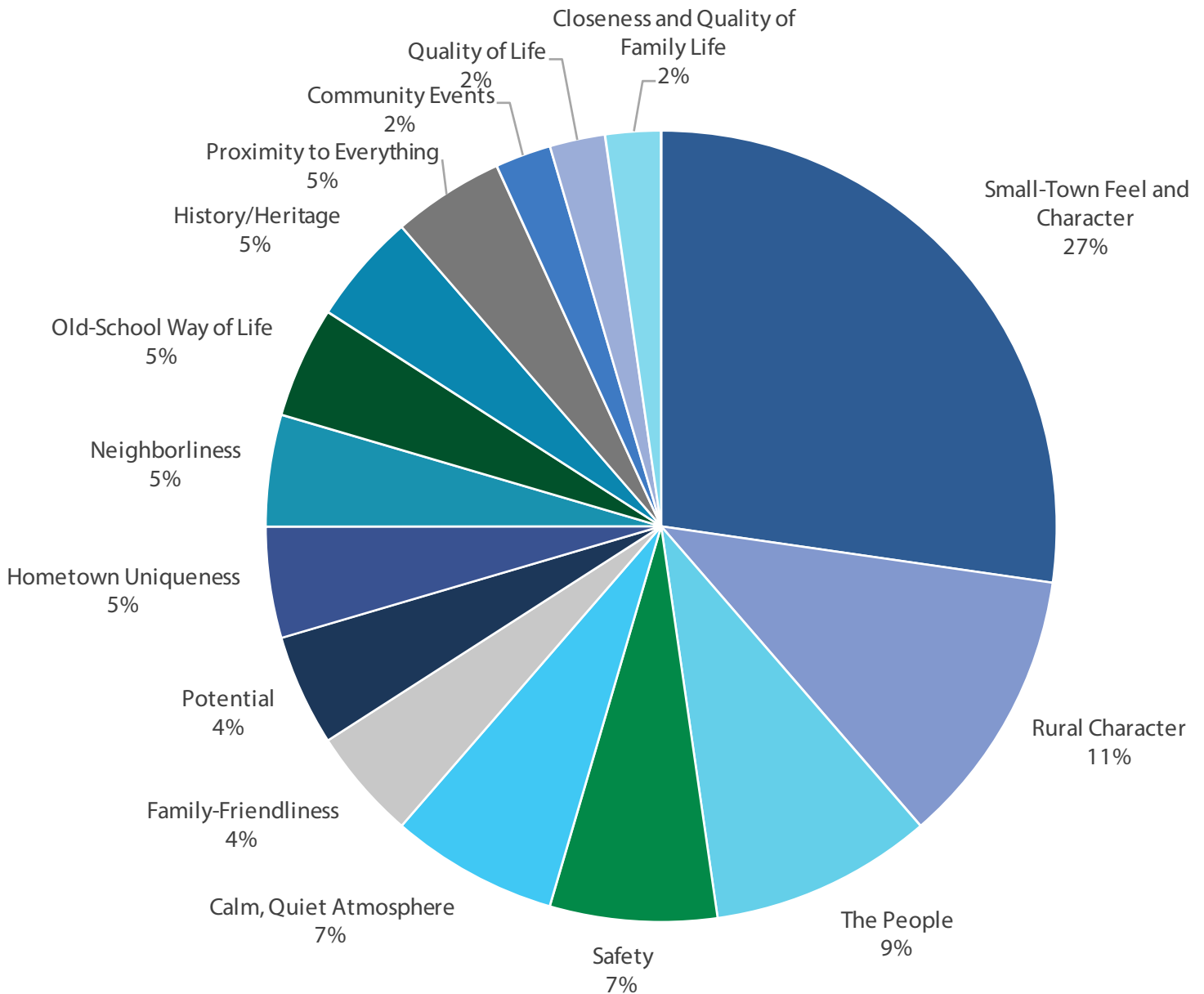
The word cloud shown above represents the collective feedback gathered to-date from stakeholder interviews, Planning Commission and Board of Trustees work sessions. It does not include the public feedback from the online survey responses.



Summarized Feedback:

# COMMUNITY CHARACTER

Values

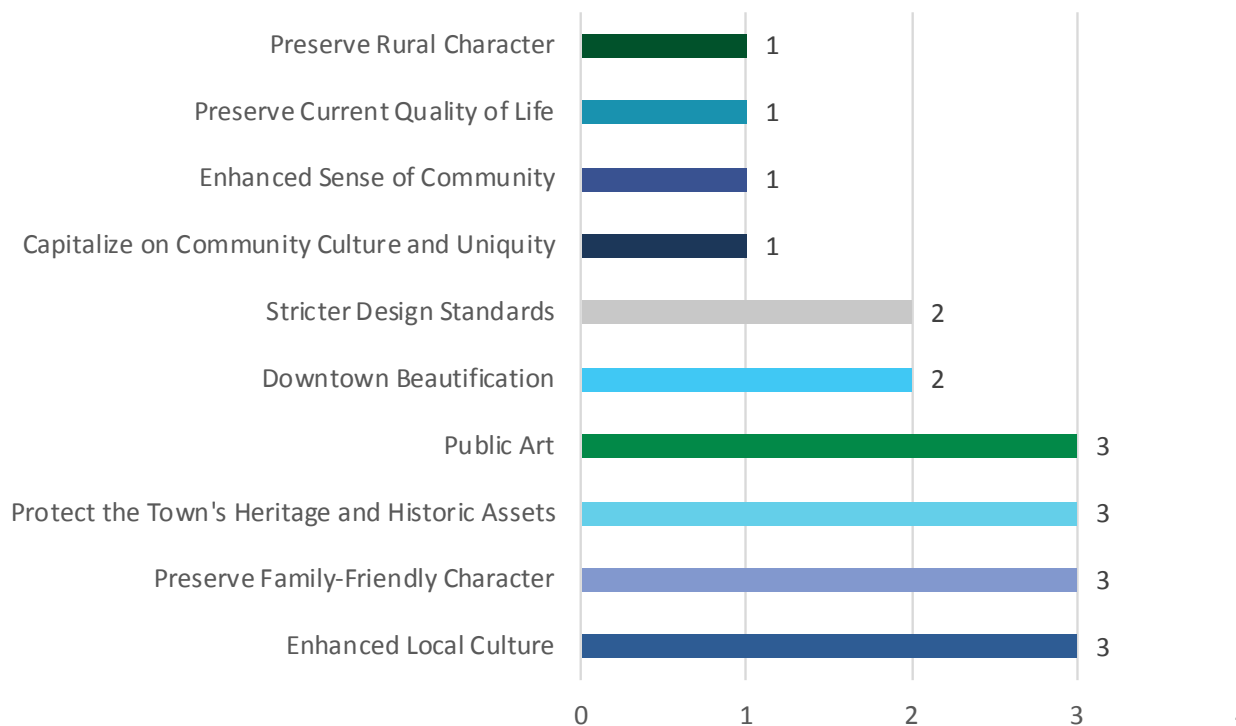




*Summarized Feedback:*

# COMMUNITY CHARACTER

**Goals and Opportunities**



**Key Topics and Issues**

- Balance between Economic/Population Growth and Small-Town Values
- Historic Preservation
- Preservation of Small Town Feel and Rural Character
- Social Values – ideals and beliefs such as family friendliness, safety, inclusivity, hospitality

*“Hospitality is a great rural value, and it’s free. That’s something that we can really capitalize on.”*

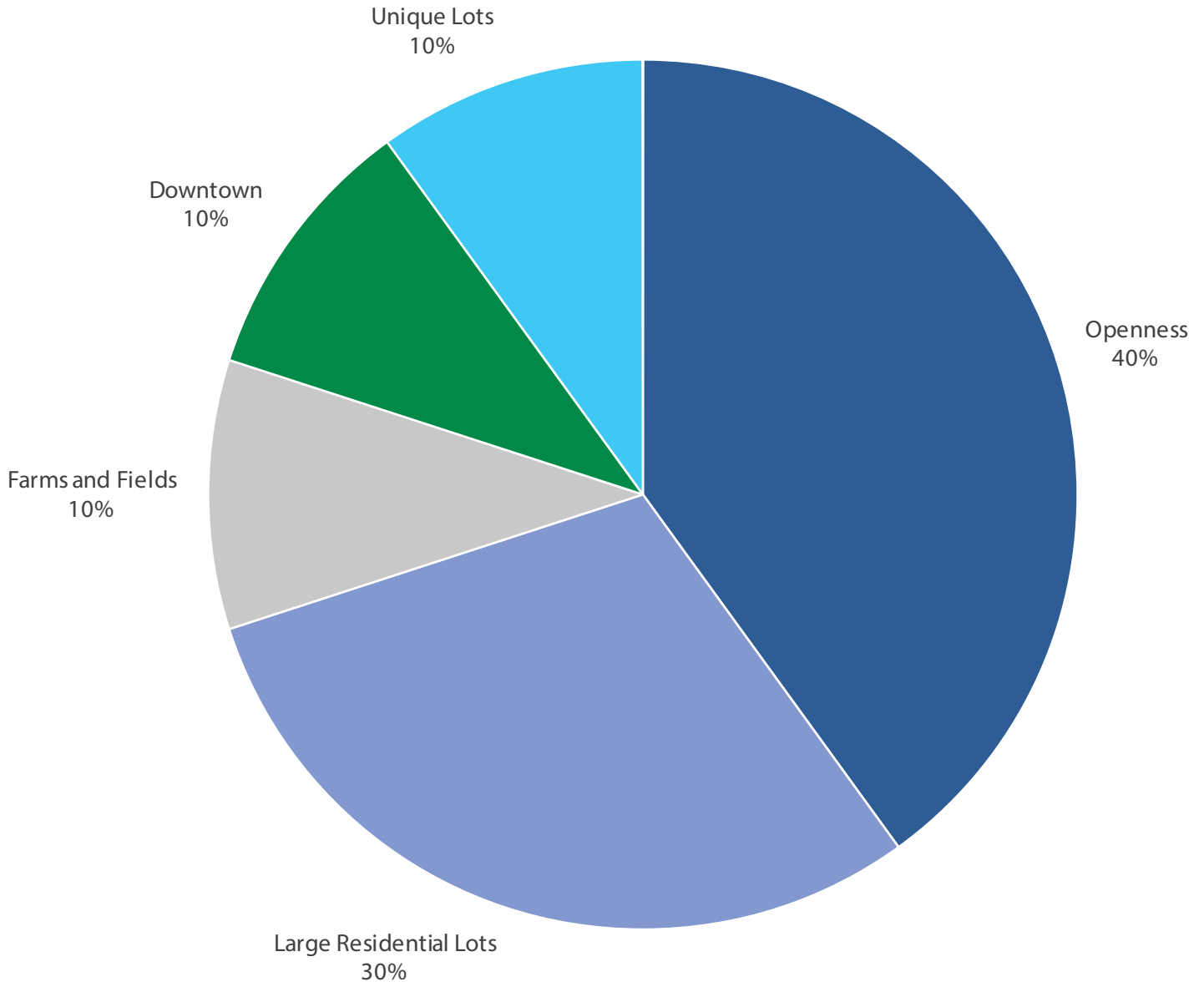
*“Everything needs to remain family-friendly.”*

*“History! We need to protect what’s left in terms of historical assets and buildings.”*



*Summarized Feedback:*  
**LAND USE**

**Values**



*“Acquire land early. Don’t get trapped by neighboring communities moving faster. We don’t want border wars.”*

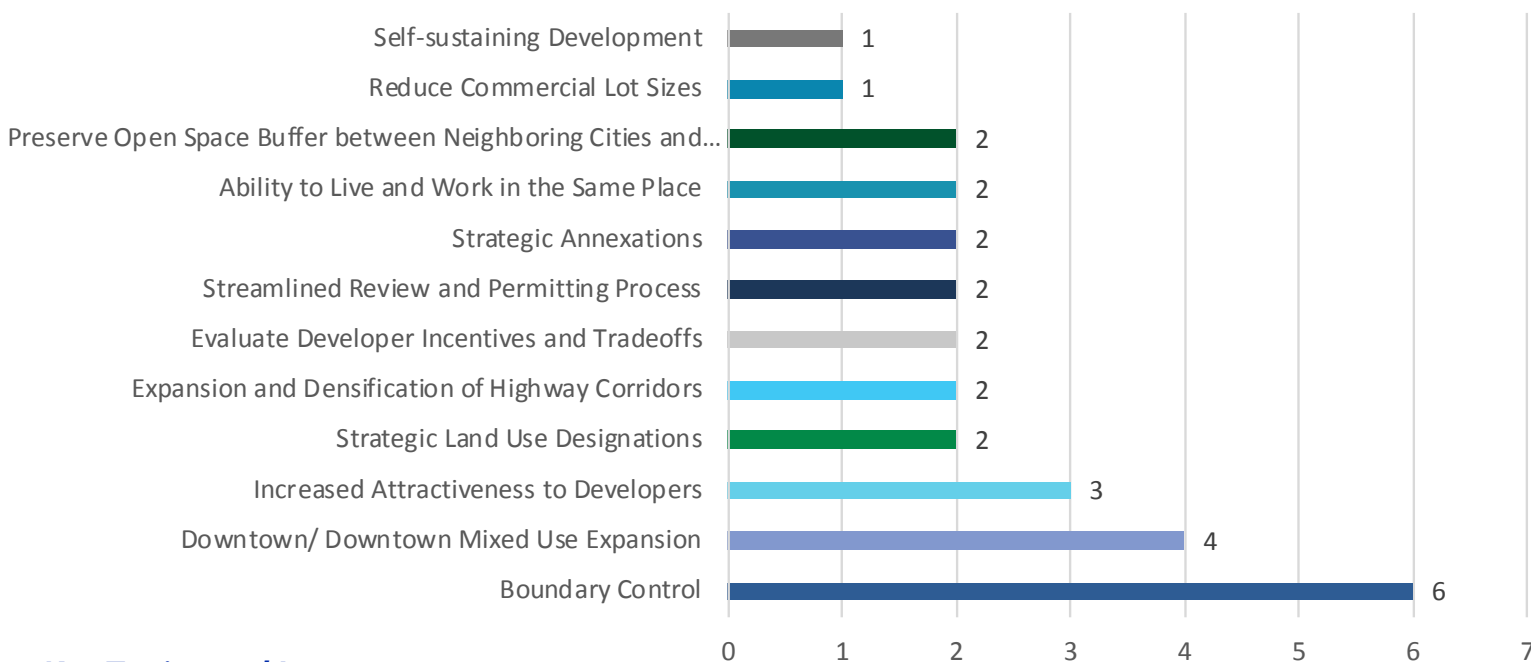
*“Protect the boundary to the west and the east.”*





## Summarized Feedback: LAND USE

### Goals and Opportunities



### Key Topics and Issues

#### Land Use Agreements

- **Boundary Control** – including intergovernmental agreements (IGAs) with neighboring jurisdictions to prevent intrusion into Mead’s growth boundary
- **Early Annexation from the “Inside-Out”**
- **Tiered System of Development to Guide Future Growth**

#### Code Issues

- **Building Form and Design** – including building height, density, design, materials and relation to nearby buildings
- **Code Clarity, Flexibility, and Predictability**
- **Complexity and Usability of the Code**
- **Impact Fees**

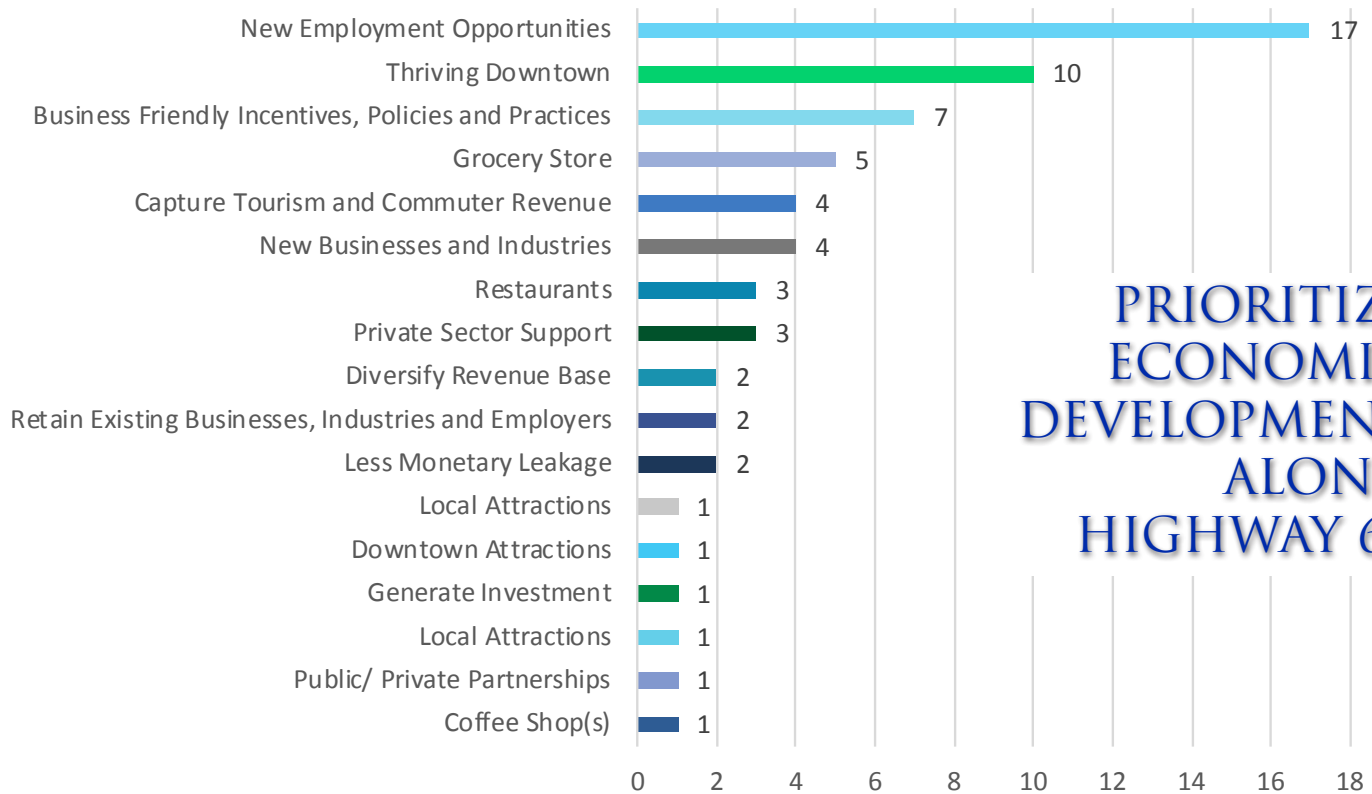
#### Design of Development

- **Business Buildings**
- **Compatibility** – regulations to achieve compatible buildings and developments
- **Densification of the Downtown Core**
- **Open Space Preservation**
- **Rural by Design**
- **Site Design**
- **Special Agreements** – includes incentives, density bonuses, Planned Unit Developments (PUDs)
- **Subdivision Design** – complete sustainable neighborhoods, including block length, multi-modal road network, lot types and sizes, open space and trails, connectivity to surrounding areas



*Summarized Feedback:*  
**ECONOMY**

**Goals and Opportunities**



**PRIORITIZE  
ECONOMIC  
DEVELOPMENT  
ALONG  
HIGHWAY 66**

**Q:** HOW CAN MEAD CAPTURE COMMUTER AND TOURISM REVENUE?

**A:**

- HOTELS ALONG THE HIGHWAY FOR TOURISM AND BUSINESS TRAVELERS
- HIGHWAY 66 INTO ROCKY MOUNTAIN NATIONAL PARK: USE LAND USE GUIDELINES/IGA WITH LONGMONT TO ENHANCE THE SCENIC CORRIDOR AND CAPITALIZE ON THE FACT THAT IT'S THE BEST ROUTE TO RMNP AND ESTES PARK—THIS COULD INCLUDE SIGNAGE THAT MARKETS MEAD'S PROXIMITY (ONLY 35 MILES) TO ESTES PARK AND RMNP
- RESTAURANTS, COFFEE, GAS, RESTROOMS AT HIGHWAY INTERCHANGES
- BREWERIES TO ATTRACT A YOUNGER CROWD
- A THRIVING DOWNTOWN

*“We need to keep businesses in Town. The Town needs to be more business friendly and better at attracting new businesses that may want to locate in Mead. We should reach out to business owners or prospective business owners to find out what they need in order to thrive in Mead.”*

*“Because I live in Mead, I want things in Mead. Downtown is the most important to me.”*

*“We need jobs. Good jobs.”*



## Summarized Feedback:

# ECONOMY

### Key Topics and Issues

#### A Sustainable Economy

- Business Costs and Regulations
- Capturing commuter/tourism revenue with development focused along Highway Corridors
- Dining, Entertainment and Leisure Options that Attract Younger Demographic (e.g. Breweries)
- Diversification of Mead's Tax Base/Revenue Sources
- Ease and Affordability of Permitting/Review Process
- Grocery Store Feasibility
- Impact of Oil and Gas as Primary Revenue Source
- Industry Attractiveness
- Lack of Rooftops to Support New Retail and Commercial Growth
- Monetary Leakage
- Need for New Businesses, Employers, and Industries
- Policies and Incentives for Attracting New Businesses and Industries

#### A Thriving Downtown

- Beautification
- Boutique Retail, Restaurants, Coffee Shops, Daily Services
- Density
- Design of Buildings
- Enhanced Downtown Character
- Outdoor Seating
- Parking
- Public Art
- Public Spaces
- Walkability

*“Create a thriving downtown – cute little shops, places for people to dine; a mixture of a bunch of things. I want to have a revenue base where people can entertain themselves in Town. Research shows that just five restaurants downtown leads to more vibrancy and attracts other businesses to the area.”*

**Q:** WHAT TYPES OF RETAIL AND SERVICE BUSINESSES WOULD YOU LIKE TO ATTRACT TO MEAD?

**A:**

ART STUDIOS  
 BARS  
 CAFÉS/ COFFEE SHOPS  
 CAR WASH  
 GAS STATION (FOR PASS-THROUGH TRAVELERS)  
 GROCERY STORE  
 HOTELS  
 MICROBREWERIES, WHISKEY DISTILLERIES AND WINERIES  
 NEIGHBORHOOD-SERVING RETAIL AND SERVICES  
 RESTAURANTS  
 UNIQUE, OLD-SCHOOL, BOUTIQUE, COUNTRY SHOPS

**Q:** WHAT TYPES OF INDUSTRIES AND EMPLOYERS WOULD YOU LIKE TO ATTRACT TO MEAD?

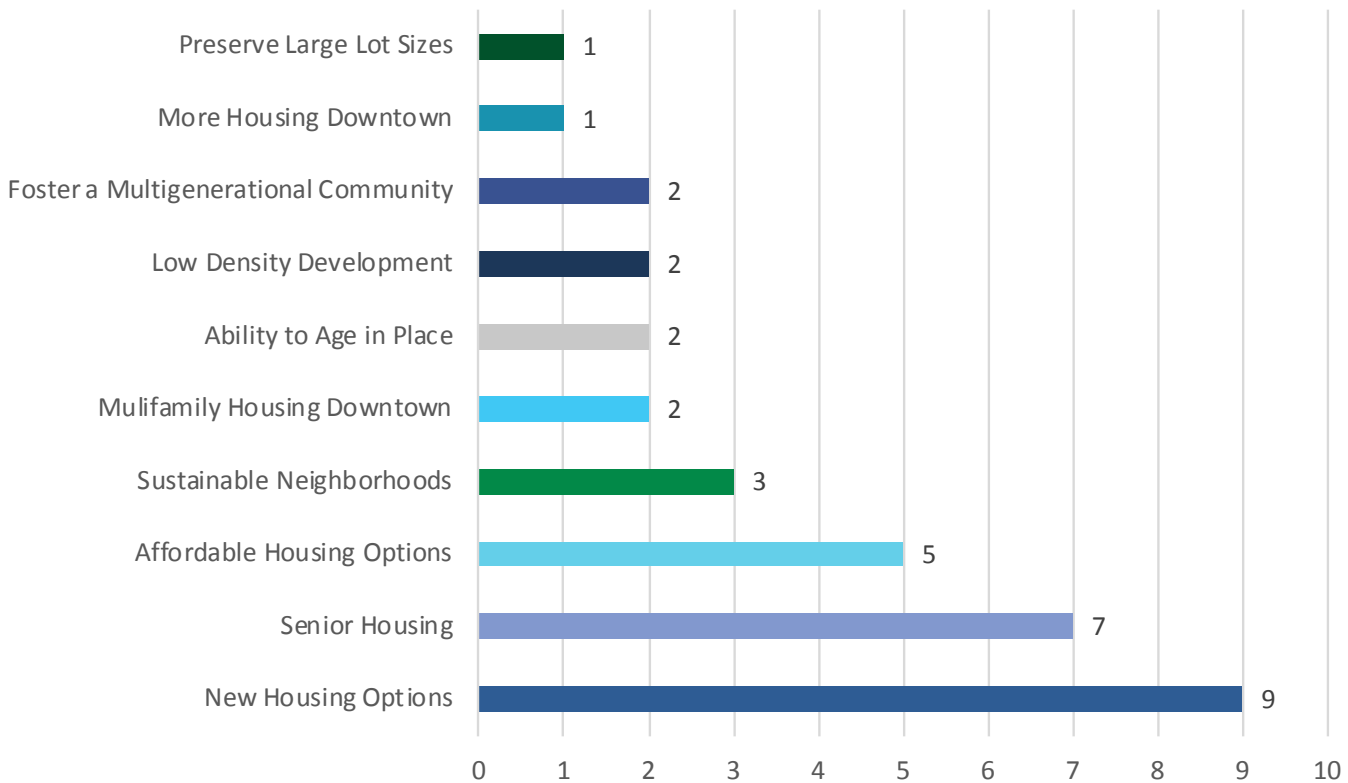
**A:**

CLEAN, GREEN ENERGY  
 CLEAN, RESPONSIBLE, SAFE MANUFACTURING  
 HIGH TECH COMPANIES WITH LOW ENVIRONMENTAL FOOTPRINT  
 INDUSTRIAL HEMP  
 LEADING COMPANY LIKE BOULDER SCIENTIFIC  
 MEDICAL TECHNOLOGIES  
 ONLINE DISTRIBUTION CENTERS  
 PROFESSIONAL OFFICES – E.G. DENTISTS, CPAS, DESIGN FIRMS, ETC.  
 ROBOTICS AND DRONES  
 SCIENTIFIC  
 SMALL BUSINESS START-UPS  
 PUBLIC STORAGE



*Summarized Feedback:*  
**HOUSING**

**Goals and Opportunities**



**Key Topics and Issues**

- Ability to Age in Place – active adult communities, senior housing options
- Compatible Multifamily and Affordable Housing Developments
- Housing Affordability
- Housing Diversity
- Multigenerational Attractiveness

*“We need housing for young families; active senior citizens; empty nesters; accessible homes (one level) for the elderly and disabled...apartments and options for people who can’t afford to buy single family homes in Mead or don’t want to deal with the upkeep.”*

*“Downtown housing will bring Downtown vibrancy.”*

*“We need opportunities for seniors to downsize but still stay in Mead. Patio homes for seniors are super popular right now.”*





## *Summarized Feedback:*

# TRANSPORTATION

### *Key Goals and Opportunities*

- › NEW TRAILS AND TRAIL CONNECTIONS
- › MASS TRANSIT (INCLUDING REGIONAL BUS CONNECTION)
- › BIKE PATHS
- › IMPROVED TRANSPORTATION INFRASTRUCTURE - INCLUDING ROAD IMPROVEMENTS, PAVING, UPGRADED INTERCHANGES, ETC.)
- › ADD SIDEWALKS
- › SUPPORT AND PLAN FOR FUTURE TRANSPORTATION TECHNOLOGY INNOVATIONS (E.G. DRIVERLESS CARS)
- › IMPROVE BIKEABILITY
- › SAFE TRAIL NETWORK
- › IMPROVED WAYFINDING AND SIGNAGE
- › CAPITALIZE ON RAIL AND AIRPORT FOR EMPLOYMENT OPPORTUNITIES
- › MULTIMODAL TRANSPORTATION
- › BIKE SHARE
- › ADD AND IMPROVE PARKING (ESPECIALLY DOWNTOWN AND HIGHWAY 66/9.5)

### *Key Topics and Issues*

- |  |   |  |
|--|---|--|
| <ul style="list-style-type: none"><li>• Poor Road Conditions throughout Town – including improvements and funding sources</li><li>• Bikeability –including local and regional bicycling and bike share opportunities</li><li>• Charging Stations for Electric Cars</li><li>• Current versus Future Road Capacity</li></ul> | <ul style="list-style-type: none"><li>• Impact of Future Growth on Traffic Congestion</li><li>• Integration of Relevant Plans and Studies by other Entities</li><li>• Leveraging Grants</li><li>• Mass Transit and Multimodal Transportation</li><li>• Planning for Innovations in Transportation Technology</li><li>• Prioritization of Key Connections and Roadway Improvements</li></ul> | <ul style="list-style-type: none"><li>• Regional Trail Connection</li><li>• Road Layout, Design, and Priority Locations</li><li>• RTD</li><li>• Traffic Calming by Design</li><li>• Transportation Infrastructure to Support Alternate Modes of Transportation</li><li>• Walkability – including the addition of sidewalks</li></ul> |
|--|---|--|

*“Improving roads will be critical in planning for growth: how to lay out roads and where.”*



*Summarized Feedback:*

# PARKS, RECREATION & OPEN SPACE

*Values: outdoor recreation and leisure opportunities; Downtown Park; existing trails*

*Goals and Opportunities*

- › RECREATION DESTINATIONS - E.G. HIGHLAND LAKE: SMALL CAMPING AREA, FISHING, ETC.
- › PARK IMPROVEMENTS - INCLUDING NORTH CREEK (FOUNDER'S PARK) SAFETY IMPROVEMENTS
- › NEW TRAILS AND TRAIL CONNECTIONS - INCLUDING LOCAL AND REGIONAL TRAIL CONNECTIVITY
- › RECREATION OPPORTUNITIES FOR ALL AGES
- › NEW RECREATION CENTER
- › BIKE PATH AND PAVED ACCESS TO AND AROUND HIGHLAND LAKE
- › USABLE OPEN SPACE FOR PASSIVE RECREATION
- › STRIVE TO PROTECT MEAD'S OPEN SPACE BUFFER BETWEEN NEIGHBORING MUNICIPALITIES
- › INCREASED EMPHASIS ON HEALTH AND WELLNESS

*Key Topics and Issues*

- Health and Wellness
- Leveraging Grants
- Maintenance and Funding
- Multigenerational Attractiveness
- Open Space Tax
- Recreation Center
- Safe, Connected Trail Network
- Usable Open Space for Passive Recreation

*“Create usable open space for passive recreation. It’s nice to look at, but it’s better to be able to use it...a cause worthy of resident tax dollars.”*

*“Open space tax usually passes overwhelmingly and it can often increase property values.”*



*Summarized Feedback:*

# ENVIRONMENT & NATURAL RESOURCES

*Values: Open Space Vistas; Mountain Views*

*Goals and Opportunities*

- › SECURE A WATER RESOURCE
- › CREATE A WATER TASK FORCE
- › PLANT MORE TREES
- › ENHANCE WASTE AND RECYCLING SERVICES
- › COMPOSTING
- › BEAUTIFICATION

*Key Topics and Issues*

**General**

- Communication with Weld County Public Health Department
- Enhanced Waste and Recycling Services
- Emergency Preparedness
- Environmental Protection – includes clean air and water, habitat, trees
- Mineral Rights
- Public Fear about Proximity to Fracking Operations
- Transparency and Delivery of Public Information
- Water Conservation

**Water**

- Agricultural Impacts
- Brownwater Use
- Cost
- Economic Development Impacts
- Lack of Available Water
- Land Development Impacts
- Landscaping and Beautification
- Water Task Force

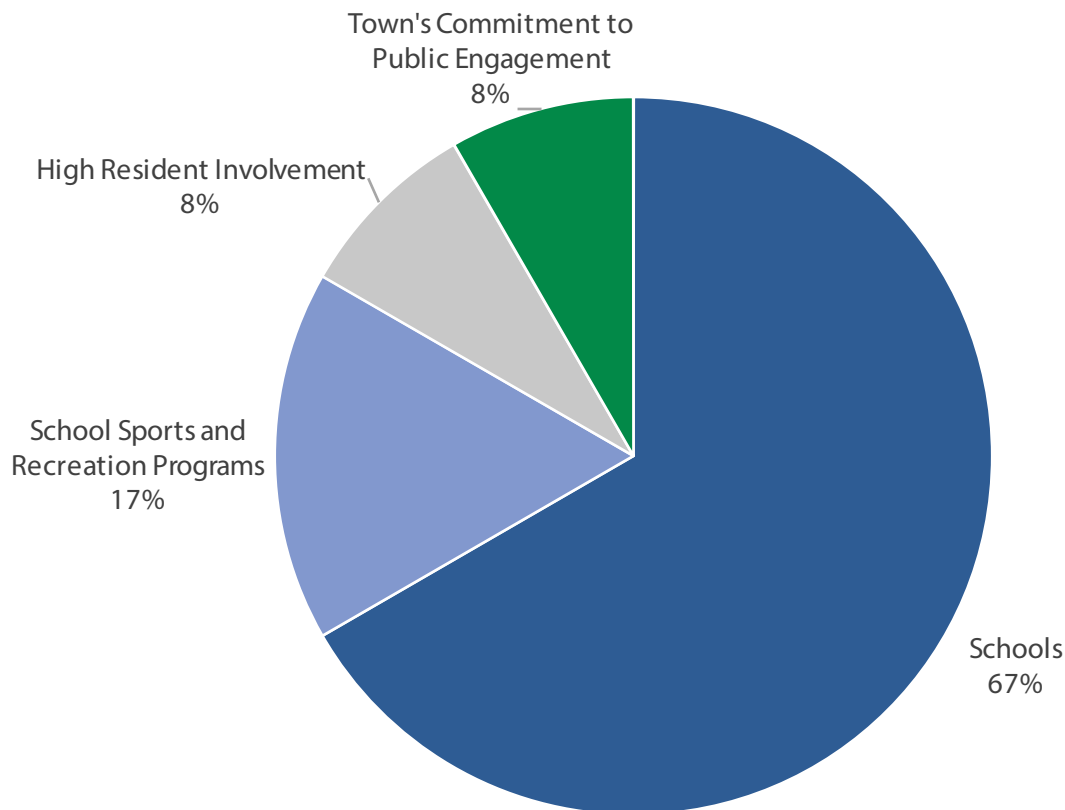
*“Enhance recycling and composting opportunities within the community.”*



*Summarized Feedback:*

# COMMUNITY FACILITIES & SERVICES

**Values**



*“...Communicate and educate the community about what’s available and not available [in terms of public services for the Town of Mead]. Manage and monitor resident expectations. Public information could be better.”*

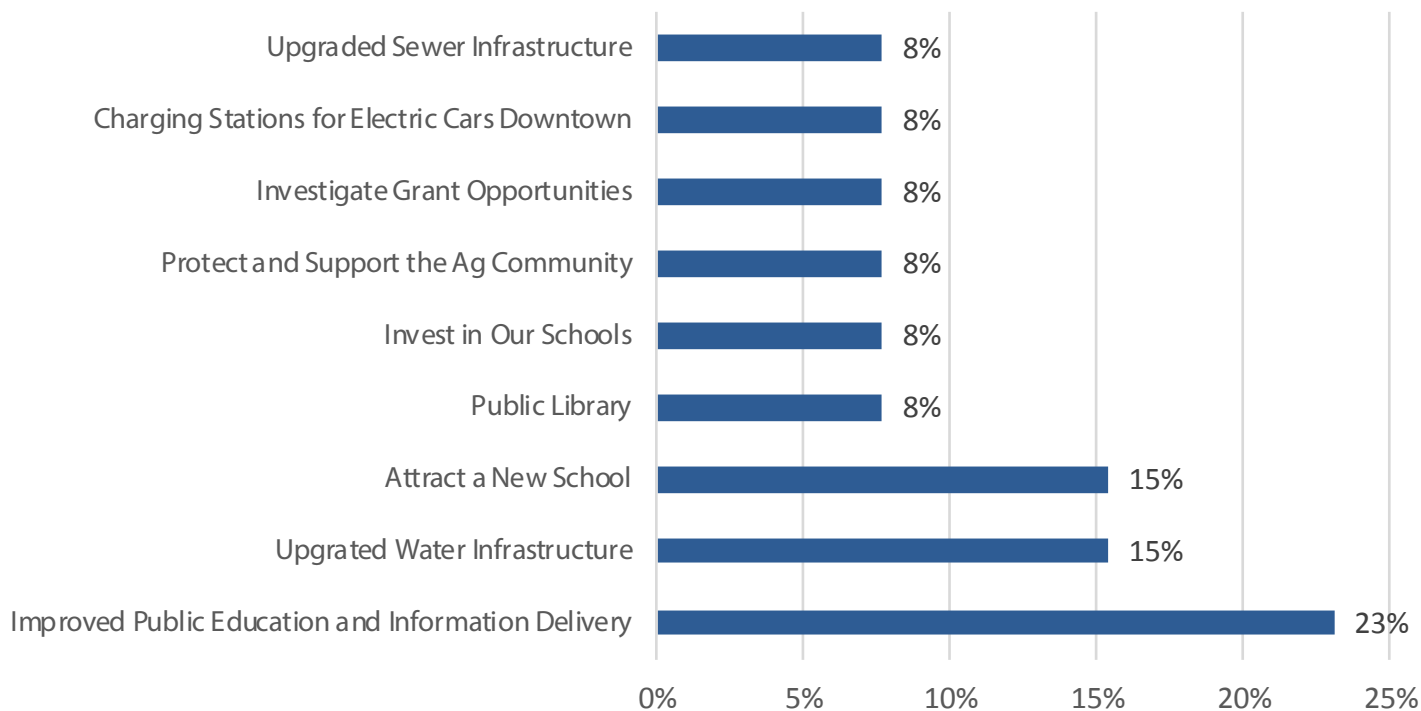




*Summarized Feedback:*

# COMMUNITY FACILITIES & SERVICES

*Goals and Opportunities*



*Key Topics and Issues*

- Clear process for permitting and development review
- Collaborative Partnerships with External Service Providers/ Special Districts
- Continued Support for Schools
- Fiber Opportunities
- Future Station Locations (Police and Fire)
- Infrastructure Upgrades
- Management and Monitoring of Public Information/Delivery
- Oversaturated Schools
- Provision of Utilities and Services from External Providers
- Public Library – feasibility
- Streamlined Mail Delivery Service



*Summarized Feedback:*

# KEY PARTNERSHIPS & LOCATIONS

**Q:** WHAT ARE SOME KEY ORGANIZATIONS OR GROUPS THAT THE TOWN OF MEAD SHOULD BUILD AND/OR STRENGTHEN RELATIONSHIPS WITH IN THE FUTURE?

**A:**

Agriculture Community (Farmers and Ranchers)  
Business Community (Private Sector)  
Carbon Valley Recreation District  
Churches  
Colorado State University  
DRCOG  
Highland Ditch Company  
High School Energy Academy  
Historic Highlandlake  
Library Districts  
Little Thompson Water District  
Longstanding Families  
Main Street Program  
Mead Chamber  
Mead Downtown Development District  
Neighboring Jurisdictions  
Oil and Gas Industry  
Planning Commission  
Parks, Recreation Facilities, and Open Space Committee  
Rotary  
Schools/School District  
Weld County

**Q:** WHAT ARE SOME KEY LOCATIONS WITHIN MEAD TO FOCUS FUTURE GROWTH AND DEVELOPMENT?

**A:**

Ames Park  
County Road 34 (Welker)  
Downtown  
Highland Lake  
Highway 66 Corridor  
Highway 7 Corridor  
I-25 and Hwy 66  
I-25 Corridor  
I-25 Interchanges  
Land Adjacent to Boundaries  
Mead Ponds  
NW Corner of Highway 66 and I-25  
Sekich Business Park Area

# ONLINE STAKEHOLDER SURVEY #1 SUMMARY



## HIGHLIGHTS

**77** RESPONDENTS

**93** PERCENT OF RESPONDENTS LIVE IN MEAD

**9** QUESTIONS

**94** PERCENT COMPLETION RATE

ADVERTISED ONLINE, AT TOWN HALL & DURING TWO COMMUNITY EVENTS

LIVE FOR APPROXIMATELY ONE MONTH

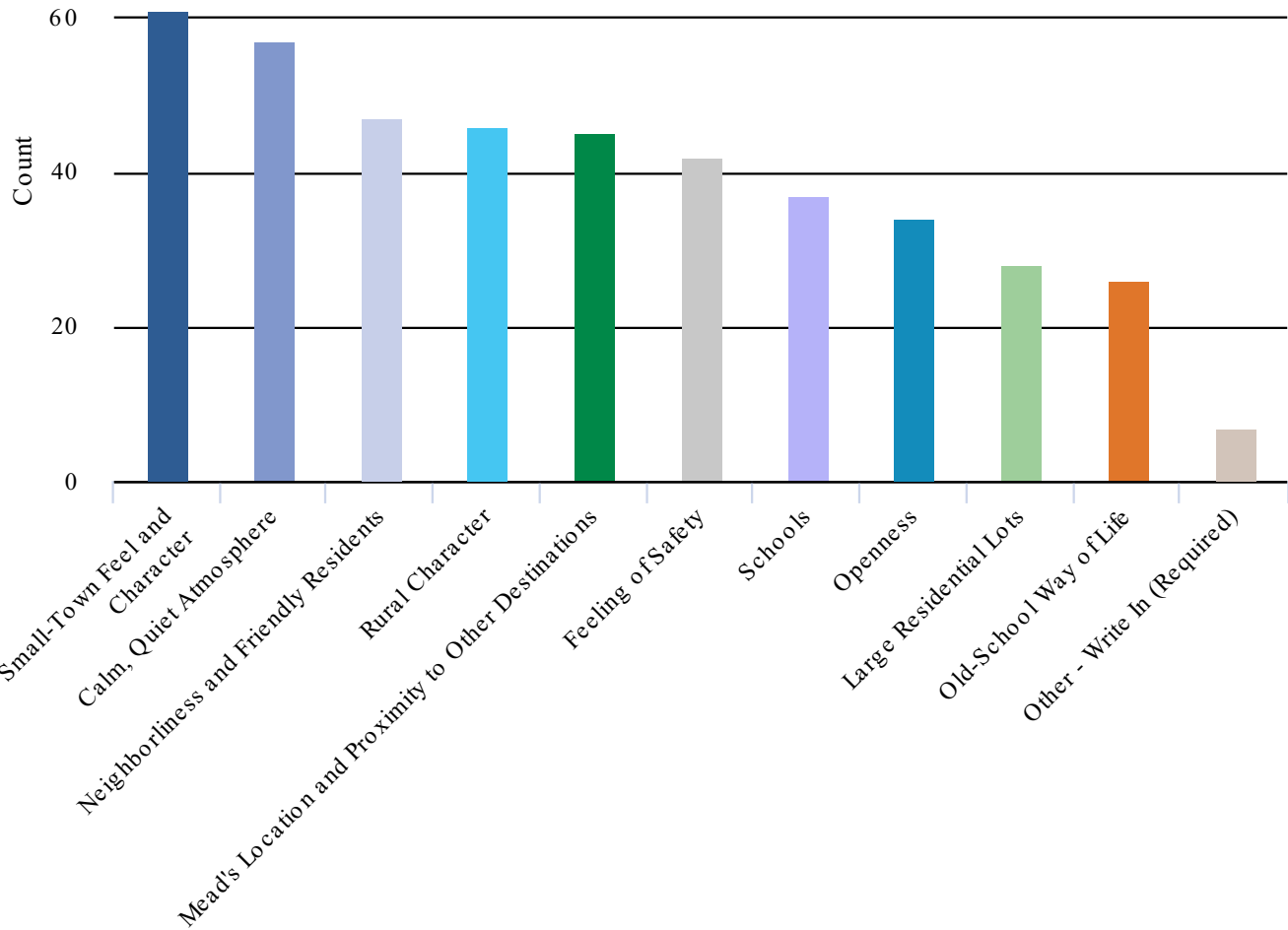
CONTENT FOCUSED ON VALUES, GOALS, OPPORTUNITIES & ISSUES

# SURVEY 1 SUMMARY



**Q:** WHAT DO YOU LOVE MOST ABOUT THE TOWN OF MEAD?

**A:**



## TOP 5 RESPONSES

*Small-Town Feel and Character*

*Calm, Quiet Atmosphere*

*Neighborliness and Friendly Residents*

*Rural Character*

*Mead's Location and Proximity to Other Destinations*



# SURVEY 1 SUMMARY



**Q:** IF THE TOWN OF MEAD IS KNOWN FOR ONE THING 10 TO 15 YEARS FROM NOW, WHAT WOULD YOU WANT IT TO BE?

**A:**

## TOP 3 RESPONSES

*Charming, Small-Town Feel and Character*

*Safe*

*Family-Friendly*

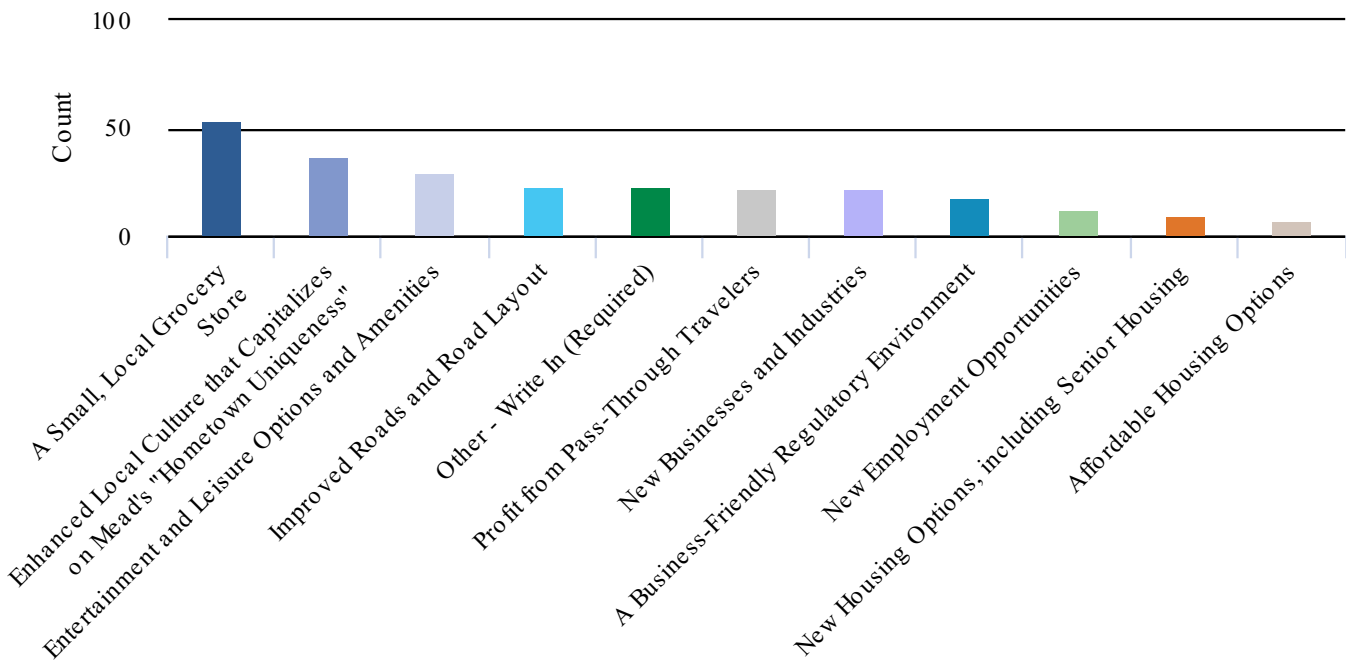


# SURVEY 1 SUMMARY



**Q:** LOOKING AHEAD 10 TO 20 YEARS FROM NOW, WHAT ARE YOUR GOALS FOR THE TOWN OF MEAD?

**A:**



## TOP 3 RESPONSES

*A Small, Local Grocery Store*

*Enhanced Local Culture that Capitalizes on Mead's "Hometown Uniqueness"*

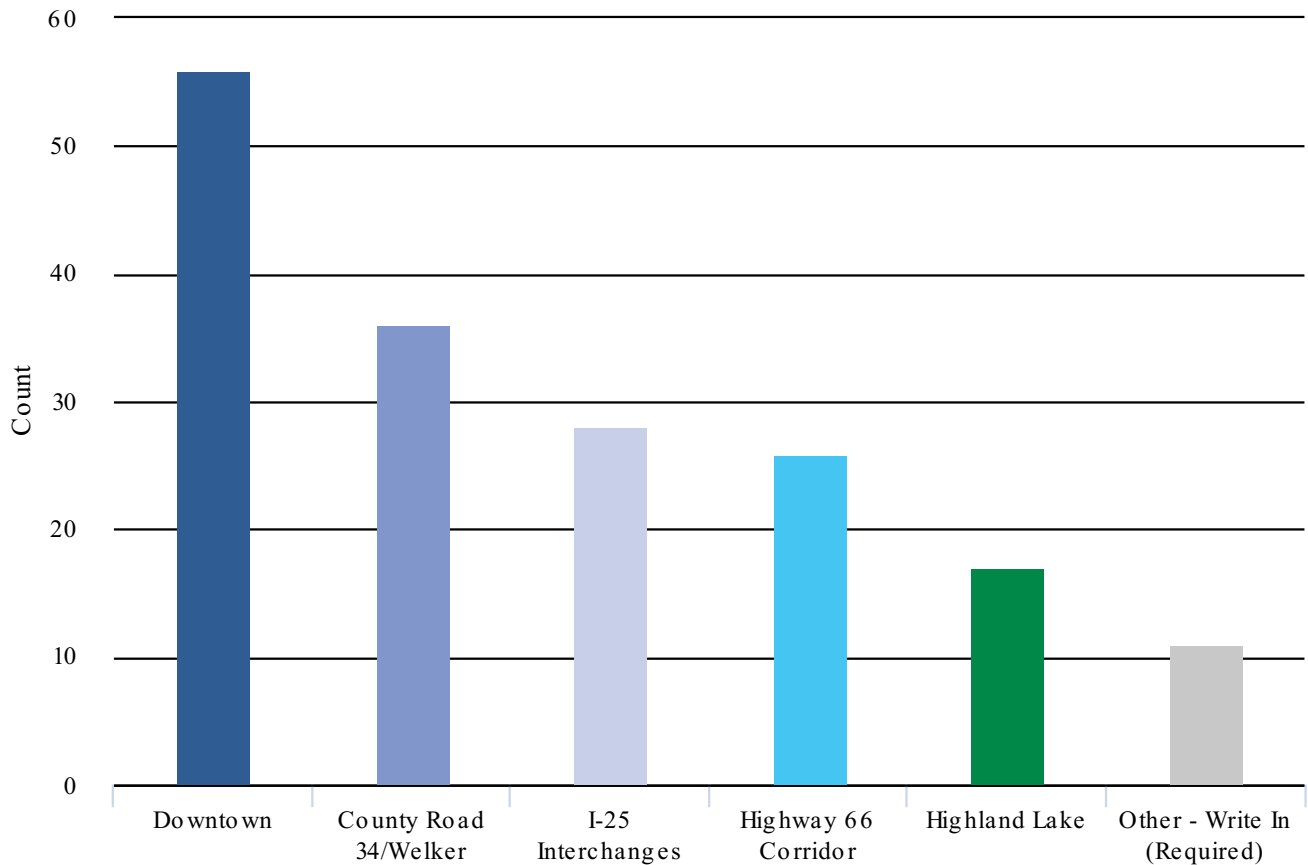
*New Entertainment and Leisure Options*

# SURVEY 1 SUMMARY



**Q:** WHAT ARE SOME KEY LOCATIONS WITHIN THE TOWN OF MEAD THAT THE COMPREHENSIVE PLAN UPDATE SHOULD FOCUS ON?

**A:**



## TOP 3 RESPONSES

*Downtown*

*County Road 34/Welker*

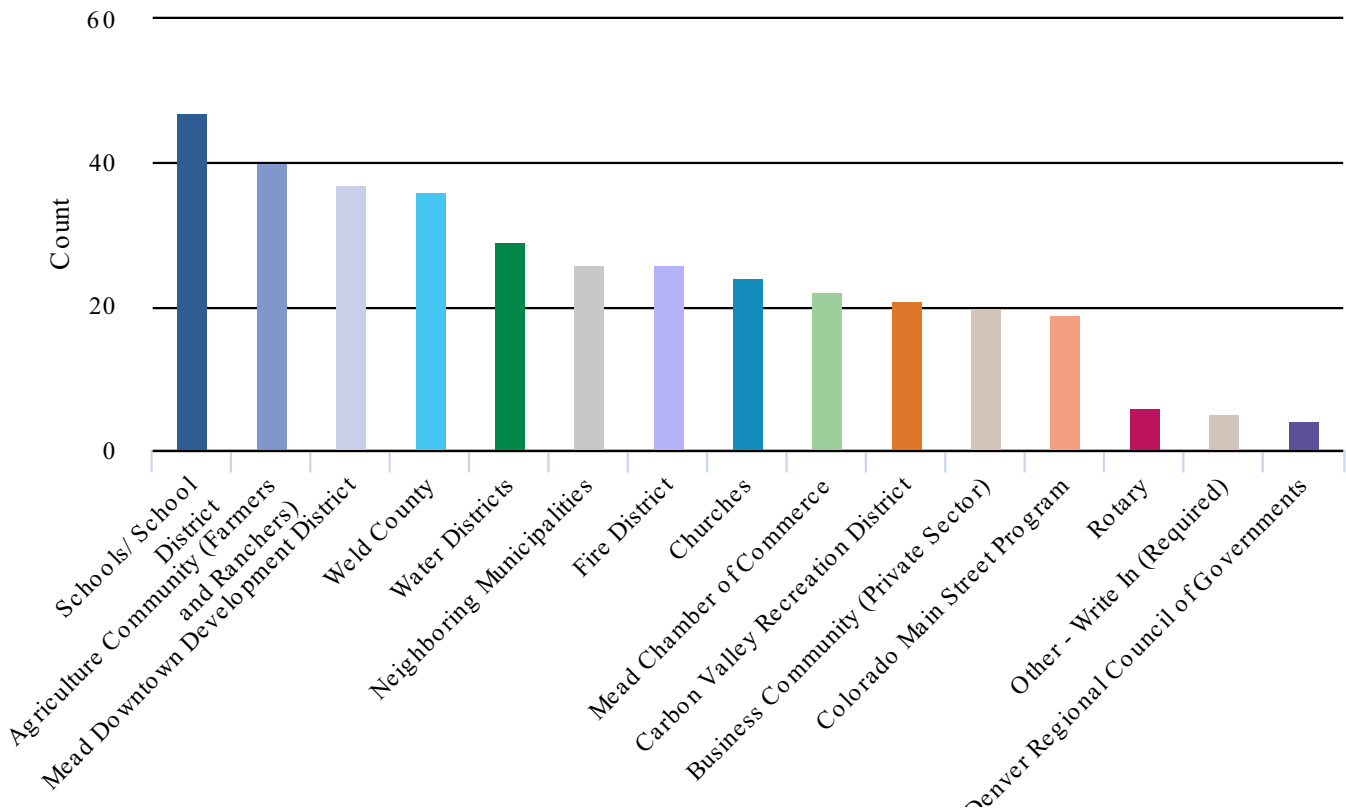
*I-25 Interchanges*

# SURVEY 1 SUMMARY



**Q:** WHAT ARE SOME KEY PARTNERSHIPS FOR THE TOWN OF MEAD TO ESTABLISH AND/OR MAINTAIN AND STRENGTHEN IN THE FUTURE?

**A:**



## TOP 5 RESPONSES

*Schools/ School District*

*Agriculture Community - Area Farmers and Ranchers*

*Mead Downtown Development District*

*Weld County*

*Water Districts*



# SURVEY 1 SUMMARY



**Q:** WHAT TYPES OF RETAIL AND SERVICE BUSINESSES WOULD YOU LIKE TO ATTRACT TO THE TOWN OF MEAD?

**A:**

## TOP 3 RESPONSES

*Grocery Store*

*Coffee Shops*

*Restaurants*



# SURVEY 1 SUMMARY



**Q:** WHAT TYPES OF BUSINESSES OR INDUSTRIES WOULD YOU LIKE TO ATTRACT TO THE TOWN OF MEAD THAT WOULD PROVIDE JOB OPPORTUNITIES?

**A:** TOP 3 RESPONSES

*Technology*

*Energy*

*Agribusiness*

**Q:** WHAT LOCATIONS SHOULD BE THE PRIMARY FOCUS FOR THESE BUSINESSES AND EMPLOYMENT OPPORTUNITIES?

**A:** TOP 3 RESPONSES

*Downtown*

*Highway 66 Corridor*

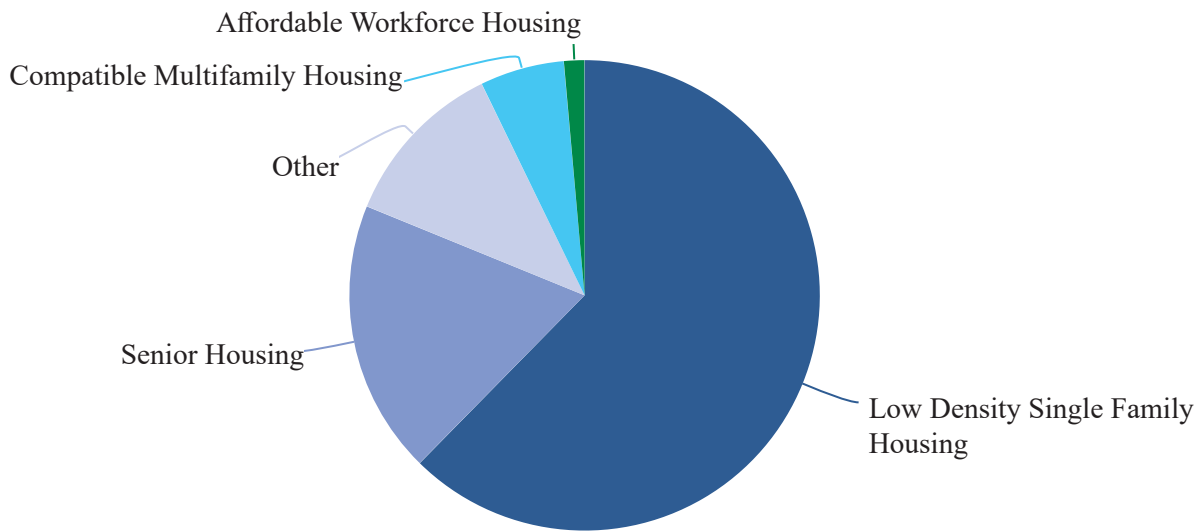
*Along I-25*

# SURVEY 1 SUMMARY



**Q:** WHAT TYPES OF HOUSING MIX WOULD YOU LIKE TO ATTRACT IN THE NEXT 10 TO 20 YEARS IN THE TOWN OF MEAD?

**A:**



Value	Percent	Responses
Low Density Single-Family Housing	62.3%	43
Senior Housing	18.8%	13
Other - Write In (Required)	11.6%	8
Compatible Multifamily Housing	5.8%	4
Affordable Workforce Housing	1.4%	1

# PLAN AUDIT SUMMARY



## INTRODUCTION

There are several plans that Mead uses to guide development and growth in the Town. First and foremost is the Mead Comprehensive Plan (MCP), a long-term policy document for the community with guiding visions and strategies relating to new development, redevelopment, Town programs, and services. The MCP was last updated in 2009 and included 43 goals across 10 categories. Other supporting plans include the 2011 Open Space, Parks & Trails Master Plan and the 2013 Transportation Plan.

An audit of these plans was conducted to further understand these plans, how Mead's goals operate today, and what needs and conflicts exist under current regulatory guidance in relation to expected future demands. Using an online survey tool, Town Staff and representatives assessed the current direction of these three plans, considering the relevance and necessity of the goals. In this sense, a goal is an end toward which efforts are directed and that provides the community with direction. A goal is a desired ideal and a value to be sought.

## HIGHLIGHTS

**12 TOWN STAFF AND LEADERS**

**3 PLANS**

**50 GOALS**

**27 TRANSPORTATION PROJECT AND ACTIONS.**

**½ MCP GOALS WERE UNANIMOUSLY IDENTIFIED TO REMAIN**

**62 SUGGESTIONS AND COMMENTS**

**100% AGREEMENT ON ENVIRONMENTAL AND NATURAL RESOURCE GOALS**





# COMMUNITY CHARACTER

GOAL	KEEP / DROP / REFINE	COMMENTS
Mead Comprehensive Plan (MCP)		
<p>Goal: New development and redevelopment in the Old Town will preserve and enhance the Town’s history, form and charm by providing design compatibility between new and older buildings and by emphasizing the unique character of the area.</p>	Keep	
<p>Goal: Streets and recreational trails must provide or accommodate appropriate connections to adjacent neighborhoods and areas. A spine trail system to provide connectivity to all new development should be planned and implemented.</p>	Keep/ Refine	<ul style="list-style-type: none"> <li>• I think this is important, but not firm on the wording.</li> </ul>
<p>Goal: Development that occurs along I-25, SH 66, CR7 and along Welker Avenue need to serve as a gateways with a high-quality image. Key locations include I-25 and SH66, SH66 and CR1, SH66 and CR7, Welker and I-25, Welker and CR7, Welker and CR1 and I-25 and CR38.</p>	Keep/ Refine	<ul style="list-style-type: none"> <li>• ”High-quality image” is rather vague. Not sure if it’s hard to get too specific here though since the different gateways might end up with such different development.</li> <li>• Add the Intersection of SH 66 and WCR 5</li> </ul>
<p>Goal: Develop commercial and employment activities at the interchanges along I-25 to serve as regional draws.</p>	Keep/ Refine	<ul style="list-style-type: none"> <li>• We should have more employment opportunities with in the town area as well as along the I-25 interchanges to help increase possible flow for increased revenues for the town.</li> <li>• What kind of commercial and employment is desired? Are there design elements to these ”regional draws”?</li> <li>• This is confusing when we talk about creating unique and small town feel when we are stating in this goal about a ”regional” draw. You cannot have a regional draw on 20-30 areas... then boom right into a small rural town. I agree we need a commercial with retail corridor but we need to rethink what type of retail and commercial we want. Regional is tough with Loveland and Westminster too close.</li> </ul>



GOAL	KEEP / DROP / REFINE	COMMENTS
<p>Additional goals to support Community Image and Design:</p> <ul style="list-style-type: none"> <li>• Techniques to protect the small town atmosphere.</li> <li>• The overall character of the town should be considered, not just old town and the major intersection. Particular attention to the transportation system. Do we want curb and gutter? Or a more rural setting?</li> <li>• Create required design elements to set Mead apart from other jurisdictions along I-25.</li> <li>• We need clear corridors and types of development desired for each.</li> </ul>		

# AUDIT RESULTS: LAND USE



GOAL	KEEP / DROP / REFINE	COMMENTS
Mead Comprehensive Plan (MCP)		
Goal: Development within or around Old Town will preserve and enhance the small town qualities and characteristics of the Town.	Keep	
Goal: If the desire of the landowner in rural and agricultural areas is to protect and preserve their land, provide opportunities to assist them in that effort. Transitions between more intensive, potentially incompatible agricultural uses and urban uses should be encouraged.	Keep/ Refine	<ul style="list-style-type: none"> <li>• We should be looking at natural and compatible transition with ALL development.</li> <li>• Each site should be evaluated on a case be case basis. The land owner and the town should work together to meet the property owners desires and maximize the economic potential of the property.</li> <li>• Define how the town will assist preservation. Partnerships with land trusts? etc</li> <li>• Should say “Transitions from more intensive potentially incompatible agricultural uses to”</li> </ul>
Goal: Development should pay its own way with regard to infrastructure and public facilities.	Keep/ Refine	<ul style="list-style-type: none"> <li>• Be realistic vs. what other neighboring towns offer; be creative with helping find alternate funding sources.</li> <li>• Benefit through the URA</li> <li>• While I believe development has a responsibility to pay for infrastructure, I do not believe they are solely responsible for public facilities. Nor should they have to pay for lacking infrastructure.</li> </ul>
Goal: Formulate intergovernmental agreements with Weld County, adjacent municipalities and overlapping special districts to provide for managed growth.	Keep	
Goal: Growth should ensure the Town’s current and future fiscal and economic health is safeguarded.	Keep/ Refine	<ul style="list-style-type: none"> <li>• We need to be actively looking for ways to improve the town’s economic health.</li> </ul>

# AUDIT RESULTS: LAND USE



GOAL	KEEP / DROP / REFINE	COMMENTS
Goal: Old Town will serve as the focal point for the community. The Town will endeavor to create a downtown development plan, establish a boundary for the area and establish policies to deal with the uses, design, financing and economic incentives for implementation of the plan.	Keep	
Goal: Establish Old Town as an area of mixed uses allowing for special commercial and civic uses with adequate parking and access for pedestrians and bicycles.	Keep	
Goal: Include mixed use, commercial, and industrial districts to provide services and jobs to both local and regional residents, and revenues to the Town.	Keep	
<p><b>Additional goals to support Growth Management:</b></p> <ul style="list-style-type: none"> <li>• Balanced economic and housing and specific strategies for economic sustainability and diversity of housing</li> <li>• Focus development in defined neighborhoods and transportation corridors.</li> </ul>		



# AUDIT RESULTS: ECONOMY



GOAL	KEEP / DROP / REFINE	COMMENTS
Mead Comprehensive Plan (MCP)		
Goal: Promote commercial/industrial development, properly located, to create an economically sustainable community.	Keep/ Refine	<ul style="list-style-type: none"> <li>• The allowed uses should be reviewed to ensure economic sustainability.</li> <li>• “integrate” instead of promote.</li> <li>• Would like to call out retail and to specifically state commercial and retail corridors, not just properly located... that leaves more interpretation of what is proper for location.</li> <li>• Add to “create an economically sustainable community” with “by developing programs to help new businesses to flourish”</li> </ul>
Goal: Support various organizations which encourage economic development within the Town.	Keep	
Goal: Old Town area will be targeted for enhancement of a unique, fiscally-successful, attractive, vibrant commercial area.	Keep/ Refine	<ul style="list-style-type: none"> <li>• Define other neighborhoods that will focus vibrant commercial areas.</li> <li>• Add to “vibrant commercial area.” to say “vibrant commercial area by developing programs to help small/medium businesses to flourish.”</li> </ul>
Additional goals to support Economy: <ul style="list-style-type: none"> <li>• Targeted action strategies for economic development</li> <li>• Focus government process on efficiency and predictability, as to promote economic successes.</li> </ul>		

# AUDIT RESULTS: HOUSING



GOAL	KEEP / DROP / REFINE	COMMENTS
Mead Comprehensive Plan (MCP)		
Goal: Ensure an appropriate mix of housing types and densities, in appropriate locations, so as to create a harmonious mix of land uses.	Keep/ Refine	<ul style="list-style-type: none"> <li>Housing that is manageable as well as affordable and will attract and retain citizens that want to live in a community like Mead</li> </ul>
Goal: Encourage development of various housing types, land-use mixes and housing densities to enhance safety and a sense of community.	Keep/ Refine	<ul style="list-style-type: none"> <li>Enhancing safety and a sense of community are partially complementary but not so much so that they should be in the same goal.</li> </ul>
Goal: Strive to develop land use patterns which will enhance property values.	Keep/ Refine	<ul style="list-style-type: none"> <li>I almost selected to drop it because I think that enhancing property values is a narrow view of the needs of housing in a community, but at the same time, I know this is a goal that is important to many residents and the Board members. I think it should be clear, however, that when appropriate, property values may be considered, but at the same time, it is not the primary goal of providing housing in the Town.</li> <li>Maintain property values</li> </ul>
<p>Additional goals to support Housing:</p> <ul style="list-style-type: none"> <li>Housing diversity is mentioned, but nowhere does it mention a goal of providing housing for different life stages. A harmonious mix of land uses might mean that IF different types of housing is allowed, it is done so harmoniously, but it doesn't imply that anything other than what is already here might be sought after.</li> <li>Need strategic actions</li> </ul>		

# AUDIT RESULTS:



# TRANSPORTATION

GOAL	KEEP / DROP / REFINE	COMMENTS
Mead Comprehensive Plan (MCP)		
Goal: Pursue funding sources and implement transportation and infrastructure improvements to support the future and anticipated needs of the Town residents, businesses and industry.	Keep	
Goal: Create a safe, efficient pedestrian and bicycle trail system.	Keep/ Refine	<ul style="list-style-type: none"> <li>Define the extent of the system and how we want to link to other regional trails.</li> </ul>
Goal: Consider the I-25 corridor and the existing railway system as potential opportunities to further regional transportation efforts for future area residents.	Keep/ Refine	<ul style="list-style-type: none"> <li>Based on experience with the Railway system I think this piece would be difficult to pursue</li> <li>CHANGE: “Consider the I-25 corridor and the existing railway system” to “Consider the I-25 corridor and lobby for a railway system that covers the Northern Colorado corridor to be a”</li> </ul>
Goal: Support the concept of North/South arterials. As new development occurs along the desired alignments, the ROW to accommodate the arterials will be required to be transferred to public ownership.	Keep/ Refine	<ul style="list-style-type: none"> <li>Evaluate standards by type and location</li> </ul>
<p>Additional goals to support Transportation:</p> <ul style="list-style-type: none"> <li>The town needs to develop a small public transportation system especially when we are trying to increase commerce with in the town. A bike system like they have in Denver is a good alternative. A small bus system that could travel around the housing areas would also be a viable option.</li> </ul>		
2013 Transportation Plan		
Project (RC): SH 66 / Third Street Intersection Safety Improvements and Signalization - Add Westbound Right Turn Lane Probable Cost: \$800k	Keep	
Project (RC): WCR7 / WCR 34 Intersection Improvements and Signalization Probable Cost: \$600k	Keep/ Refine	<ul style="list-style-type: none"> <li>I guess if we assume Welker and 7 both go to 4-lanes, a signal is necessary, but it seems like a big jump.</li> </ul>
Project (RC): Welker Avenue / Railroad Crossing Upgrade (No widening) Probable Cost: \$300k	Keep/Drop	

# AUDIT RESULTS: TRANSPORTATION



GOAL	KEEP / DROP / REFINE	COMMENTS
Project (RC): Welker Avenue from 1st Street to 3rd Street – Widen to add center turn lane Probable Cost: \$900k	Drop	<ul style="list-style-type: none"> <li>• Do that many people turn into 1st through 3rd?</li> <li>• Completed</li> </ul>
Project (RC): Welker Avenue from 3rd Street to 7th Street – Widen to add center turn lane Probable Cost: \$900k	Drop	<ul style="list-style-type: none"> <li>• Completed</li> </ul>
Project (RC): WCR 34.5 / WCR 5 Improvements – Reconstruct with intersection alignment improvements Probable Cost: \$700k	Keep/ Refine	
Project (RC): Regional Trail on WCR 7 from Downtown Mead to the Heritage Trail at the St. Vrain River Probable Cost: \$500k	Keep	
<p>Additional near-term projects:</p> <ul style="list-style-type: none"> <li>• Skipped the intersection I know little about.</li> <li>• There is a need for a turn signal at WCR 5 and highway 66.</li> </ul>		
Project (LC): Third Street / Railroad Crossing Upgrade Probable Cost: \$300k	Keep/ Refine	
Project (RC): Third Street Widening from WCR 34.5 to WCR 38 – Widen to add center turn lane Probable Cost: \$600k	Refine/ Drop	<ul style="list-style-type: none"> <li>• I’m assuming these improvements are connected to traffic studies for future development. Because in the meantime, I think improving 3rd St is important, but widening it up north isn’t necessarily a priority. At least not compared to other improvements. But what do I know? I’m not a Transportation planner!</li> </ul>
Project (RC): WCR 34.5 / WCR 7 Realignment and Add Southbound Left Turn Lane Probable Cost: \$450k	Drop/ Refine	
Project (RC): Welker Avenue (WCR 34) Widen from 2 lanes to 4 lanes (I-25 to WCR 5) Probable Cost: \$2M	Drop/ Refine	
<p>Additional mid-term projects:</p> <ul style="list-style-type: none"> <li>• I feel very unqualified to answer some of these questions!</li> </ul>		

# AUDIT RESULTS: TRANSPORTATION



GOAL	KEEP / DROP / REFINE	COMMENTS
Project (LC): Extend WCR 32 from WCR 1 to WCR 3 Probable Cost: \$4M	Drop/ Refine	
Project (LC): Extend WCR 3 from WCR 32 to WCR 34 Probable Cost: \$4M	Drop/ Refine	
Project (LC): Extend WCR 38 from WCR 1 to WCR 3 Probable Cost: \$4M	Drop/ Refine	
Project (RC): Widen the Welker Avenue / Railroad Crossing Probable Cost: \$800k	Drop/ Refine	
Project (RC): Widen the WCR 32 / Railroad Crossing Probable Cost: \$600k	Drop/ Refine	
Project (RC): Construct Minor Collector Railroad Crossing between WCR 32 and WCR 34 (at ½ section) Probable Cost: \$300k	Drop/ Refine	
Project (RC): Construct Western Parallel Arterial on WCR 5 from SH 66 to WCR 40 (5 miles) Probable Cost: \$8M	Drop/ Refine	
Project (RC): Construct Eastern Parallel Arterial on WCR 9.5 from WCR 32 to WCR 34 (1 mile) – Realign Frontage Road Probable Cost: \$5M	Drop/ Refine	
Project (RC): Widen WCR 34 from I-25 to WCR 17 to four lanes Probable Cost: \$10M	Drop/ Refine	
Project (RC): Widen SH 66 to four lanes (WCR 1 to WCR 17) Probable Cost: \$39.6M	Keep/ Refine	<ul style="list-style-type: none"> <li>• Seems like we'll learn more about 66's needs from the PEL.</li> </ul>
Project (RC): Extend WCR 40 from WCR 3 to I-25 Probable Cost: \$11.9M	Drop/ Refine	
Project (General Road Paving): Pave County Roads (35 miles at \$1.45M/mile)* Probable Cost: \$50,750 *Based on two-lane rural cross section.	Drop/ Refine	
<p>Additional long-term projects:</p> <ul style="list-style-type: none"> <li>• Work with engineering staff to refine and discuss with Board of Trustees</li> </ul>		



# AUDIT RESULTS: TRANSPORTATION



GOAL	KEEP / DROP / REFINE	COMMENTS
Action: Periodically update the Town’s traffic impact fee study to reflect growth trends, transportation improvement requirements, and construction costs.	Keep	
Action: Monitor traffic control devices, such as stop-control and speed limits, as further growth occurs to make sure that they are appropriate and safe.	Keep	
Action: Require traffic impact studies from all proposed developments so that the requirements for internal roadways, impacts to the surrounding roadway system, and the impact fees that are appropriate for these improvements can be evaluated. Developers should be responsible for improving the arterials adjacent to their developments to meet Mead’s standard cross sections.	Keep	
Action: Maintain an active membership in DRCOG and apply for Transportation Improvement Program (TIP) funds.	Keep/ Refine	<ul style="list-style-type: none"> <li>• We need to be a member of an MPO, yes, but we should look into whether DRCOG is the best one for us.</li> </ul>
Action: Participate in ongoing transportation planning studies to ensure that the Town of Mead’s interests and concerns are addressed at a regional level.	Keep	

AUDIT RESULTS:



# PARKS, OPEN SPACE & RECREATION

GOAL	KEEP / DROP / REFINE	COMMENTS
<b>Mead Comprehensive Plan (MCP)</b>		
Goal: Provide a vision and implementation plan for a balanced and connected system of recreation facilities, parks and open space for all ages.	Keep	
Goal: Pursue the development of community recreation facilities to serve the needs of the community and to reinforce Old Town.	Keep/ Refine	<ul style="list-style-type: none"> <li>• Drop “reinforce Old Town”</li> </ul>
Goal: Develop a comprehensive plan and implementation strategy to create a connected system of trails and greenways to provide opportunities for pedestrian, bicycle and equestrian recreation.	Keep	
Goal: Develop a cohesive way-finding system throughout the Town.	Keep	
Goal: Develop programs to obtain and maintain desired open space areas within the community.	Keep/ Refine	<ul style="list-style-type: none"> <li>• Develop programs to dedicate desired open space within the community, maintained privately and by the Town.</li> </ul>
Goal: Work with other public and private agencies to provide for joint use community facilities to the maximum extent possible.	Keep	
<b>2011 Open Space, Parks &amp; Trails Master Plan</b>		
Goal: Meet Mead’s growing community needs through facility improvements and renovations.	Keep/ Refine	<ul style="list-style-type: none"> <li>• Add “development”</li> </ul>
Goal: Meet Mead’s growing community needs through facility development.	Keep/ Refine	<ul style="list-style-type: none"> <li>• Does it mean building new facilities? Like a rec center? That answer might have been given had I read the full plan, but I didn’t...</li> <li>• Combine with previous goal</li> </ul>
Goal: Provide programs and activities to serve the diverse needs of the Mead community.	Keep/ Refine	<ul style="list-style-type: none"> <li>• Mead is not responsible to provide activities; the various groups can create their own programs &amp; activities</li> </ul>

# AUDIT RESULTS: PARKS, REC & OPEN SPACE



GOAL	KEEP / DROP / REFINE	COMMENTS
Goal: Maintain and improve the Town’s service to the public and increase the capacity of the Town to expand services.	Keep/ Refine	<ul style="list-style-type: none"> <li>• Is this pretty much the same thing as the previous goal?</li> </ul>
Goal: Maintain and improve the level of maintenance at all parks, trails and open space areas.	Keep	
Goal: Strengthen and develop partnerships to maximize the available resources within the community for recreation facilities and activities.	Keep	
Goal: Create long-term financial stability while also planning for a growing system of park and open space facilities.	Keep	
<p>Additional goals to support Parks, Open Space and Trails:</p> <ul style="list-style-type: none"> <li>• I feel we have an immediate need for a recreation center . It is not good that in order to swim or use a gym that residents have to pay Firestone or Longmont for the use of those facilities.</li> <li>• Add “agricultural heritage” goals.</li> <li>• I’m not sure if it’s included somewhere in the above goals, but further developing the trail system should definitely be a goal. Both within Town, and by connecting to a regional trail system.</li> </ul>		

AUDIT RESULTS:



# ENVIRONMENT & NATURAL RESOURCES

GOAL	KEEP / DROP / REFINE	COMMENTS
Mead Comprehensive Plan (MCP)		
Goal: Preserve and complement natural characteristics of the area through the use of indigenous vegetation.	Keep	
Goal: Seek to protect natural habitats, ecosystems and wildlife by directing development away from sensitive areas such as wetlands, jurisdictional floodplains, riparian areas and wildlife habitat areas.	Keep	
Goal: Encourage various programs for recycling, reuse, water conservation, reduction in use of fossil fuels, and reduction of pollution to the air, water and land. Also encourage the reduction of light and noise pollution related to new development within the community.	Keep	
<p>Additional goals to support Environment and Natural Resources:</p> <ul style="list-style-type: none"> <li>• Integrate sustainability elements into all eight categories of the plan update</li> </ul>		

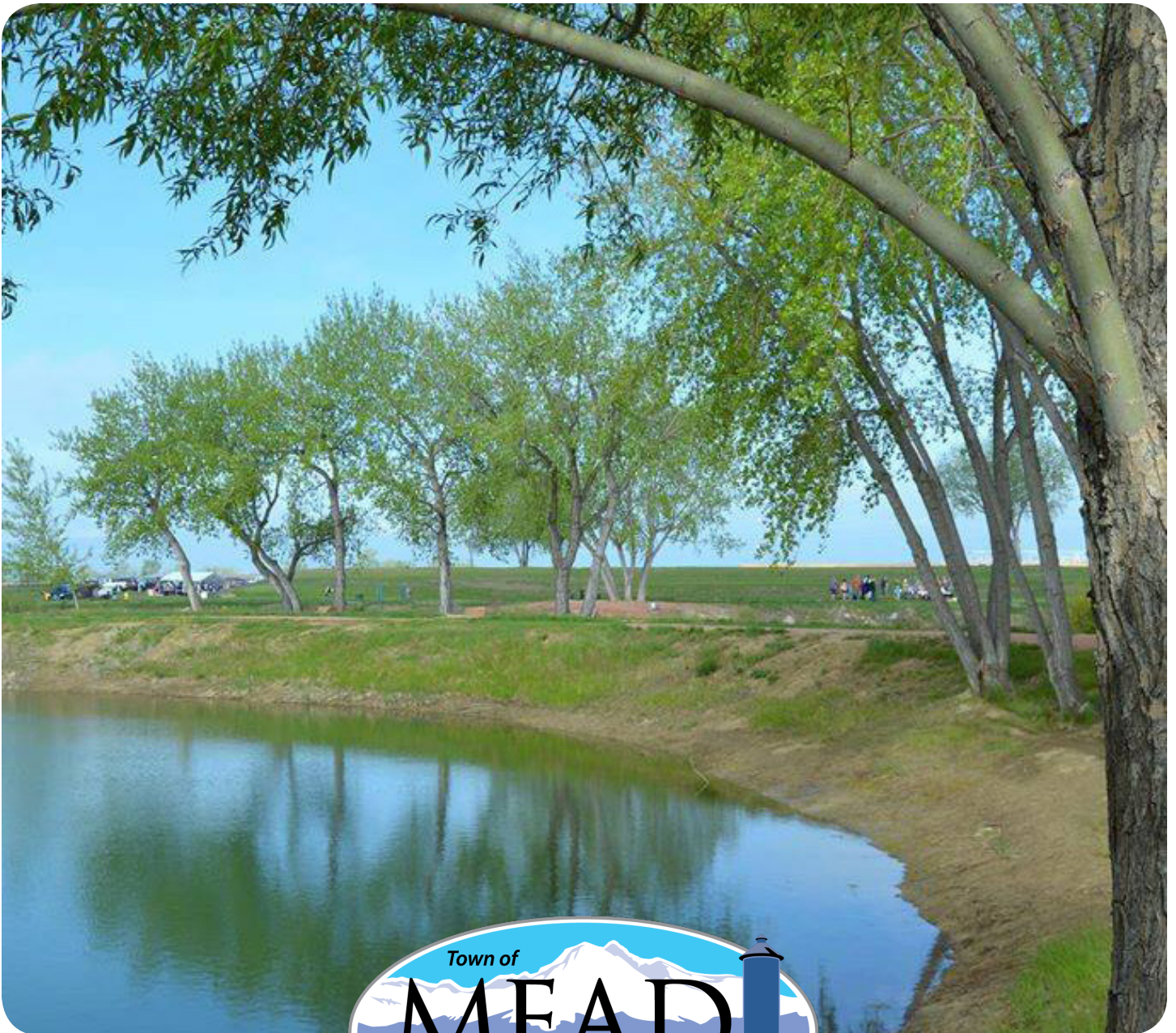
AUDIT RESULTS:



# COMMUNITY FACILITIES & SERVICES

GOAL	KEEP / DROP / REFINE	COMMENTS
Mead Comprehensive Plan (MCP)		
Goal: Ensure government services, buildings and equipment needs grow with the Town’s expansion in order to provide a cost-effective, high-level of service to the citizens.	Keep/ Refine	<ul style="list-style-type: none"> <li>• Add at the end of “service of the citizens” with something like “with a focus on a recreation center.”</li> </ul>
Goal: Ensure new buildings are adequately sized to anticipate future growth and size of the community and its needs.	Keep	
Goal: Locate significant public facilities in such a way as to reinforce the vitality of “Old Town” Mead.	Keep/Drop	<ul style="list-style-type: none"> <li>• Locate where best for Town</li> </ul>
Goal: Public buildings should consider cost-effective green/sustainability efforts in their design and construction.	Keep/ Refine	<ul style="list-style-type: none"> <li>• Add in “when possible”</li> </ul>
Goal: Off-street bike and pedestrian trails, bike lanes along traveled roads, and sidewalks along streets should be provided throughout the community.	Keep/ Refine	<ul style="list-style-type: none"> <li>• Add in “where possible”</li> </ul>
Goal: Develop and maintain mechanisms to provide for maintenance of public infrastructure, buildings, equipment and land.	Keep	
Goal: Work with safety service providers to offer the most cost-effective and highest-quality police and fire safety services.	Keep/ Reinfe	<ul style="list-style-type: none"> <li>• Support a high-quality and cost-effective Town police and fire departments.</li> </ul>
Goal: Work with other service providers such as schools and libraries to provide facilities to meet the needs of the residents.	Keep	
Goal: Develop a non-potable water system to support irrigation of public facility landscaping.	Keep	
Goal: Encourage and support community activities to bring together the residents of the community.	Keep	
Goal: Encourage residents to become active in the governance and well-being of the Town.	Keep	
Goal: Provide on-going communication with Town Residents regarding activities and actions of the Town.	Keep	



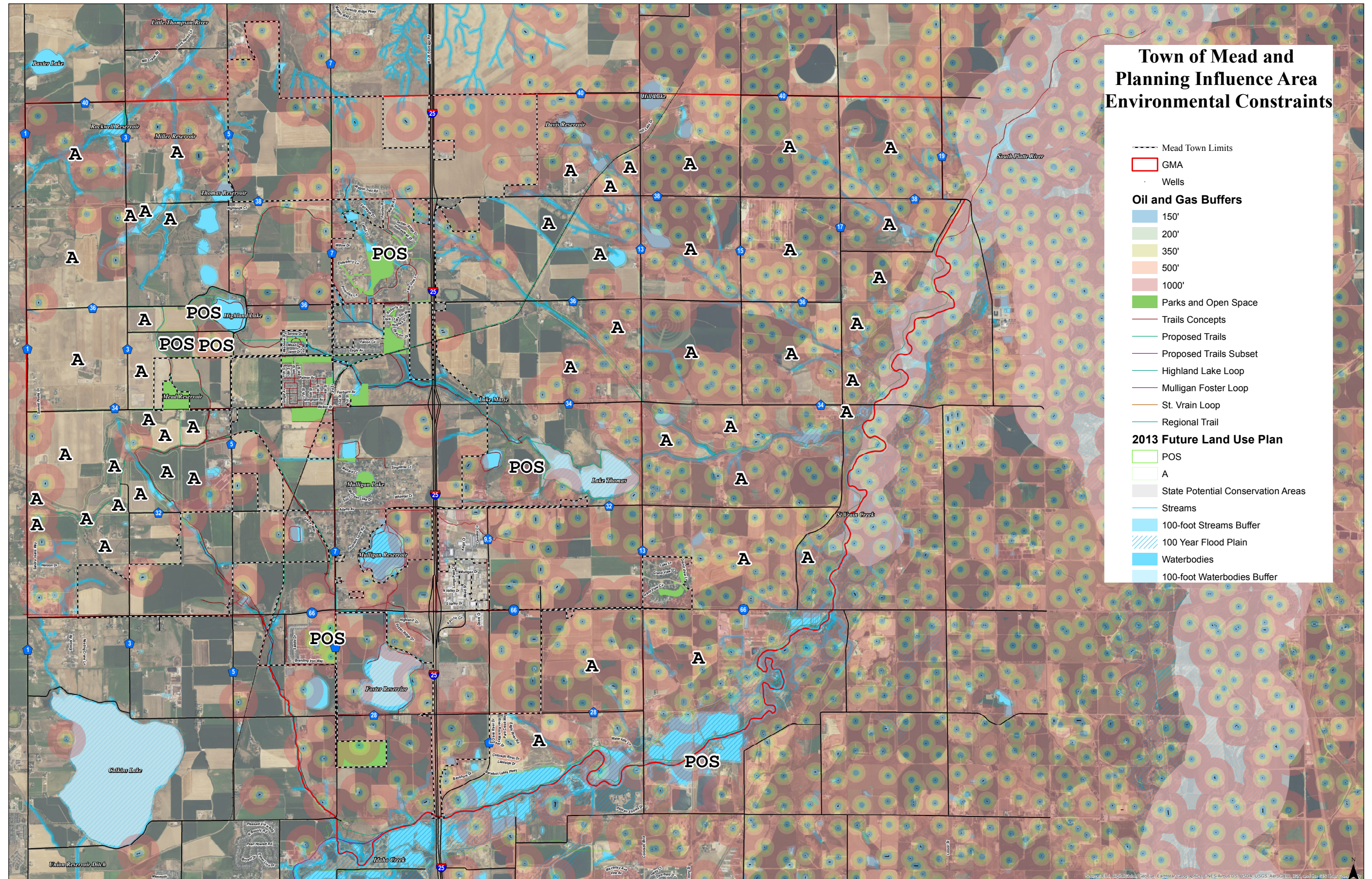


TOWN OF MEAD COMPREHENSIVE PLAN

APPENDIX D:  
ENVIRONMENTAL  
CONSTRAINTS MAP



# ENVIRONMENTAL CONSTRAINTS IN THE TOWN OF MEAD AND PLANNING INFLUENCE AREA





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