

2024 OPEN SPACE, PARKS,
RECREATION, AND TRAILS

Plan



APPENDIX A

COMMUNITY INPUT
SUMMARY

INTRODUCTION

The Community Input Summary shows the detailed response information gathered through the community survey, focus groups, pop-up events, and other outreach efforts.

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Open Space, Parks, Recreation and Trails Plan

Community Input Summary
Updated November 2023



BROOMFIELD
Colorado





Introduction

The City and County of Broomfield (CCOB) has launched an updated [Open Space, Parks, Recreation, and Trails \(OSPRT\) Plan](#) to best serve the needs of its growing community while preserving and protecting Broomfield's natural resources.

Much has changed since 2005 when the OSPRT Plan was last updated—including the coronavirus pandemic, increased traffic and use of parks and open spaces, and increased population and diversity within the Broomfield community.

With these emergent changes and foreseeable growth, CCOB made a focused effort to collect feedback from Broomfield and Broomfield-adjacent residents to better understand the values, needs and priorities of the communities it serves.

This report summarizes feedback gathered from hundreds of community members via surveys and public engagement activities, including focus groups and pop-up events.

Survey Overview

The OSPRT Plan survey was available in five languages: **English, Hmong, Mandarin, Spanish and Vietnamese.**

The OSPRT Plan Refresh team collected **819 surveys** in digital (online) and print (hard-copy) formats from **April 1 to June 25, 2022.** This was a statistically valid representation of the Broomfield population according to census data.

Survey feedback informed updates to the OSPRT Plan and preserve Broomfield’s special spaces.

The survey sought to refine and enhance previously identified goals for open space, parks, recreation and trails in four key areas:

Access & Equity

Maintenance

Connectivity & Convenience

Future Improvements





Outreach & Promotion

Outreach & Survey Collection Tactics:

- **Targeted outreach** and relationship-building with community partners and cross-functional stakeholders within Broomfield
- **Email marketing** via existing CCOB channels, including Community Update and the OSPRT Newsletter
- **Social media** promotion on Facebook, Twitter and Instagram
- **Direct mail** to more than 15,500 Broomfield homes via utility bills and promotional mailers
- **Promotional flyers and QR codes** directing patrons to the project website and survey at recreation centers and 30 Broomfield parks and trails
- **Pop-up events** at more than a dozen locations, including the local library, community events, storefronts and more

Additional Outreach

Additional qualitative data was collected through four focus groups with invested stakeholders and targeted communities.

This summary contains feedback from focus group discussions with four key communities:

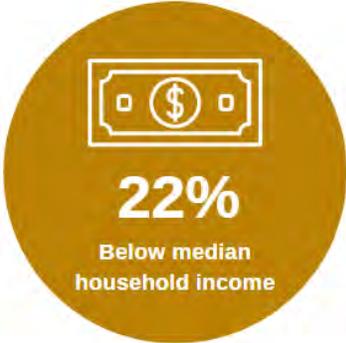
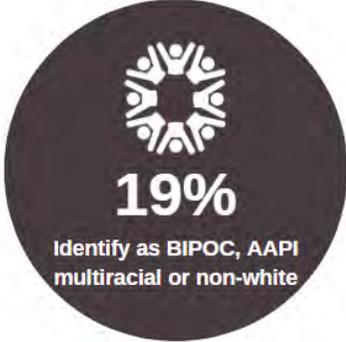
- Members of the Spanish-speaking community
- Athletics, active recreation and sports group leaders
- Advocacy, volunteer and youth groups as well as non-profit organizations
- Developers, business owners and housing service groups



Survey respondents at-a-glance

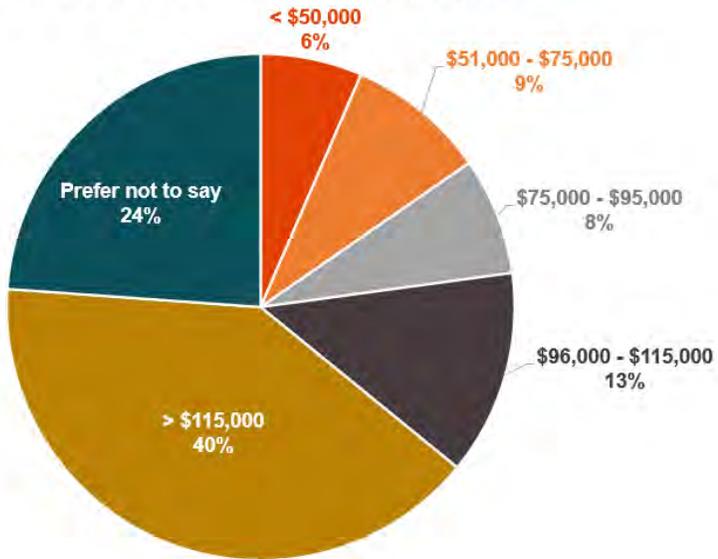
Nearly all survey respondents (93%) indicated that they are Broomfield residents, with nearly half of all respondents stating that they have lived in Broomfield for more than a decade.

Notably, 42% of respondents have two residents in their home while 46% live in homes with 3 or more people; 38% of respondents live in homes with at least one child; 19% identify as non-white; and 25% are over 65 years old. Approximately one quarter of respondents have an annual income below Broomfield's median household income (\$101,206; 2020 US Census).

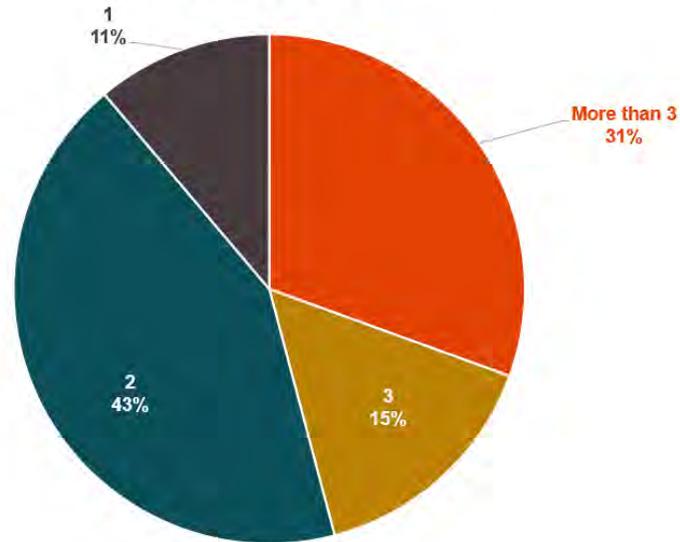


Household data

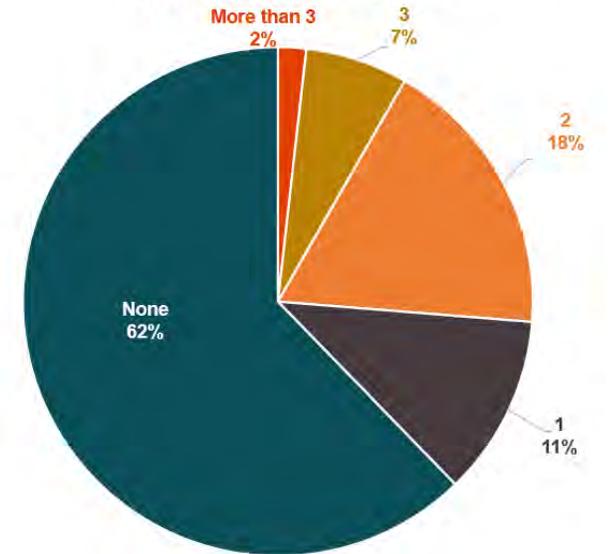
What is your household income level?



How many people live in your household? (including yourself)



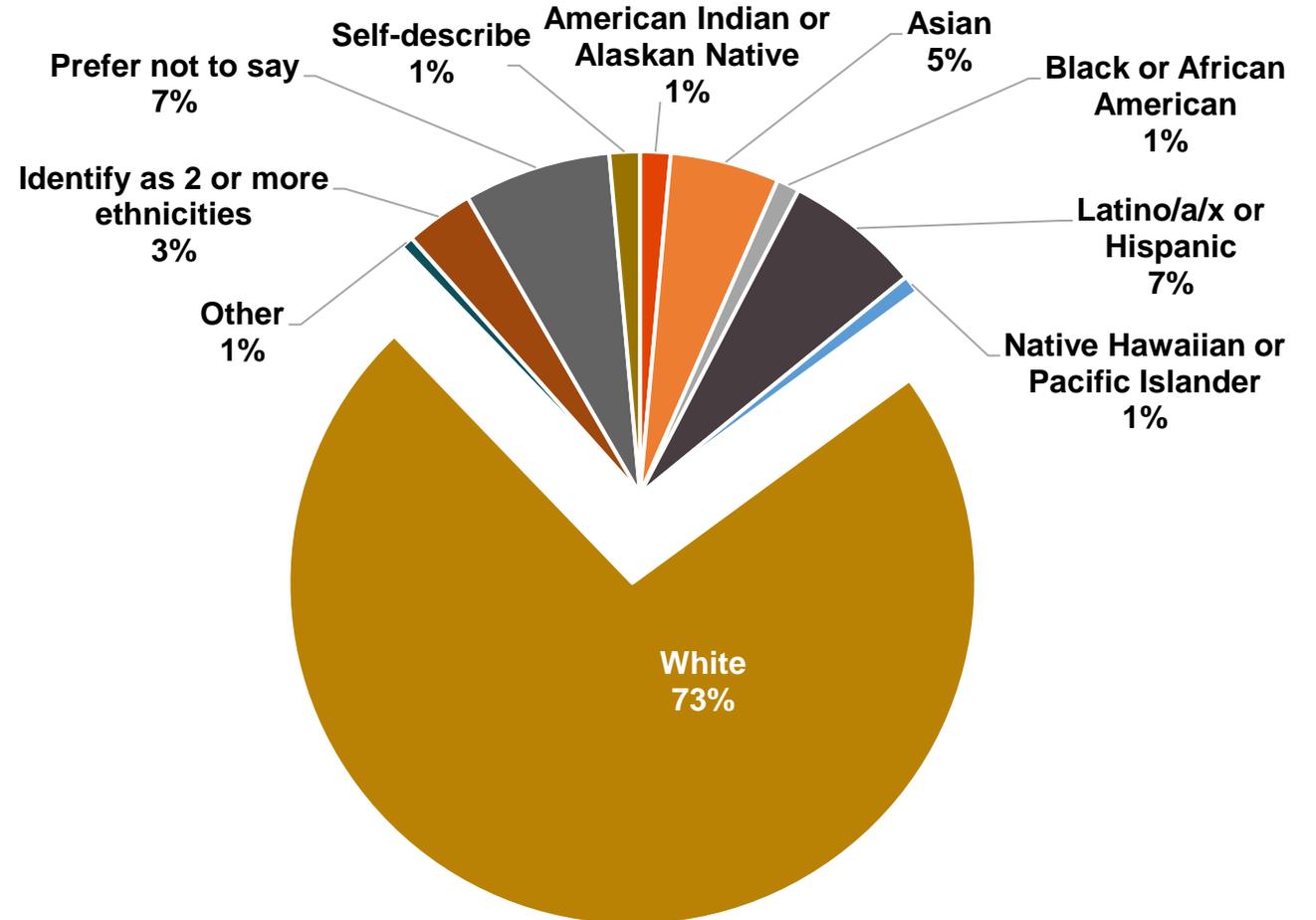
How many people under the age of 18 live in your household?



Race/Ethnicity

Note: Respondents were permitted to select more than one race/ethnicity to best reflect their identity. As a result, the total number of responses (838) exceeds the number of survey respondents (819).

- American Indian or Alaskan Native: 12; 1%
- Asian: 43; 5%
- Black or African American: 9; 1%
- Latino/a/x or Hispanic: 54; 6%
- Native Hawaiian or Pacific Islander: 7; >1%
- White: 611; 74%
- Some other race, ethnicity or origin: 5; >1%
- Identify as two or more ethnicities: 27; 3%
- Prefer not to say: 58; 7%
- Prefer to self-describe: 12; 1%





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Survey Results Summary

A note on statistical validity

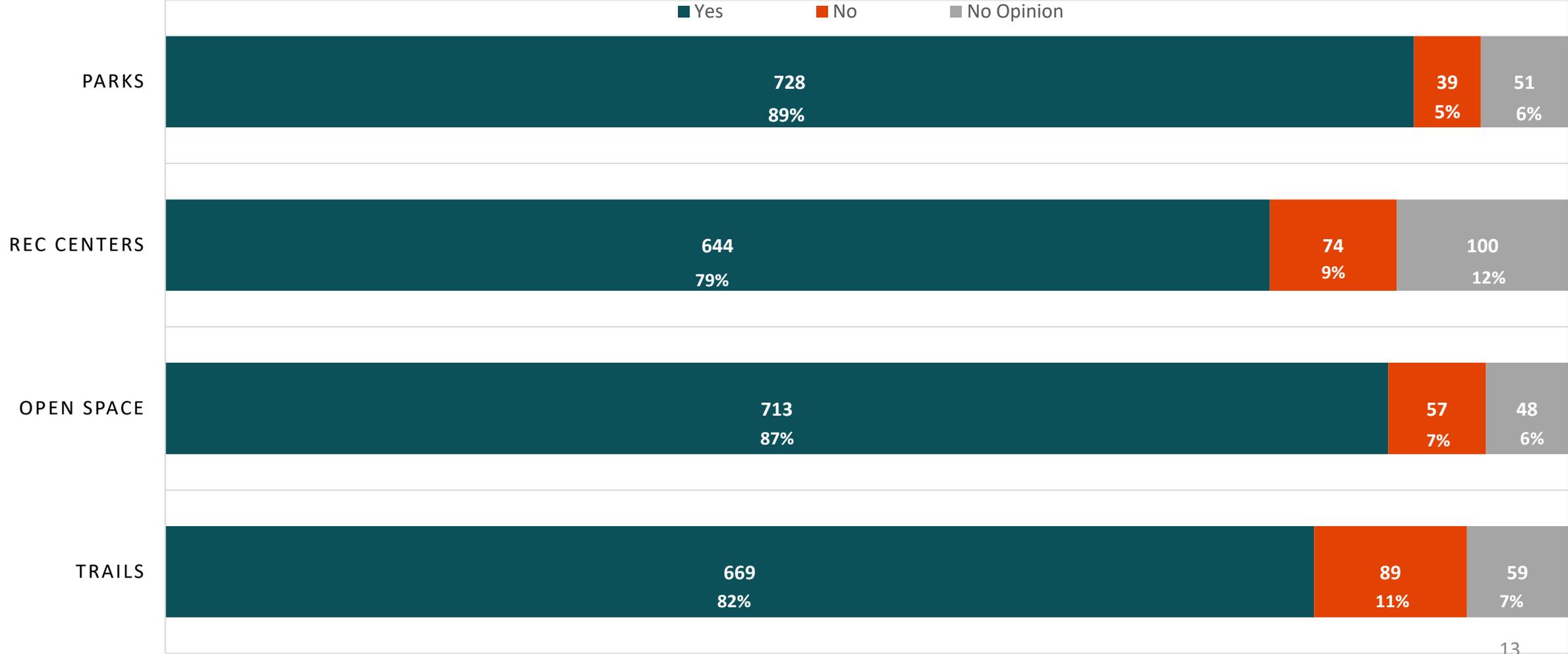
In surveying, the **Confidence Level** refers to the probability that your sample size accurately reflects the attitudes of your population. *The industry standard confidence level in surveying is 95%.*

The **Margin of Error** is the range in percentage that your population's responses may deviate from your sample. *The industry standard margin of error is 5%.*

To achieve the industry standard 95% confidence level and 5% margin of error, the OSPRT Plan Refresh project team needed to collect 383 surveys, based on US Census 2020 data of Broomfield's population.

With a total of 819 surveys in this report, **these results exceed industry standard for statistical validity with a 95% Confidence Level and a 3.4% Margin of Error.**

Is the city providing equitable access to...





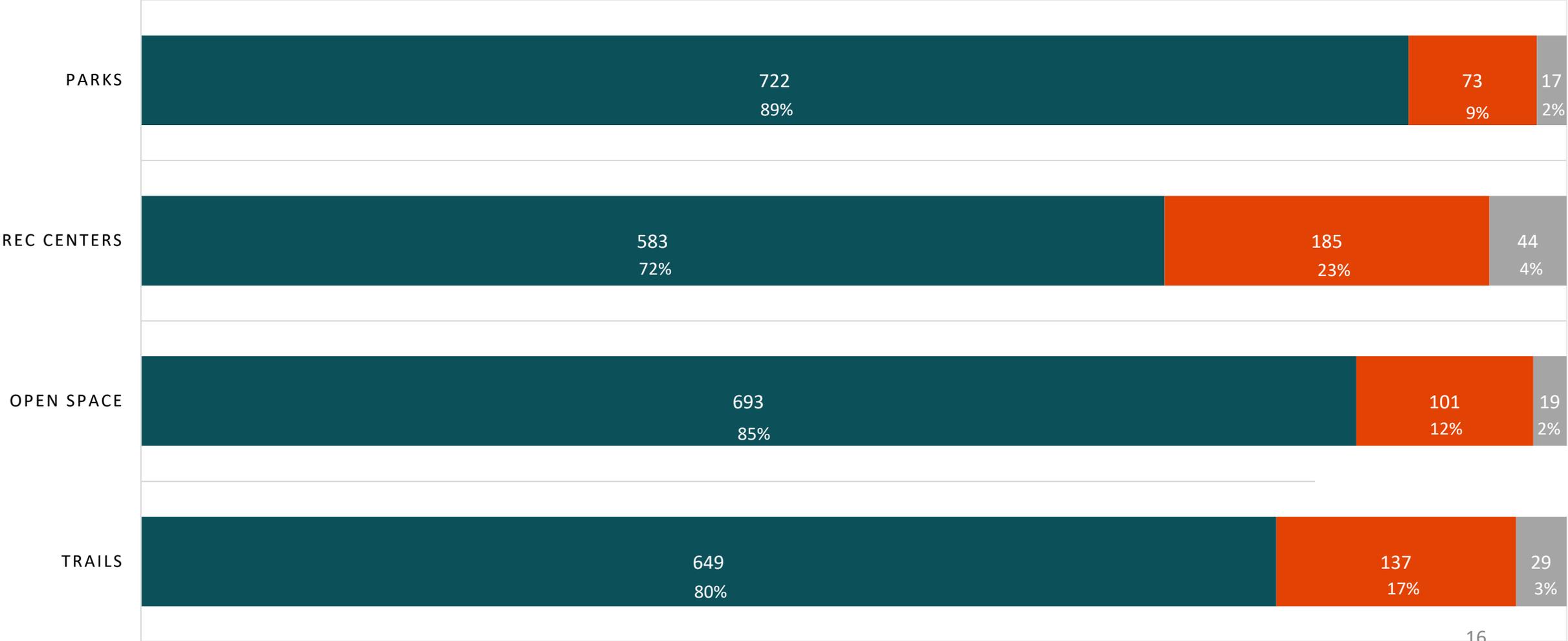
Top 10 themes among respondents: What would help improve access to Broomfield OSPRT?

- Improved connectivity among trails **(13.4%)**
- More trails **(12.4%)**
- More open space **(7.2%)**
- More signage, improved wayfinding **(5.5%)**
- Lower recreation center fees/no fees **(4.8%)**
- Increased parking, parking near trailheads **(4.5%)**
- Better maintenance **(4.5%)**
- More/better public transportation options **(4.1%)**
- Maps **(3.8%)**
- Safety **(3.1%)**

**Percentages are based on the total number of respondents that answered the question*

Are there enough facilities nearby your home?

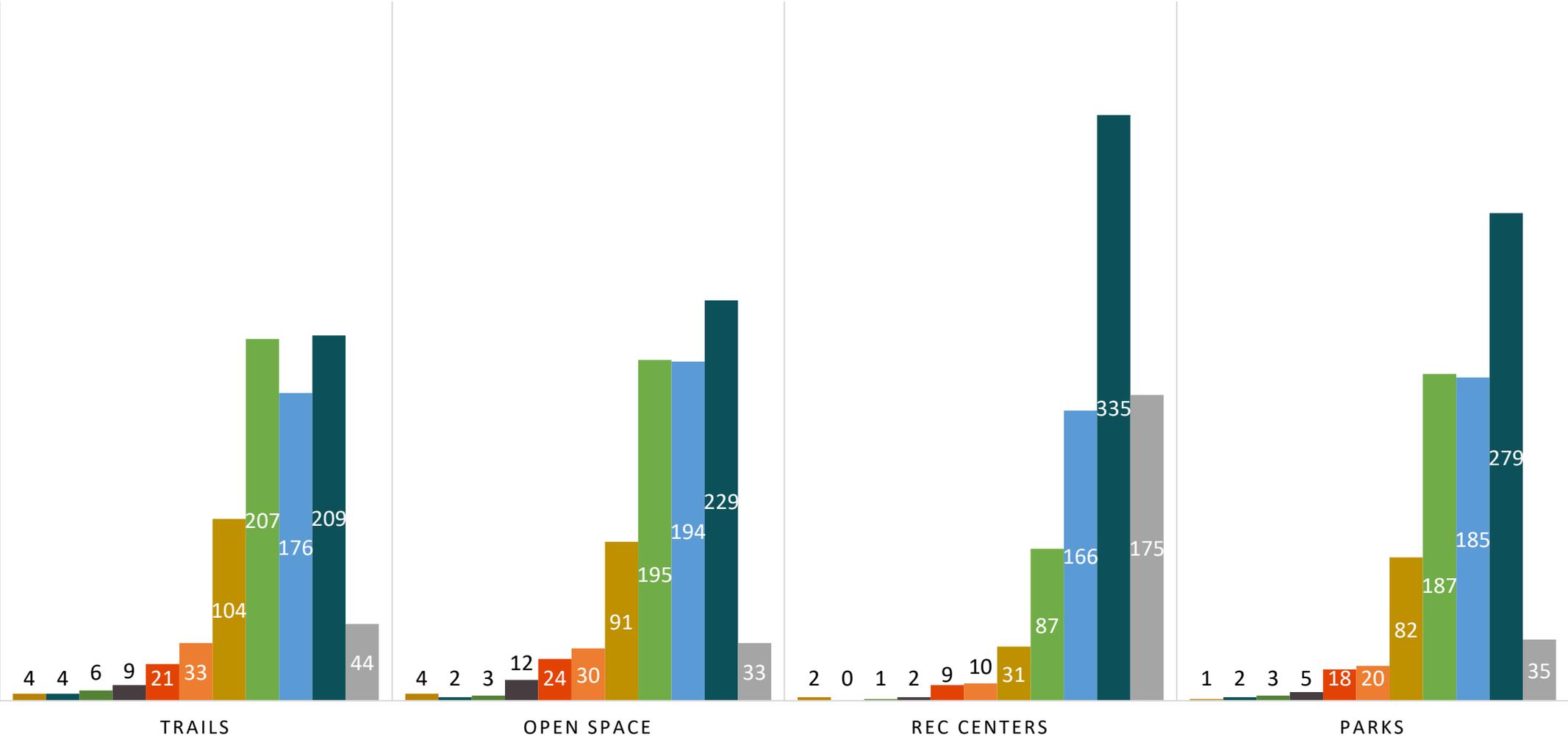
■ Yes ■ No ■ No Opinion



How safe do you feel when using these Broomfield facilities?

(On a scale of 1 to 10, where 1 is not safe at all and 10 is incredibly safe.)

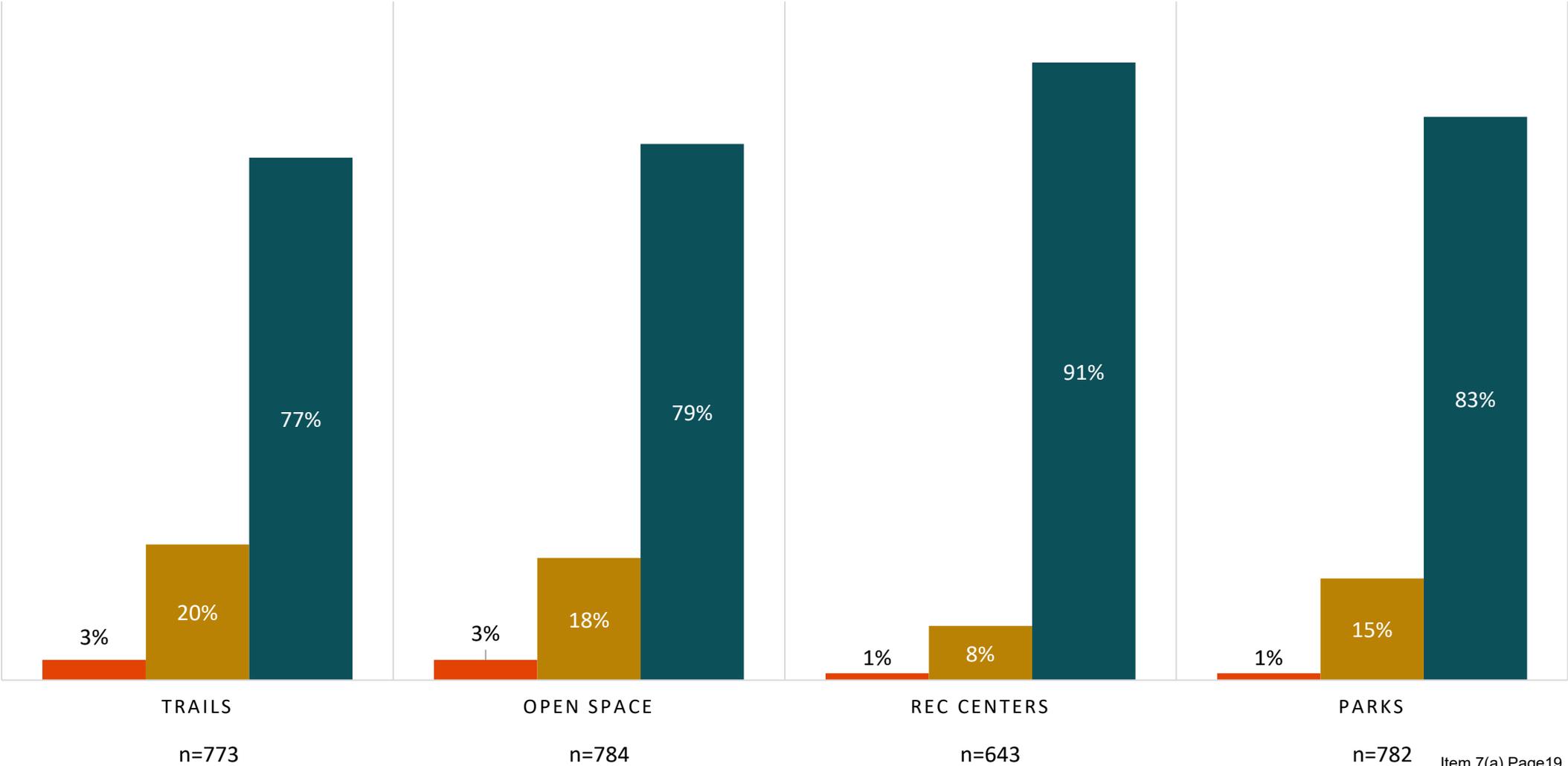
1 2 3 4 5 6 7 8 9 10 Do not use



How safe do you feel when using Broomfield facilities?

The chart below reflects the percentage of facility users who express negative (1-4), neutral (5-7) and positive (8-10) sentiments. These graphs omit respondents who said they do not use the facilities. The total number of respondents who indicated that they use the facilities is reflected below each graph.

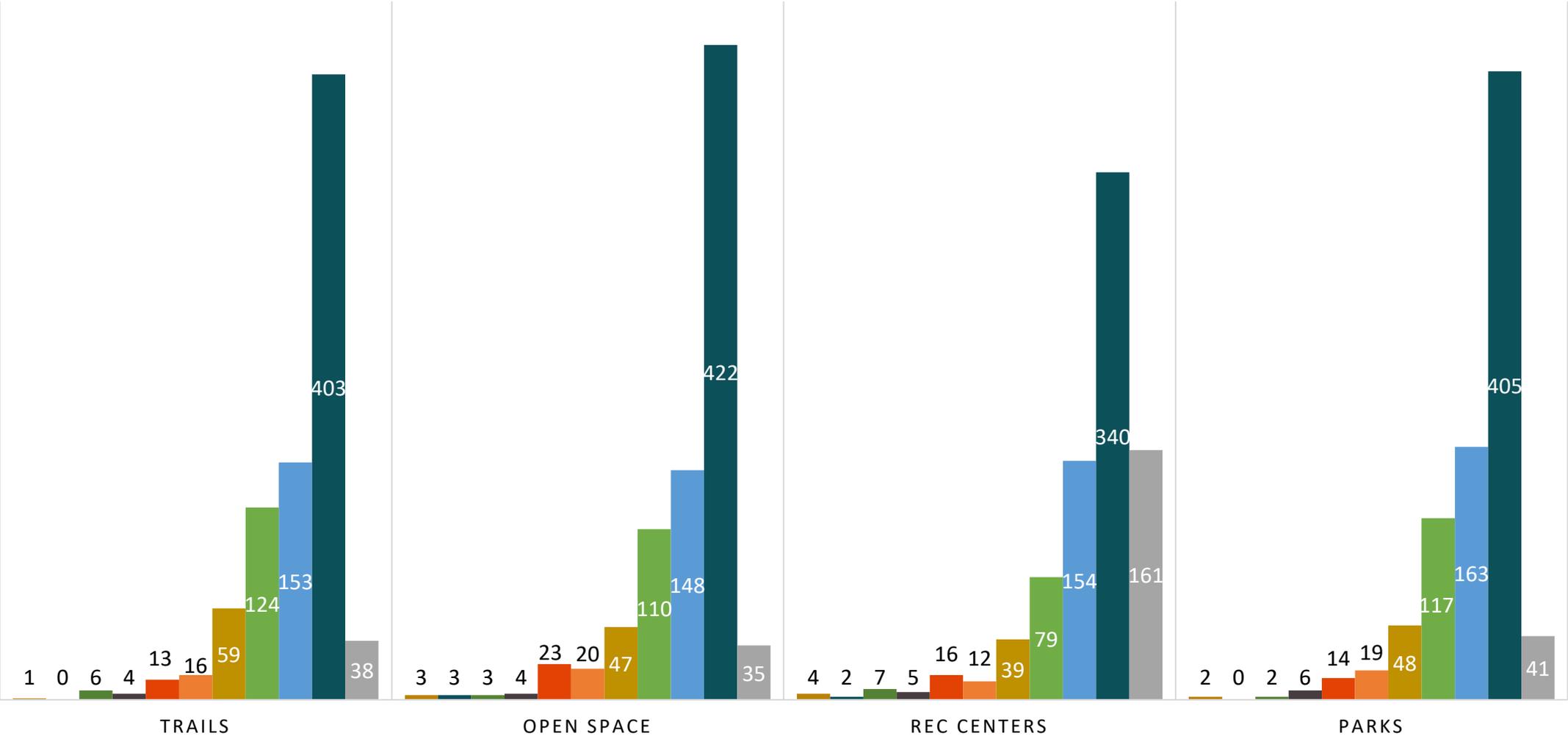
■ Negative (1-4) ■ Neutral (5-7) ■ Positive (8-10)



How welcome do you feel when using Broomfield facilities?

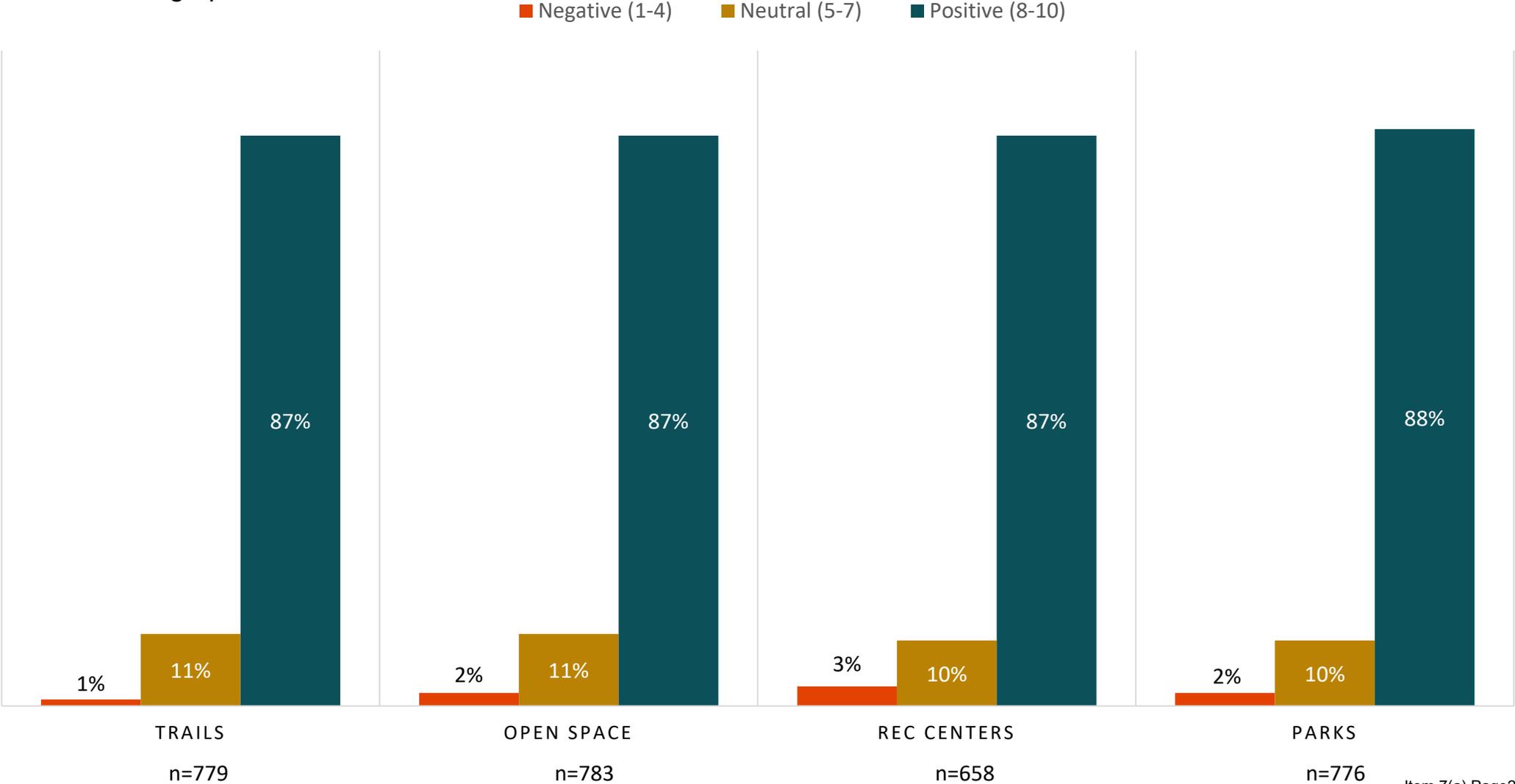
(On a scale of 1 to 10, where 1 is not welcome at all and 10 is incredibly welcome.)

1 2 3 4 5 6 7 8 9 10 Do not use



How welcome do you feel when using Broomfield facilities?

The chart below reflects the percentage of facility users who express negative (1-4), neutral (5-7) and positive (8-10) sentiments. Data below omit respondents who said they do not use the facilities. The total number of respondents who indicate that they use the facilities is reflected below each graph.





Top 10 themes among respondents: What would make you feel more welcome?

- Increased signage (wayfinding, educational, posted maps) **(12.3%)**
- Maintenance (cleanliness/trash, weather maintenance, mowing along paths) **(7.1%)**
- Reduced homelessness & encampments **(5.5%)**
- Recreation center customer service **(5.5%)**
- Increased safety (crossings, vehicular traffic, wildlife, pollution) **(5.1%)**
- Patrols/increased authority presence **(4%)**
- Cyclist-pedestrian safety **(3.2%)**
- Leash enforcement of off-leash dogs **(3.1%)**
- Better/increased lighting on trails, bikeways and crosswalks **(3.1%)**
- Fewer coyotes **(2.4%)**

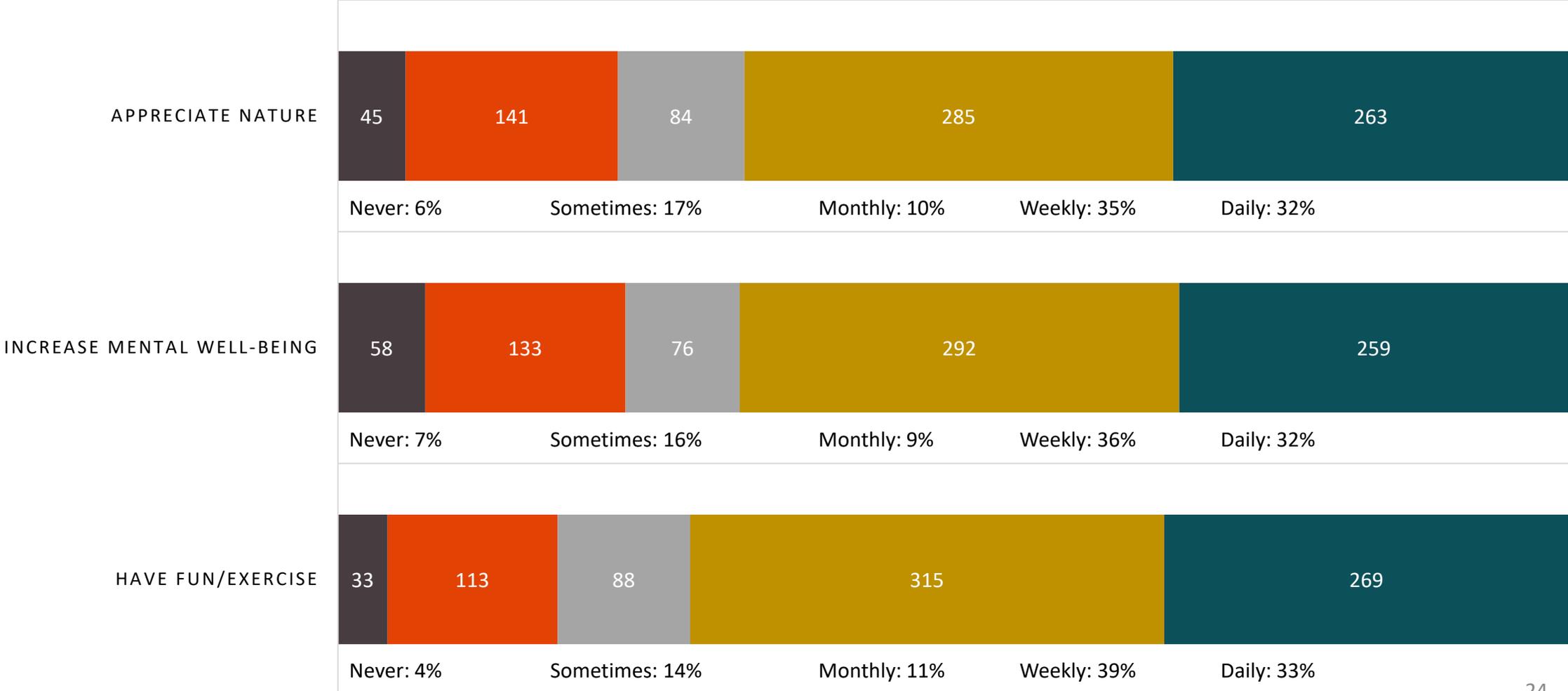
How often do you use the trail system to...

Never
 Sometimes
 Monthly
 Weekly
 Daily



How often do you use the trail system to... (cont'd)

■ Never ■ Sometimes ■ Monthly ■ Weekly ■ Daily





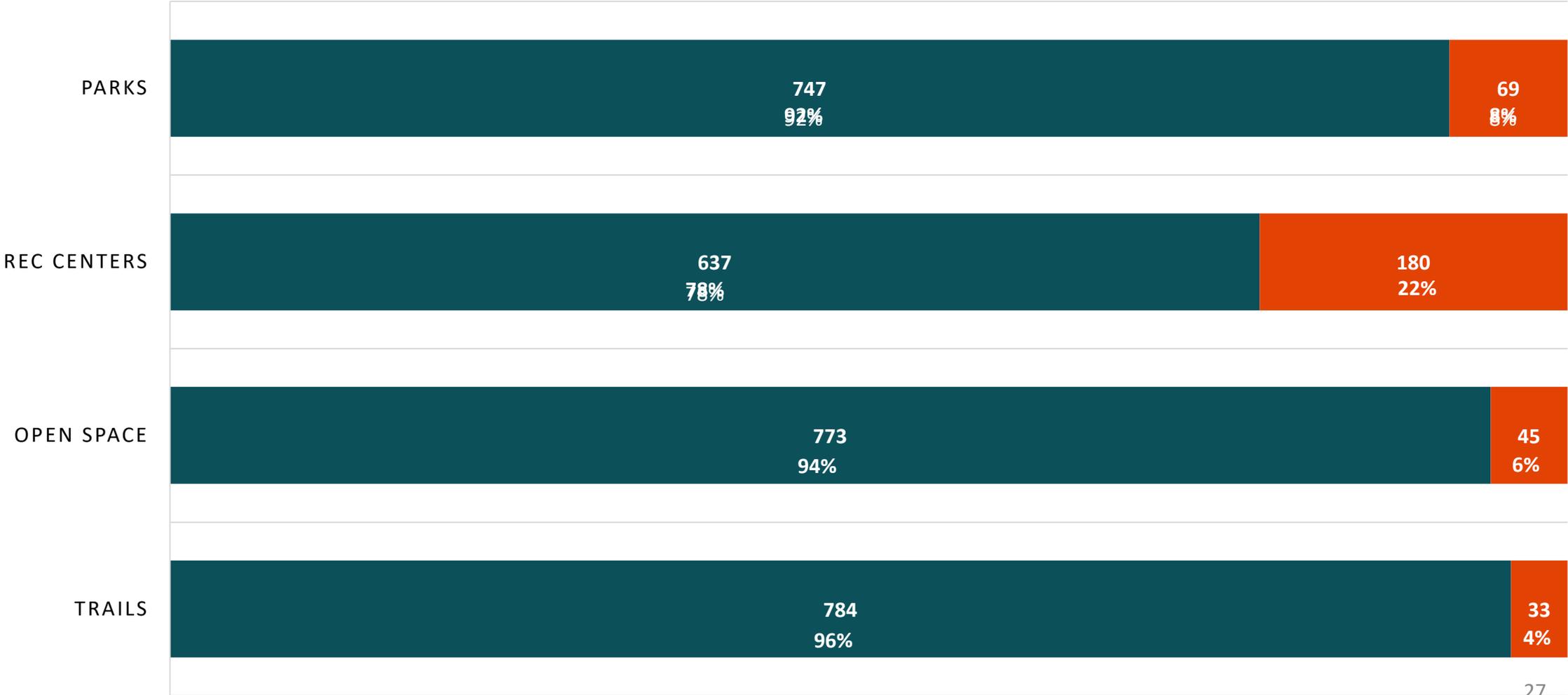
Top 10 themes among respondents: What would help you use the trail system more?

- Trail connections **(16.5%)**
- Increased signage **(8.5%)**
- Having access to trail maps **(8.3%)**
- Trail/tunnel/weather maintenance **(8.3%)**
- Shade/more trees **(7.6%)**
- Increased number of trails **(6.4%)**
- Safety **(5.7%)**
- Connections to destinations (e.g. shopping, city center, parks, etc.) **(4.8%)**
- Wayfinding **(3.7%)**
- Safer crossings **(3.7%)**

**Percentages are based on the total number of respondents that answered the question*

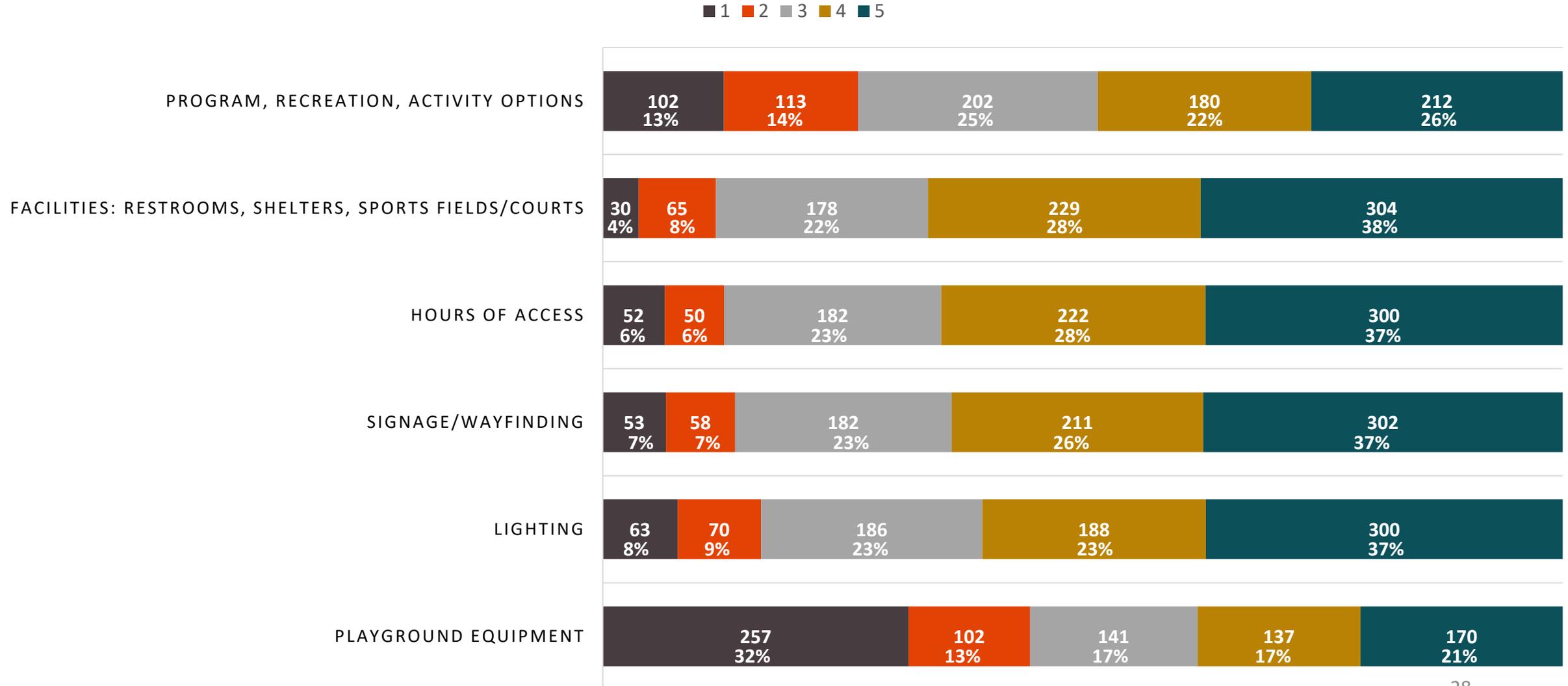
Do these facilities contribute to your mental and physical health?

■ Yes ■ No



How important are the following when using OSPRT?

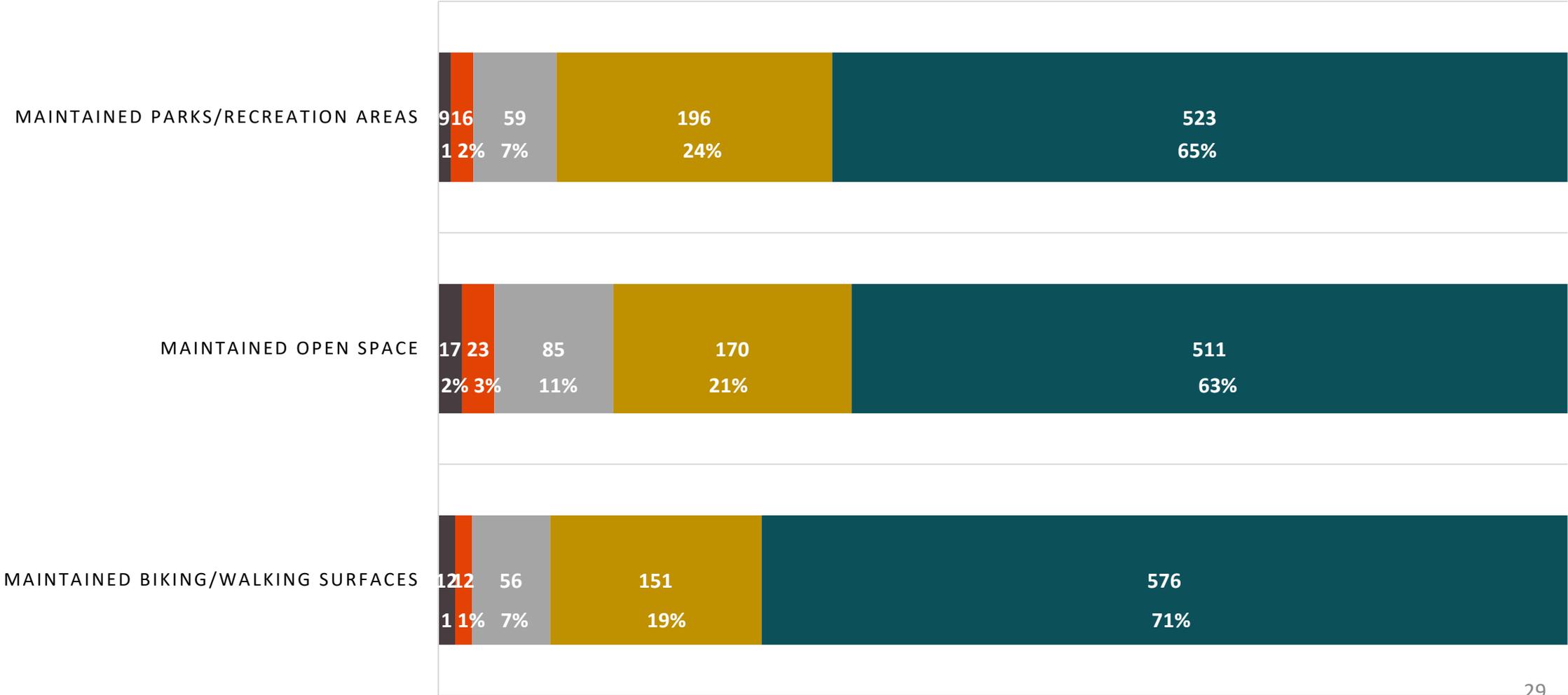
(On a scale of 1 to 5, where 1 is not important and 5 is very important.)



How important are the following when using OSPRT? (cont'd)

(On a scale of 1 to 5, where 1 is not important and 5 is very important.)

1 2 3 4 5





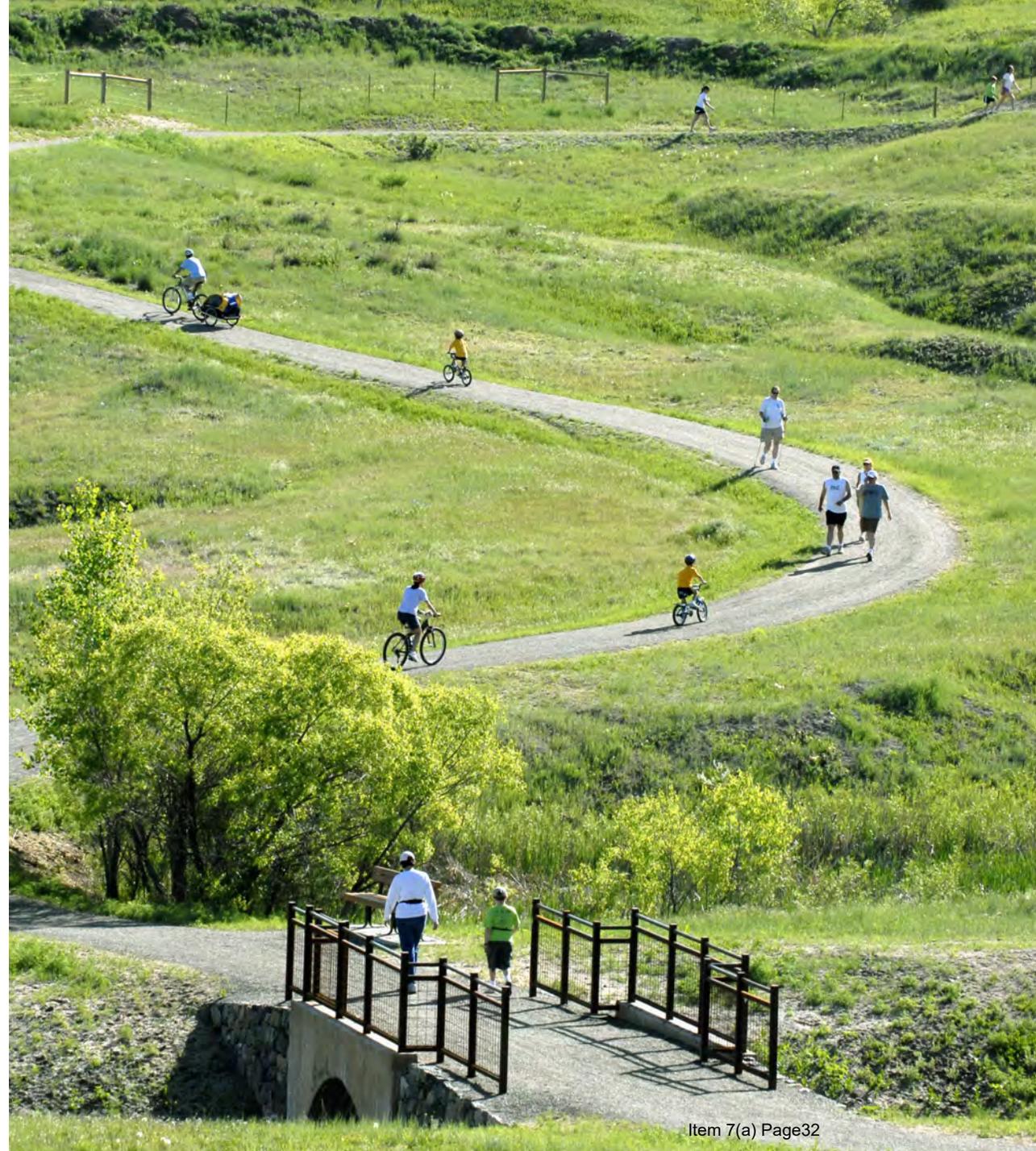
What is Broomfield missing in its OSPRT?*

*The image to the left captures key terms and recurring themes among more than 450 open-ended responses to this question.

Top 10 themes among respondents: What is Broomfield missing in its OSPRT?

- Trail connectivity (11.4%)
- Shade/sun cover (7.1%)
- More open space (7.1%)
- Signage (6.7%)
- Restrooms (4.7%)
- Nothing (4.5%)
- Lighting (4.1%)
- More trails (4.1%)
- Safety (3.9%)
- Maps (3.2%)

**Percentages are based on the total number of respondents that answered the question*





Key Takeaways

- Broomfield's trails and recreation centers are considered to have less equitable access compared to parks and open space.
 - Fewer of these options are nearby respondents' homes (within ½ mile).
- OSPRT are primarily used for recreation, physical and mental wellness, and to appreciate Broomfield's natural beauty; they are less commonly used for commuting or getting around.
- When considering OSPRT, a top priority is the overall maintenance of walking/biking surfaces, open spaces, parks and recreation areas. Least frequently reported as important are playground equipment and programming/activities.
- Respondents overwhelmingly state that OSPRT directly contribute to their mental and physical wellbeing, especially through the use of trails, open space and parks.

Key Takeaways

- Access
 - More trails and trail connectivity
 - Navigation: Signage, maps and wayfinding
 - Public transportation and parking
 - Lower recreation center fees and/or income-accommodation
 - Multi-lingual information and signage
 - North Broomfield accessibility
- Safety/Welcomeness
 - Navigation: Signage, maps and wayfinding
 - Addressing homelessness and encampments
 - Recreation center staff/staff friendliness
- Trail System Use
 - Connections to trails and destinations
 - Navigation: Signage, wayfinding, maps, GPS/mobile app
 - Winter and weather maintenance
 - Accommodations: Sun cover, water stations, bike repair
- What's missing
 - Shade and trees
 - Signage (Wayfinding, maps, educational)
 - Trail connectivity
 - Public restrooms with plumbing





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Survey Results – Adults 65+

Access & Proximity – Adults 65+

Is the city providing equitable access?

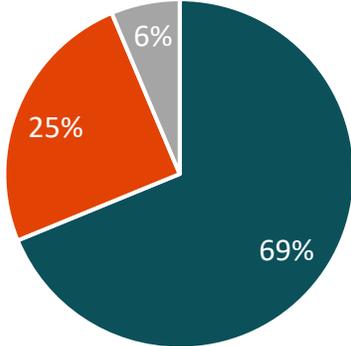
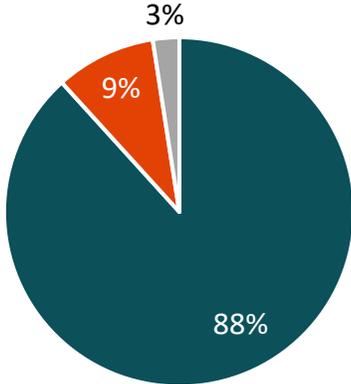
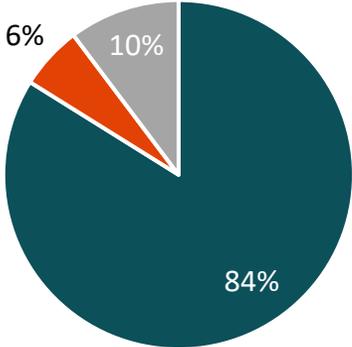
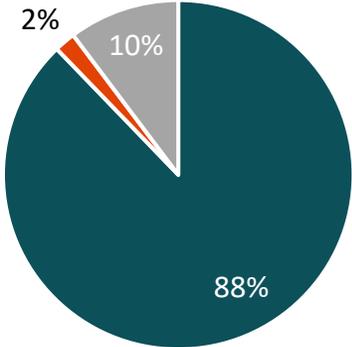
Are there enough facilities nearby your home?

Parks

Rec Centers

Parks

Rec Centers

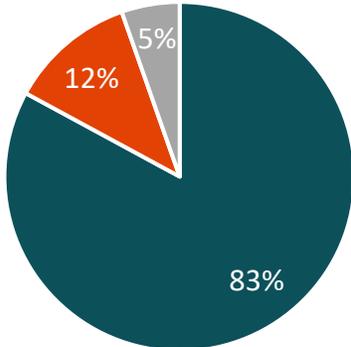
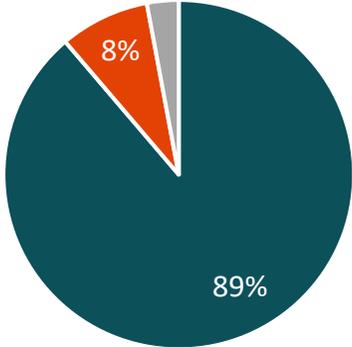
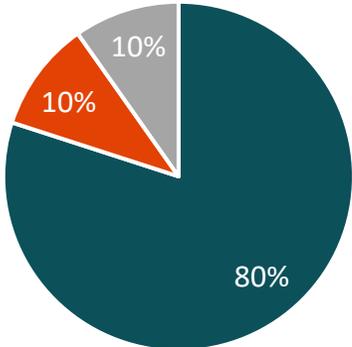
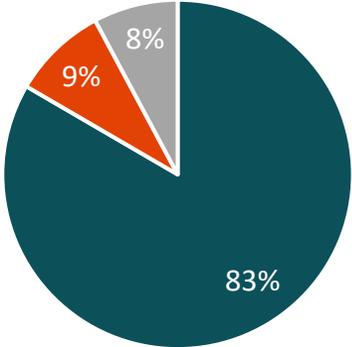


Open Space

Trails

Open Space

Trails



n=205

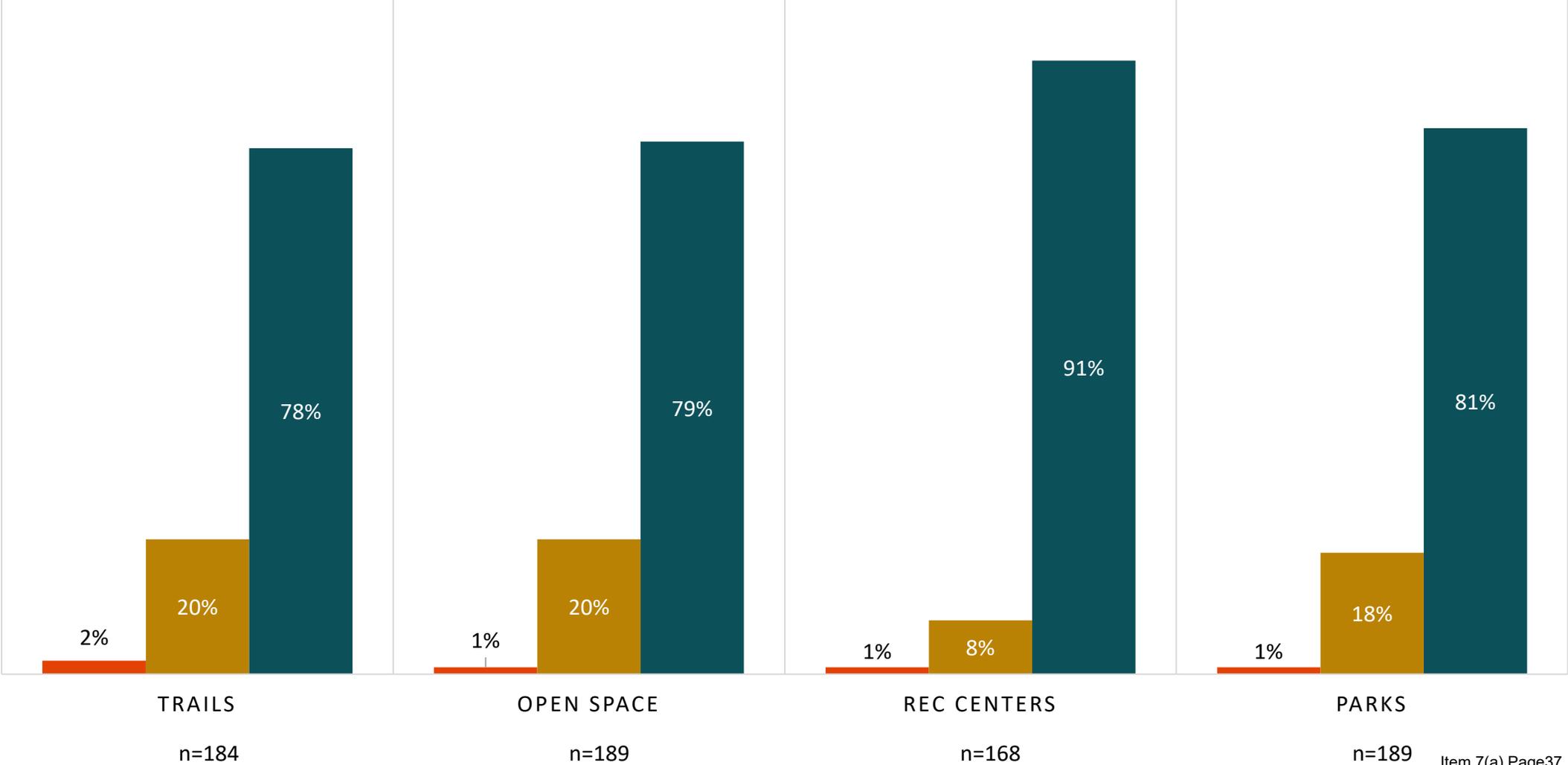
Yes No No Opinion

n=205

How safe do you feel when using Broomfield facilities? – Adults 65+

The chart below reflects the percentage of facility users who express negative (1-4), neutral (5-7) and positive (8-10) sentiments. These graphs omit respondents who said they do not use the facilities. The total number of respondents who indicated that they use the facilities is reflected below each graph.

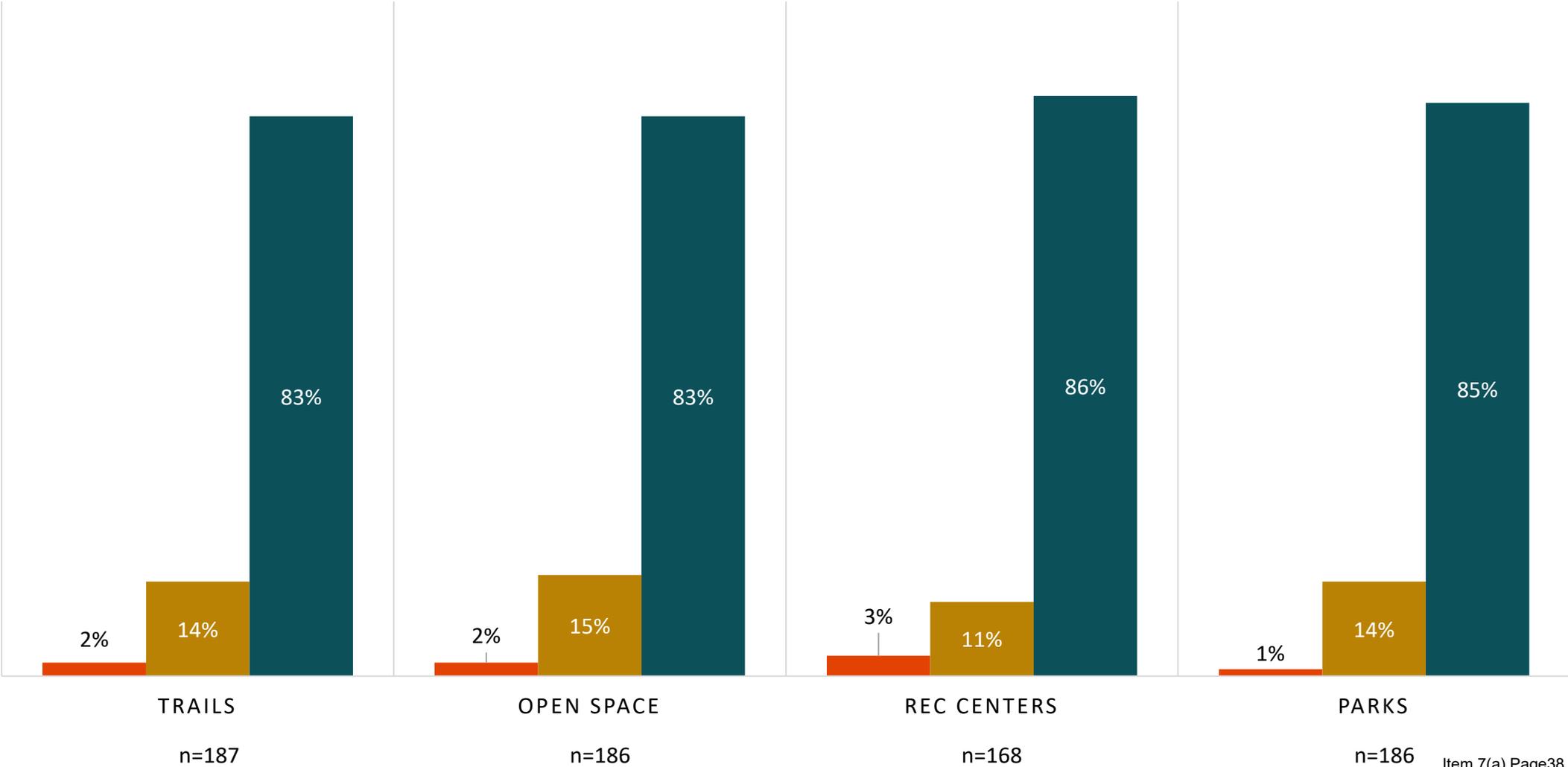
■ Negative (1-4) ■ Neutral (5-7) ■ Positive (8-10)



How welcome do you feel...? – Adults 65+

The chart below reflects the percentage of facility users who express negative (1-4), neutral (5-7) and positive (8-10) sentiments. These graphs omit respondents who said they do not use the facilities. The total number of respondents who indicated that they use the facilities is reflected below each graph.

■ Negative (1-4) ■ Neutral (5-7) ■ Positive (8-10)



Trail system use – Adults 65+

Respondents who are over 65 years old most frequently use the trail system to **have fun/exercise, promote mental well-being** and **appreciate nature**. The top response for daily use is “appreciate nature.”

A selection of comments from those who do not use the trail system:

- “Trails in town are hard to navigate. Trails in open space are easier to navigate, but not all connect.” ; “I don't know where they start and connect.”
- “The trail system is not built for transportation. The trails are built for aesthetics and not for efficiency. The winding paths and gravel do not make them conducive for commuting.”
- “I just choose other options in my neighborhood” ; “I feel safer [in my neighborhood]” ; “I prefer to walk at the rec centers”
- “I’m getting older.” ; “I used them when I was younger.” ; “My age.”

Trail system use – Adults 65+

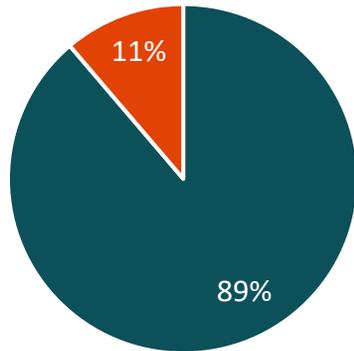
Comments: What would help you use the trail system more?

- **Wayfinding/Signage:** “Better instructions for start and end. Better directions to get to start point.”; “Easily available maps and better signage”; “Paving and linking maps...for GPS directions. The trails within Broomfield are good, but sometimes the signs and directions are confusing.”; “Maps with ‘You are here’ at trail intersections.”
- **Safety/convenience:** “Educate pedestrians to be aware of bikes. Too many folks are deep in conversation or blocked from hearing by their ear buds.”; “Connected paths not on the roads”; “More unpaved trails. Having trail monitors. Having a separate bike/skateboard/scooter lanes from the walking trail.”
- **Access:** “Transportation, handicap parking, benches”; “proximity to the trail. safe parking. parking for handicapped.”; “Large print or audible navigation systems that could be used while walking or biking. Programs/Activities/Education: “Activities from groups.”; “Add signs like the one at the lake south of PDRF that show local flora and fauna.”; “exercise stations, gardens and plant identification”

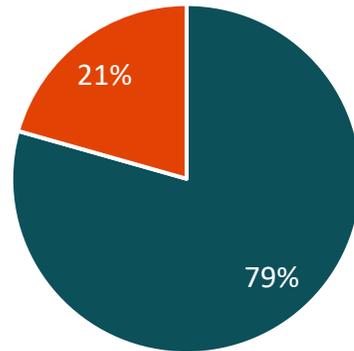
Mental health– Adults 65+

Do these contribute to your mental/physical well-being? If so, how?

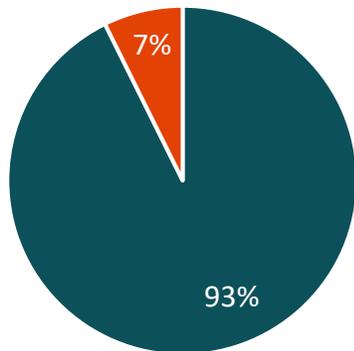
Parks



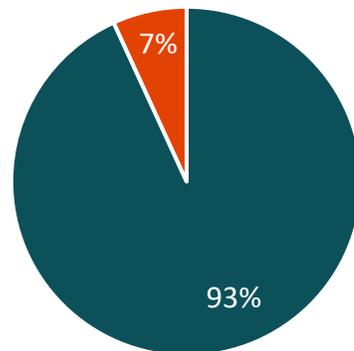
Rec Centers



Open Space



Trails



■ Yes ■ No

n=205

- **Programs:** “I use P. Derda and BCC 3 times/week to work out and take a yoga class. I walk and bike the trails throughout the Open Spaces and parks.”; “The programs available are incredibly helpful to both my mental and physical health. Ease of access and local availability are very helpful.”; “I use the PDRC almost every day. It helps keep me going.”; “I take classes at Paul Derda that help me stay in shape.”
- **Natural beauty:** “Walking and observing wildlife are boosters to my health and wellbeing.”; “The views are beautiful getting outside is a respite from stress and anxiety”; “I am able to improve my health with the exercise and fresh air I get as well as enjoying the benefits of living in Colorado.”; “greenery, wildlife”
- **Socialization:** “Being active, interacting with other people...seeing/meeting people and their dogs”; “I belong to the Healthy Heart Walkers which has served to be a social outlet for me.”

Important accommodations– Adults 65+

The most frequently cited important considerations among surveyed older adults were **maintained park/recreation areas, maintained walking/biking surfaces and maintained open space.**

What is Broomfield missing? A selection of comments:

- “Consideration of the disabled and elderly, permanent shady places to interact with friends, affordable activities for lower income individuals, better connectivity”
- “Additional Pickleball courts with permanent nets are sorely needed.”; “lighted fields, pick ball courts”; “Lights for night play.”; “Racquetball courts”
- “We need a senior center. A free-standing building that seniors can feel welcomed. The old building was taken down and we were told we would have a new facility. This didn't happen. Remember our seniors in Broomfield. We shouldn't be forgotten.”
- “Rangers”; “Law enforcement patrol”; “more police presence”; “Enforcement to keep dogs on leash and pick up after them”
- “Signage - what trail you are on and how it links to other trails; where a trail links to another trail”; “wayfinding options”

Final thoughts– Adults 65+

What else would you like to share? A selection of comments:

- “I am concerned about the possibility of fire spreading to housing areas through the grassy areas open spaces. I hope the risks can be mitigated.”
- “I hope the City/County continues to work toward the goal of 40% parks and open space. That goal is extremely important to the quality of life in this community.”
- “I am disappointed to see more and more and more private development. More and more public undeveloped land would be much more appreciated and make Broomfield a better place to live.”
- “Add new parks whenever possible and continue to maintain existing parks. Pay close attention to Open Space areas . Ponds are being lost to overgrowth which affects life in & around the ponds.”

Summary Analysis – Adults 65+

- Older adults are slightly less likely than the general public to feel that there is equitable access to parks, open space and trails. They are 5% more likely to feel there is equitable access to recreation centers. With that in mind, 31% feel that there are not enough recreation centers near their homes.
- As a group, adults 65+ feel slightly less welcome than the general population at all OSPRT facilities but they feel nearly identical levels of safety. Comments indicate that older adults feel less welcome due to wildlife and off-leash pets, inadequate signage on trails and at facilities, insufficient adaptations for physical restrictions, among other things.
- Except for recreation centers, older adults feel that OSPRT facilities contribute slightly less to their overall mental and physical health than survey respondents as a whole. While those numbers are slightly less, they are still very high overall with 89-93% of respondents feeling that parks, open space and trails positively contributed to their well-being.
- Adults 65+ indicated that better signage, increased safety and better access would increase their usage of the Broomfield trail system.
- Important considerations among surveyed older adults were maintained park, recreation and open space areas and maintained walking and biking surfaces.



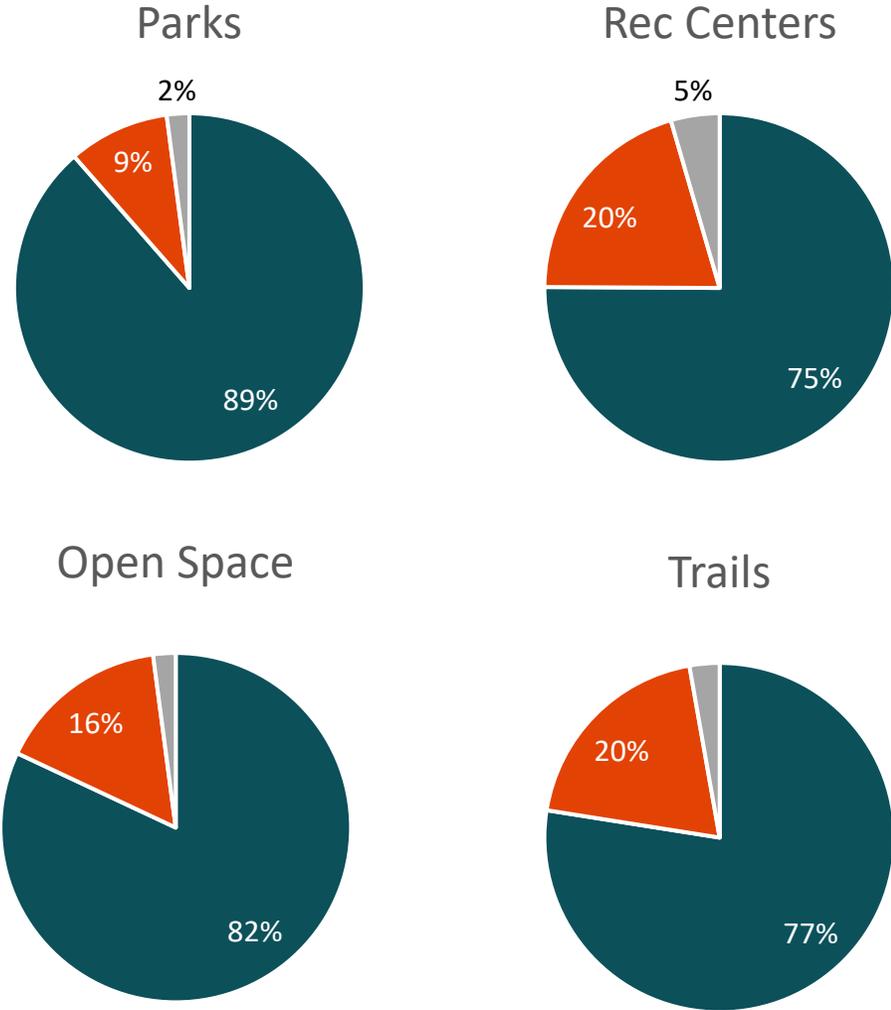
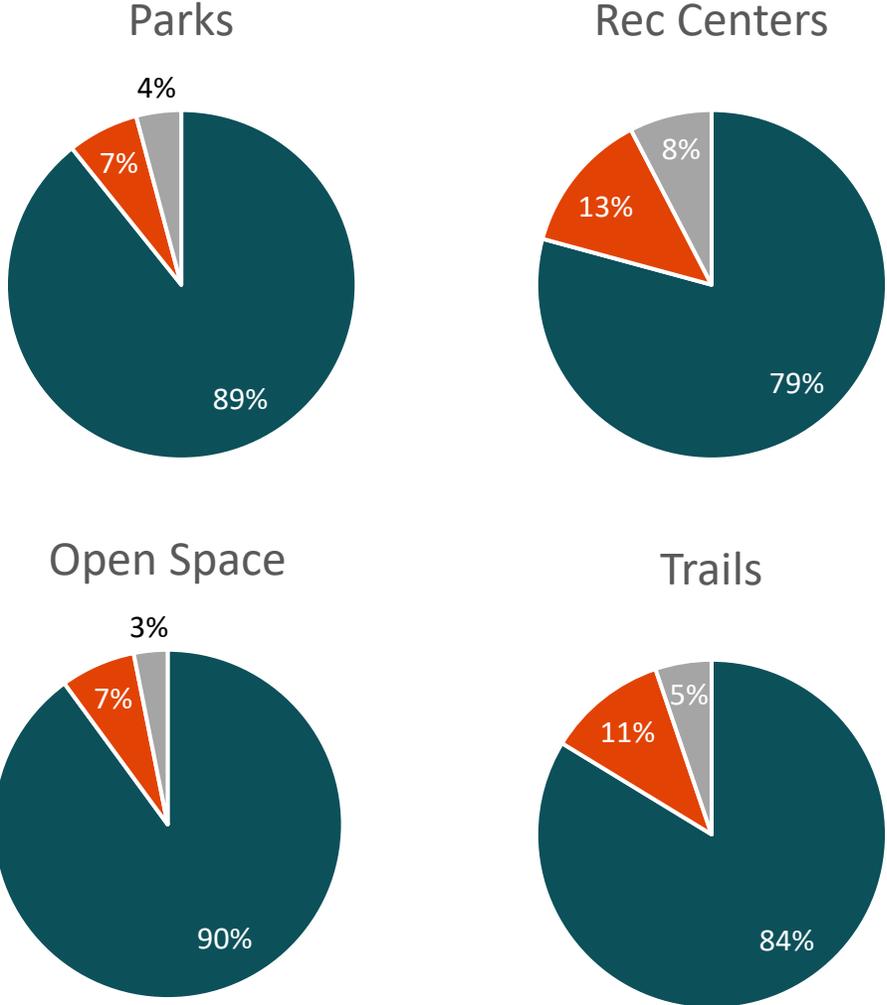
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Survey Results – Families with Children

Access & Proximity – Families with children

Is the city providing equitable access?

Are there enough facilities nearby your home?



n=289

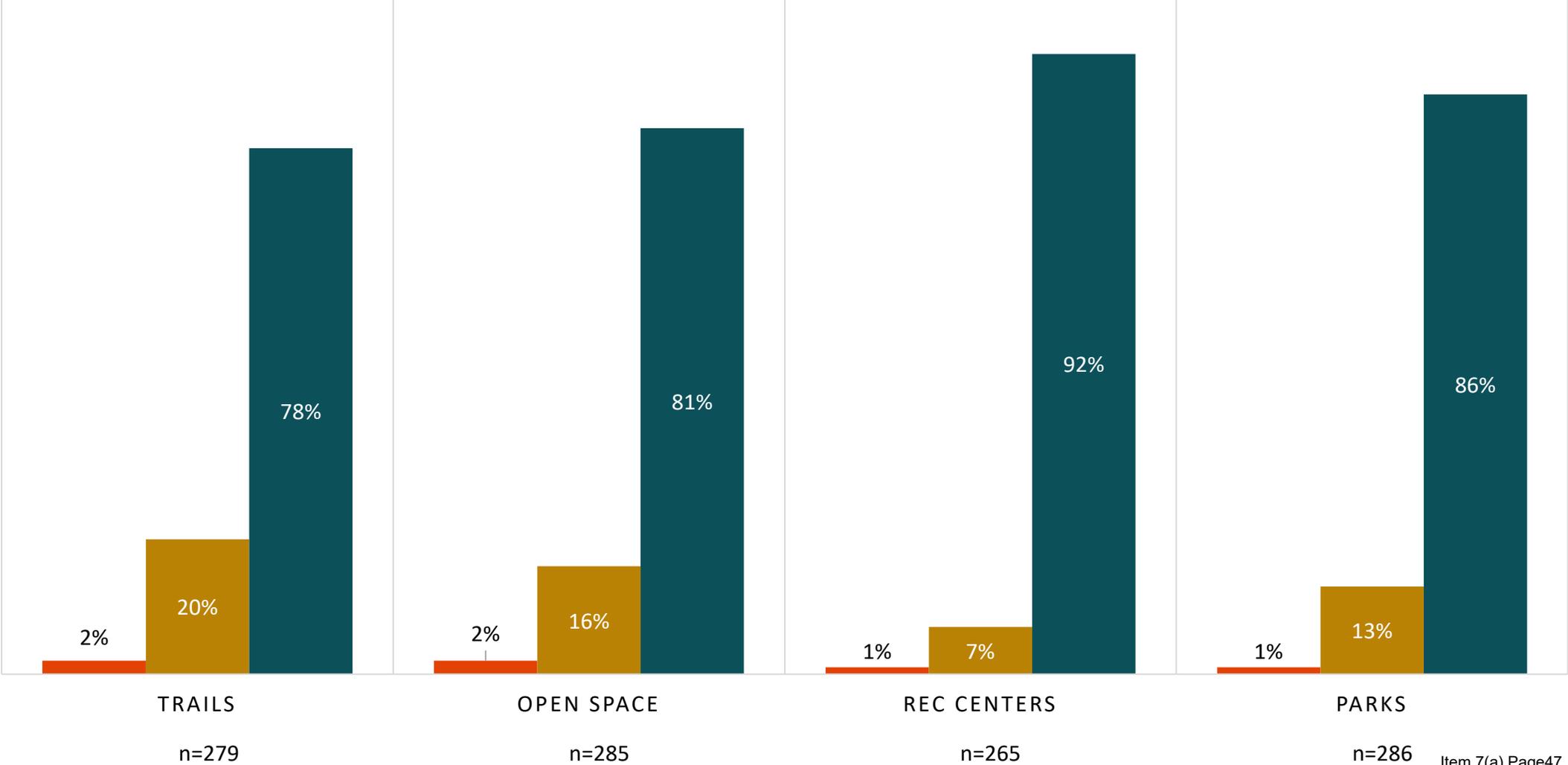
■ Yes ■ No ■ No Opinion

n=289

How safe do you feel when using Broomfield facilities? – Families with children

The chart below reflects the percentage of facility users who express negative (1-4), neutral (5-7) and positive (8-10) sentiments. These graphs omit respondents who said they do not use the facilities. The total number of respondents who indicated that they use the facilities is reflected below each graph.

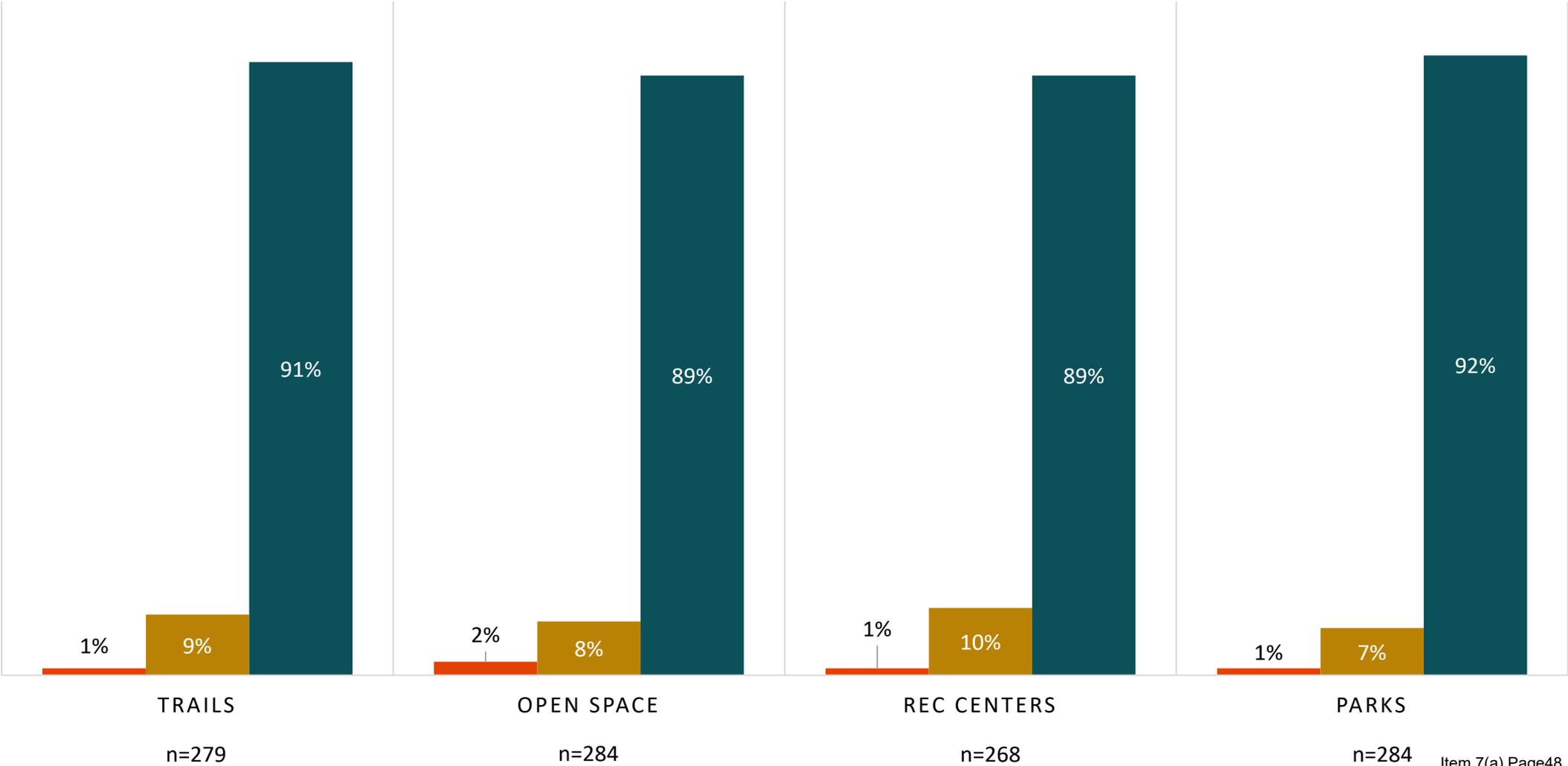
■ Negative (1-4) ■ Neutral (5-7) ■ Positive (8-10)



How welcome do you feel...? – Families with children

The chart below reflects the percentage of facility users who express negative (1-4), neutral (5-7) and positive (8-10) sentiments. These graphs omit respondents who said they do not use the facilities. The total number of respondents who indicated that they use the facilities is reflected below each graph.

■ Negative (1-4) ■ Neutral (5-7) ■ Positive (8-10)



Trail system use – Families with children

Comments: What would help you use the trail system more?

- **Connections/Signage:** “Complete trail connections, keep trails ice free in winter, make trails at least 10 feet near schools, slower vehicle traffic speeds near trail crossings, more underpasses/overpasses near arterial roads”; “more trails that connect”; “Better signage. Many spots on the trail feature a fork with no guidance on where to go.”
- **Safety/convenience:** “Better and safe connections. There are some busy roads that I don’t feel comfortable crossing, especially with my kids.”; “Address increased Coyote presence”; “Better and safer access to cross streets like Midway that connects the trails. I won’t allow my kids to cross Midway.”; “Having trails that do not have street crossings. While out with kids we tend to choose trails that have underpasses if possible.”
- **Education:** “More points of interest or plaques with nature information about the space to share with kids, adding a few trees to shade some of the space so walks in the summer are not as hot.”; “I really enjoy the Broomfield 100 challenge - encouraging us to explore all the trails available in Broomfield. Encourage families to use the trails - maybe a scavenger hunt.”; “I’m often with kids, so anything that improves interest and enjoyability (like Broomfield 100 passports and events).”

Trail system use – Families with children

Respondents in this category state that they use the trail system to **have fun/exercise, promote mental well-being** and **appreciate nature**.

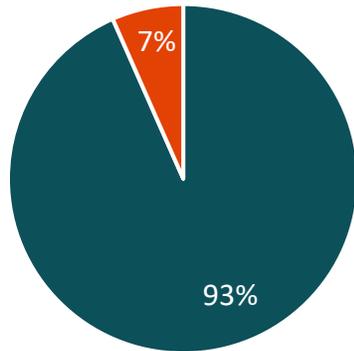
A selection of comments about what would help families with children use the trail system more:

- I love the trail system! The only thing that stops me from using it is when they aren't connected to where I need to go or snowy/icy conditions.”
- [I'd use it more if...] they were all clearly connected, and I could leave my house and end up at an interesting destination like shopping, parks or restaurants”
- “[I only use it] sometimes for schools since my kids have had enough scary experiences with cars near trails”
- “We prefer taking the family to the parks and rec center. The trails lack sites of interest and lack trees and do not foster biodiversity other than birds.”
- “There aren't always safe options for my family and crossing major streets or providing access to different places we are wanting to go”
- “I really appreciate the snow clearing...during the winter - since I'm out with a stroller most of the time.”
- “I am often with my kids, so anything that improves interest and enjoyability (like the Broomfield 100 passports and events) will help”

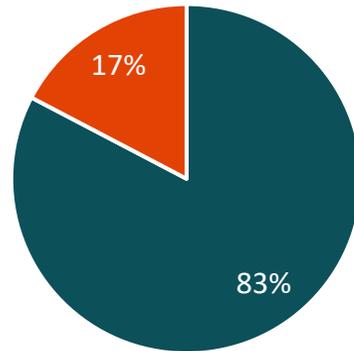
Mental health– Families with children

Do these contribute to your mental/physical well-being? If so, how?

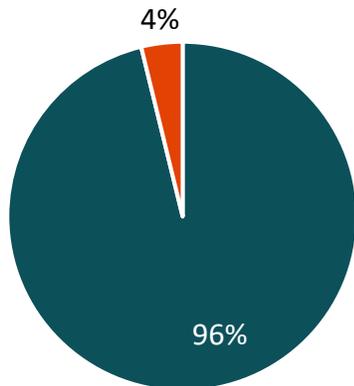
Parks



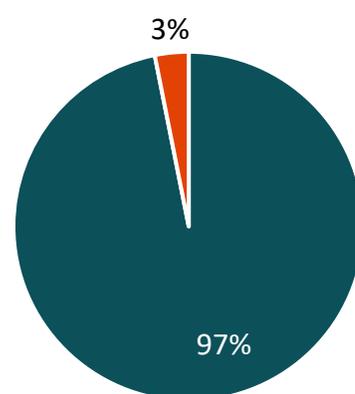
Rec Centers



Open Space



Trails



■ Yes ■ No

n=289

- **Family bonding:** “We take the family on walks and to play at the parks and open spaces with the dog and for sports. We enjoy the Paul Derda's pool and programs to take a mental break and spend time as a family.”; “family fun”; “spending time outside with the kids”
- **Natural beauty:** “Easy access to walk and enjoy the [views] without having to drive to the mountains”; “the open space allows for unobstructed views to the mountains, one of the biggest assets of living on the front range.”
- **Exercise:** “Exercising and getting out of the house with my young kids”; “Being able to access outdoors, safe spaces to exercise, spaces for kids to play sports”; “Our family loves being outdoors & also playing in water. Pools or splash parks near by would be awesome”
- **Convenience/Socialization:** “I have young kids and appreciate the ease of walking to school, parks, or just getting out. Often times we get out for a walk and end up playing at a park and meeting friends.”

Important accommodations– Families with children

The most frequently cited important were **maintained park/recreation areas, maintained walking/biking surfaces and maintained open space.**

What is Broomfield missing? A selection of comments:

- “Trails need to be separated from vehicles, parks could use more shaded areas (pavilions, pergolas, trees)”
- “Broomfield does not have a field house (no ice sheets, indoor soccer, etc.). Would like to see updated recreation offerings.”
- “Better playgrounds, splash pad, more community activities (movies, family events)” ; “More splash parks & public pools. Also a little library people can donate or take from.”
- “Broomfield is missing: Trails with names to help with navigation. Trails to get from south Broomfield to north Broomfield safely. Trails that lead into destinations like shopping, bars, restaurants. More underpasses to avoid deadly intersections.”
- “Greater access to inclusive playgrounds (for kids with disabilities), more art, more diversity.”
- “Making sure all neighborhoods in Broomfield have safe access to trails and parks, including the mobile home parks.”

Final thoughts– Families with children

What is Broomfield missing? Additional comments:

- “More underpasses for trails that cross busy roads. I.E. 287 & Miramonte”
- “Clean accessible restrooms at parks that I can feel comfortable taking my young kids in to”
- “Just quantity -- would love more open space and trails (and less housing/development)” ; “Views and a commitment to maintaining the open space we were promised when purchasing homes here.”
- “Missing a comprehensive trail system that allows residents to get around town without interacting too much with vehicle traffic. Having this and making it well-lit, easy to navigate, and connected to other cities, is missing”
- “I think Broomfield has a lot to offer in all of these categories. The one thing that could be beneficial (despite the expense) are safety buttons in some of the parks and trails (the towers with the buttons that call the police).”
- “Clean accessible restrooms at parks that I can feel comfortable taking my young kids in to”
- “Missing a comprehensive trail system that allows residents to get around town without interacting too much with vehicle traffic. Having this and making it well-lit, easy to navigate, and connected to other cities, is missing”
- “I think Broomfield has a lot to offer in all of these categories. The one thing that could be beneficial (despite the expense) are safety buttons in some of the parks and trails (the towers with the buttons that call the police).”

Final thoughts– Families with children

What else would you like to share? Selected comments:

- “Health and safety concern of oil and gas pads on open space and proximity to trails and housing. Also with property crime and theft on such a rise...will not even drive and park at some with anything in the vehicle”
- “We have such great things in this community. Get oil and gas off taxpayer funded open spaces and keep going with trail systems. Doing a great job though!”
- “Absolutely love and very proud of our parks and open spaces. We show them off to family & friends when they come to visit. Keep them up!”
- “Broomfield is an amazing place to live and so much of that has to do with our open spaces, trails, and recreational opportunities! My heart is in making sure the underserved have access as well!”
- “I love the new Broomfield community center but the temperature in the hallways and showers is cold and the showers used to be too hot and now are too cold.”
- “Park maintenance should be equitable across Broomfield. There is a huge difference between how the parks are maintained and landscaped in more affluent area vs. the less affluent areas.”

Summary Analysis – Families with Children

- Families with children are slightly more likely than the overall respondent group to feel that Broomfield is providing equitable access to its open space, parks, recreation centers and trails, however they were also the group that most frequently cited the need for lower fees or a sliding fee scale for lower income people. This group also generally feel that there are enough parks and recreation centers near them, but not enough open space and trails.
- As a group, families with children feel slightly safer at all OSPRT facilities, but slightly less welcome at all facilities except parks. This group cited safety and maintenance as a priority to improve welcomeness.
- Increased trail connectivity and signage, safety and education about existing facilities and trails would help families with children use the trail system more.
- This group cited that Broomfield's OSPRT contributed to their mental health at higher rates than the survey respondents overall, indicating the use of the facilities for family bonding, exercise, socialization and nature appreciation.



BROOMFIELD
Colorado

Survey Results – Latinx Community

Access & Proximity – Latinx community

Is the city providing equitable access?

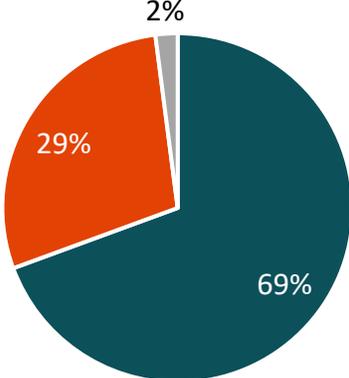
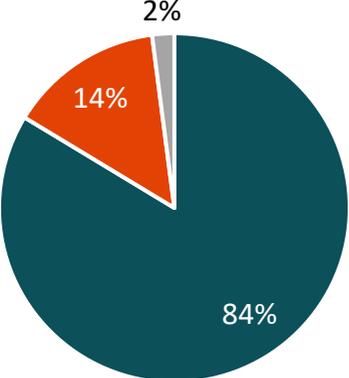
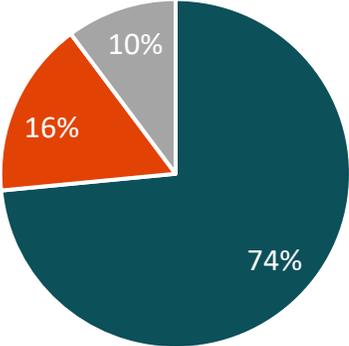
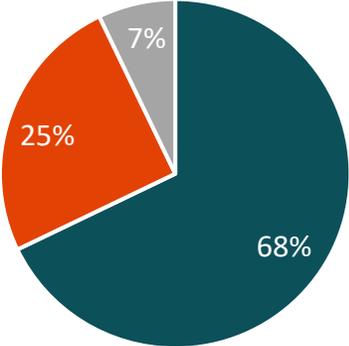
Are there enough facilities nearby your home?

Parks

Rec Centers

Parks

Rec Centers

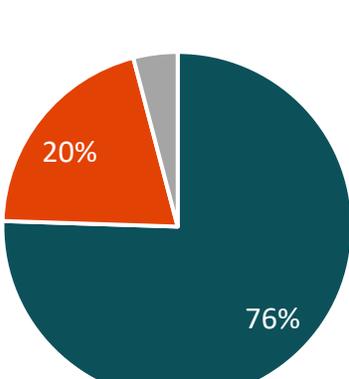
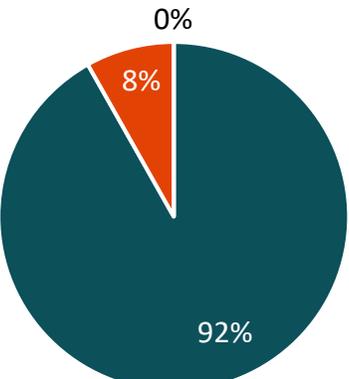
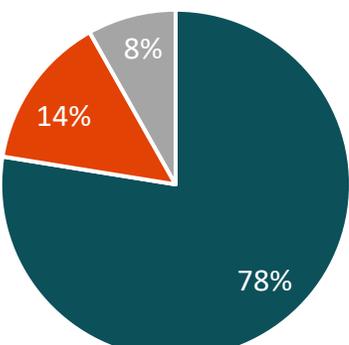
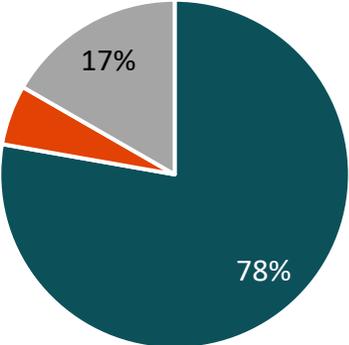


Open Space

Trails

Open Space

Trails



n=49

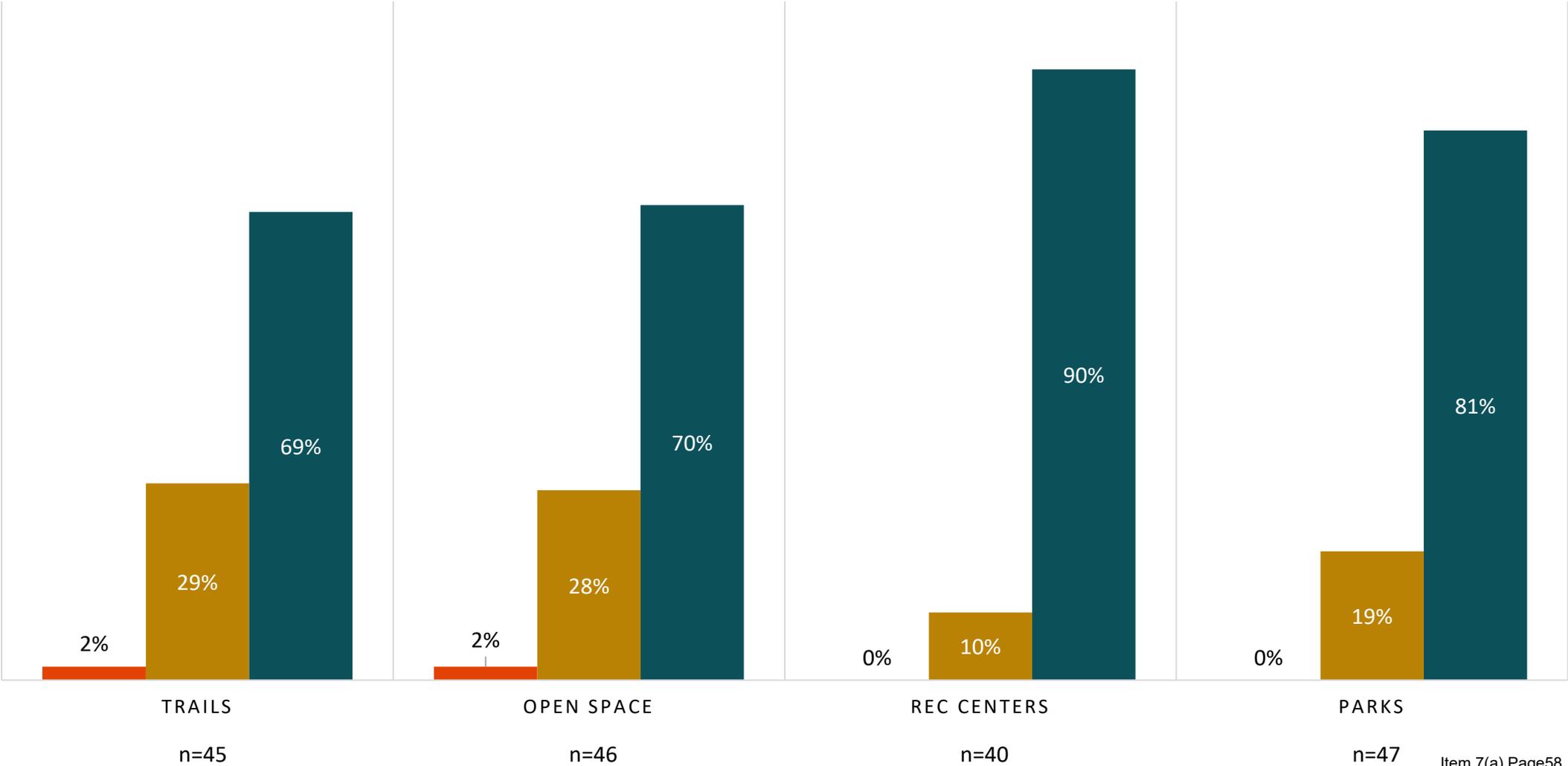
■ Yes ■ No ■ No Opinion

n=49

How safe do you feel when using Broomfield facilities? – Latinx community

The chart below reflects the percentage of facility users who express negative (1-4), neutral (5-7) and positive (8-10) sentiments. These graphs omit respondents who said they do not use the facilities. The total number of respondents who indicated that they use the facilities is reflected below each graph.

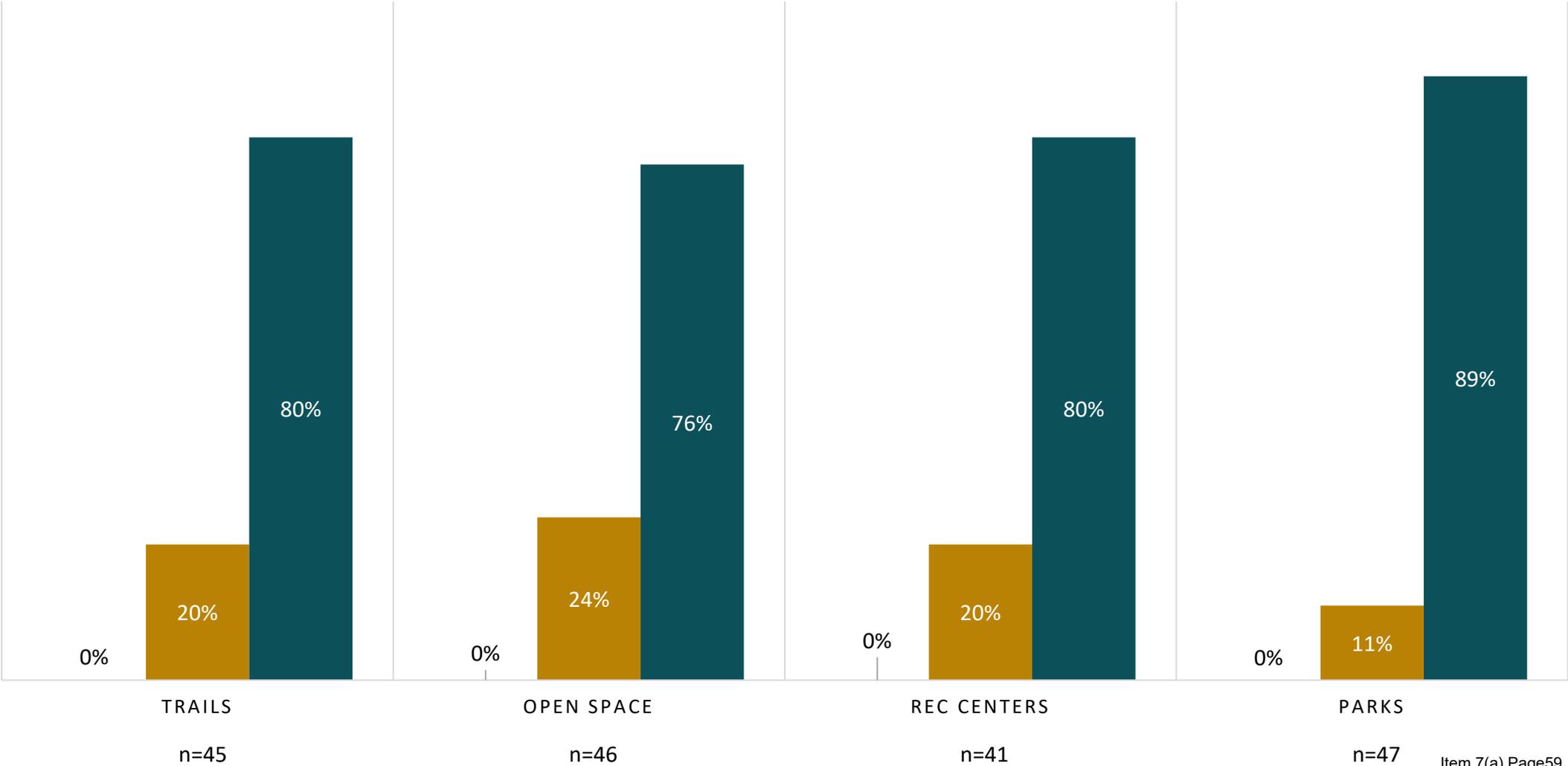
■ Negative (1-4) ■ Neutral (5-7) ■ Positive (8-10)



How welcome do you feel...? – Latinx community

The chart below reflects the percentage of facility users who express negative (1-4), neutral (5-7) and positive (8-10) sentiments. These graphs omit respondents who said they do not use the facilities. The total number of respondents who indicated that they use the facilities is reflected below each graph.

■ Negative (1-4) ■ Neutral (5-7) ■ Positive (8-10)



What would make you feel more welcome?– Latinx community

A selection of comments:

- “Only thing that would make me feel more welcome is to feel more safe. I don't want to see [people] smoking pot, trashing up the area, dropping the F bomb. Bigger concern to me is reducing crime & awful behavior. Don't want my kids to see that stuff.”
- “More people of color!”
- “Access to a call box”
- “It needs to be cleaner”
- “Parking for trails that’s not in front of houses or businesses”
- “Better signage, maps, local information”
- “Signage, maps, water fountain, shade, cutting down tall grass immediately beside walk paths, benches to sit and enjoy view, dog poop stations, demonstrations regarding birds of prey and other at our open space/parks”

Trail system use – Latinx community

Respondents in this category state that they use the trail system to **have fun/exercise, promote mental well-being and appreciate nature.**

A selection of comments from those who do not use the trail system:

- “I would use it more if it were more extensive and better connected. Sometimes it doesn’t get me to where I want to go and I have to use the roads instead.”
- “We prefer taking the family to the parks and rec center. The trails lack sites of interest and lack trees and do not foster biodiversity other than birds.” (also in families with children category)
- “not enough to easily access from Skystone & Simms; open space near Great Western Reservoir is unruly, unmaintained, and doesn’t feel safe”

Trail system use – Latinx community

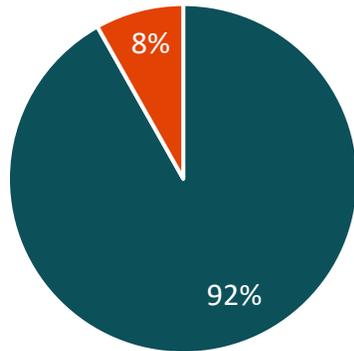
Comments: What would help you use the trail system more?

- **Connections/Signage:** “maps and information”; “Having trails that lead to restaurants and shops”; “Safer connections to travel to 36 (living in north Eastern Broomfield)”; “Easier bike routes to destinations w/o fighting cars”; More points of interest or plaques with nature information about the space to share with kids, adding a few trees to shade some of the space so walks are not as hot.”
- **Safety/convenience:** “some of the trails are somewhat remote and I have encountered homeless and teenage boys”; “Take care of criminal activity immediately -- drug use, graffiti, cars being broken into or stolen.”
- **Access:** “Disability-friendly access”; “Drinking water accessibility”; “Access to bike maintenance stations, tools, air pumps, etc.”
- **Maintenance:** “Obscene graffiti being removed from tunnels & snow/ice being removed from tunnels in winter.”; “If there was more lighting.”

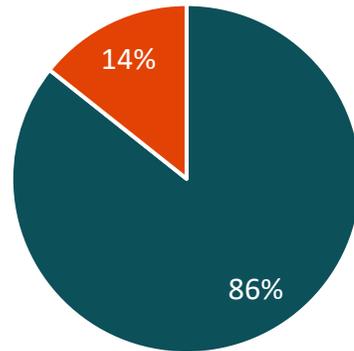
Mental health– Latinx community

Do these contribute to your mental/physical well-being? If so, how?

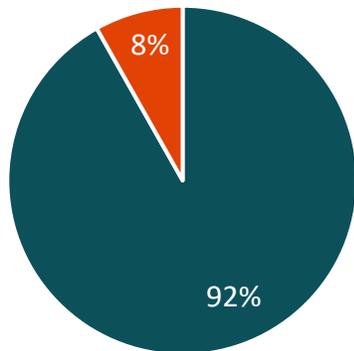
Parks



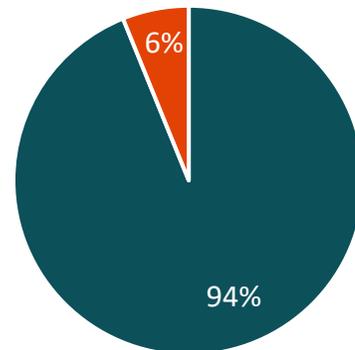
Rec Centers



Open Space



Trails



■ Yes ■ No

n=49

- **Family bonding:** “Our family is at BRC 4 times a week and it is clean and welcoming. Parks are beautiful. We would love to see more parks like the park at Sheridan, between 136 & 144; “Clean, safe places to spend time as a family”
- **Natural beauty:** “In the 6+ years I've lived in Broomfield, I've walked the trails with my dogs just about every day enjoying the mountains and the exercise, I've trained for a triathlon in the Paul Derda pools, and I've enjoyed fun with friends and family in the parks!
- **Exercise/Socialization:** “I work from home. Feels great to use the trails in the open space to get out of the house.”; “My coworkers and I use Interlocken East and West Parks 3x/wk. This helps our health and overall well-being. I encourage other / coworkers to do the same.”

Important accommodations– Latinx community

The most frequently cited important considerations were **maintained park/recreation areas, maintained walking/biking surfaces and maintained open space.**

What is Broomfield missing? A selection of comments:

- “We live here partly due to the access to open space and preserved Colorado feel. My only recommendation would be to make both rec centers up to date and create more points of interest to the trails.
- “Amphitheaters- would love to encourage events with live music or movies in the park. Also, parks that are surrounded by mixed use developments.”
- “More activities and information about the activities being offered.”
- “some sort of art/culture incorporated throughout would be lovely”
- “Incorporating workout options along the trails (pull up bars, exercise stations)”
- “Missing accessibility to link areas to others, e.g., from/near Great Western Park/Reservoir to the Interlocken Business Park. Since it is not safe to bike/walk along Simms, CCOB should seriously consider developing trails/paths for us there ASAP.”; “Mostly interconnectivity between parks and trail systems (so one could possibly go longer distances without having to access a road or street)”
- “Electrical outlets”; “Places to charge devices and have electricity access”

Final thoughts– Latinx community

What else would you like to share?:

- “Please create more fire breaks and maintain dry grasses in open spaces”
- “If they were more connected to each other I'd ride my bike more places, I don't feel safe on the bike lanes on streets with my young kids”
- “I love the open spaces and parks. Let's keep them and improve!”
- “It is hard to find communities that have open space these days. Many cities continue building and lose open space, forcing people to live like rats. I love living in Broomfield with open spaces and the options we have to exercise and play.”

Summary Analysis – Latinx Community

- As a demographic group the Latinx community rated equitable access to Broomfield OSPRT the lowest of any population with the sentiment that there was equitable access to parks assessed 21% lower than survey respondents as a whole. Open space was rated 9% lower, recreation centers 5% lower and trails 4% lower. This group noted the disparity in parks between various neighborhoods as well as the need for parks in higher density areas where they are lacking.
- The Latinx survey respondents felt fewer positive sentiments toward safety at all OSPRT facilities than the community overall, feeling the least safe on trails and open space. With the exception of parks, the Latinx community also felt less welcome at Broomfield facilities. Increased/clearer signage, maintenance and safety were all cited as being ways in which community members would feel more welcome.
- Similar to other demographic groups, the Latinx community uses the trail system for fun and exercise, to promote mental well-being and appreciate nature. Increased connectivity and signage, addressing safety and accessibility concerns and park and trail maintenance would increase usage among this group.
- Latinx respondents expressed the highest contribution of mental health benefits from recreation centers with 86% of respondent's expressing that recreation centers contributed positively to their mental health. This is 8% higher than the community overall. The ratings for parks were on par with the community and open space and trails were just slightly lower.
- Important considerations among surveyed members of the Latinx community were maintained park, recreation and open space areas and maintained walking and biking surfaces.



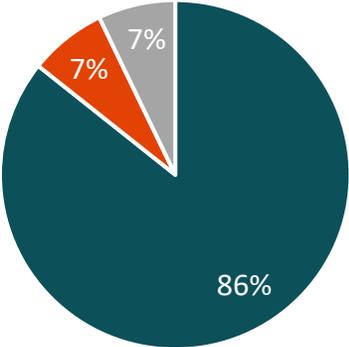
BROOMFIELD
Colorado

Survey Results – Asian community

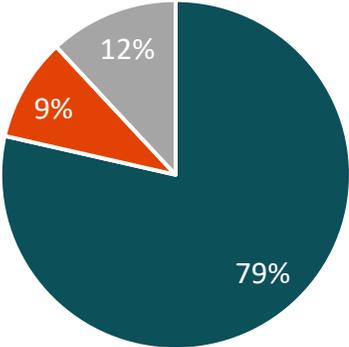
Access & Proximity – Asian community

Is the city providing equitable access?

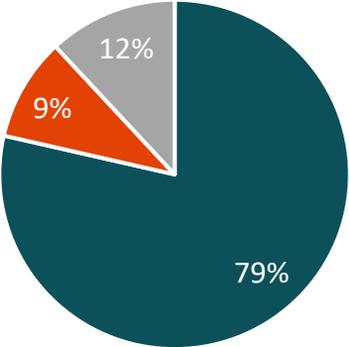
Parks



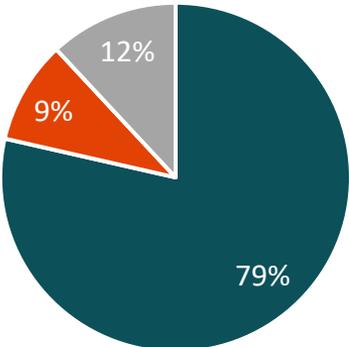
Rec Centers



Open Space



Trails

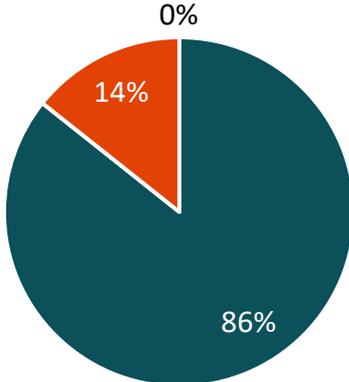


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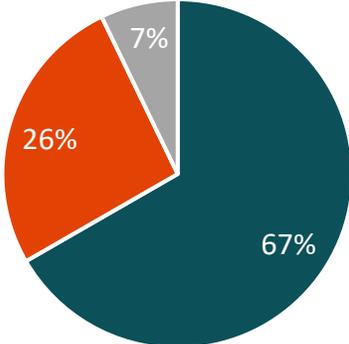
Yes No No Opinion

Are there enough facilities nearby your home?

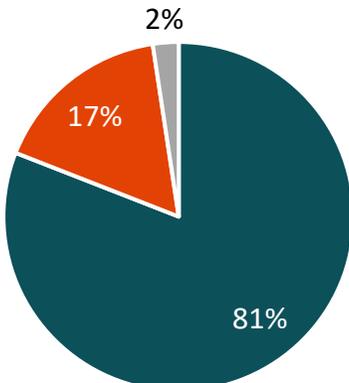
Parks



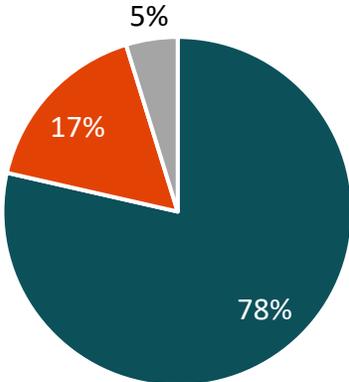
Rec Centers



Open Space



Trails

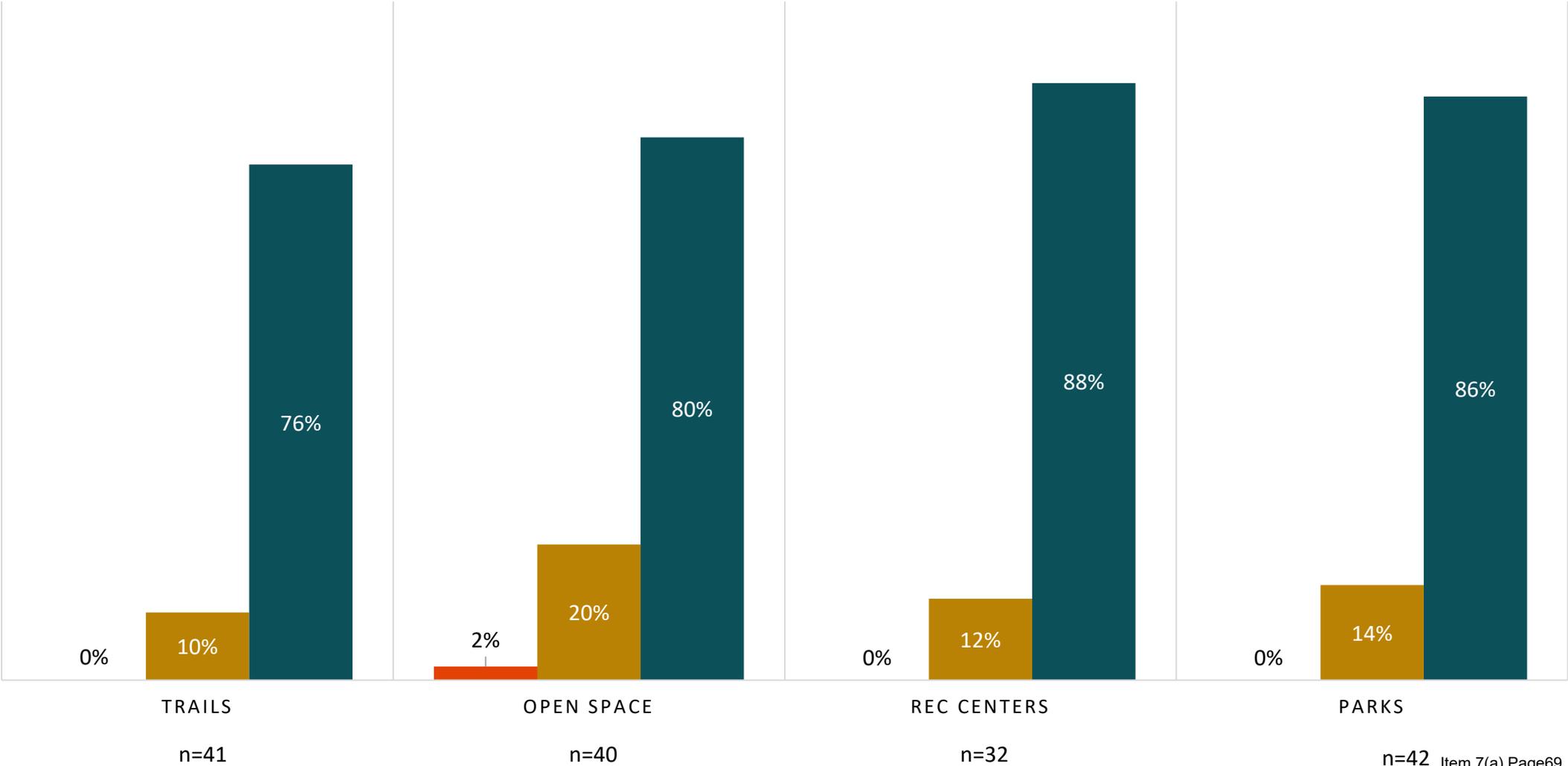


n=42

How safe do you feel when using Broomfield facilities? – Asian community

The chart below reflects the percentage of facility users who express negative (1-4), neutral (5-7) and positive (8-10) sentiments. These graphs omit respondents who said they do not use the facilities. The total number of respondents who indicated that they use the facilities is reflected below each graph.

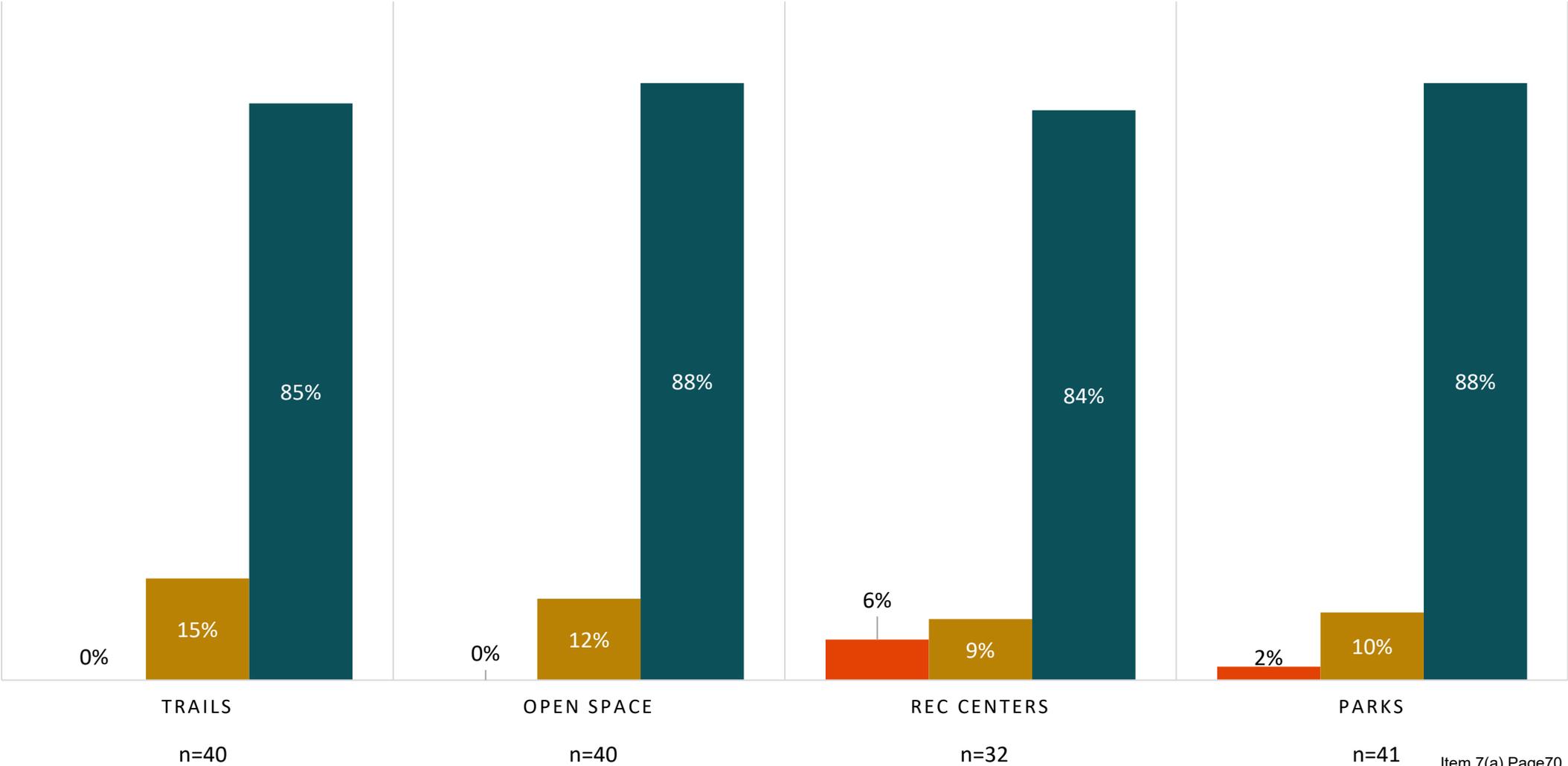
■ Negative (1-4) ■ Neutral (5-7) ■ Positive (8-10)



How welcome do you feel...? – Asian community

The chart below reflects the percentage of facility users who express negative (1-4), neutral (5-7) and positive (8-10) sentiments. These graphs omit respondents who said they do not use the facilities. The total number of respondents who indicated that they use the facilities is reflected below each graph.

■ Negative (1-4) ■ Neutral (5-7) ■ Positive (8-10)



What would make you feel more welcome?– Asian community

A selection of comments:

- “I still have issues in Broomfield overall in feeling unwelcomed b/c I’m a lesbian and look differently from overall suburbs
- “More staff and friendlier people”
- “More cameras”
- “More working street lights”
- “More wildlife signs”
- “More parking @ Broomfield Industrial Park and provide a baseball schedule. It's too busy!”
- “Better lighting. Better scooter access. More bike trails and lanes.”

Trail system use – Asian community

Respondents in this category state that they use the trail system to **have fun/exercise, promote mental well-being** and **appreciate nature**.

A selection of comments from those who do not use the trail system:

- “I really would like to use the trail system to get to work, but none of the trails can access the RTD station at Broomfield. If we can have one trail to access the RTD Broomfield station, there must be a great increase in eco-friendly way to get to work.”
- “Poor connectivity, feels dangerous to cross busy arterial roads”
- “I use my car for travel and the recreation center for exercises.”

Trail system use – Asian community

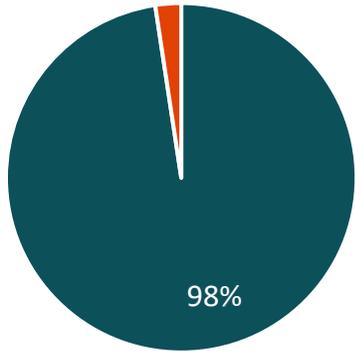
Comments: What would help you use the trail system more?

- **Connections/Signage:** “Better signage and wayfinding. I would like to know where I am in relation to the trails, how long each trail is. How it connects to other trails, etc.”; “More connectivity”
- **Safety/convenience:** “Safer crossings when the trail crosses a busy road, more underpasses and overpasses and slower traffic speeds on busy roads”
- **Bathrooms/parking:** “More restrooms for hikers and more parking lots”;
- **Access:** “Better access”; “More trails closer to me”; “More trails”; “More availability”
- **Shade:** “Cover and shade”; “More trees”

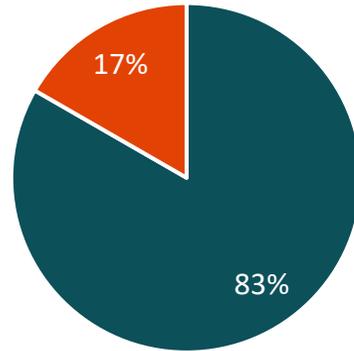
Mental health– Asian community

Do these contribute to your mental/physical well-being? If so, how?

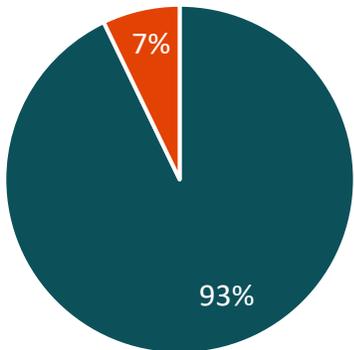
Parks



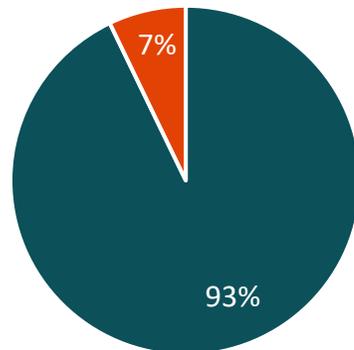
Rec Centers



Open Space



Trails



■ Yes ■ No

n=42

- **Natural beauty:** “Especially in the mornings while walking our dogs, it's so quiet & not crowded that I love listening to birds singing & saying out loud the things I love about Broomfield. It brings steadiness to my anxiety, PTSD, depression. The rec centers cause anxiety.” ; “Getting outside in an uncrowded and quiet space”; “Relieve stress with nature views.”
- **Activity:** “With these things, I can have an after-dinner walk or an after-work run easily. They helped to contribute to my mental and physical health.”; “Exercise”; “Staying active”; “I work out in the recreation centers”

Important accommodations– Asian community

The most frequently cited important were **maintained park/recreation areas, maintained walking/biking surfaces and maintained open space.**

What is Broomfield missing? A selection of comments:

- “Trail connectivity, shade (please add more shade trees or artificial shade to parks and trails). Would be nice to have an agreement with neighboring cities to use their facilities at resident rates, especially Westminster.”
- “Need more programs for adults including our 55+ population and some more for kids; outdoor yoga”
- “Better wayfinding, a greater diversity of options for programming for teens and adults who are not seniors; more public art (maybe fountains); trail connectivity to stores, markets, etc. for less need for cars in Broomfield.”
- “Community gardens”; “more shade”; “more restrooms and trash cans”
- “More lights; maintained walking surfaces to rollerblade”; “Scooter access, off-leash dog trails, bike lanes”

Final thoughts– Asian community

What else would you like to share?:

- “I LOVE THEM! And how much our Broomfield community value them and preserve a lot of space here.”
- “Broomfield is beautiful and overall does a great job.” “Broomfield is amazing. So blessed to live here!”
- “I hope Broomfield can build trails that can access RTD stations directly. In this way, we will not need to share a lane with motor vehicles any more.”
- “Promote more environmentally friendly things - more trash cans = less littering”; “We need more water, ponds, lakes, etc.”
- “Need more stations to refill reusable water bottles to be to help keep us environmentally friendly. Love the poop bag stations for dogs.”
- “Would like to see better lighting at Shepsfield Park. It seems very dangerous at night.”

Summary Analysis – Asian Community

- The Asian community is slightly less likely than the overall population to feel that there is equitable access and proximity to Broomfield parks, recreation centers, open space and trails, with open space having the lowest comparative accessibility score. This group had a number of respondents want to see increased access to public transportation or shuttles to help them get to the various facilities.
- Asian respondents had positive sentiments regarding safety and welcomeness that were similar to the respondents overall. They did have the highest negative sentiments toward feeling welcome at recreation centers.
- As a demographic group, the Asian community indicated they would like to use the trail system for commuting and getting to and from locations more regularly but cited difficulties in trail connectivity and access to public transportation connections. They also indicated a desire for better signage, more parking, bathrooms and shade along trails, and more safety accommodations – particularly in relation to vehicle traffic.
- Respondents who identify as Asian use Broomfield’s OSPRT to contribute to their mental well-being through exercise and enjoying the natural beauty of the City and County. Asian respondents said CCOB parks and recreation centers contributed to their mental health at higher rates than the overall respondent pool, but open space and trails at slightly lower rates than the population overall.



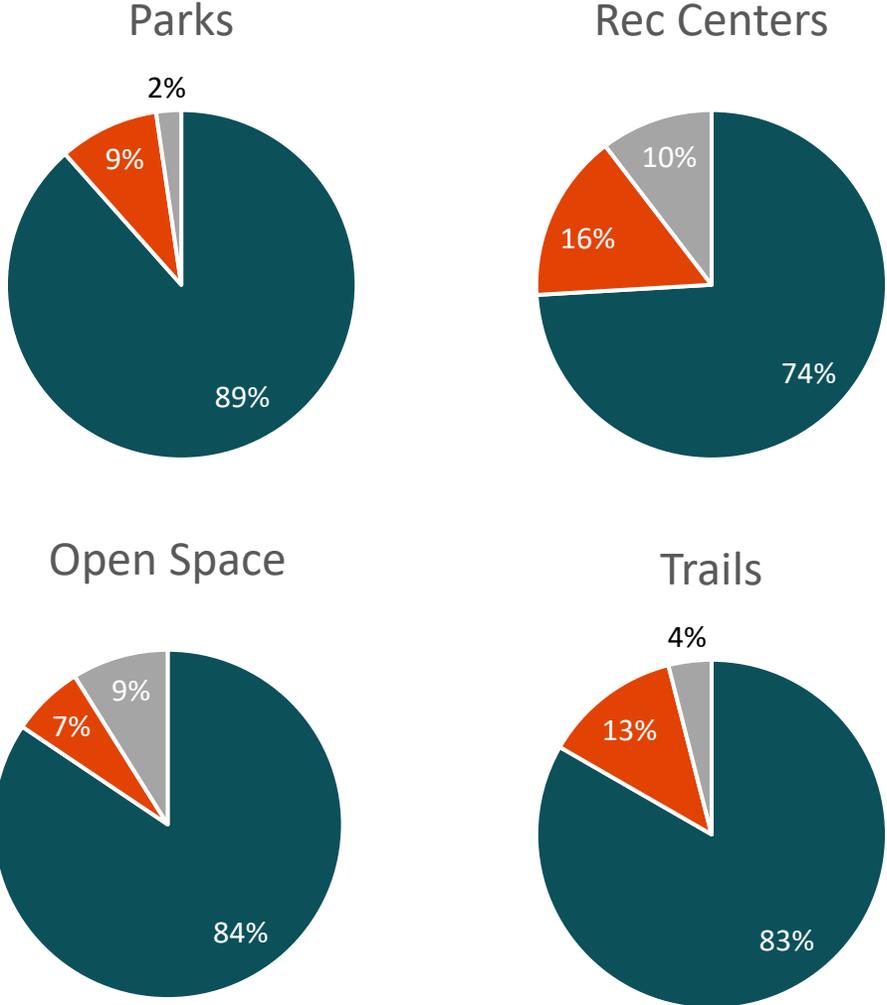
BROOMFIELD
Colorado

Survey Results – BIPOC/Multi-racial community

Data in this section is reflective of survey participants who self-reported that they identify as one or more of the following: American Indian or Alaskan Native; Asian; Black or African American; Latino/a/x,-Hispanic, or of Spanish Origin; Native Hawaiian or Pacific Islander; Some other race, ethnicity, or origin; Identify as two or more ethnicities

Access & Proximity – BIPOC/Multi-racial community

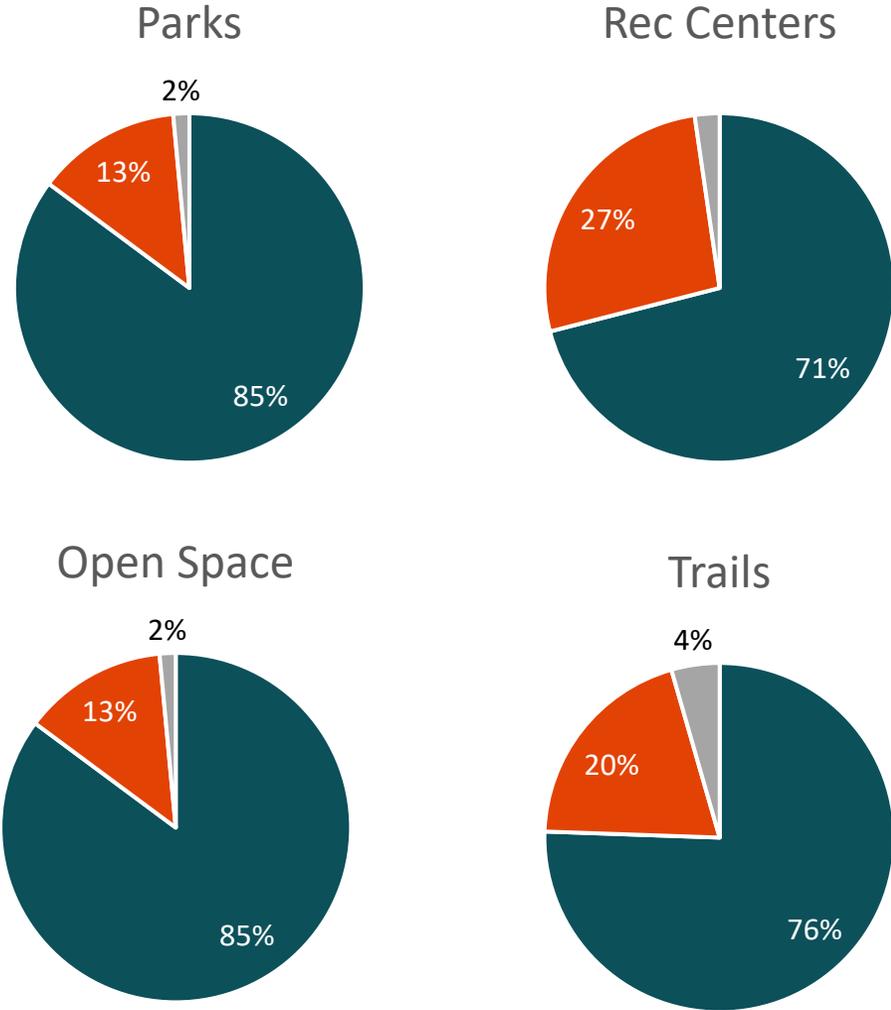
Is the city providing equitable access?



n=135

■ Yes ■ No ■ No Opinion

Are there enough facilities nearby your home?

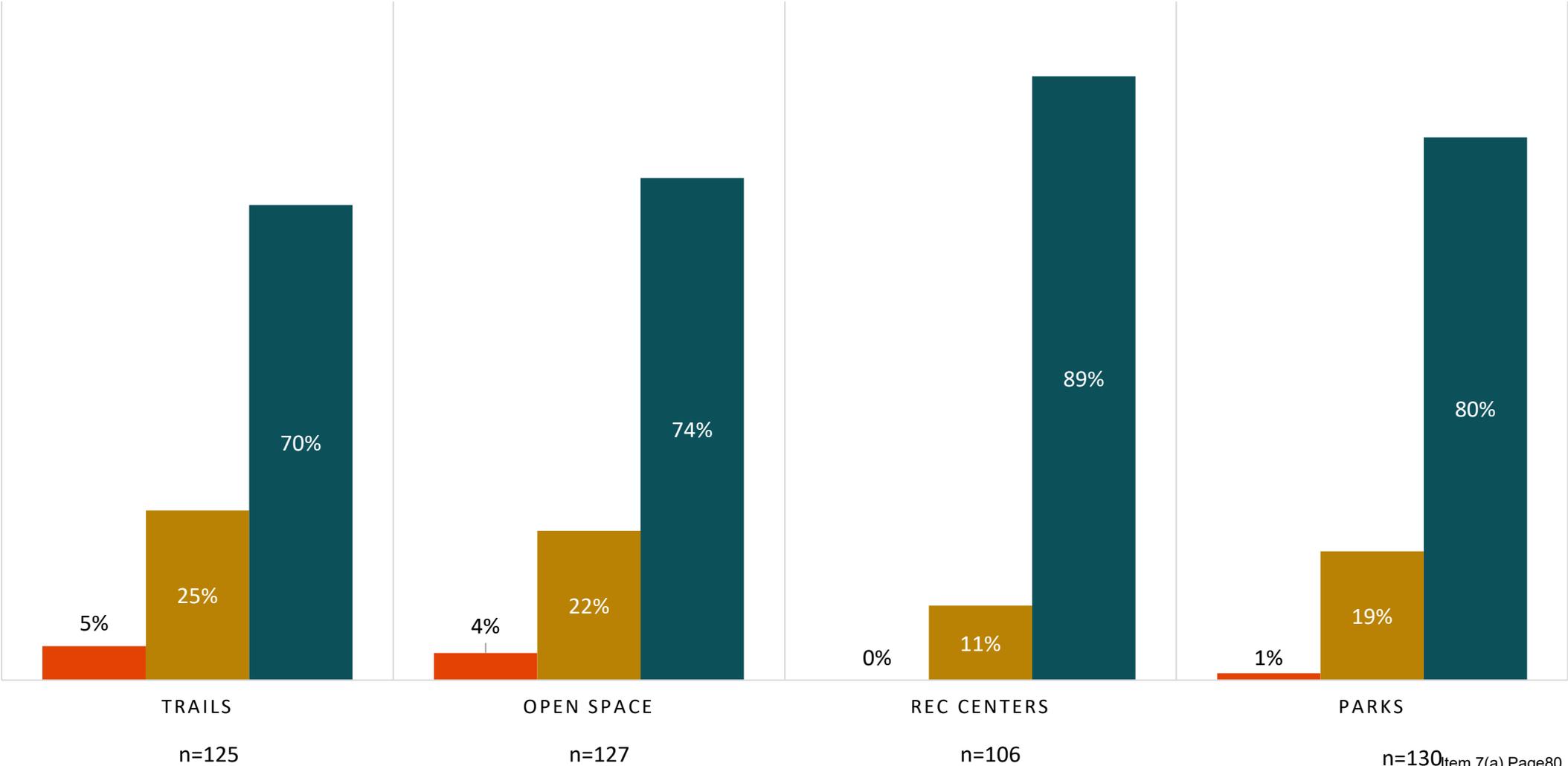


n=135

How safe do you feel...? – BIPOC/Multi-racial community

The chart below reflects the percentage of facility users who express negative (1-4), neutral (5-7) and positive (8-10) sentiments. These graphs omit respondents who said they do not use the facilities. The total number of respondents who indicated that they use the facilities is reflected below each graph.

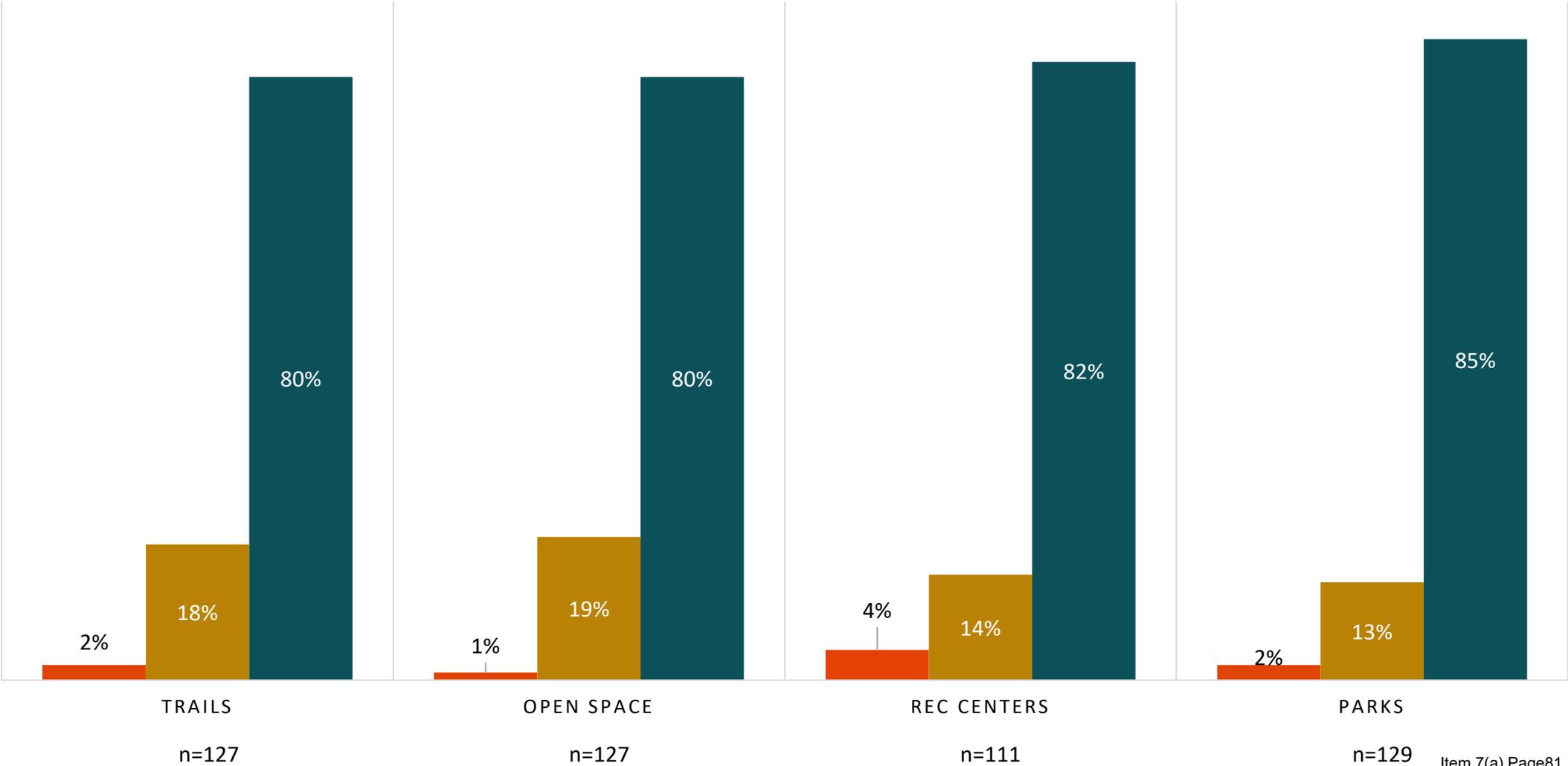
■ Negative (1-4)
 ■ Neutral (5-7)
 ■ Positive (8-10)



How welcome do you feel...? – BIPOC/Multi-racial community

The chart below reflects the percentage of facility users who express negative (1-4), neutral (5-7) and positive (8-10) sentiments. These graphs omit respondents who said they do not use the facilities. The total number of respondents who indicated that they use the facilities is reflected below each graph.

■ Negative (1-4) ■ Neutral (5-7) ■ Positive (8-10)



What would make you feel more welcome?– BIPOC/Multi-racial community

A selection of comments:

- “Increasing accessibility to trails/open space- a lot of them have limited areas to park or you can’t really use the space unless you live directly in the neighborhood (mainly referring to north Broomfield)”
- “Aspen Creek Community on the west side of Sheridan needs a park. We only have the school. We are a huge community of young families to not have a park. Many families do not feel comfortable using the school, crossing Sheridan or Aspen to go to a park.”
- “Making [neighborhood parks] feel like the spaces are a shared amenity and not just one for use by immediate neighbors”
- “More and cleaner bathrooms. Also knowing there is someone on site [ie. park ranger] I can contact in case of an emergency.”
- “We need more police officers in these areas”; “We need emergency call booths at entrances”

Trail system use – BIPOC/Multi-racial community

Respondents in this category state that they use the trail system to **have fun/exercise, promote mental well-being and appreciate nature.**

A selection of comments from those who do not use the trail system, why?:

- “I do use the Broomfield's trail system, but it may be difficult for others to access the trails if they're not aware of them or if they don't have transportation to get to an access point. Also, people with mobility issues cannot use these trails.”
- “There are too many dogs and my kid is allergic.”
- “Poor connectivity”
- “I use my car for travel and the recreation center for exercises.”

Trail system use – BIPOC/Multi-racial community

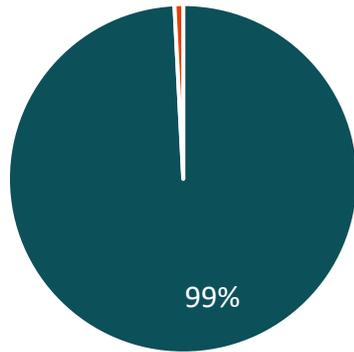
Comments: What would help you use the trail system more?

- **Connections/Signage:** “Having more trails that connect throughout Broomfield”; “more connectivity”; “better and safer connections”; “maps and information”; “maps, local info”; “Trail connectivity - I know the master plan for baseline has some trails planned but I end up just walking around anthem instead because the trails don’t link, specifically when it crosses northwest parkway/near Sheridan”
- **Facilities/amenities:** “Our trails are great! In an ideal world, I would like to see a little bit more shade, some more water fountains, and perhaps some more restroom facilities.”; “seating areas to look at nature”; “drinking water”; “More parking!”
- **Maintenance:** “better maintained in winter”; “If there was not so much glass on the trails, especially around Broomfield High School. The tunnel close by and the trail to the school often have broken glass”; “Keep it cleaner. Keep the porto-pottys cleaner.”; “less encampments”
- **Programs:** “If Broomfield were to organize more guided tours of the trail system, I would love to participate in those events”; “more activites”; “group facilities”

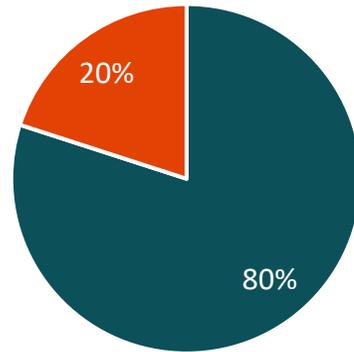
Mental health– BIPOC/Multi-racial community

Do these contribute to your mental/physical well-being? If so, how?

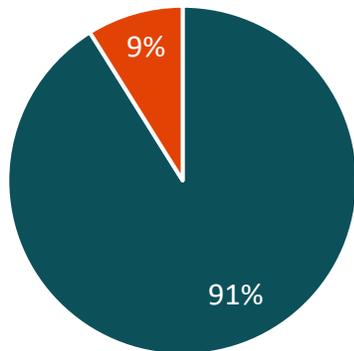
Parks



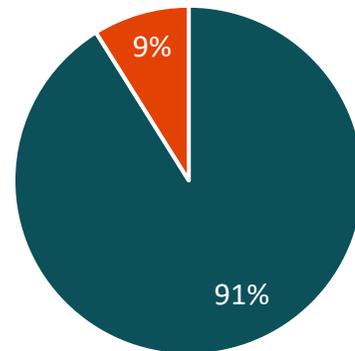
Rec Centers



Open Space



Trails



■ Yes ■ No

n=135

- **Amenities:** “Just being able to get into the warm therapy pool at the community center is so helpful”
- **Socialization:** “The best, very very best, part is meeting people along the way. Many were fearful during COVID and are now starting to show smiles. We need each other, not fear.”; Our amazing outdoor spaces help me stay fit, enjoy my hobbies, boost my mood, observe wildlife, socialize, and generally maintain my sanity! Thank you for providing these amazing spaces!”
- **Natural beauty:** “I love fresh air. I love the quiet. I love the scenery. I love the ponds. I love the trails. I love change in seasons.”
- **Peacefulness:** “They give me peaceful time to think and reflect on life's events. I’m able to work on my health at the rec center and on the trails and open space.”

Important accommodations– BIPOC/Multi-racial community

The most frequently cited important considerations were **maintained park/recreation areas, maintained walking/biking surfaces and maintained open space.**

What is Broomfield missing? A selection of comments:

- “We have a great open space and park program. I am worried the CCOB is "looking at things" to reduce our open space goal of 40% to put in more housing. Please don't! Residents and wildlife need open space!”
- “More events in the fall or winter would be cool.”
- “Add lights and benches to open spaces.”
- “Just a little bit more shade please! Also, would it be possible to have some more events involving food trucks and live music?”
- “I would like more workshops offering cooking lessons [Thai, Chinese, everyday meals, etc.] or home maintenance [ie. fixing a leaky faucet]. I would also like more guided tours of the open spaces, parks & trails.”
- “Extended hours, I think many of us have unconventional work hours or lifestyles”

Final thoughts– BIPOC/Multi-racial community

What else would you like to share?:

- “I also really appreciate that the recreation centers did their very best to reopen and have classes safely during covid. Neighboring cities (Denver) did not get that done. I also really appreciate the fact that the maintenance is wonderful--clean&safe!!”
- “Being in nature saved my life during the pandemic. Seriously. I could not have survived [without] good trails, peaceful nature, and animals to watch.”
- “These spaces are so, so important! They are essential to the great quality of life we enjoy in Broomfield.”
- “Broomfield could offer "behind the scenes" talks about what it takes to maintain open spaces, parks, etc. and what the community can do to help. Give talks on the various job openings and maybe offer a ‘shadowing internship’.”

Summary Analysis – BIPOC/Multi racial Community

- BIPOC and Multi-racial survey respondents were equal to or slightly less likely than respondents as a whole to indicate that Broomfield is providing equitable access and that there are enough OSPRT facilities in close proximity to their homes. This group indicated that increasing access would be achieved through increasing the amount of open space and trails, making recreation centers more affordable, increasing transportation options, and increasing signage, among other things.
- Overall, the BIPOC/Multi-racial community felt less safe and welcome at Broomfield's open space, parks recreation centers and trails than the overall community. The greatest gaps were seen in safety on trails and welcomeness at open space and trails. Respondents indicated safety - including lighting, call boxes, wildlife management and patrols - as an area of possible improvement to feel more welcome.
- Similar to other demographic groups, respondents in this category state that they use the trail system to have fun/exercise, promote mental well-being and appreciate nature. They mentioned increased connectivity and signage, more amenities, better maintenance and increased programming as things that would help them use the trail system more.
- BIPOC/Multi-racial respondents overwhelmingly stated that parks contributed to their positive mental health (99%). Recreation centers also contributed at a slightly higher rate than respondents overall, with folks citing amenities and socialization as positive aspects of these facilities. Open space and trails contributed to mental health less frequently for this group than for respondents overall.
- 58% of BIPOC respondents indicated that program and activity options were important to them with several comments reflecting a desire for increased opportunities in those areas.

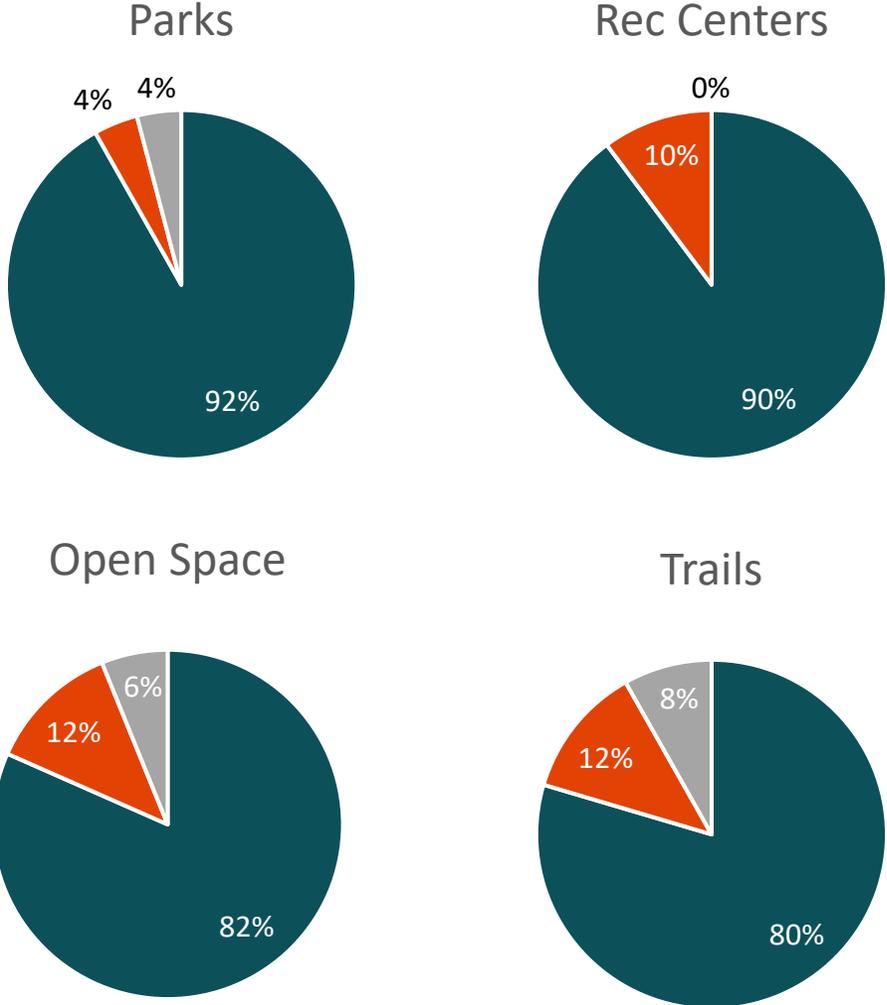


BROOMFIELD
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Survey Results – Household Income < \$50k

Access & Proximity – Household Income < \$50k

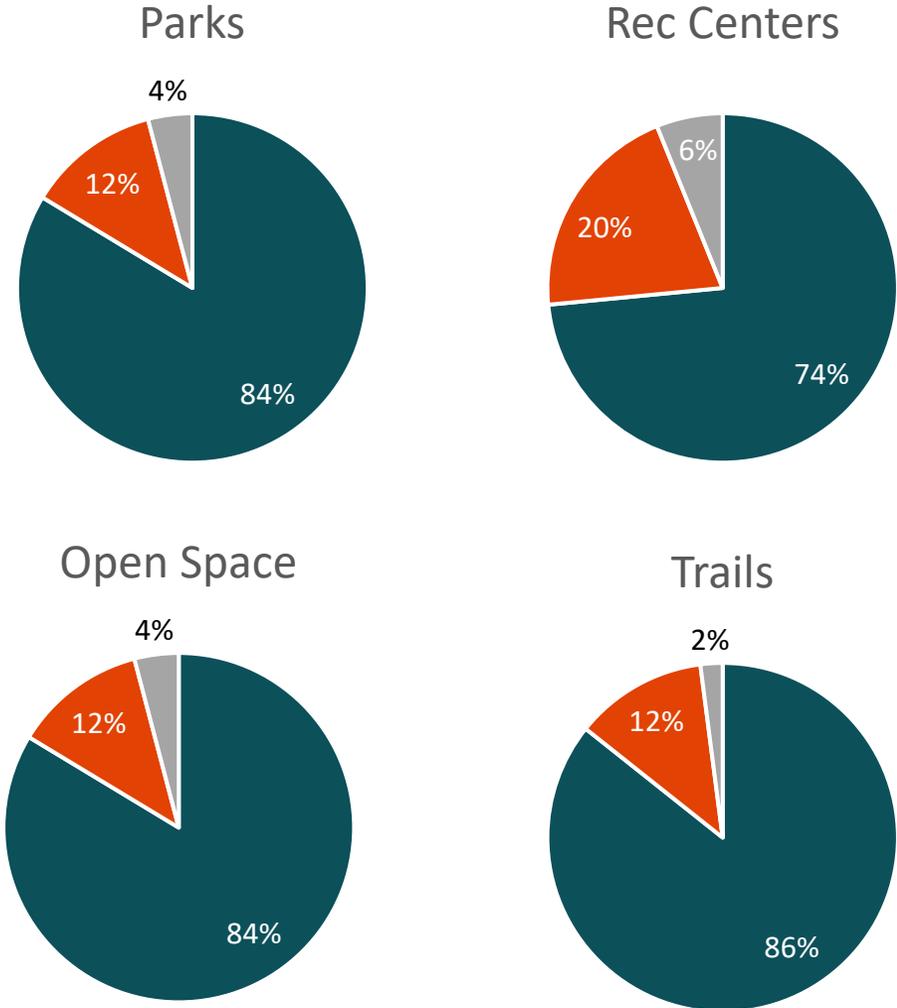
Is the city providing equitable access?



n=49

■ Yes ■ No ■ No Opinion

Are there enough facilities nearby your home?

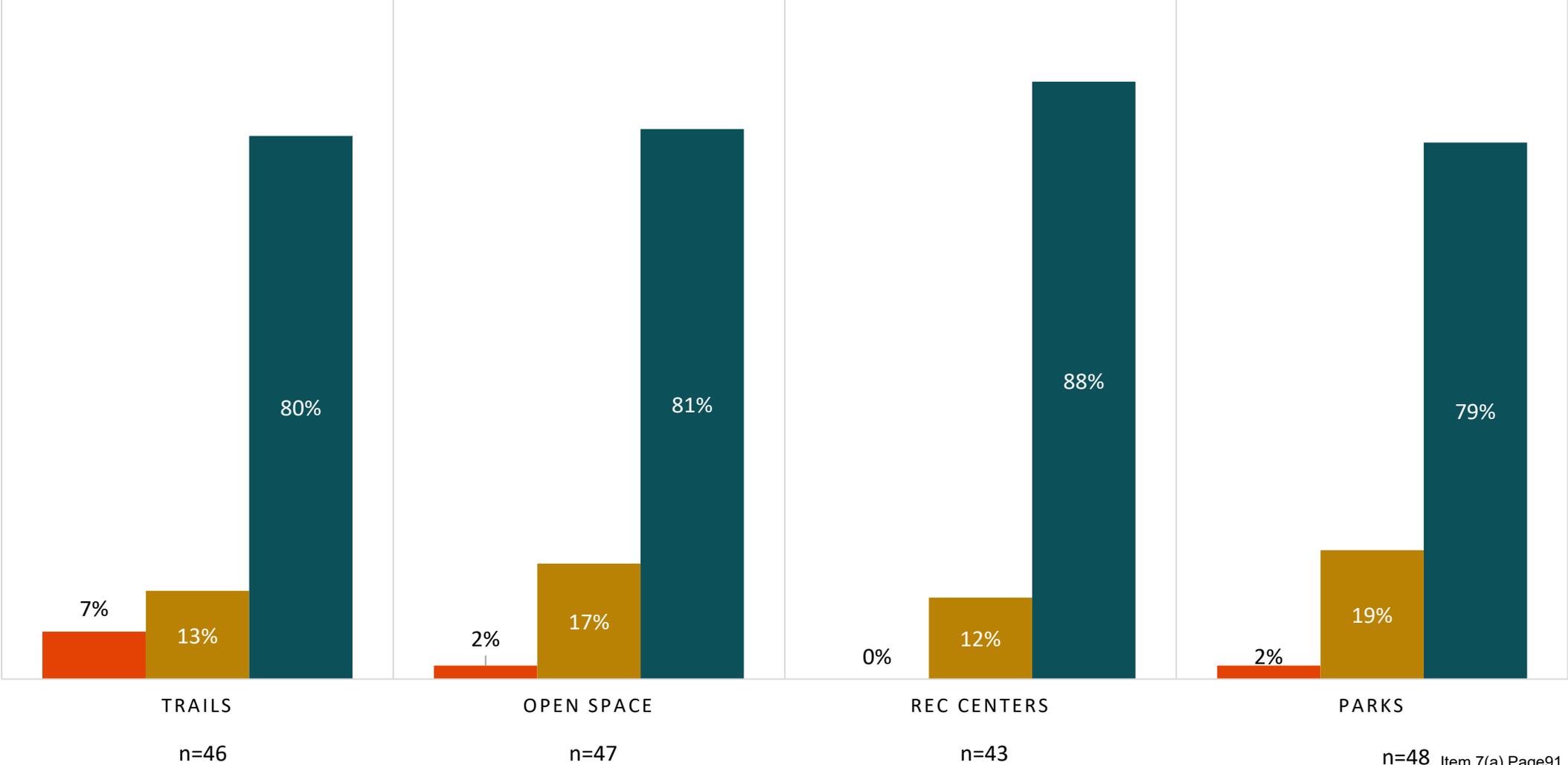


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How safe do you feel...? – Household Income < \$50K

The chart below reflects the percentage of facility users who express negative (1-4), neutral (5-7) and positive (8-10) sentiments. These graphs omit respondents who said they do not use the facilities. The total number of respondents who indicated that they use the facilities is reflected below each graph.

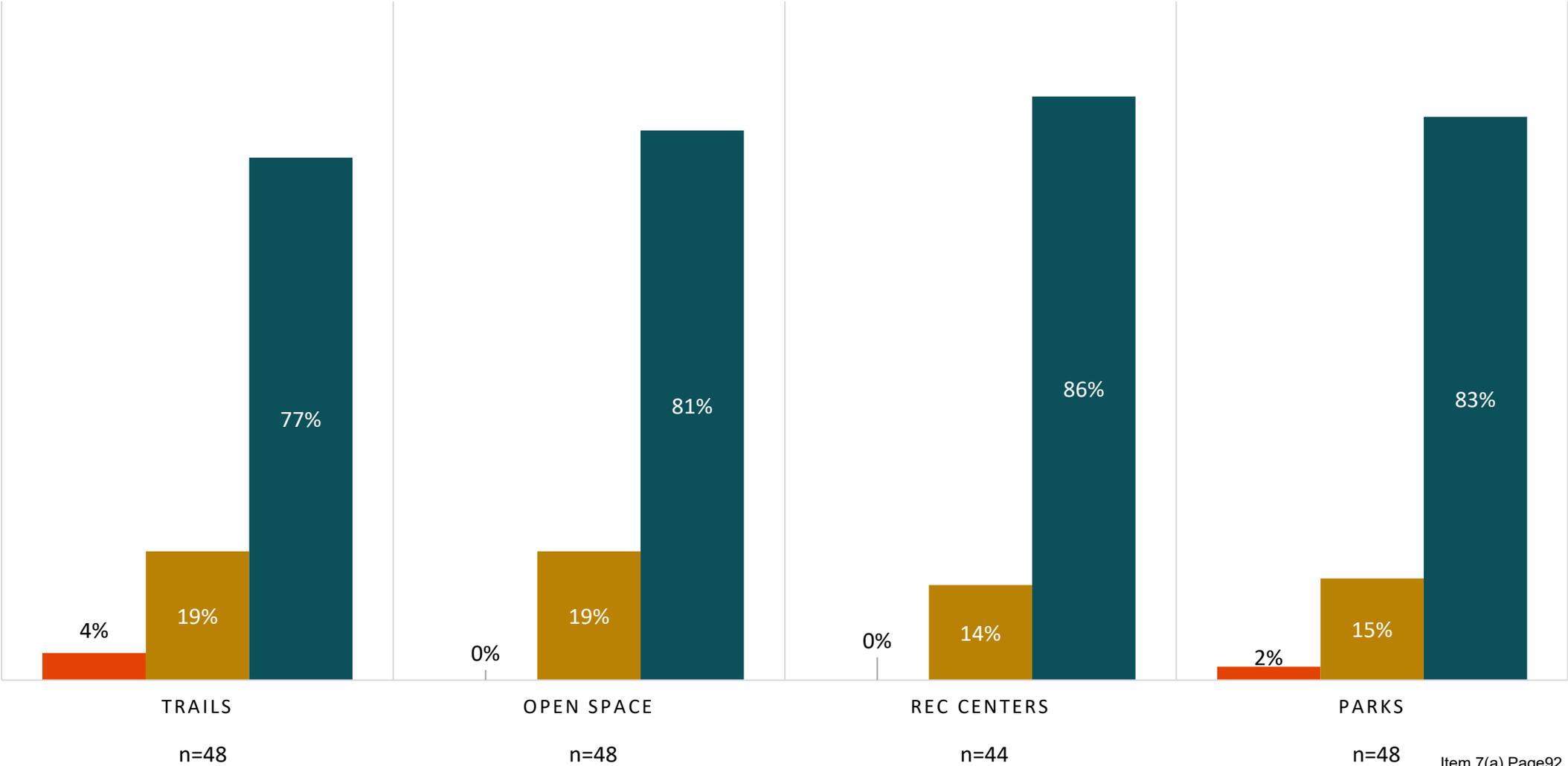
■ Negative (1-4) ■ Neutral (5-7) ■ Positive (8-10)



How welcome do you feel...? – Household Income < \$50k

The chart below reflects the percentage of facility users who express negative (1-4), neutral (5-7) and positive (8-10) sentiments. These graphs omit respondents who said they do not use the facilities. The total number of respondents who indicated that they use the facilities is reflected below each graph.

■ Negative (1-4) ■ Neutral (5-7) ■ Positive (8-10)



What would make you feel more welcome?– Household Income < \$50k

A selection of comments:

- “Increased access for wheelchairs.”
- “Bikers on trails do not yield to pedestrians... I’d feel more welcome if pedestrians were protected.” ; “Those that are on bikes need to announce when coming up behind me.”
- “Enforcing the leash law.”
- “Open space camping sites for the homeless”.
- “Most people at the rec centers are nice; some are not. None of them seem to know a lot about the facility or they are too busy to answer... due to a staff shortage right now”
- “Trails are over four miles away. Signs to locate them would help.”
- “We need cameras for vandalism.”
- “We need more police officers in these areas”; “We need emergency call booths at entrances”

Trail system use – Household Income < \$50k

Respondents in this category state that they use the trail system to **have fun/exercise, promote mental well-being and appreciate nature.**

A selection of comments from those who do not use the trail system, why?:

- “I just end up driving places instead.”
- I don’t know where [the trails] are.”
- “Too far away.”
- [We don’t use the trail system because] “we hike in the mountains and walk the dog in the park [instead].”
- “Limited mobility.”

Trail system use – Household Income < \$50k

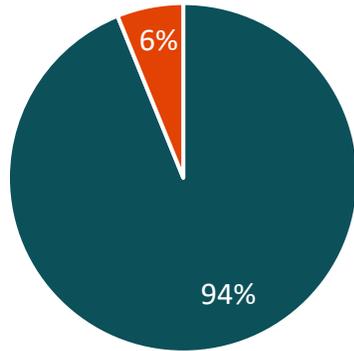
Comments: What would help you use the trail system more?

- **Connections/Signage:** “better mapping to see how the trails are connected.”; “A trail connecting... around the senior center to the bike paths north of the golf course. I would also like a trail that connects to US-36 trail”
- **Facilities/amenities:** “drinking water accessibility.”; “Access to bike maintenance stations, tools, pumps.”; “More parking”; “transportation, handicap parking, benches.”; “rest areas”; “bathroom facilities”; “more drinking stations/fountains” ; “rest areas”
- **Maintenance:** “Keeping the weeds mowed, removing dead trees/branches and cattails.”; “Keep the porto-pottys cleaner.”
- **Safety:** “Pedestrians need to be better protected.”; “safer ways to cross busy streets”; “less conflict between users”
- **Sun cover:** “Shade.”; “more trails among trees when it’s hot.”

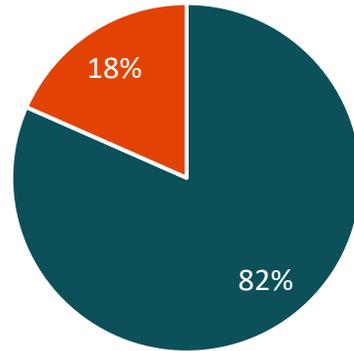
Mental health– Household Income < \$50k

Do these contribute to your mental/physical well-being? If so, how?

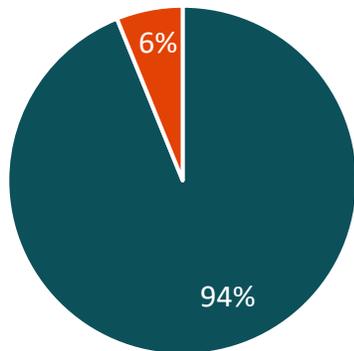
Parks



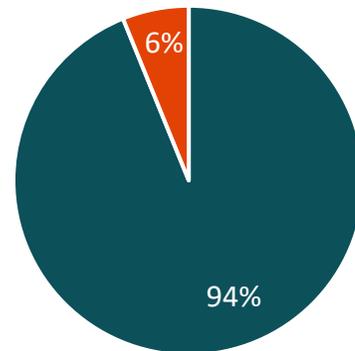
Rec Centers



Open Space



Trails



■ Yes ■ No ■ No Opinion

n=135

- **Access:** “The system of trails in Broomfield are so easy to access and connect with those in other cities. It makes biking so much fun and doable — even for seniors like myself. I really am enjoying the new recreation center.”; “I run a lot on these trails and the amount of options on where to go on my runs means I never get bored.”
- **Socialization:** “Allowing access to the outdoors to get out of covid quarantine. See that the world is still there.”; “Interacting with other people.”; “BCC is a great community meeting space”; “discourages isolation”
- **Natural beauty:** “The open, fresh air, mountain views are exhilarating.”; “bird watching.”; “Getting outside and enjoying the lovely areas of open space.”

Important accommodations– Household Income < \$50k

The most frequently cited important considerations were **maintained park/recreation areas, maintained walking/biking surfaces and maintained open space.**

What is Broomfield missing? A selection of comments:

- “Distance markers for joggers, wheelchair access areas for fishing in ponds”
- “More employees. Better pay for employees.”
- “Information and offerings for low-income people on a sliding scale so more people can use the programs. Archery programs. Discount programs for low-income, teachers, etc. More activities outdoors and that people can afford. More horseshoe pits.”
- “Outdoor pickleball in northeast Broomfield, like McKay Lake area.”

Final thoughts– Household Income < \$50k

What else would you like to share?:

- “Would love 1. Drop in senior volleyball, and Path lighting in heavily used path by legacy HS and along plaster reservoir south.”
- “Would love to see us purchase the land that used to be the drive in at 120th & Perry... Hate to think that will all be developed at some point in time.”
- “I am hoping that the parks, open space and trails stay rather undeveloped. The plain open fields are used heavily for things like kite flying, wildlife viewing, etc.”
- “Seriously consider you may need to use some for staging Wind and Solar energy!!”
- “Do we have a rock climbing wall here? Or a ropes course? Those would be cool to add.”

Summary Analysis – Household Income < \$50k

- Survey respondents in this income bracket have a wide variety of responses when it comes to equitable access to CCOB facilities. They indicated equity at recreation centers at a higher rate than any of the other demographic groups (90%) and also indicated equitable access at slightly higher rates for parks. They indicated slightly lower rates for open space and trails than the respondents overall.
- Proximity responses were similarly mixed with recreation centers and trails being cited in close proximity slightly more often and open space and parks indicated as being close to their homes slightly less compared to overall survey responses.
- While respondents in the Income < \$50k group felt positive sentiments to safety slightly more for open space and trails than the community overall, they felt less safe at recreation centers and parks and less welcome at every OSPRT facility. On trails, this group felt positive sentiments toward welcomeness 77% of the time, which is 10% less than the survey respondents overall. In the comments they indicated better signage, increased safety measures and bicycle courtesy as things that would make them feel more welcome.
- Increase connectivity and signage, more amenities, increased maintenance, more safety measures and sun cover would help this group use the trail system more.
- Respondents in the Income < \$50k group felt that accessibility to Broomfield's facilities, the ability to socialize and the natural beauty of the City and County contributed to their usage and positive mental health from Broomfield OSPRT. They aligned similarly to the overall survey findings in the mental health impacts of these spaces.



BROOMFIELD
Colorado

Focus Group Themes & Takeaways

Focus Group Themes & Takeaways:

Spanish-Speaking Community

- **Access:**

- Lack of information for people with limited English proficiency: Website, rental/membership forms, posted signs and in-person help are not robustly available in Spanish
- Limited access to parks—not walkable from homes in certain areas or the parks that are nearby do not have playground equipment for families with children
- Recreation center fees create barriers to entry for families or groups; discounted membership forms are only in English
- Limited public transportation options to OSPRT facilities for people without cars

- **Future improvements:**

- Wider walkways for multi-modal and shared use; more public art in parks (murals, sculptures and art activities)
- Updated playground equipment, equipment that is appealing for older children such as climbing walls, skate parks and large-scale equipment; playgrounds for young children and older children that are in close proximity to each other
- More restrooms with plumbing; posted signs (in English and Spanish) when restrooms are closed
- More parking in areas that currently have small parking lots or only on-street options; street parking is not safe for families with small children or strollers, especially if there are no crosswalks
- Winter play: Indoor spaces at rec centers that offer similar play experiences to a traditional playground; improved winter maintenance of playground equipment and surrounding areas (benches, tables) after snowfall

- **Connectivity/convenience:**

- Commuting by bicycle is difficult or feels unsafe when there is no trail access to key destinations

Focus Group Themes & Takeaways:

Athletics, Active Recreation and Sports Groups

- **Access:**
 - Emphasis on importance of hearing within the disability community; recommend enhancements to ADA compliance
 - Athletes—including those with physical disabilities-- want to be challenged; the wide spectrum of ability levels should be included, accommodated for, and considered when creating spaces and programs for athletes
 - Adaptive sports for youth and adults is critically important; there should be dedicated spaces (fields, parks, etc.) that are used primarily or exclusively for these purposes
- **Future improvement:**
 - Enhance opportunities for regional collaboration; establish partnerships to position Broomfield as a key destination for athletics and adaptive sports; Additional opportunity to make Broomfield a destination for disc golf (many courses regionally have closed due to the pandemic)
 - Improve wildlife conservation through volunteer opportunities, community education and support (specific area of concern: what is open land versus open space?)
 - General public education to be better stewards of the land was emphasized; participants noted this recommendation in relation to pet waste pickup and general use of parks and facilities
- **Maintenance:**
 - Concern about trash pick-up, specifically at BCC where there seems to be high use and lots of waste; wildlife encounters are frequent and participants identified increased trash collection as a solution
 - Participants, especially those working in sports programming, said that year-round maintenance of fields and trails lacking and is essential (snow removal at trails, sports fields, courts); Lights are needed for multi-use fields similar to baseball fields, as there currently are none

Focus Group Themes & Takeaways:

Non-profit, Advocacy, Volunteer and Youth Groups

- **Access:**
 - Limited access for youth and people without cars (currently in Broomfield, there are no places to rent a bicycle; recommendation to work with RTD or another public transit/non-profit group to provide transportation, even if only once a month)
 - Trail widths and trails using crusher fines/gravel limits use for people using mobility devices
- **Future Improvements:**
 - Natural resource education and preservation: Signage that educates community on wildlife in area such as birds at reservoir; mapping of native/indigenous peoples and places, land acknowledgements honoring native plants and the people that used plants for medicinal and other purposes, a dedicated nature center in Broomfield, landscaping enhancements
 - Create parks, recreational spaces and programs that are specifically designed for people with disabilities
 - Outdoor classrooms and educational programming (plants, birds, butterflies): Recommendations include increased outdoor classrooms similar to the Audubon programming, going to elementary schools to increase youth education about open space, natural resources, and incorporating fun elements such as hidden gnomes into public spaces to encourage youth interest
 - Fire mitigation: This group expressed concern about fire safety and emphasized the need to include a fire mitigation plan
 - Signage improvements: Consider signage in multiple languages or large visual signage and braille options for the visually impaired
 - Accommodations: Add fix-a-flat stations for cyclists, water bottle refill stations, pet waste stations, increased parking at trailheads
- **Maintenance:**
 - Concerns around pet waste (recommendations to add dedicated dog parks and more pet waste stations)
 - Littering and an accumulation of trash in irrigation ditches

Focus Group Themes & Takeaways:

Developers, Business Owners and Housing Service Groups

- **Access:**
 - Major concerns around housing availability and attainability. How are Broomfield's OSPRT goals helping or hurting the community's priorities around equitable access to housing *and* community amenities such as OSPRT?
 - Desire to balance land needs for both OSPRT and housing—collaborating on land acquisition to achieve housing and OPSRT goals.
 - To have effective public transportation that improves broad public access to OSPRT, higher density communities are necessary. But some development policies limit creation of high-density communities. Thus, the public transportation (and access) is limited.
- **Future Improvements:**
 - Spaces should be accessible and equitably distributed. Ensure that all residents have access to useful OSPRT, improve user capacity by better accommodating multiple users or user groups and create recreational spaces and programs for people with disabilities.
 - Trails should act as a system connecting destinations and encouraging alternative modes of transportation. Northern connections especially (e.g. Baseline Road) should be a priority, as current connections are lacking.
- **Public Land Dedication:**
 - Focus on quality over quantity: Land dedication should thoughtfully meet the specific needs of the surrounding community rather than simply meeting the 40% objective with space that does not offer usefulness to nearby residents.
 - Current PLD requirements make it challenging to make higher density projects feasible. Some projects parks budget is ~20%, which is high for new development. This also makes it challenging to incorporate attainable housing if development costs are high.
 - Would like to explore a PLD policy that considers the needs of the surrounding community. For example, if a large park exists nearby development, then could PLD be rethought to better accommodate
 - Any type of open lands fee or cash in lieu needs to be considered within the larger universe of Broomfield fees, which could have unintended consequence of impacting housing affordability



BROOMFIELD
Colorado

Additional Outreach Activities - 2023

Focus Group Themes & Takeaways: Spanish-speaking Community – August 21, 2023

On August 21, 2023, the OSPRT Plan Refresh team held a follow-up focus group event with members of the Spanish-speaking community. This discussion focused on affirming that documented feedback both from the Spanish-speaking community and community at-large is accurate and reflective of this group. Takeaways from this session include:

Emphasis on enhanced access via translation resources.

- Bilingual signage and resources (such as facility rental forms or informational documents on recreation center memberships, especially reduced fare options) is desperately needed. While this should be a formal recommendation in the OSPRT Plan Refresh, the Spanish-speaking community would like to see these resources sooner rather than over the long term plan.
- Online resources may be available in Spanish but lack consideration for households with no computer or limited tech literacy. Having a Spanish-speaking staff is preferred or at least stations with tablets for in-the-moment translation would be helpful.

Confirming & expanding on previously collected feedback.

- Public transportation to parks and trails is limited and commuting by bicycle is difficult
- Age-appropriate playground equipment
- Publicly accessible (free) outdoor exercise equipment is desired. Participants referenced a facility on in Broomfield Commons.
- Restroom upgrades should be a priority by installing restrooms with plumbing where there are currently port-a-potties

What is missing from insights gathered previously?

- More lighting in parks and outdoor facilities.
- Enhanced safety of sense of safety; participants claimed they witnessed suspicious behaviors in the early morning and evenings at certain parks

Broomfield Days

Broomfield Days – September 23, 2023

On September 23, 2023, the OSPRT Plan Refresh hosted a booth at the popular annual Broomfield Days event. The purpose of the team's attendance was to connect with members in the community, share feedback and updates on plan progress and confirm that documented feedback is reflective of community values and priorities.

Confirming & expanding on previous feedback.

- Trail connection—especially pathways that connect residential areas to the greater trail system—should be a top priority
- Users of the trail system would like improved wayfinding, but also signage that helps them informally track their distance
- Unpaved trail conditions can worsen during heavy snow and rainfall, but the city's approach to add gravel to the area makes things worse.
- Recreation centers are appreciated for their programs and maintenance.
- Safety concerns are heightened when crossing roads used by vehicles. The intersection at 124th and Lowell came up multiple times.
- Continuing conflicting feedback between proponents of pro-paved and pro-unpaved pathways

What is missing from insights gathered previously?

- Overall, residents who stopped were aware that the Broomfield OPSRT Plan Refresh was taking place. However, they are eager for updates related to the plan and would like clearer communication about milestones and timelines.



2024 OPEN SPACE, PARKS,
RECREATION, AND TRAILS

Plan



APPENDIX B

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PARKS AND FACILITIES INVENTORY

INTRODUCTION:

This document contains the information for the existing park facilities provided by the City and County of Broomfield.

Name of Park	Shelter	Playground	Ballfield	Football Soccer Field	Frisbee Golf Course	Tennis Courts	Volleyball Sand Pit	Basketball Court	Dog Park	Rest Rooms	Porta-Johns	Batting Cages	Skate Park	In-line Skate	Pickle Ball	Bike Park/ Pump Track
Anne Crouse Park	1	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Anthem Community Park	4	x	x	2	x	x	x	x	x	1	1	x	x	x	x	1
Anthem Filing 13 Windom Loop Park	x	1	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Anthem 20 Replat A Park	x	1	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Anthem Filing 24 Park	1	1	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Anthem Parkside Center Park	x	1	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Arista Sensory Park	x	1	x	x	x	x	x	x	x	x	1	x	x	x	x	x
Aspen Creek Elementary	x	1	1	1	x	2	x	3	x	x	x	x	x	x	x	x
Aspen Creek Filing 7 Park	x	1	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Aspen Creek Filing 8 Park																
Aspen Creek Filing 8 North Park																
Aspen Creek/Sagar Drive Detention	1	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
BCC/Bay Aquatic Park	8	x	x	x	x	x	x	x	x	1	x	x	x	x	x	x
Birch Elementary	x	1	x	x	x	x	x	2	x	x	x	x	x	x	x	x
BIP- Broomfield Industrial Park	1	1	3	x	x	x	x	1	x	1	1	1	x	1	3	x
Blue Star Park	1	1	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Brandywine North Park	x	1	x	x	x	2	x	x	x	x	x	x	x	x	x	x
Brandywine South Park	x	1	x	2	x	x	x	x	x	x	x	x	x	x	x	x
Brandywine West Park	x	1	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Broadlands East Park	x	x	x	1	x	x	x	x	x	x	x	x	x	x	x	x
Broadlands Filing 5 Park	x	1	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Broadlands Filing 19 Park	x	1	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Broadlands Filing 21 Park	x	1	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Broadlands West Park	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Bronco Park	1	1	1	x	x	x	x	x	x	1	x	x	x	x	x	x
Broomfield County Commons	4	2	x	10	x	x	x	x	1	2	1	x	x	x	x	x
Broomfield High School	x	x	3	3	x	8	x	x	x	x	1	x	x	x	x	x
Broomfield Heights Middle	x	x	1	1	x	x	x	x	x	1	x	x	x	x	x	x
Broomfield Town Center	x	1	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Centennial Elementary School	x	1	2	x	x	x	x	2	x	x	x	x	x	x	x	x
Clubhouse Drive Park	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Columbine Meadows East Park	x	1	1	x	x	x	x	x	x	x	x	x	x	x	x	x
Columbine Meadows West Park	x	x	1	3	x	x	x	x	x	1	x	x	x	x	x	x
Community Park	3	2	4	x	x	4	x	x	2	2	1	1	x	x	x	x
Concoco Park	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Cottonwood Park	x	1	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Country Estates Park	2	1	1	2	x	x	x	1	x	x	1	x	x	1	x	x
Country Vista Park	x	1	1	2	x	x	x	x	x	x	x	x	x	x	x	x
Coyote Ridge Elementary	x	1	1	1	x	x	x	1	x	x	x	x	x	x	x	x
Crofton Park	1	1	x	x	x	x	x	x	x	1	x	x	x	x	x	x
Del Corso Park	1	1	x	1	x	x	1	x	1	x	1	x	x	x	x	x
Discovery East Park	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Discovery West Park	x	x	x	1	x	x	x	x	x	x	x	x	x	x	x	x
Eagle Point Park	1	1	x	2	x	x	x	x	1	x	1	x	x	x	x	x
Eagle Trace Park	x	1	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Emerald Elementary School	x	1	x	x	x	x	x	1	x	x	x	x	x	x	x	x
Emerald Park	x	1	1	x	x	x	x	1	x	x	1	x	x	x	x	x
Frank Varra Park	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Gallery Park	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Greenway Park	x	x	1	1	x	x	x	x	x	x	x	x	x	x	x	x
Harvest Station Park	1	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Hearthstone Park	1	1	x	x	x	x	x	x	x	1	x	x	x	x	x	x
Highland Park	x	x	x	5	x	x	x	x	x	1	x	x	x	x	x	x
Indian Peaks Park	1	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Interlocken East Park	2	1	x	x	1	x	1	x	x	1	x	x	x	x	x	x
Interlocken West Park	1	x	2	x	x	2	x	x	x	x	x	x	x	x	x	x

Name of Park	Shelter	Playground	Ballfield	Football Soccer Field	Frisbee Golf Course	Tennis Courts	Volleyball Sand Pit	Basketball Court	Dog Park	Rest Rooms	Porta-Johns	Batting Cages	Skate Park	In-line Skate	Pickle Ball	Bike Park/ Pump Track
Iris Street Detention Pond	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Jefferson Academy	x	x	x	1	x	x	x	x	x	x	x	x	x	x	x	x
Jefferson Town Center	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Kohl Elementary School	x	1	1	1	x	x	x	2	x	x	x	x	x	x	x	x
Lac Amora Park	x	1	1	1	x	x	x	x	x	x	1	x	x	x	x	x
Legacy High School	x	x	4	4	x	6	2	x	x	x	x	x	x	x	x	x
Legacy Park	x	x	x	2	x	x	x	x	x	x	1	x	x	x	x	x
Lilac Street Detention Pond	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
McKay Open Lands Park	x	1	x	x	x	x	x	x	x	x	1	x	x	x	x	1
Meridian Elementary School	x	1	x	x	x	x	x	3	x	x	x	x	x	x	x	x
Meridian Park	x	1	1	1	x	x	x	1	x	x	x	x	x	x	x	x
Miners Park	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Miramonte East Park	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Miramonte West Park	x	1	x	x	x	x	x	1	x	x	x	x	x	x	x	x
North Midway Park	x	1	x	x	1	x	x	x	x	1	1	x	x	x	x	x
Northmoor Park	1	1	1	1	x	2	x	1	x	1	x	x	x	x	x	x
Outlook Park	1	1	x	x	x	x	1	x	x	x	x	x	x	x	x	x
Palisade Park Filing 2 Park	1	1	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Palisade Park Filing 3 Park	x	1	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Paul Derda Recreation Center	x	1	x	x	x	x	x	2	x	1	x	x	x	x	x	x
Pinion Park	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Prairie Falcon Park	1	1	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Preble Creek Park	x	x	x	x	x	x	x	1	x	x	x	x	x	x	x	x
Prospect Ridge Academy	x	1	x	2	x	x	x	x	x	x	x	x	x	x	x	x
Quail Creek Park	1	1	1	1	x	x	x	x	x	1	x	x	x	x	x	x
Redtail Ridge	1	1	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Red Point Ridge Park	1	1	x	x	x	x	x	1	x	x	x	x	x	x	x	x
Richard Steele Park	1	1	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Ridgeview Heights Park	x	1	x	x	x	x	x	1	x	x	x	x	x	x	x	x
Rosann Doran Park	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Shepsfield Park	1	1	x	x	x	x	x	1	x	1	x	x	x	x	x	x
Silver Leaf Park	1	1	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Skystone Park	1	1	x	x	x	x	x	x	x	x	1	x	x	x	x	x
Skystone Park 2	1	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Skystone Bear Cub Dr Park	1	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Soaring Eagle Park	1	1	x	1	x	x	x	x	x	x	1	x	x	x	x	x
South Midway Park	1	1	1	x	x	x	x	x	x	x	1	x	x	x	x	x
Spruce Park	x	1	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Terrace Ponds Park	1	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
The Ridge Park	1	1	x	x	x	x	x	x	x	x	1	x	x	x	x	x
Thunder Vista Park	1	1	x	x	x	x	x	x	x	x	1	x	x	x	x	x
Trails North Park	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Trails South Park	1	1	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Uptown Park	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Vista Highland Park	1	1	x	1	x	x	x	x	x	x	1	x	x	x	x	x
Vive at Via Varra																
Wadsworth Station Park																
Weldford Farms Park	1	1	x	1	x	x	x	x	x	x	1	x	x	x	x	x
Westlake Middle School	x	1	x	2	x	2	x	1	x	x	x	x	x	x	x	x
Westlake Park	x	1	1	x	x	x	x	x	x	x	x	x	x	x	x	x
Wildgrass Park 1	1	1	x	x	x	x	x	x	x	x	1	x	x	x	x	x
Wildgrass Park 2	1	1	x	1	x	x	x	2	x	x	1	x	x	x	x	x
Wildgrass Park 3	x	x	x	x	x	2	x	x	x	x	1	x	x	x	x	x
Willow Grove park	x	1	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Willow Park	x	1	x	1	x	x	x	x	x	x	x	x	x	x	x	x
Willow Run Park	x	1	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Wright Park	x	1	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Xeriscape Garden																
Zang Spur Park	x	1	1	x	x	2	x	1	x	x	1	x	x	x	x	x

2024 OPEN SPACE, PARKS,
RECREATION, AND TRAILS

Plan



APPENDIX C

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ECOLOGICAL QUALITY SUMMARY

ECOLOGICAL QUALITY SUMMARY

Ecological Assessment

This assessment documents the existing high, moderate, and low areas of ecological significance within Broomfield. The map uses shades of purple to distinguish these areas (lighter purple = low sensitivity/low significance; darker purple = high sensitivity/high significance). Generally, the darker shades are the most sensitive and ecologically significant areas and should be prioritized for protection.

Ecological Significance Analysis

The purpose of this analysis is to identify, prioritize, and map sensitive ecological and wildlife habitat within Broomfield. This information may be used to identify areas where trail and recreation development may be more or less suitable, and areas where additional conservation efforts would be beneficial.

Approach

ERO compiled GIS data that represents known or potential habitat for a variety of sensitive or important species at a landscape scale that is relevant to this analysis. Data sources include publicly available habitat information published by Colorado Parks and Wildlife (CPW), the Colorado Natural Heritage Program (CNHP), and the U.S. Fish and Wildlife Service (USFWS). Previous surveys completed by Broomfield were used to capture nesting sites for sensitive bird species. The Nature Conservancy's (TNC) Resilient Land Mapping Tool was also used to represent "climate-resilient sites designed to sustain biodiversity and ecological functions into the future under a changing climate."

It is important that this mapping represents habitat potential consistently across the study area, so that one area with a high level of information is not weighted over another area with less information. Data sources were carefully selected to achieve this. Sensitive species that are not known to occur within the study area, or do not have consistent or uniform habitat data available, are not represented in this analysis.

Habitat data was categorized into three priority levels - high, medium, and low, based on the level of sensitivity of each habitat type, their federal listing status, USFS sensitive designation, CPW importance, NatureServe rank, and State Wildlife Action Plan (SWAP) tier.

Boulder and Adams County Data

In order to accurately represent Broomfield's ecological state, comparative data across a region that includes Broomfield, Boulder, and Adams Counties were used. Data outside Broomfield's boundary allows an accurate representation of ecological characteristics to be analyzed. This information provides more context to management concerns that are unique to Broomfield or distinctive of the region. Additionally, data for Boulder and Adams County are helpful for managing Broomfield's open spaces bordering these other communities or adjacent open space areas. The Adams County Data for the Natural Overlay and Parks is from 2020. The Boulder County Data for the Environmental Conservation Areas is from 2013.

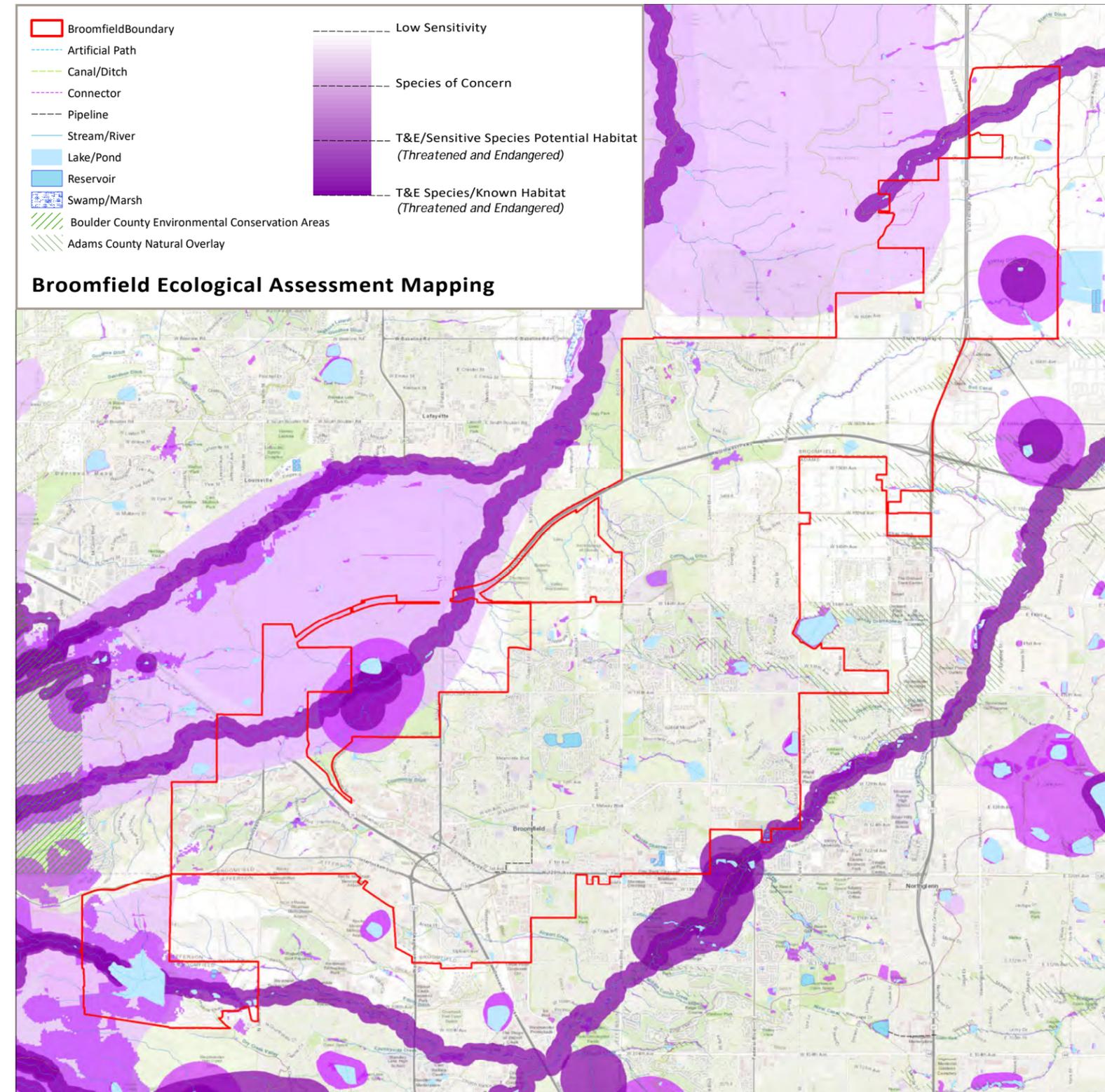


Figure 1: Ecological Assessment Map

High Significance - Existing Threatened and Endangered (T&E) and Sensitive Species Habitat

Includes known or suspected occupied habitat for federally listed T&E species.

- Preble’s meadow jumping mouse occupied range (see below for details)
The City and County of Broomfield is in a Block Clearance Zone. These areas should continue as a protected open space area without public access given the needs of the wildlife and protection requirements.
- Bald eagle nest, roost, and winter forage
- Great blue heron nesting area
- Burrowing owl active nest
- Riparian and wetland habitat
- Aquatic native species conservation waters

Medium Significance - Species of Management Concern and Sensitive Habitat

Includes potential habitat for sensitive species

- Great blue heron foraging area
- White pelican foraging area
- TNC Resilient Lands (diffuse flow, secured, and recognized biodiversity)
- CNHP Potential Conservation Areas (PCA; B1/B2/B3/B4/B5)

Low Significance -Species of Management Concern

Includes important habitat for species of management concern

- Canada goose production area
- Mule deer limited use area and summer range
- White-tailed deer concentration area

The Preble’s meadow jumping mouse is still listed as having an “occupied range” in Broomfield, though the city and county are under a block clearance from the US Fish and Wildlife Service (USFWS). A block clearance is a zone in which the USFWS has determined that the species in question is no longer likely to exist (USFWS 2016).

Figure 2 shows the data sources which were included in the analysis.

Resource	Priority	Status	SWAP Tier	NatureServe Status
High Significance – T&E Species/Sensitive Species Known Habitat				
PMJM Occupied Range	High	FT; ST	1	T2/S1 - Critically imperiled
Bald Eagle nest, roost, and winter forage	High			
Great blue heron nesting area	High			
Burrowing owl active nest	High			
Medium Significance – Species of Concern/Sensitive Habitat				
Great blue heron foraging area	Medium			
White pelican foraging area	Medium			
CNHP PCA (B1/B2/B3/B4/B5)	Medium			
Low Significance – Species of Concern				
Canada goose production area	Low			
Mule deer limited use area/summer range	Low			
White-tailed deer concentration area	Low			
Sensitive/Priority Habitats				
Riparian and wetland habitat	High			G3 - Vulnerable
Aquatic native species conservation waters	High			
TNC Resilient, Diffuse Flow (Climate Informed)	Medium			
TNC Resilient, Recognized Biodiversity	Medium			
TNC Resilient, Additional Resilient Secured (GAP 3)	Medium			

FT = Federally Threatened
ST = State Threatened

Figure 2: Ecological Significance Table

Species of Management Concern: Wildlife species that are vulnerable to habitat loss or disturbance and require greater attention to their management and conservation, but are not subject to regulatory protections.

Ecological Assessment Map

The corresponding map displays the details described above. High significance areas (dark purple) tend to congregate around waterways, wetlands, and riparian corridors, whereas medium and lower significance areas are shown among grasslands and connectivity corridors. Areas of obvious ecological significance are the Quail Creek Corridor, Big Dry Creek Corridor, Great Western Reservoir and surrounding open space, Rock Creek Corridor, Walnut Creek Corridor, Preble Creek Corridor, Little Dry Creek Corridor, Broomfield County Commons Open Space, and Metzger Farm riparian corridor and ponds. Other reservoirs such as Tom Frost, Plaster, Le Gault, and Josh’s Pond are also significant in terms of their place in the ecological system. Areas which look similar to a “bullseye” with an area of high significance surrounded by an area of medium significance represent known sensitive nest sites.

Comparison to 2005 Ecological Assessment Map

Though these assessments cannot be compared in exactly the same way, there are some key similarities and differences. For example, the section of Broomfield north of 144th avenue, between Sheridan and Lowell Boulevards, was previously mixed with moderate and high value lands. The new ecological assessment map does not capture nearly the same amount of high and medium significance due to development in this area since the previous plan. The same is true for the area in south Broomfield along Highway 36 that is now known as the 1STBANK Center and surrounding complex. This area previously had moderate ecological value that is now absent from the updated map.

Again, this map is not all-inclusive - an in depth site by site field could more accurately pick up on the nuances that data alone cannot, but this exercise is helpful in seeing the stability of the ecologically significant areas since the previous master planning process.

References:
 US Fish and Wildlife Service (USFWS). 2016. Preble’s meadow jumping mouse block clearance for the Denver Metro area. <https://www.fws.gov/media/prebles-meadow-jumping-mouse-block-clearance-denver-metro-area>. July.

AREAS THAT SUPPORT HIGH VALUE WILDLIFE HABITAT AND USE

- QUAIL CREEK CORRIDOR
- BIG DRY CREEK CORRIDOR
- GREAT WESTERN RESERVOIR AND SURROUNDING OPEN LANDS
- ROCK CREEK CORRIDOR
- METZGER FARM RIPARIAN CORRIDOR AND PONDS
- LITTLE DRY CREEK CORRIDOR
- WALNUT CREEK CORRIDOR
- PREBLE CREEK CORRIDOR
- BROOMFIELD COUNTY COMMONS OPEN SPACE

Ecological Assessment - Description of Data Sources

The ecological assessment process utilizes existing data sources under Colorado State University’s Conservation Data Explorer (CODEX) mapping tool. CODEX synthesizes conservation datasets from sources like the Colorado Natural Heritage Program (CNHP), Colorado Parks and Wildlife (CPW), and federal inventories, like the National Wetlands Inventory (NWI) from the U.S. Fish and Wildlife Service (USFWS) (CODEX 2023). This Appendix aims to explain each of these sources used in the ecological assessment.

CODEX and the Ecological Assessment

The CODEX tool was integral to the ecological assessment process due to the data organization within the program. Below is a summary of the sources used and their descriptions.

Species and Habitats

CNHP Rare Species and Communities is a data layer which includes the global and state imperilment ranks, described below.

Global Imperilment Rank

The global element rank that best characterizes the relative rarity or endangerment of the element worldwide (CNHP 2005a). Factors other than the number of occurrences may be considered when assigning a global rank. Global ranks are derived primarily by staff at the Central Heritage Conservation Science Department, unless CNHP has lead responsibility for that element.

Global Imperilment Rank Domain Values			
G1	Globally critically imperiled; typically 5 or fewer occurrences	GU	Unrankable; not enough information is known
G2	Globally imperiled; typically, 6 to 20 occurrences	GH	Historically known with hopes of rediscovery
G3	Globally vulnerable; typically, 21 to 100 occurrences	GX	Extinct; unlikely to be rediscovered
G4	Globally apparently secure; usually > 100 occurrences	T#	Rank applies to a subspecies or variety
G5	Globally demonstrably secure although it may be rare in parts of its range	Q	Taxonomic status is questionable
G#G#	A range between two of the numeric ranks; indicates uncertainty about the rarity of the element	C	Element is extant only in captivity or cultivation
G?	Unranked; element is not yet ranked globally	GNR	Not ranked globally

Figure 3: Global Imperilment Rank Domain Chart

State Imperilment Rank

The State Imperilment Rank best characterizes the relative rarity or endangerment of the element statewide. Factors other than the number of occurrences may be considered when assigning state rank. State ranks are derived by CNHP staff.

State Imperilment Rank Domain Values			
S1	State critically imperiled; typically, 5 or fewer occurrences	SH	Historically known with hopes of rediscovery
S2	State imperiled; typically, 6 to 20 occurrences	SX	Extinct; unlikely to be rediscovered
S3	State vulnerable; typically, 21 to 100 occurrences	SE	An exotic established in the state native to a nearby region
S4	State apparently secure; usually > 100 occurrences	SA	Accidental; includes species (usually birds or butterflies) recorded once or twice or only at very great intervals, hundreds, or thousands of miles outside their usual range
S5	State demonstrably secure	B	Rank refers to breeding population of the element
S#S#	A range between two of the numeric ranks; indicates uncertainty about the rarity of the element	N	Rank refers to the nonbreeding population of the element
S?	Unranked; element is not yet ranked globally	C	Element is extant only in captivity or cultivation
SU	Unrankable; not enough information is known	SNR	Not ranked in the state

Figure 4: State Imperilment Rank Domain Chart

CPW’s species activity mapping is also important to understand where sensitive species and their ranges interact with the landscape. For example, the ecological assessment utilized bald eagle known nest sites recorded by CPW to include in the high ecological significance category.

Special Areas

CNHP Potential Conservation Areas (PCA) are one of the important special areas the ecological assessment considered. Descriptions of PCA’s are described below (CNHP 2005b).

Biodiversity Significance Rank

Value that indicates the rating that best describes the significance of the site in terms of its biological diversity.

Biodiversity Significance Domain Values	
B1	Outstanding Biodiversity Significance
B2	Very high Biodiversity Significance
B3	High Biodiversity Significance
B4	Moderate Biodiversity Significance
B5	General interest/open space
B?	Unknown

Figure 5: Biodiversity Significance Domain Values Chart

Broomfield contained one area of B4 - moderate biodiversity significance at Great Western Reservoir.

Conservation Planning

CNHP Terrestrial Ecological System Patches describe the various systems as they occur across the landscape. The Colorado ecological systems are described below.

Ecological Systems of Colorado

Ecological systems are recurring groups of biological communities that are found in similar physical environments and are influenced by similar dynamic processes, such as fire or flooding (Decker 2020). They are intended to provide a classification unit that is readily mapable, often from remote imagery, and readily identifiable by conservation and resource managers in the field. Ecological systems include both native, natural vegetation and non-native, human influenced vegetation.

There are six main types of ecosystem patches:

Alpine - These are typically areas in narrow, steep drainages in subalpine forests. The vegetation is often disturbed by snow-slides, which prevent the growth of taller trees. Woody vegetation is restricted in height, and may show signs of impact damage. The presence of “flag trees” with fresh scars or broken limbs on uphill side of standing trees, and brush with healthy limbs confined to the downhill side can indicate an avalanche path, although similar damage can be caused by wind action.

Forest and Woodland - Two-needle pinyon pine (*Pinus edulis*) and Utah juniper (*Juniperus osteosperma*) form the canopy. In Colorado Plateau pinyon-juniper woodlands of lower elevations, Utah juniper is prevalent, but Rocky Mountain juniper (*J. scopulorum*) may codominate or replace it at higher elevations. Pinyon-juniper woodland associations are characterized by stands with 25-60% canopy cover of trees that are typically 3-10 m (10-30 ft) in height. On dry rocky mesa tops and slopes these canopy dominants may be dwarfed (< 3 m tall), forming tall shrublands. Pinyon-juniper stands may be solely dominated by pinyon pine, or may be co-dominated by juniper species. Depending on substrate, the understory can range from a relatively rich mixture of evergreen and/or deciduous shrubs, to a sparse to moderately dense herbaceous layer dominated by perennial grasses (with or without shrubs), to no vegetation at all.

Grassland - Good examples of this ecological system are rare in Colorado. Conservation Reserve Program (CRP) lands often have a superficial appearance of mixed grass prairie because they are seeded with little bluestem. In addition to the dominance of mid-height grass species, especially little bluestem, the mixed grass prairie should include a diverse forb component, occasional shrub species, and limited areas of bare ground.

Shrubland, Steppe, and Savanna - This system shares diagnostic shrub species (*Artemisia nova* and *Artemisia arbuscula*) with the Wyoming Basins Dwarf Sagebrush Shrubland and Steppe. It is unclear if the stands dominated by black sagebrush can be correctly separated between the two types in northwestern Colorado, since the primary other diagnostic species, Wyoming threetip sagebrush (*Artemisia tripartita* ssp. *rupicola*) does not occur in our state. Pending further research, stands within the Wyoming Basins ecoregion can be assigned to the Wyoming Basins type if they belong to an association documented for that type.

Sparse and Barren - Colorado Plateau Mixed Bedrock Canyon and Tableland is characterized by extensive areas of bare rock where sparse vegetation is limited to cracks and small soil pockets. Massive sandstone formations are most characteristic of this system, but other geological substrates may also form occurrences.

Wetland/Riparian - Colorado Plateau Hanging Garden ecological systems are small communities of hydrophytic plants that occupy alcoves, seeps and springs in canyon walls where they grow on permanently wet soil and wet rock surfaces that originate from seeps. Typical plant species include southern maidenhair fern (*Adiantum capillus-veneris*), northern maidenhair fern (*Adiantum pedatum*), Eastwood's monkeyflower (*Mimulus eastwoodiae*), common large monkeyflower (*M. guttatus*), and Mancos columbine (*Aquilegia micrantha*). Utah High Plateaus examples are associated with waterfalls or cliff seeps, with typical species including Purpus' sullivania (*Sullivantia hapemanii*), oil shale columbine (*Aquilegia barnebyi*), common large monkeyflower (*M. guttatus*), and an abundant moss component.

Broomfield sees ecological patches of grassland north of Great Western Reservoir.

Another tool used to understand conservation planning is The Nature Conservancy's Resilient Land Mapping Tool. This tool represents "climate-resilient sites designed to sustain biodiversity and ecological functions into the future under a changing climate" (TNC 2023). The categories below describe the map layers within the tool.

Resilient and Connected Network

Resilient Sites - A site's Resilience Score estimates its capacity to maintain species diversity and ecological function as the climate changes. It was determined by evaluating and quantifying physical characteristics that foster resilience, particularly the site's landscape diversity and local connectedness. The score is calculated within ecoregions based on all cells of the same geophysical setting and is described on a relative basis as above or below the average. For example, cells of granite bedrock were compared with all other cells of granite bedrock, and coastal plain sands were compared with other coastal plain sands. The goal was to identify the places most resilient to climate change for each geophysical setting within each ecoregion.

Connectivity and Climate Flow (Categorized) - This map classifies climate flow groups based on the amount and concentration of flow. Climate flow refers to the gradual movement of populations in response to changes in the climate. Over time, climate flow results in range shifts and the formation of novel communities. Each flow type suggests a different conservation strategy.

Diffuse flow: areas that are extremely intact and consequently facilitate high levels of dispersed flow that spreads out to follow many different and alternative pathways. The conservation strategy here might be to keep these areas intact and prevent the flow from becoming concentrated.

Concentrated flow: areas where large quantities of flow are concentrated through a narrow area. Because of their importance in maintaining flow across a larger network, these pinch points are good candidates for land conservation.

Constrained flow: areas of low flow that are neither concentrated nor fully blocked but instead move across the landscape in a weak reticulated network. These areas present large conservation challenges. In some cases, restoring a riparian network might end up concentrating the flow and creating a linkage that will be easier to maintain over time.

Blocked/Low flow: areas where little flow gets through and is consequently deflected around these features. Some of these might be important restoration areas where restoring native vegetation or altering road infrastructure might reestablish a historic connection.

Recognized Biodiversity Value - The Conserving Nature's Stage focus on abiotic drivers (non-living factors such as water, temperature and soil) of biodiversity is meant to complement, not replace, biodiversity-based conservation priorities. In this map, information was assembled on places recognized for their biodiversity value (rare species, intact habitat, or exemplary natural communities) in separate studies. This assessment ensures that the network encompasses the footprint of current biodiversity areas while integrating them with representative abiotic features which underpin that biodiversity, ensuring that networks of resilient sites are distributed across all abiotic 'stages' needed to conserve future biodiversity.

Resilience, flow, and recognized biodiversity were present in the Broomfield ecological assessment in and around Great Western Reservoir.

Water and Wetlands

The National Wetland Inventory is a program housed under USFWS which produces and distributes maps and other geospatial data on American wetland and deepwater habitats, as well as monitor changes in these habitats through time (USFWS 2023). Below is a brief description of the categories used in the ecological assessment.

Wetland Categories

Emergent - Palustrine emergent. Herbaceous marsh, fen, swale and wet meadow.

Forested - Palustrine forested and/or Palustrine shrub. Forested swamp or wetland shrub bog or wetland.

Pond - Palustrine unconsolidated bottom, Palustrine aquatic bed.

Lake - Lacustrine wetland and deepwater. Lake or reservoir basin.

Other - Palustrine wetland. Farmed wetland, saline seep or other miscellaneous wetland types.

Rivers & Streams - Riverine wetland and deepwater. River or stream channel.

Broomfield contains many ponds, lakes, and riparian networks of streams. These water systems may not exactly fit the definitions as defined above, but provide some areas of valuable wildlife habitat.

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2024 OPEN SPACE, PARKS,
RECREATION, AND TRAILS

Plan



APPENDIX D

TRAIL DESIGN
STANDARDS
SUPPORTING
INFORMATION

Introduction

This document provides supportive information for the basis of trail design guidelines including the basis for multi-use trail design, trail design speed, educational campaigns, enforcement, policy considerations, and additional resources. Throughout the City and County of Broomfield, the design of trails will vary in response to physical constraints, land use context, expected multi-modal user volume, and user type (bicycle, pedestrian, other). Figure 7 at the end of this offers a comparison of several other agency’s trail rules and regulations.

Multi-Use Trail Design Guidance

Safe Operating Width

The following images demonstrate the minimum and preferred operating widths of a variety of trail users. These widths, combined with user volumes, and the frequency of passing interactions form the basis for selecting trail widths. The higher the user volume and variability of speeds, the greater the width and user separation required, as can be seen in Figure 4.

The optimal width can be determined through a level of service calculation. However, optimal trail widths are also determined by the minimum and preferred operating dimensions of trail users as seen in Figure 5. In order for a person on a bicycle to comfortably pass a pedestrian while another cyclist is traveling in the other direction, a minimum of 11 feet of trail width is necessary, as can be seen in Figure 6. In areas with heavy user volumes and frequent passing interactions, wider trails are necessary.

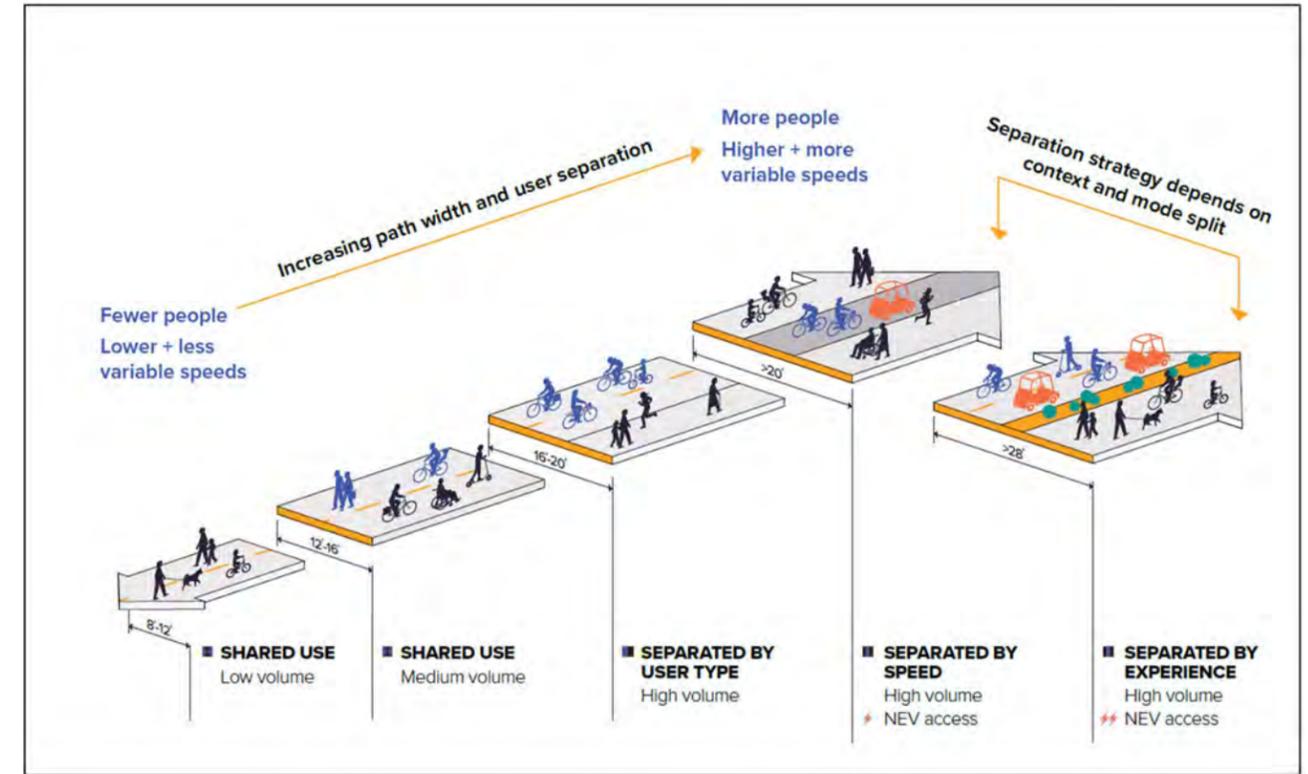


Figure 1: Path Width Diagram

Operational Patterns and the Delayed Pass

Trail research has found that bicyclists on trails tend to operate in distinct, figurative “lanes,” whether or not lanes are indicated on the trail surface with striping. The figurative lane width is based on the desired operating width of a bicyclist of 4 ft, which can be seen in Figure 5. Typical operational patterns include two-lane, three-lane, and four-lane operations:

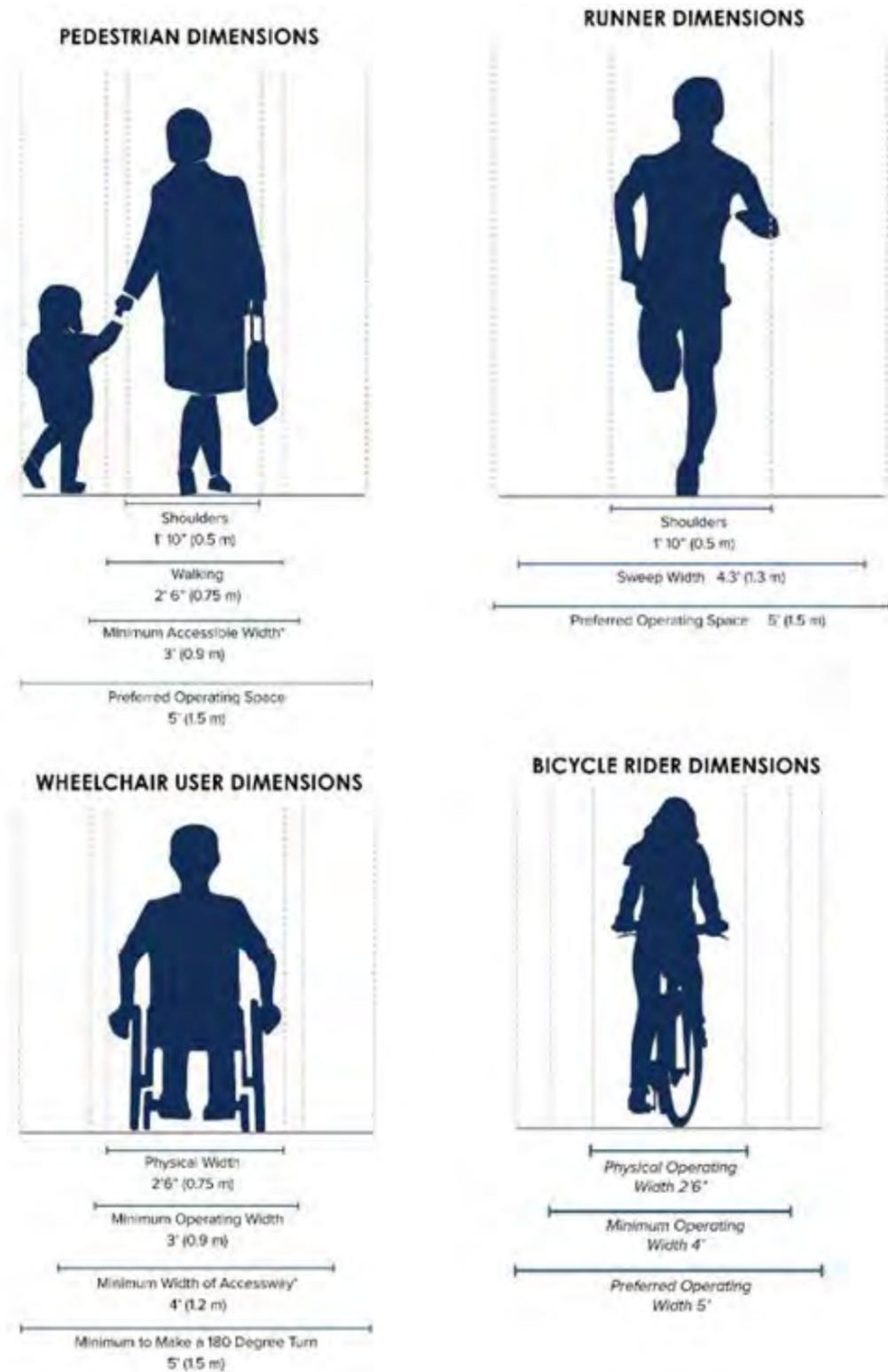
- In two-lane operations, passing maneuvers are made in the opposing lane.
- In three-lane operations, each direction of travel shares use of a middle lane for passing maneuvers.
- In four-lane operations, each direction of travel has its own passing lane.

Table 8. Correlation of trail widths and operational lanes.

Width (ft)	Lanes
8.0–10.5	2
11.0–14.5	3
15.0–20.0	4

1 ft = 0.3 m

Where trail use volumes are especially heavy, the ability for bicyclists traveling in both directions to pass at the same time may be frequent, and necessitate trail widths that can accommodate four “lanes” of travel.



Sweep Width = Minimum width to account for lateral deflection in forward movement.
 Figure 2: Typical Trail User Operating Spaces

Guidance Documents Recommended Trail Widths

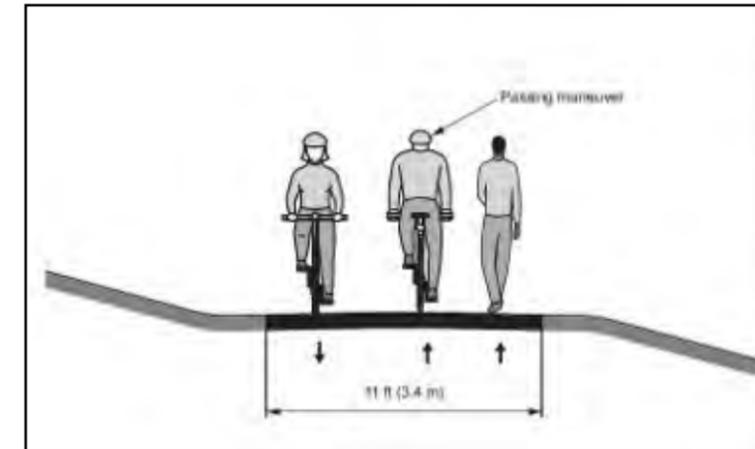


Figure 3: Minimum Width Needed to Facilitate Passing on a Shared Use Path

The FHWA report on Shared-Use Path Level of Service (LOS) provides the following guidance in regards to recommended trail widths.

The findings of this study provide strong support for the standard trail width guidance provided in the AASHTO Guide for the Development of Bicycle Facilities. Trails having 8 ft width, which AASHTO recommends only in “rare instances,” were found to have poor LOS, except at very low volumes or with user mixes that included few pedestrians and runners. The findings of this research support AASHTO’s minimum “recommended paved width for a two-directional shared-use path of 10 feet.”

The study found that widths of 11 to 15 ft. provide improved LOS for higher volumes and more balanced user mixes than narrower widths. This is consistent with AASHTO recommendations that “under certain conditions it may be necessary or desirable to increase the width of a shared-use path to 12 ft or 14 ft, due to substantial use by bicycles, joggers, skaters and pedestrians,” Trails of 11 to 15 ft are wide enough to operate as three figurative “lanes.” The increased passing capacity provided by a trail that operates as three lanes improves LOS and increases the trail’s ability to absorb higher volumes and more diverse mode splits without severely degrading service.

Guide	Minimum Multi-use Path Width	Typical Multi-use Path Width	Heavy Use/user mix Path Width	Other Considerations
AASHTO Guide for the Development of Bicycle Facilities (2012)⁵	10 ft is the minimum allowed for a two-way bicycle path and is only recommended for low traffic situations or for short lengths. 8 ft may be used for a short distance due to a physical constraint such as an environmental feature, bridge abutment, utility structure, or fence.	10 to 14 feet	11 to 14 ft of width is recommended in locations that are anticipated to serve a high percentage of pedestrians (30 percent or more of the total pathway volume) and high user volumes.	In areas with extremely heavy pathway volumes, segregation of pedestrians from wheeled users may be appropriate; however, care should be taken that the method of segregation is simple and straightforward. Pedestrians are typically provided with a bi-directional walking lane on one side of the pathway, while bicyclists are provided with directional lanes of travel. The pedestrian path should be a minimum of 5 feet wide.
FHWA Small Town and Rural Multimodal Networks (2016)⁶	8 ft is the minimum allowed for a two-way bicycle path and is only recommended for low traffic situations or for short lengths.	Low Volume and Low user mix (75% bicyclists, 25% pedestrians) = 8 to 10 ft width Low volume, heavy user mix (50% bicyclists, 50% pedestrians) = 12 ft. width	High Volume, Low mix (75% bicyclists, 25% pedestrians) = 12 – 14 ft.	2 ft shoulder should be provided on each side of the path, kept clear of vertical elements or obstructions.
CDOT Ch 14 Bicycle and Pedestrian Facilities	8 ft minimum may be used only for short sections of constrained conditions and where: - bicycle traffic is expected to be low, even on peak days or peak hours. - Pedestrian use of the facility is not expected to be more than occasional - Alignments provide safe and frequent passing opportunities	11 ft. Allows for a bicyclist to pass another in the same direction at the same time as someone is approaching from the opposite direction.	Pathways of up to 14 ft are recommended in locations expected to have high volumes, or with a high percentage of pedestrians (greater than 30%).	Wider paths should be considered where there is expected significant use by in-line skaters, hand cyclists, adult tricyclists, or on steep grades and through curves.

Figure 4: Design Guidelines Comparison Chart

Single Track Trails

According to the International Mountain Biking Association (IMBA) mountain bike trail guidelines, traditional trail guidelines offer best management practices in design and construction from an engineering standpoint that focuses on environmental sustainability.

Elements to Consider for Single Track Trail Users (Mountain Bikers):

- More focused on setting and destination, most mobile users, capable of cross-country travel
- Less affected by tread condition, prefer loops, greatly prefer water access, require longer distances than hikers for a valued experience
- Most similar in movement to mountain bikers (speed, distance, preferred trail conditions) where the trail itself is an important factor along with exercise
- Interested in a wide range of desired experiences, but the trail itself is generally the primary factor, rather than destination or setting
- Less commonly share trails with other users (outside of designated OHV areas), can be similar to mountain bikes but present unique challenges in trail design and flow
- Similar in desired experiences to human-powered mountain

Appropriate Bike-Optimized Features for Shared-Use Single Track Trails

Bike-optimized features can be appropriate for shared-use trails depending on their amplitude and frequency. A small feature placed strategically within the trail corridor would be enjoyed by riders but could go unnoticed by other trail users. Appropriate features may include:

- Rollers
- Small Berms
- Rock Gardens
- Slow-Speed Technical Features
- Clear Sightlines on Faster Trails Sections

Trail Difficulty Rating

The most common mountain bike trail difficulty rating system was developed by IMBA and utilizes well-known ski area symbols: green circle, blue square, black diamond, etc.

IMBA Trail Difficulty Rating System					
	Easiest White Circle	Easy Green Circle	More Difficult Blue Circle	Very Difficult Black Diamond	Extremely Difficult Dbl Black Diamond
Trail Width	72" or more	36" or more	24" or more	12" or more	6" or more
Trail Surface	Hardened or surfaced	Firm and stable	Mostly stable with some variability	Widely variable	Widely variable and unpredictable
Average Trail Grade	Less than 5%	5% or less	10% or less	15% or less	20% or more
Maximum Trail Grade	Max 10%	Max 15%	Max 15% or greater	Max 15% or greater	Max 15% or greater
Natural Obstacles and Technical Trail Features (TTF)	None	Unavoidable obstacles 2" tall or less Avoidable obstacles may be present Unavoidable bridges 36" or wider	Unavoidable obstacles 15" tall or less Avoidable obstacles may be present Unavoidable bridges 24" or wider TTF 2' high or less, width of deck is less than 1/2 the height Short sections may exceed criteria	Unavoidable obstacles 15" tall or less Avoidable obstacles may be present May include loose rocks Unavoidable bridges 24" or wider TTF 4' high or less, width of deck is less than 1/2 the height Short sections may exceed criteria	Unavoidable obstacles 15" tall or less Avoidable obstacles may be present May include loose rocks Unavoidable bridges 24" or narrower TTF 4' high or less, width of deck is unpredictable Many sections may exceed criteria

Figure 5: IMBA Trail Difficulty Rating System

Trail System Planning

The following trail system planning steps should be followed when the goal is to design a trail system that provides a high-quality mountain bike trail experience:

- STEP 1: Identify recreation objectives and desired setting characteristics, current use, and environmental conditions
- STEP 2: Describe Trail User Objectives
- STEP 3: Trail Layout and Design
- STEP 4: Trail Construction

More detailed information regarding trail planning can be found in the International Mountain Biking Association (IMBA) mountain bike trail guidelines.

Trail Design Speed Guidance

Speed

The presence of a speed limit in nearby city's and counties is mixed. Of those with a speed limit, the majority have selected 15 mph as their limit. Most enforce the speed limit with either speed limit signage, rangers or trail ambassadors, or both. Despite the use of speed limits by neighboring jurisdictions, it is the recommendation of Alta Planning + Design that one not be instituted in the City and County of Broomfield. Without enforcement capabilities that involve Rangers or a Police unit, the adherence to the speed limit may be limited. As well, in certain contexts and conditions where there is sufficient width and a lack of user conflict, the use of a speed limit may be overly limiting to bicyclists and Powered Mobility Device (PMD) users. Instead, targeted etiquette signage, voluntary trail ambassadors, and educational campaigns are recommended to remind trail users of areas of potential user conflict and to encourage safe trail behavior. It should be noted, that best practices target safe trail use behavior towards both pedestrians and bicyclists. Walking abreast in congested areas, long dog leashes, stopping in the path of travel, and headphone use by pedestrians, can also contribute to user conflict with bicyclists and powered device users. Specific signage and educational campaigns should focus on problem zones such as pinch points, areas with high user volumes, or other potential conflict areas. Please refer to provided example educational materials for additional context.

AASHTO

The AASHTO guide is clear that designing for slower speeds—by decreasing sight distance, for example—should not be selected to artificially reduce user speeds, as the result can make conditions unsafe for fast riders. Instead, design elements such as road curvature and a centerline stripe can both slow bicyclists and decrease user conflicts. Wider trail widths can also ease conflict by allowing for more types of users simultaneously.

Typical Speeds Comparison

Observational speed studies have found varying average speeds for traditional bikes and e-bikes. As well, there isn't a clear consensus of whether or not e-bikes travel at faster average speeds.

Traditional Bicycle

Research published in the journal on Accident Analysis & Prevention, titled The Impact of Environmental Factors on Cycling Speed on Shared Paths (2018), found that the average cycling speed on Sydney's shared paths was 11.2 mph, with nearly 80% of cyclists travelling at under 12.4 mph. The findings also found that riders generally adjust their speeds to accommodate pedestrians and according to path conditions. Appropriate width and other path characteristics that support separation from pedestrians, such as visual segregation, may allow relatively higher speeds, and associated amenity, without substantial loss of safety.

A study conducted in Boulder County titled Recreation Conflicts Focused on Emerging E-bike Technology (2019) observed 491 traditional bikes and 12 e-bikes. The average traditional bike speed observed was 14.9 mph overall, and uphill 12.9 mph, downhill 15 mph.

E-bikes

A study conducted in Switzerland, titled A Naturalistic Cycling Study to Understand how Electrical Bicycles Change Cycling Behaviour and Influence Safety (2013), showed that while average speeds of cyclists on e-bikes were higher than those using traditional bikes (14 mph vs. 8.7 mph), the top speed of most e-bike users was usually well below 20 mph.

The Boulder County study as noted above found e-bikes averaged 13.8 mph overall, and 13.8 mph uphill, 13.5 mph downhill.

Educational Campaigns

Many jurisdictions use educational campaigns to encourage safe speeds and proper trail etiquette and to explain device regulations. Material on courteous path behaviors can be posted at trailheads, included on maps, brochures, and websites, part of Safe Routes to School and bicycle education programs, and shared by trail volunteers or ambassadors.

Educational Materials/Campaign Examples

This section provides a summary of standards, guidelines, and policies of other agencies or municipalities for reference. The differences between e-bike Types (levels 1 through 3) are not broadly known by the public. If trail access is to be limited by device type, propagating information to the public on what and how e-bikes and other devices are classified is critical for compliance.

- Jefferson County, CO: Provides detailed information on their website around e- bike classes and where they are allowed to be used on JeffCo Trails. (www.broomfield.org/2722/E-Bikes)
- The City of Boulder: Packages their riding and speed guidance with their trail map for easy reference. The city recommends a maximum of 15 mph when using multi-use trails and 8 mph when using crosswalks.
- California E-bike flyer: This flyer uses a table to explain the differences between bicycle types (1 through 3) and mopeds. It categorizes the devices by their characteristics (pedal operated and maximum speed), requirements for users, and which bikeways each device is allowed to access. The flyer was created by PeopleForBikes.org.
- Portland's Share the Path Campaign (2010): Instead of imposing formalized restrictions on trail users, Portland's Share the Path Campaign emphasizes trail etiquette. This approach allows for more flexibility, and it accommodates the varying traffic of the trail throughout different seasons, times and days. It does not restrict fast riding entirely, but instead allows for higher speeds when the conditions are appropriate. The Share the Path campaign is the City of Portland's educational effort aimed at increasing safety and comfort of the city's multiple-use trails. In addition to creating a well-distributed brochure, the campaign has staged several outreach events to educate trail users on bicycle and pedestrian safety. For those on bikes, Portland encourages behaviors such as wearing bicycle lights, keeping right except to pass, yielding to slower traffic, operating at safe speeds, and using audible warnings when passing. This information is also conveyed on the city's website.

- Marin County Parks: Promotes their Share the Path campaign on their website. The website is aimed at all users of the trail system, not just those on bikes or mobility devices. The website emphasizes that everyone has a role in preventing user conflict on trails.

- The Rails to Trails Conservancy: This entity has a campaign called Use Safe Speeds which is a part of their Six Golden Rules for Trails. The campaign includes a youtube video that is available to promote safe speed behavior. The other five rules are:

- Keep right, pass left
- Standing Still? Stand Aside
- Mind Your pets
- Be Alert
- Know and Follow the Rules.

Policy Considerations

Recommended Speed Limit

The most standard speed limit on trails across the country is 15 mph according to the Rails to Trails Conservancy. 10 mph is too slow for most bicyclists, and not all bicyclists know how fast they are traveling according to the article titled Best Practices for Busy Shared-Use Paths (2015).

Devices

With the growth of new mobility vehicles like e-scooters and e-bikes, there is now a spectrum of electrically powered vehicles that may be more compatible with the desire to keep trails low-speed and human-scaled. However, they are often more onerous to identify and manage. E-bikes often have the option to turn the electric assist feature on and off, making it difficult to distinguish when it is being used as a regular bike versus an e-bike. Trail policy can allow or prohibit bicycles, e-bicycles, scooters, e-scooters, Neighborhood Electric Vehicles, all-terrain vehicles, skateboards, e- skateboards, and more. Policy language can categorize some vehicle types by motorized or non-motorized.

Trail policy should explicitly allow or deny e-bike access based on e-bike Class 1, 2, or 3 and trail type.

Criteria that can be used to regulate devices on trails

Speed is the single most important factor in determining trail compatibility. Speed influences both the likelihood of crashes and the degree of harm when they happen. It is sensible to define a dividing line of speed above which devices could be banned or regulated. Some small scooters are limited to standard urban bicycle speeds (10-15 mph) and should be accepted from the standpoint of safety and comparability. By contrast, devices capable of speeds above fast road-bicycling speeds (20-25+ mph) pose a safety risk that could warrant disallowing operation on trails. Devices that exceed 20 mph are of concern on multi-use trails.

High levels of noise can inhibit the enjoyable use of trails by other users. Current electric mobility devices are extremely quiet. However, a simple ban on internal combustion engines or other loud motors on trails is recommended.

Speed and weight combine to determine the force of a collision. Scooters that are no heavier than a typical bicycle may be presumed not to pose a substantial new level of risk. To increase stability, newer shared scooters weigh considerably more than the previous generation. A 40-pound scooter weighs more than a road bike but less than some dual-suspension or fat tire bikes (40-60 pounds), and e-bikes (38-70 pounds). If facing significant concerns about user conflicts, consider a device weight limit of 100 pounds on trails to limit safety risks associated with device mass and, in the case of soft-surface trails, prevent damage to trails. Exceptions for low-speed powered wheelchairs for persons with disabilities (and similar) should be made to any such weight policy.

Devices that operate in a wider envelope than trails were designed to accommodate crowd trails and make it difficult for trail users to pass one another. The acceptability of wider devices may vary based on the width of a trail, surface type and condition, and the volume and type of users. Potential benchmarks for acceptable width of a device include standard wheelchair width (24-27 inches) or adult tricycle width (30-32 inches) according to the Rails to Trails Conservancy.

User Behavior

Policy is more effective and remains up-to-date as new technologies emerge if it is written to regulate the concern rather than specific transportation devices. Policy makers should begin the process of drafting policy by thinking about the goals of the trail, either specifically or categorically, and how policies should address safety and user experience concerns such as speed, access, parking and noise or air pollution.

It is hard to regulate and influence behavior for each specific technology because new devices can appear faster than policy is written or updated. Additionally, it is sometimes difficult to distinguish an e-scooter, bike, or skateboard from a standard, human-powered device.

Trail Context and Users

A single trail rarely accommodates all user types and thus should not encourage all users. Most trail systems offer a wide range of trail types, and trail users find their desired space based on the design of and policies for each trail. Trail width, surface type, and adjacent space commonly set the tone for trail use. Sometimes a trail can have competing identities and uses. A trail adjacent to a waterway, well-shaded with thick vegetation and home to several protected and endangered species, is a great place for hiking, walking, and bird watching. If the trail is also paved and provides critical connections to neighborhoods, key employment destinations, and across barriers like highways and high-speed arterials, it is also a key spine of a transportation network. The commuters using the trail may travel at speeds that make hikers, walkers, and bird watchers uncomfortable. Both are competing but important community resources, and trail design, policy, and signage reduces the conflict between competing user groups.

Carefully designing trail types to accommodate multiple user groups may include wider, paved trails, or trails that have both a paved portion and soft surface portion along side.

User/Vehicle Types

User Type	Speed of Travel	Path Needs
 WALKERS	1 to 3 mph	<ul style="list-style-type: none"> Need wider areas for traveling in groups or walking dogs Comfortable on sidewalks and paths that are grade-separated from vehicles and fast active users
 RUNNERS	5 to 9 mph	<ul style="list-style-type: none"> Prefer off-street paths with consistent lighting Fast runners may prefer to share space with cyclists during periods of high pedestrian traffic
 WHEELCHAIR USERS	1 to 3 mph (non-motorized) 3-5 mph (motorized)	<ul style="list-style-type: none"> Comfortable on sidewalks and paths that are grade-separated from vehicles and fast cyclists
 CASUAL AND NEW CYCLISTS	6 to 12 mph	<ul style="list-style-type: none"> Prefer riding on off-street facilities Compared to experienced cyclists, casual cyclists are more likely to utilize rest areas
 EXPERIENCED CYCLISTS	12 to 25 mph	<ul style="list-style-type: none"> Very experienced cyclists may choose to use roadways bike lanes over paths Most prefer fewer crossings, separated paths, and room to pass slower cyclists
 E-BIKE USERS	16 to 23 mph	<ul style="list-style-type: none"> Class 1, 2, and 3 (use, access and equipment restrictions apply to Class 3); electric tricycles; electric cargo bikes; and pedal-less e-bikes Most prefer fewer crossings, separated paths, and room to pass slower cyclists Opportunities for shared mobility docking stations with charging stations
 E-SCOOTER USERS	Up to 20 mph	<ul style="list-style-type: none"> Stand-up and seated versions, e-skateboards, hoverboards, balance board Access to on-street corrals, racks in the furnishing zones, shared mobility parking zones

This table highlights some of the design considerations related to personal mobility and potential powered micromobility being used on trails. Note that runners may feel comfortable sharing spaces with cyclists so long as adequate trail width is provided.

Figure 6: User/Vehicle Types Chart

Signs

Trail regulations around mobility device type access and speed limit should be posted at trail kiosks as part of the regular suite of trail usage rules/regulations. Should regulations vary between trails, adding speed and device regulations to trail maps is recommended through trail categorization. However, due to the high amount of information that trail kiosks can contain - there is a potential for trail users to skim over this important information unless it is posted prominently. Additional stand-alone signage posted at trail entrances and along the trail can assist in warning/reminding trail users of the speed limit and device regulations. Signs reminding faster users to keep left and to announce when they are passing can also decrease conflict along the trail.

Enforcement

Enforcement of path rules sends strong messages to users and can reinforce courtesy both negatively and positively. Enforcement should only be used in support of good path design and education. If enforcement cannot be provided for a specific policy, jurisdictions should weigh the value and precedent of formalizing restrictions that they are unable to enforce.”

- Unenforced path rules can lead users to ignore regulatory information.
- Fines and ticketing degrade the user experience (and can also be appropriate given the infraction)
- Soft enforcement provided by ambassadors supports friendly and safe path experiences and should be used on busy paths or at particularly congested areas

Example: Traverse Area Recreation and Transportation (TART) Trails has a Trail Ambassador Program designed to promote safe, responsible, and enjoyable use of the trail program system with emphasis on:

- Representing TART Trails, Inc.
- Informing, assisting, and educating
- Practicing and exemplifying trail etiquette
- Minor trail maintenance and hazard reporting
- Minor mechanical assistance
- Surveying trail users
- Having fun on the trails

<https://traversetrails.org/>

Examples of local enforcement efforts

- <https://kdvr.com/news/local/parker-police-increase-trail-patrols-to-target-speeding-bicyclists/>
- <https://303cycling.com/speeding-on-a-bike-path-in-denver-will-now-cost-you/>

Additional Resources

FHWA and Funding

The FHWA has published under 23 U.S.C. (sect) 217 a Framework for Considering Motorized Use on Nonmotorized Trails and Pedestrian Walkways. Section 217 applies to any bicycle transportation and pedestrian walkway facility, including trails, funded under the Federal-aid highway program, for a pedestrian walkway or for a trail designated for nonmotorized use. This includes all Federal-aid highway funding program categories, except as noted below. Section 217 does not apply to trail projects funded under the Recreational Trails Program that allow motorized use. The framework considers such factors as:

- Existing and Intended Uses of the Facility
- Safety
- Planning Requirements
- Type of Proposed Change and Its Impact
- Effects on Existing or Proposed Trail or Pedestrian Walkway Operations
- Financial Responsibilities
- Environmental Considerations

More detailed guiding questions for each decision making factor are available that the link below.

[A Framework for Considering Motorized Use on Nonmotorized Trails and Pedestrian Walkways.](#)

E-bike perceptions with demo rides

In 2017, the City and County of Broomfield conducted a survey of residents and local trail users was conducted to gauge opinions on the use of e-bikes on the trail system. Responses were in favor of allowing e-bikes on both concrete and soft-surface trails. Class 1 and Class 2 electric-assisted bikes (e-bikes) are currently allowed on Broomfield trails, as long as they meet the definition as established for e-bikes. E-bikes are held to the same rules and regulations as bicycles. Bicycles are allowed on all Broomfield trails. Broomfield does not allow motorized vehicles on trails.

Allowable E-Bikes Defined

Class 1 electrical assisted bicycle means an electrical assisted bicycle equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the bicycle reaches a speed of twenty miles per hour.

Class 2 electrical assisted bicycle means an electrical assisted bicycle equipped with a motor that provides assistance regardless of whether the rider is pedaling but ceases to provide assistance when the bicycle reaches a speed of twenty miles per hour.

(Class 3 e-bikes with a throttle that exceeds twenty miles per hour are not allowed)

Other Pilot programs

Pilot programs provide an opportunity to test for trail suitability and conflict and to measure resident concerns around trail use by devices with higher speeds. During the pilot period, data is gathered about the trail user experience, speeds, trail surface wear and tear, and trail user type counts. This can be done through automated or manned counts, surveys, and/or speed measuring devices. After a set amount of time, the trail manager will have data to support either keeping, extending, or removing a trail policy.

In 2014, the City of Boulder introduced a year-long pilot program in which Class I and II e-bikes were allowed on certain hard-surface trails to determine whether they were compatible with other non-motorized uses. During the pilot, the City collected safety data on reported collisions and close-calls involving e-bikes on these trails. They also conducted outreach to solicit public opinion and educate the public about the study. There were no reports of bike collisions during the study period. Post pilot, the City of Boulder adopted a rule allowing their use on paved trails within the city while banning them from trails in designated open-space areas. In addition, the City partners with a local trail advocacy group to educate users on trail etiquette.

Park City, Utah, performed their pilot in 2015, limiting Class I and II e-bikes to paved trails wider than eight feet within city limits. To convey the new rules, the City added signage at trailheads to indicate where e-bikes were allowed or prohibited. Signage was supported by outreach and education using traditional media and a website. The pilot included a data-collection component, with the City performing trail counts, field observations, intercept surveys and speed counts, an online survey, as well as reviewing police reports. Today, the City allows e-bikes on all paved multi-use trails, as well as on soft-surface trails wider than five feet with a 15-mph speed limit for all users. This speed limit is enforced through posted signage.

In 2018, Seattle, Washington, chose five trails to be part of its pilot for Class I and II e-bikes. The program ran for one year. Information from the pilot showed that the vast majority of those surveyed in Seattle supported both the allowance of Class 1 and Class 2 e-bikes in Seattle (electric-assist limited to 20 mph) and also the new 15 mph speed limit for all users. Regulatory consistency, accessibility, and safety were the top concerns heard in our outreach. The new Multi-Use Trail Policy officially began on August 26, 2020. The policy consists of: a 15 mph speed limit for all users, e-mobility devices allowed on multi-use trails (under 750-watt motor, e-assist stops at 20 mph), and no other forms of motorized vehicles allowed.

E-bike Regulations

When evaluating the appropriateness of e-bikes on soft-surface trails, it should be noted that the study titled Recreation Conflicts Focused on Emerging E-bike Technology (2019) found that e-MTB's (a mountain bike with an integrated motor that assists the rider when pedalling) and conventional mountain bikes have similar trail impacts. In addition, e-MTB's are permitted on natural surface trails within Colorado State Parks.

Current Front Range Jurisdiction Speed and Device Policies

Please see attached excel spreadsheets. Information provided primarily through interviews with jurisdiction staff, supplemented with city/county code research.

https://nacto.org/wp-content/uploads/2015/04/AASHTO_Bicycle-Facilities-Guide_2012-toc.pdf
<https://safety.fhwa.dot.gov/saferjourney1/Library/countermeasures/08.htm#:~:text=Shared%20use%20paths%20should%20be%20designed%20for%20a%20selected%20speed,in%20a%20mixed%20use%20setting.>
https://rcaforum.org.nz/sites/public_files/images/cycling_speed_on_shared_paths.pdf
<https://assets.bouldercounty.gov/wp-content/uploads/2020/01/e-bike-literature-review.pdf>
https://www.researchgate.net/publication/287489452_e-BikeSAFE_A_Naturalistic_Cycling_Study_to_Understand_how_Electrical_Bicycles_Change_Cycling_Behaviour_and_Influence_Safety
<https://www.railstotrails.org/trailblog/2015/july/31/we-re-in-this-together-use-safe-speeds-on-the-trail/>
<https://www.oregonmetro.gov/sites/default/files/2019/07/22/Busy-Shared-Paths-report.pdf>
<https://www.railstotrails.org/resource-library/resources/micromobility-devices-on-multiuse-trails/>
<https://www.portlandoregon.gov/transportation/44597?a=379135>
<https://www.railstotrails.org/build-trails/trail-building-toolbox/management-and-maintenance/e-bikes/>
<https://parkways.seattle.gov/2020/09/09/new-e-mobility-policy/>
<https://assets.bouldercounty.gov/wp-content/uploads/2020/01/e-bike-literature-review.pdf>
<https://www.blm.gov/sites/blm.gov/files/Guidelines-for-a-Quality-Trail-Experience-2017.pdf>

	Aurora	Denver	Cherry Hills Village
Hours of Operation	5:00 am to 11:00 pm	5:00 am to 11:00 pm	6:00 a.m. to 11:00 p.m.
Speed	15 mph	15 mph	15 mph
Enforcement	Ranger patrol, but no ticketing or enforcement	Trail rangers with speed radar gun enforcement	
Yielding	Pedestrians yield to equestrians. Cyclists yield to pedestrians and equestrians.	Cyclists yield to pedestrians (note: horses prohibited)	Pedestrians yield to equestrians. Cyclists yield to pedestrians and equestrians.
Passing	Stay on the right side of the trail except when passing. Announce when passing	Keep right except when passing and turning left. Signal to others as you approach.	Stay to the right
Pets	Restrained by a leash, cord, or chain a maximum of ten (10) feet in length, All animal excrement shall be removed immediately	Bring dogs onto trails restrained by a leash no longer than 6 feet in length Unlawful to fail or refuse to remove and properly dispose of solid pet waste	Dogs must be on leash at all times.
Equestrians	Horses are permitted	Horses are permitted	Horses are permitted
E-Bikes	Not allowed	E-devices are allowed	Not allowed

Figure 7: Comparison of Other Agencies

	Greenwood Village	South Suburban Parks and Rec	Highlands Ranch	Douglas County
Hours of Operation	Dawn to dusk	6:00 a.m. to 11:00 p.m.	5:00 a.m. to 11:00 p.m.	5:00 am to 10:00 pm
Speed	15 mph	15 mph		20 mph
Enforcement				
Yielding	Pedestrians yield to equestrians. Cyclists yield to pedestrians and equestrians.	Pedestrians yield to equestrians. Cyclists yield to pedestrians and equestrians.	Pedestrians yield to equestrians. Cyclists yield to pedestrians and equestrians.	Pedestrians yield to equestrians. Cyclists yield to pedestrians and equestrians.
Passing		Give an audible, voice or bell warning Ride to the right; pass on the left. Groups of cyclists must ride single file when passing or being passed.		
Pets	Keep a short leash on your dog when passing (or being passed by) horses, cyclists, or other pedestrians.	Dogs must be on a leash not to exceed six (6) feet in length. Persons handling dog responsible for cleaning up all waste.	Dog owners must leash and have physical control of their dog(s) at all times. Dog owners shall pick up and dispose of dog's excrement.	Domestic pets must be on a leash at all times
Equestrians	Slow down when you pass others on the trails and never gallop past another trail user. Make sure your horse has a good temperament, proper training and manners for riding on public trails.	Horses are permitted Groups of riders must ride single file when passing or being passed Slow horses to a walk when within 100 ft of other users Horses shall wear manure bags	Horses are permitted	Horses are permitted
E-Bikes	Allowable electrical assisted bicycles are "Class 1" and "Class 2"	Allowable electrical assisted bicycles are "Class 1" and "Class 2"	Allowable electrical assisted bicycles are "Class 1" and "Class 2"	Allowable electrical assisted bicycles are "Class 1" and "Class 2"

APPENDIX D: Trail Design Standards Supporting Information

Entity	City of Denver	Boulder County
Does your jurisdiction have a speed limit on trails? If so, what is the limit?	15 mph	No
Which city/county document hosts the speed limit policy?	City Ordinance, but not sure	N/A
Policy Text	N/A	N/A
If you do not have a speed limit? Why not?	N/A	On our trails, we feel that speed has very little to do with safety and more to do with perceived visitor conflict. Consequently, we take a close look at the behavior of all trail users and encourage a trail courtesy educational model. Likewise, the ability of our ranger staff to enforce a speed limit would take away from other duties which would likely have a greater impact on visitor safety and experience.
How was that speed limit selected?	N/A	N/A
Do you post speed limit signs on your trails?	Yes, on Cherry Creek and maybe South Platte	N/A
Have you done any education campaigns with the public to share the speed limit or encourage safe speeds on trails?	Yes DPR trail rangers do education/outreach.	Through our resource protection team (rangers), education and outreach staff, and volunteers, we conduct 5 - 10 share the trail events each year at trailheads that experience user conflict. Often, these events are initiated by volunteers that have experiences some visitor conflict during their volunteer engagements.
What worked well? What other types of behavior/ etiquette did you try to encourage in trail users?	N/A	We found that new, rotating signage in areas experiencing some visitor conflict work well to remind visitors that they are sharing the trail with others. Of course a well-positioned ranger helps remind visitors to yield right of way and pass other safely!
Do you do any enforcement activities to enforce trail speed limits?	Yes DPR trail rangers do enforcement with speed radar guns.	No
Do you limit any new mobility devices on your trails?	Yes, but they are not allowed to park on trails or in parks.	We allow the use of ebikes on all of our regional trails. We prohibit the use of other electrified devices such as scooters and one wheels.
New mobility device regulation text	N/A	N/A
If you have trail specific regulations/exceptions to wider rules, what was the rational for that?	N/A	N/A
What is the structure of your device regulations, by type? weight? top speed? pedal assist etc?	Class 1-2 ebikes allowed, scooters allowed.	We allow class 1 and class 2 ebikes with a maximum speed of 20 mph.
Major takeaways you have learned over time that you think would be helpful for Broomfield as they develop speed and device regulations?	N/A	It is very important to understand if you are having issues with speed or the behavior and courtesy of park visitors - these are 2 very different issues. It is also important to consider if you have the resources needed to enforce speed limits. Once a speed limit is posted, there is typically an expectation from park visitors that it is enforced. If you cannot meet this expectation, I would not consider creating speed limits.
Is there anyone else in your, or another jurisdiction, who you think we should reach out to?	N/A	N/A

Entity	City of Boulder OSMP	Town of Parker
Does your jurisdiction have a speed limit on trails? If so, what is the limit?	Control your speed at all times. Safe speeds vary with trail conditions and the business of the trail.	15 mph
Which city/county document hosts the speed limit policy?	https://boulder.colorado.gov/services/biking-osmp	Town of Parker Municipal CODE (12.02.190)
Policy Text	N/A	"The speed limit on all roadways, trails, and parking areas within park lands is fifteen (15) miles per hour." Additional regulations referenced in town code through ordinance No 12.03.6
If you do not have a speed limit? Why not?	N/A	N/A
How was that speed limit selected?	N/A	To the best of our knowledge this was selected in 1989, well before current staff. Discussed within the past 10 years was how to 'enforce' or encourage safe speeds on Town trails. Discussions included speed limit signage and the increase of police officer bike patrols.
Do you post speed limit signs on your trails?	N/A	Yes but limited. Only a few standalone speed limit signs exist on Town trails. Most speed limits are posted within other rules and regs signs. Rational being we didn't feel adding speed limit signs would decrease the speeds on trails, and we wanted to be cognizant of sign pollution.
Have you done any education campaigns with the public to share the speed limit or encourage safe speeds on trails?	N/A	Yes. Town police officers have provided trail bike patrols specific to speed limit awareness. The Town has also published various articles in local publications and on social media (Parker's Talk of the Town, Facebook)
What worked well? What other types of behavior/ etiquette did you try to encourage in trail users?	N/A	Police presence has been the most effective. Signs have provided officers a means to engage and enforce speed limits, although few (if any) citations have been issued.
Do you do any enforcement activities to enforce trail speed limits?	N/A	Yes. Town Police do bike patrols as officers are available; warnings are given but few citations. Speeding on trails seems to ebb and flow... we see a spike (citizens call in a concern), we increase officer patrol which in turn increases awareness and speeds decrease. Recommend having bike patrols increase in spring and remain periodic throughout summer.
Do you limit any new mobility devices on your trails?	E-bikes are not allowed on City of Boulder Open Space and Mountain Parks trails. OSMP allows people experiencing disabilities to use Other Power/Driven Mobility Devices (OPDMDs), including electric-assisted cycles and handcycles.	Mobility devices are permitted but within the parameters of Town Code. https://library.municode.com/co/parker/codes/municipal_code?nodeId=TIT12PARE_CH12.02PARE_12.02.210TYVEALTOTR
New mobility device regulation text	N/A	Other Power- Driven Mobility Devices ("OPDMD"), subject to the following provisions and restrictions: The operator or passenger of an OPDMD must be a person with a mobility disability and Town personnel may ask patrons if they are using the OPDMD because of a disability in accordance with Americans with Disabilities Act(ADA) regulations; An OPDMD shall not exceed more than one- half the width of any trail; g. An OPDMD shall not weigh more than 500 pounds;
If you have trail specific regulations/exceptions to wider rules, what was the rational for that?	N/A	We do. Rational is to provide safety to the specific amenity, in this case the trail system, that is not covered in muni-code or specifically in the Parks and Recreation rules and regs. https://www.parkerrec.com/1923/Parksand-Trails-Rules-and-Regulations
What is the structure of your device regulations, by type? weight? top speed? pedal assist etc?	N/A	Class Type 1,2 ebike are allowed. Type 3 are prohibited. Other Power-Driven Mobility Devices ("OPDMD"), subject to provisions and restrictions.
Major takeaways you have learned over time that you think would be helpful for Broomfield as they develop speed and device regulations?	N/A	Public outreach and officer presence has been the most impactful. Signage was helpful in providing officers the ability to 'enforce' speed limits, but speed limit signs themselves have had little positive impact toward decreasing speeds. We piloted speed limit signs in problem areas, however the speeds only decreased once there was a police presence.
Is there anyone else in your, or another jurisdiction, who you think we should reach out to?	N/A	Possibly reach out to Town of Parker Police Department.

Figure 8: Jurisdiction Speed and Device Regulations Comparison Table

APPENDIX D: Trail Design Standards Supporting Information

Entity	Jefferson County
Does your jurisdiction have a speed limit on trails? If so, what is the limit?	Not a speed limit, but we do have passing regulations with fines. C.24.a. It shall be unlawful to fail to yield on Open Space trails. Yielding Order: When passing from any direction on Open Space trails, all visitors must give the right-of-way to equestrians; bicyclists and other wheeled visitors (except wheelchair visitors) must also give the right of-way to pedestrians. Fine: \$50.00 C.24.b. It shall be unlawful to fail to pass safely on Open Space trails. At no less than fifteen (15) feet of approach from any direction, slow to a walking speed, communicate and gain the attention of other visitors. Pass safely, in single file and when oncoming traffic is clear. Stop when necessary to allow safe passage. Fine: \$50.00
Which city/county document hosts the speed limit policy?	JCOS Park Regulations: https://www.jeffco.us/1583/Regulations(C.24)
Policy Text	"Based on findings from a pilot program conducted during 2018, Jeffco Open Space adopted a permanent policy to allow electric bicycles (e-bikes) on Jeffco Open Space managed trails. Class 1 e-bikes are allowed on natural surface trails within the parks Class 1 and Class 2e-bikes are allowed on paved trails within the parks This decision was made after collecting visitor feedback, doing extensive research, and working with local bicycle advocacy groups. The decision is also in line with Colorado state regulations, which currently allow Class 1 and Class 2 e-bikes on paved trails. In April 2017, Colorado state legislators passed HB 17-1151, which defined three different classes of e-bikes, required manufacturers to label e-bikes by class, defined e-bikes as nonmotorized vehicles, and allowed the use of Class 1 and 2 e-bikes on bike or pedestrian paths where bicycles are allowed to travel. This bill gives local land management agencies the ability to determine e-bike use on trails under their jurisdiction."
If you do not have a speed limit? Why not?	We find that a definitive speed limit is largely not enforceable and oftentimes unnecessary. The root issue is how people pass other people, versus now fast they are going. With a long line of sight and no other visitors present, speed for devices that are allowed is less of an issue. Additionally, to enforce a defined speed limit, staff would be required to be trained and certified in RADAR or another speed detection device.
How was that speed limit selected?	N/A
Do you post speed limit signs on your trails?	No, however, we do have passing signs
Have you done any education campaigns with the public to share the speed limit or encourage safe speeds on trails?	Yes, many for passing regulations and other trail courtesy items. We are also involved with several other agencies/ organizations in a study specifically pertaining to trail courtesy. I'll try to get an update of where this study stands
What worked well? What other types of behavior/ etiquette did you try to encourage in trail users?	We have "pop-up" educational events frequently on all types of trail courtesy and stewardship topics.
Do you do any enforcement activities to enforce trail speed limits?	Not trail speed limits, but passing regulations, yes. We have a staff of 29 Rangers who have the authority to enforce park regulations.
Do you limit any new mobility devices on your trails?	Yes, the only devices with motors that are allowed are Class 1 e-bikes on natural surface trails and paved trails, and class 2 e-bikes on paved trails where bikes are allowed to travel. Class 3 are only allowed on roads and in parking lots where vehicles are authorized to travel. Additionally, we allow Other Powered Mobility Devices (OPDMD) with some specific criteria. Specifics can be found within the Recreation and Activity Management Guide on page 21 (Mobility Devices): https://www.jeffco.us/DocumentCenter/View/23807/Recreation-and-Activity-Management-Guide-2022?bidId=
New mobility device regulation text	An OPDMD may only be operated on trails with grades (slopes) of 12% or less. • An OPDMD may be up to 32 inches wide. • An OPDMD may be up to 6 feet long. • An OPDMD may weigh up to 150 pounds (excluding the visitor's weight). • An OPDMD must be electric powered. • An OPDMD must be operated at a safe speed. • An OPDMD must have the capacity to safely negotiate trail features and obstructions such as steps and other vertical displacements, water dams, loose gravel, and rocks."
If you have trail specific regulations/exceptions to wider rules, what was the rationale for that?	We have several trails with designated use and directional use restrictions. The goal of these designations is to improve safety, reduce visitor conflict, and to improve the visitor experience.
What is the structure of your device regulations, by type? weight? top speed? pedal assist etc?	Motorized vs. non-motorized. For nonmotorized on natural surface trails, we do require a manual brake (e.g., for mountain boards)
Major takeaways you have learned over time that you think would be helpful for Broomfield as they develop speed and device regulations?	Consider enforceability and practicality. Many devices (e.g., bicycles, longboards, etc.) have no way of determining speed with any level of precision. Also, consider what the goal is - is it truly to reduce speed? Or is it to reduce conflict?
Is there anyone else in your, or another jurisdiction, who you think we should reach out to?	One great resource that we have to help with this type of question is the Recreation and Activity Management Guide. We have many types of mobility devices outlined within this document with specific criteria. Take a look and let me know if you would like to talk through anything. On this note, one item that we are considering for the future is whether to allow motorized devices that meet State criteria for Electric Personal Assistive Mobility Device (EPAMD) on paved surface trails (e.g., One Wheel devices, e-scooters, Boosted Boards, etc.). The thought behind this is to support use of these devices for commuting purposes. We have not come to a conclusion and these are still prohibited at this time, but this should be a consideration for your project. We are not considering allowing these devices on soft surface trails.

Entity	Aurora
Does your jurisdiction have a speed limit on trails? If so, what is the limit?	No general speed limit. One section of rules deals with electric assisted bicycles - must comply with speed of 15 otherwise posted
Which city/county document hosts the speed limit policy?	Rules and regulations for parks and open space. https://cdnsm5-hosted.civiclive.com/UserFiles/Servers/Server_1881137/File/Departments/PROS/Rules%20and%20Regulations%202019.pdf
Policy Text	"6513. Bicycles a. Bicycles may only be operated on designated trails. b. Bicycles shall not exceed posted speed limits. c. Allowable electrical assisted bicycles are "Class 1" and "Class 2" as defined by Colorado Revised Statutes, 42-1-102. Generally two, or three-wheeled vehicles with fully operable pedals, and an electric motor not exceeding 750 watts of power, and whose motor ceases to provide assistance when the bicycle reaches a speed of 20 miles per hour. Allowable electrical assisted bicycles must comply with the following: 1. Speed limit of 15 mph unless otherwise posted; 2. Weigh less than 100 pounds; 3. May not be wider than forty percent (40%) of the width of the trail; and 4. May be operated on any paved multipurpose trails only. prohibited on the High Line Canal trail, except by authorized agencies."
If you do not have a speed limit? Why not?	No way to measure and enforce; no radar equipment
How was that speed limit selected?	Determined to be reasonable (e-bike), there are speedometers on e-bikes
Do you post speed limit signs on your trails?	No Signs
Have you done any education campaigns with the public to share the speed limit or encourage safe speeds on trails?	At times, based on complains, will pull out temporary signs to raise awareness
What worked well? What other types of behavior/ etiquette did you try to encourage in trail users?	Signage that encourages proper trail etiquette (who should yield to whom, equestrian trails). Information is also on trail map.
Do you do any enforcement activities to enforce trail speed limits?	No enforcement, but rangers patrol. No ticketing for speed.
Do you limit any new mobility devices on your trails?	Restrictions on powered mobility devices: width limit must not exceed 40% of trail (trails range), Length of device must allow to person to maneuver on trail surface, Weight must not cause displacement of trail material, No fuel powered engines, Motor noise level must not exceed 55 db, Must not cause damage to trail, turf, ecosystem
New mobility device regulation text	N/A
If you have trail specific regulations/exceptions to wider rules, what was the rationale for that?	N/A
What is the structure of your device regulations, by type? weight? top speed? pedal assist etc?	See previous
Major takeaways you have learned over time that you think would be helpful for Broomfield as they develop speed and device regulations?	Successful when framing restrictions tied to ecosystem, 40% width rule works well for two way traffic
Is there anyone else in your, or another jurisdiction, who you think we should reach out to?	N/A

APPENDIX D: Trail Design Standards Supporting Information

Entity	High Line Canal Conservancy	Fort Collins	Lafayette
Does your jurisdiction have a speed limit on trails? If so, what is the limit?	Applies regulations of area jurisdictions only. Generally accepted 15 mph. Chart attached of jurisdiction regulations.	15 mph	No speed limit, no parks ranger, no constant law enforcement
Which city/county document hosts the speed limit policy?	N/A	Trails Master Plan	Not posted anywhere, but Chapter 80, Article 6 on City of Lafayette's Municipal Code states about how bikes should behave (suggestions, not laws)
Policy Text	N/A	N/A	N/A
If you do not have a speed limit? Why not?	Yes but not all - the one without (Highlands Ranch) doesn't have authority to set speed limit	N/A	Impossible to enforce, no speedometers. Has not come up.
How was that speed limit selected?	15 mph due to regional preference for partners we work with	Not Sure	N/A
Do you post speed limit signs on your trails?	Yes	Posted at Kiosk trail heads and in selected congested areas of the system	Don't like to post a lot of signage (keeping natural look)
Have you done any education campaigns with the public to share the speed limit or encourage safe speeds on trails?	Share the Canal campaign to highlight it's a slow trail with more pedestrians. Lawn signs, social media, and other outreach used to share speed limit.	"Slow your Roll" educational campaign, yearly. Quarterly Info Booths at various trail intersections, hosted by Park Rangers	Parks trails map has language promoting bike safety.
What worked well? What other types of behavior/ etiquette did you try to encourage in trail users?	Yield triangle signage for people to yield to equestrians, "Stay right, pass left" sign, signs for people to give audible signal when passing	Only works for a little while with a select few. "On your Left"! Ring a bell when passing!	Nothing besides trails map.
Do you do any enforcement activities to enforce trail speed limits?	Jurisdictions do some enforcement - more common to do it as part of educampaign; radar out on trail (no tickets, but pull people over). There is request from public for ticketing. Denver has started using radar signs, especially downhill segments of trails.	Occasional radar, but only for data purposes. We have no "enforceable" limit on the trails. Cops won't bother with it.	No
Do you limit any new mobility devices on your trails?	Yes. Limit e-bikes to class 1 + class 2 but challenge is there's concern about enforcement (can't tell different types of ebikes) Some don't allow e-bikes. Recreational cyclists speed more, more successful when focusing on speed enforcement vs limiting ebike types.	No scooters, skateboards, or other electric devices	In process of writing e-bike ordinance to limit speed. Currently e-bikes are allowed.
New mobility device regulation text	N/A	N/A	N/A
If you have trail specific regulations/exceptions to wider rules, what was the rationale for that?	If e-bike is claimed as mobility device they are allowed (class 1, 2, 3 etc)	N/A	N/A
What is the structure of your device regulations, by type? weight? top speed? pedal assist etc?	Class 1 + 2 most popular for suburban. 1: Pedal assisted; 2: Max speed, 3: No max speed (more regulation)	By Type, I and II	Nothing yet - ordinance being developed
Major takeaways you have learned over time that you think would be helpful for Broomfield as they develop speed and device regulations?	Biggest one: focus on limiting speed, devices are evolving, hard to enforce device-specific regulations. Ebike users mostly older who need assistance; not as fit.	Make the trail wide enough to separate bikes and walkers!	N/A
Is there anyone else in your, or another jurisdiction, who you think we should reach out to?	N/A	Cortney Geary, FC Moves Manager, Multi-Modal Transit, cgeary@fcgov.com	N/A

Entity	Adams County	Colorado Springs
Does your jurisdiction have a speed limit on trails? If so, what is the limit?	No	"Speed of OPDMDs. For the safety of all individuals using City pathways or trails, OPDMDs must be operated at or below the following speeds: 1. Typical walking speed-3 mph when operated inside City properties/facilities or outdoor events. 2. 20 mph maximum on Tier 1 or Tier 2 hard surface trails/shared use paths and Tier 3 soft surface trails, or the average speed of others or any posted speed limits if present."
Which city/county document hosts the speed limit policy?		https://coloradosprings.gov/sites/default/files/inline-images/opdmdguidancefinal_6-4-20.pdf
Policy Text	N/A	N/A
If you do not have a speed limit? Why not?	No need for it	N/A
How was that speed limit selected?	N/A	N/A
Do you post speed limit signs on your trails?	No	N/A
Have you done any education campaigns with the public to share the speed limit or encourage safe speeds on trails?	Rangers doing outreach on general safety	N/A
What worked well? What other types of behavior/ etiquette did you try to encourage in trail users?	Encourage others to be courteous/look out for each other, careful of pedestrians	N/A
Do you do any enforcement activities to enforce trail speed limits?	Yes - if there is someone on a device other than e-bike they could be ticketed (mini bikes)	N/A
Do you limit any new mobility devices on your trails?	No limit - open to whatever individuals say their mobility device is but have to make a case for it.	N/A
New mobility device regulation text	N/A	"Size / Maneuverability: Dimensions of OPDMDs must not exceed 40% of a trail width on Tier 1 and Tier 2 trails or so wide as to ensure safe passage of pedestrians and others from going off a Tier 3 or a smaller Multi-Use trail or pathway; and must be able to maneuver around corner radiuses without going off the trail or pathway. Further, OPDMDs and their operators must be capable of adapting to diverse trail conditions, including but not limited to increase/decrease in grade/slope; changes in topography; and variable surfaces and conditions."
If you have trail specific regulations/exceptions to wider rules, what was the rationale for that?	N/A	N/A
What is the structure of your device regulations, by type? weight? top speed? pedal assist etc?	Nothing yet - all trails are made to handle 2T pick-up truck. Wide enough to accommodate full size pick up with plow attached. Would be pulled over, if they make a case that it's their mobility device it would be allowed.	N/A
Major takeaways you have learned over time that you think would be helpful for Broomfield as they develop speed and device regulations?	Encourage residents to use e-bikes - way to get people on trails. Improvement on number of people using trails.	N/A
Is there anyone else in your, or another jurisdiction, who you think we should reach out to?	N/A	N/A

2024 OPEN SPACE, PARKS,
RECREATION, AND TRAILS

Plan



APPENDIX E

.....
TRAIL PRIORITIZATION

Introduction:

This document contains the details of the trails missing link analysis and creation of the “Top Twenty” Missing Links List.

Missing Links Map

The Trails Missing Links Map is a living document prepared by the City and County of Broomfield. It is a map that shows the location, type, and code number reference of identified segments of trail that are not yet completed or do not yet exist in the trail system. These missing links are trail segments that Broomfield would ultimately like to implement or complete as a part of the 2023 OSPRT Plan. Some of these trails may also be completed by the private sector when development proposals include these trail improvement areas.

Prioritization Criteria

The list of missing links has been listed in order of importance or significance to help create a clearer path forward of what missing links to complete first, if possible. The missing links are prioritized based on the Trails Missing Links Prioritization Criteria. Figure 2 lists the different criteria and their numerical scoring principles.

In addition to the missing link prioritization analysis, the City and County of Broomfield staff has identified a priority overpass, underpass, and enhanced crossing list. This list can be seen in Figure 1 below. The proposed underpasses/overpasses identified in the white circles on the Missing Links Map are listed at the end of this Appendix.

PRIORITY NO.	REFERENCE CODE	FACILITY NAME
1	48	Airport Creek at BIP Ballfields and 112th Avenue
2	37	Wildgrass Underpass and Trail to Rock Creek and Coal Creek Regional Trails
3	46	Rock Creek Underpass/or Crossing/Sidewalk Improvements at Midway Boulevard to Brainerd Drive
4	33	Underpass or Crossing at Community Ditch and Lowell Blvd to Spruce Meadows at High Prairie Way
5	38	Underpass in vicinity of SH 7 and Huron Street
6	67	Walnut Creek at Skyestone Parkway and Simms Street

Figure 1: Priority Overpass, Underpass, and Enhanced Crossing Priority List

No.	Category	Objective	Rating or Points Assignment	References/Comments/Other Sources to Consult
Environmental Criteria				
1	Environmental Impact Reduction and Revitalization Enhancement	Reduces environmental impacts of trails and/or enhances or revitalizes environmentally sensitive areas	2: Either reduces environmental impacts of trails OR enhances or revitalizes environmentally sensitive area 3: Either reduces environmental impacts of trails AND enhances or revitalizes environmentally sensitive area	Does the project formalize an existing social trail and/or reduce erosion in an existing area? Does the project include design or management features to reduce impacts when encroachment is unavoidable? Design features could include boardwalks, hardened tread surfaces, or turnpikes. Seasonal trail closures and requirements to stay on the trail are examples of possible management practices. Does the project avoid environmentally sensitive areas such as Nesting Sites, Wetlands, Grasslands, or other areas? Does the project maintain and respect the boundaries of important habitat by carefully aligning a trail to minimize disruption to plant communities and wildlife?
Experience and Access Criteria				
2	School Connectivity	Project creates connection to school(s) throughout Broomfield	1: Located within 1/2 mile of a School Site 2: Located within 1/4 mile of a School Site 3: Located directly adjacent to a School Site	Is this project located along a trail corridor within 1/2 mile of a school site? Does the project improve an existing trail condition to meet the needs of the trail facility type?
3	Equity	Project is located in an area that has the greatest level of vulnerability	1: Score of 1-2 2: Score of 3-4 3: Score of 5 or above	Reference the DRCOG Vulnerable Populations Database: https://experience.arcgis.com/experience/7ed9896faea747108322008c35ae3a5d/page/Web-Map-Template/?views=Data Read score from map. Indicates above regional average vulnerable populations: older adults, minorities, poverty, language challenged, children, individuals with a disability and households without a vehicle. CCOB Data may also be used to evaluate this criteria.
4	Barrier Elimination	Overcomes barriers to the trail network of Broomfield	2: Addresses a minor barrier such as an intersection that lacks crosswalks or crosswalks with flashers and addresses a public safety concern; 3: Addresses a major barrier such as railroad tracks, creek/drainage, or major corridor such as SH 7 or US 36 and addresses a public safety concern	Does the project overcome or reduce a barrier to trail and bike accessibility such as U.S. 36, the BNSF Railroad tracks, or major arterials, ditches, creeks or waterways? Does it improve existing conditions to address public safety and access concerns?
Mobility and Transportation Criteria				
5	Major Trail Network	Project is located within and/or improves the Major Trails of Broomfield	3: Community or Regional Trail	Major Trails Include: Broomfield, Southeast Community Loop, Rock Creek, Big Dry Creek, Lake Link, Northwest Parkway, US 36 Bikeway per the Missing Links Map.
6	Open Lands Connectivity	Project is located on the Community or Neighborhood Trails of Broomfield and Connects to a major Open Lands Destination	3: Connects to 1 Destination 4: Connects to 2 Destinations 5: Connects to 3 or more Destinations	Is the project located on a Community or Neighborhood Trail that connects to a Community Park, Neighborhood Park, Recreation Center, Existing Trailhead, Open Space Property, or Destination such as a wildlife viewing area, historic site, fishing area, or major viewshed?
7	Key Public Service/Commuting Connectivity	Project is located on the Community or Neighborhood Trails of Broomfield and Connects to a Key Public Service Destination	2: Connects to 1 Destination 3: Connects to 2 Destinations 4: Connects to 3 or more Destinations	Is the project located on a Community or Neighborhood Trail that connects to commercial and retail centers, civic centers, employment centers, healthcare centers, or other Key Public Service areas or commuting locations?
8	Mobility and Transit	Link to the transit and mobility systems of Broomfield	1: Located within 1/2 mile of a local or regional bus stop 2: Located within 2 miles of a current or future BRT station or mobility hub 3: Located within 1 mile of a current or future BRT station or mobility hub	Does the project connect to a major mobility hub, RTD Bus station, or other regional multi-modal transportation system? Does it improve access/connectivity to the current or planned Regional BRT/transit network? Does it improve or close gaps or improve access per the DRCOG Regional Active Transportation Network? Does it improve access or connectivity to car share programs, micromobility, or other future mobility options?

Figure 2: Trail Prioritization Criteria

Prioritization Analysis

The complete list of missing links is listed in order of priority based on the criteria scoring. The analysis was completed in GIS and is detailed in Figure 2. Some adjustments from the criteria were required due to data availability and inherent knowledge from the City and County of Broomfield.

APPENDIX E: Trails Prioritization

No.	Missing Links Map Code	Trail Name	Environmental Impact Score	School Connectivity Score	Equity Score	Barrier Elimination Score	Major Trail Network Score	Open Lands Connectivity Score	Key Public Service Score	Mobility Transit Score	Prioritization Score
1	SECL6	Connection from Wal-mart/Broomfield Corners/Tennyson ROW to Lowell underpass at Metzger Farm	2	1	3	3	3	4	4	3	23
2	NC28	Trail connection from BIP ballfields to the US-36 pedestrian bridge, using future Airport Creek underpass	2	3	3	3	0	4	4	3	22
3	BN-1	Trail along the Baseline Open Lands corridor at W. 160th to Huron Street	2	1	1	3	3	4	4	3	21
4	BN-2	Trail from Huron Street in Baseline Open Lands to Highway 7	2	1	1	3	3	3	4	3	20
5	BT6	Connection from Lowell Blvd. along Community Ditch to Spruce Meadows at High Prairie Way	2	2	1	3	3	5	2	1	19
6	NC20	Trail connection between King Circle and The Trails pond area	2	3	3	3	0	4	2	2	19
7	RT11	SH 7 Trail at NW Corner of Anthem Ranch to the Coal Creek Underpass	2	0	2	3	3	3	2	3	18
8	RT23	Rock Creek underpass, West Midway to Brainard connection	0	0	3	3	3	3	3	3	18
9	RT-22	Trail connection along Highway 287 from Miramonte to Dillon Road	0	1	1	3	3	5	4	1	18
10	RT16	Huron NW Parkway to Westminster Open Space	0	0	1	3	3	3	4	3	17
11	NC6	Connections along Commerce St., 120th, and BIP Area	0	3	1	3	0	4	2	3	16
12	SECL3	Improved connection across Midway Park	0	3	2	0	3	3	3	2	16
13	NBL-1	Trail from Lowell Lane and Huron along the Bull Canal, to Interstate-25 and north to Spano Park	0	0	1	0	3	5	4	3	16
14	NC32	Brunner Reservoir Trail, south and east sides	2	1	3	0	0	3	4	2	15
15	RT1	96th St. to Highway-36 Bikeway and Louisville	0	0	2	3	3	4	0	3	15
16	RT20	120th Avenue Sidewalk Connections from Lowell Blvd. to N. Perry St.	0	0	1	3	3	3	4	1	15
17	BT7	Connection from Highway 7/Huron to I-25	0	1	1	3	3	0	4	3	15
18	RT-24	Huron Street east to Interstate-25, along south side of Highway 7	0	1	1	0	3	3	4	3	15
19	RT12	Wildgrass trail at Northwest Parkway to Boulder County and Rock Creek/Coal Creek Trail	0	0	3	3	3	4	0	1	14
20	RT13	Sheridan to I-25 via Community Ditch and Little Dry Creek	0	0	1	3	3	4	0	3	14
21	RT21	Sheridan sidewalk/trail Anthem Community Park to Hwy 7	2	2	1	3	3	0	0	3	14
22	BT1	Connection from Great Western Park/Skyestone to Highway 128	0	0	1	2	3	3	2	2	13
23	NC14	Trail connection between Kohl Street and Broomfield Heights Middle School	0	3	1	3	0	4	0	2	13
24	NC27	Trail connection from Sheridan Blvd. to the Southeast Community Loop Trail, across the Kabert Property	0	0	1	3	0	3	4	2	13
25	NC38	Sidewalk trail on both sides of 160th, Anthem Highlands to Huron	0	1	1	3	0	5	0	3	13
26	RT5	I-25 connection from Bull Canal to the southeast of I-25 along Drainage	0	0	1	3	3	3	0	3	13
27	SECL11	Connection from Green Family Farms Trail to West 149th Ave. and Zuni St.	2	0	1	3	3	3	0	1	13
28	NC-41	Widened trail/sidewalk from Hazel Street to Elm Street/Willow Run Parkway, on the north side of Midway/128th	0	1	2	2	0	5	3	0	13
29	BT5	Trail from Aspen Creek sidewalk across Dillon Point to 144th Avenue	2	2	1	0	3	3	0	1	12
30	NC25	Greenway Park trail connection to 120th Avenue	2	1	1	2	0	0	4	2	12
31	NC39	Market Open Space Trails	0	3	1	0	3	5	0	0	12

Figure 3: Missing Trail Links Analysis

No.	Missing Links Map Code	Trail Name	Environmental Impact Score	School Connectivity Score	Equity Score	Barrier Elimination Score	Major Trail Network Score	Open Lands Connectivity Score	Key Public Service Score	Mobility Transit Score	Prioritization Score
32	RT17	West side of Wadsworth Parkway Trail to Westminster	0	0	1	0	3	3	2	3	12
33	RT7	Highway-128 at Indiana St. East to Interlocken Loop (South Side)	0	1	1	0	3	5	0	2	12
34	RT9	Bull Canal Trail at County Rd 11 eastward along Bull Canal into Adams County	0	0	1	3	3	3	0	2	12
35	SECL1	Trail along Community Ditch between Highway 287 and 10th Avenue	2	2	1	0	3	0	2	2	12
36	NC35	Trail at Highway 7 north side and County Road 7 east side	2	0	1	0	3	0	2	3	11
37	RT10	Brainard Drive trail connection to Boulder County Carolyn Holmberg OS/S. 104th Street	0	0	2	0	3	4	0	2	11
38	NC-42	Trail from Compton Street to edge of 800 Hoyt property	0	0	1	0	3	3	3	1	11
39	NC12	Trail in the ditch corridor between Ash Street and Birch Street and Birch Elementary	0	3	2	0	0	2	2	1	10
40	NC26	Widening of Ex. Sidewalks with a Future Potential East 10th Avenue Upgrade between Ash Street and Sheridan Blvd.	0	3	2	0	0	0	3	2	10
41	RT15	East of I-25/Bull Canal, northeast to Summit Blvd/County Rd. 11 along Little Dry Creek	2	0	1	3	3	0	0	1	10
42	RT18	NW Parkway, Via Varrá to Louisville, by North Metro Fire Station on 95th Street	0	0	1	3	3	0	0	3	10
43	RT2	Great Western Open Space to Indiana Street and Rocky Flats	2	0	1	0	3	3	0	1	10
44	BT-8	Trail from Palisade Park to County Rd. 7, along Community Ditch at Harmer OS	0	0	1	2	3	4	0	0	10
45	BT4	Widening of Existing Trail along E. 14th Lane from Main Street to trail at Snowy Owl Drive	0	2	1	0	3	3	0	0	9
46	NC30	Iris Street trail connection to the Lake Link Trail, trail erosion repair project	3	1	1	0	0	4	0	0	9
47	NC31	SH 121/Wadsworth Parkway Trail (east side)	0	0	1	2	0	0	3	3	9
48	NC4	Lac Amora Trail Connection Along N. Side of Miramonte Blvd. and N. side of Oak Circle North	2	0	1	0	0	4	0	2	9
49	NBL-4	Interstate-25 at County Road 6 southwest to the Harmer Open Space	0	0	1	0	3	3	0	2	9
50	NC10	Connection from the east side of Highland Park to Midway Blvd.	0	1	2	0	0	3	0	2	8
51	NC18	Ditch corridor from Cottonwood Park to the southeast connecting with the Southeast Community Loop Trail. (South Princess Circle to North Princess Circle)	0	1	2	0	0	3	0	2	8
52	NC33	Wottge Open Space Trails	0	2	1	0	0	5	0	0	8
53	RT19	Simms Sidewalk-Brocade Development at the south end of the Detention Pond to Skyestone Parkway with underpass to connect to Simms Tech Trail or the Simms Sidewalk at Walnut Creek	0	0	1	3	3	0	0	1	8
54	NC37	Zuni sidewalks connection from 144th to Davis Open Space	0	1	1	0	0	3	0	2	7
55	NBL-2	Interstate-25 east along the Bull Canal to County Road 6	0	0	1	0	3	0	0	3	7
56	NC21	Trail from the southeast corner of 136th Ave and Lowell Blvd. to Trails Park North	0	1	2	0	0	3	0	0	6
57	NC29	Trail connection through the Verve property linking Highway 128 to the Great Western area	0	0	1	0	0	3	0	2	6
58	NBL-3	Trail from County Road 6 at the Bull Canal, west to Interstate-25	0	0	1	0	3	0	0	0	4

Note: This list should be reviewed in conjunction with the Bike-Pedestrian Assessment.

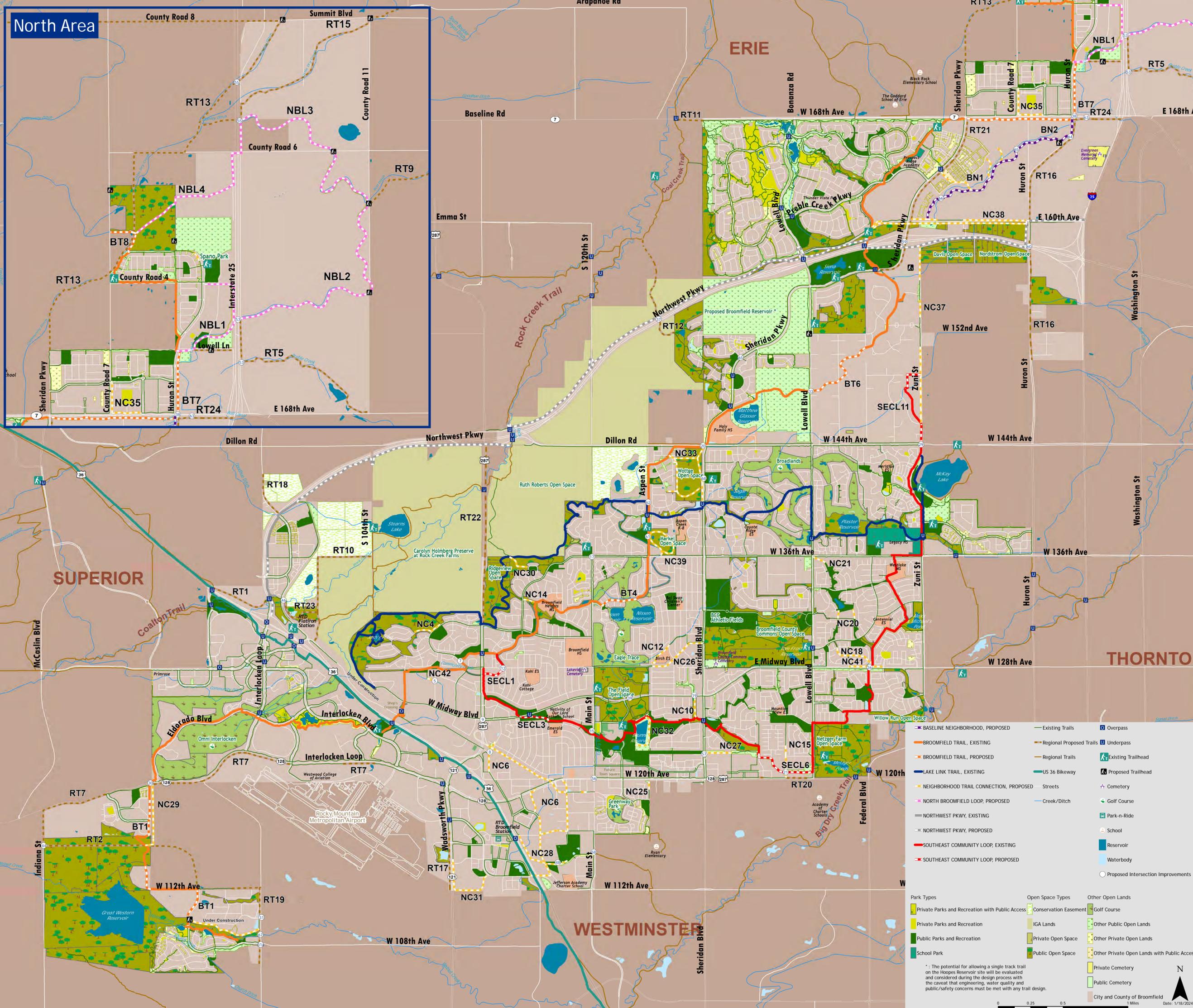
APPENDIX E: Trails Prioritization

Map Code	Name	Details
#5	Compton Street and Broomfield Trail	Improved crossing to north, from 800 Hoyt to Broomfield Trail
#7	10th Avenue and Zang Spur Park	Add potential at-grade crossing, west side crosswalk
#8	Nickel Street and W. 120th Avenue and Industrial Lane	Improved intersection crossing with pavement treatments south of railroad
#9	West Midway and US-287	Enhanced at-grade crossing at signalized intersection and improved accommodation of bike lanes
#12	10th Avenue and Southeast Community Loop Trail	At-grade crossing with pavement markings and user-activated flashers
#15	Main Street and Emerald Park	Pedestrian underpass as part of the Broomfield Town Square project
#17	Main Street and West 136th Avenue	Add crosswalk on eastern side of intersection
#19	Midway Blvd. West of Sheridan	Add potential at-grade crossing with completion of NC-10 trail connection
#20	Sheridan and West 144th Avenue	Potential pedestrian overpass, if possible in future
#21	Perry Street and SECL Trail	At-grade crossing with pavement markings and user-activated flashers, as part of Nissen Channel drainage project
#26	128th Avenue between Lowell Blvd. and Zuni Street	Possible intersection or crosswalks with change in street and median
#29	Zuni Street and 144th Avenue	Possible future pedestrian underpass at or near intersection
#30	CO Highway 128 and Eldorado Blvd.	Possible future pedestrian underpass at or near intersection
#31	Simms Street and Westmoor Drive	Improved intersection crosswalks with pavement treatments, or possible future underpass
#31A	Simms Street and 108th Avenue	Improved intersection crosswalks with pavement treatments, or possible future underpass
#33	Lowell Blvd. north of 144th Avenue	At-grade crossing with pavement markings and user-activated flashers, or possible future underpass
#37	Northwest Parkway Station #275 (west of Wildgrass)	Improved existing pedestrian underpass and connection to trails, with Boulder County and Lafayette
#38	State Highway 7 and Huron Street	Planned pedestrian underpass of Highway 7
#39	East Midway Avenue and Lamar Street	At-grade crossing with raised pavement and user-activated flashing signage
#44	Indiana Avenue south of CO Highway 128	Possible connection across Indiana Street, with crosswalks or possible future underpass (could be at intersection with Highway 128)
#46	Industrial Lane and Parkway Circle Project	Possible overpass or underpass at Rock Creek (several possible nearby alternatives)
#48	112th Avenue and BIP Ballfields (Airport Creek)	Planned pedestrian underpass at Airport Creek, west of the BIP ballfields
#53	Interstate-25 north of State Highway 7	Possible future pedestrian underpass at two possible locations near Preble Creek/Bull Canal and Interstate-25
#55	Interstate-25 north of Weld County Road 6	Possible future pedestrian underpass at two possible locations near Little Dry Creek and Interstate-25
#56	120th Avenue and Main Street	Possible future pedestrian underpass or intersection improvements at 120th Avenue
#57	1st Avenue and Sheridan Blvd.	Possible future pedestrian underpass or intersection improvements at Sheridan Blvd, north of 1st Avenue
#58	Reed Way and Main Street	At-grade crossing with pavement markings and user-activated flashers
#59	Sheridan Crossing at NW Parkway, under/overpass	Possible overpass or underpass at Sheridan Blvd. and NW Parkway
#60	Crossing of Huron/NW Parkway at Nordstrom OS	Possible overpass or underpass at Huron Street and NW Parkway
#61	Markel Open Space to Country Estates Park	At-grade crossing with pavement markings and user-activated flashers
#62	Aspen St. at Lake Link Trail	At-grade crossing with pavement markings and user-activated flashers
#63	Highway 7 and Baseline, near Huron Street	Possible future pedestrian underpass at Highway 7 for Baseline trails (possible coordination with #38)
#64	Huron Street at Baseline Trails	Planned pedestrian underpass of Huron Street for Baseline trails, south of Highway 7
#65	Baseline Trails and Center Street	Planned pedestrian underpass for Baseline trails at Center Street, west of Huron Street
#66	Baseline Trails at Preble Creek Parkway	Planned pedestrian underpass for Baseline trails at Preble Creek Parkway
#67	Simms Street and Walnut Creek	Possible future pedestrian underpass at Walnut Creek drainage
#68	Wottge Open Space to Broadlands West Park	At-grade crossing with pavement markings and user-activated flashers

Note: This list should be reviewed in conjunction with the Bike-Pedestrian Assessment.

Figure 4: Underpasses, Overpasses, Enhanced Crossing Improvements Related to the Trail System Analysis

North Area



2024 OPEN SPACE, PARKS,
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APPENDIX F

OPEN SPACE MANAGEMENT
AND MAINTENANCE
RECOMMENDATIONS

Management and Maintenance Guidelines/Recommendations for Open Space

As part of the OSPRT Master Plan, Broomfield's existing open space management and maintenance guidelines were reviewed and updated or amended where necessary to reflect changes in best management practices and to help staff continue their ongoing stewardship of open space properties. Note that parks are not addressed in this Appendix as the existing management guidelines are being addressed in another project.

Existing Open Space Management Guidelines

Mowing and Trimming

- 1.1 Mowing shall be minimized in open space areas to encourage native grasses to grow. If mowing is deemed necessary due to safety and maintenance concerns such as fire mitigation or weed management, the parcel may be mowed.
- 1.2 A strip 6 to 15 feet wide shall be maintained behind private property lot lines depending on adequate equipment access and grades on slopes that are no more than 4 to 1, unless fire mitigation requires a wider maintenance zone. The 6-foot strip is preferred to conserve maintenance operations time and to encourage a more native character in open space areas.
- 1.3 A strip 6 feet wide shall be maintained along improved landscape areas adjacent to open space unless fire mitigation requires a wider maintenance zone.
- 1.4 A strip 6 feet wide shall be maintained behind curb lines adjacent to open space.
- 1.5 Mowing along trails includes a swath up to 15 feet wide on either side of the trail as long as topography allows for this practice. Mowing may be increased to address special conditions such as weed management, visibility issues, and/or wildlife safety concerns.
- 1.6 Mowed areas shall be cut at a height of approximately 3 to 6 inches.
- 1.7 Weed mowing shall start in April and continue through October. Weeds shall be mowed on an as needed basis to prevent weeds from exceeding 12 inches in height or otherwise to prevent blooming and seed set. If weeds have set seed before mowing, the mowed material shall be collected, removed from the site, and destroyed. Weather may impact the timing and frequency of mowing.
- 1.8 To prevent transmission of noxious weeds, mowers shall be thoroughly washed before being moved to a new location.
- 1.9 Trimming shall be limited to curb lines, fence lines, benches, light poles, and pump houses.

1.10 Periodic grazing may be introduced in agricultural areas and other open space areas in place of mechanical mowing, to control the spread of noxious weeds and reduce competition by cool-season grasses on less aggressive warm-season grasses. Controlled burns may also be authorized in open space areas where no threats to private property would exist but would be limited to periods that would not impact ground-nesting songbirds. Any Broomfield sponsored controlled burn would involve collaboration with North Metro Fire District, Broomfield's Public Health Department and public notice.

Pond Maintenance

- 2.1 Where they may occur in natural ponds, algae blooms shall be treated using chemical, mechanical, and/or natural methods of control as needed. Fish habitat shall be maintained where water quality, adequate depths, and natural conditions exist.
- 2.2 Detention areas are treated per Section 8 Drainage Area Maintenance below.

Noxious Weed Control

- 3.1 Noxious weeds shall be controlled as defined and mandated by State of Colorado regulations. Staff shall inventory all open space areas yearly for new infestations of noxious weeds and monitor results of weed control measures.
- 3.2 The general goal of noxious weed control is to manage infestations to prevent outbreaks in the open space areas. Open space areas adjacent to private property shall receive priority treatment where feasible to prevent the spread of noxious weeds from City owned land to private property.
- 3.3 Noxious weed control efforts shall be prioritized by species and infestation size. The major weeds of concern shall be leafy spurge (*Euphorbia esula*), Canada thistle (*Cirsium arvense*), tumble knapweed (*Centaurea diffusa*), field bindweed (*Convolvulus arvensis*), purple loosestrife (*Lythrum salicaria*) - the last species is primarily located in waterways, wetlands, and pond areas. Noxious weed management goals shall be to (1) eradicate small, localized populations; (2) manage and enhance areas of more diffuse populations; and (3) control the perimeter to limit the expansion of large, extensive populations if control and revegetation are not practicable.
- 3.4 Weed management for a particular species and location shall include an integration of chemical, mechanical, and/or biological control methods based on the size and severity of the infestation. Multiple treatment methods shall be encouraged. Grazing may also be used for weed management. Applications of herbicides shall be conducted at the appropriate time of the year for the most effective control of the particular weed species. When appropriate for the weed species at issue, selective rather than nonselective ("broad-spectrum") herbicides shall be used to minimize adverse impacts to native or other desirable species. Specific guidelines for chemical usage are described below in Section 11 Chemical Usage.

3.5 The use of herbicides will be timed to avoid impacts to wildlife.

3.6 Plant species not listed as noxious, but the presence of which would impede the success of revegetation or restoration efforts, shall be controlled as required, using integrated methods.

Wildlife Management

4.1 All federally listed or proposed threatened or endangered animal species shall be protected and preserved in accordance with the Endangered Species Act.

4.2 State-listed threatened or endangered animal species shall be protected to the extent required by the Bald and Golden Eagle Protection Act, Federal Migratory Bird Treaty Act, and other federal or state laws. Prairie dogs shall be managed in accordance with the City and County of Broomfield Policies for Prairie Dog Conservation and Management.

4.3 Other wildlife shall be preserved in their natural state unless they pose a public health risk as determined by the Environmental Protection Agency, Colorado Department Public Health Department and the Environment, County Health Department, or County Public Safety Department.

4.4 No wildlife shall be removed from, or introduced into, Broomfield Open Space areas, unless under circumstances described in Section 15 Encroachment, below, and the Broomfield Municipal Code.

4.5 All native birds are protected by the Federal Migratory Bird Treaty Act, which prohibits killing, injuring, or harassing birds or destroying their active nests.

Tree, Plant, and Vegetation Management

5.1 All threatened or endangered plant species, including the Ute ladies'-tresses orchid (*Spiranthes diluvialis*), shall be protected and preserved in accordance with the Endangered Species Act.

5.2 Open Space areas are typically not irrigated except as deemed necessary for successful native grass restoration or to allow for the establishment of native trees, shrubs and flowers at key feature areas or habitat enhancement locations. The intent is to promote pollinator plantings to enhance habitat.

5.3 All natural vegetation will be left in its natural state unless associated with a hazardous condition, is diseased, or dead. (e.g., hazardous trees or limbs that need to be removed) or a nuisance species.

5.4 All disturbed vegetation is intended to be reestablished to its natural state.

5.5 A restoration plan will be created for each disturbed site and will specify seeding and/or planting of native plant species. Plantings will be installed in natural-appearing groups and spacing. Weed control will be included in all restoration plans.

5.6 Supplemental irrigation may be considered for enhanced success of restoration seeding and plantings.

5.7 Non-native species may be introduced into open space areas where appropriate to meet specific management objectives (e.g., wildlife habitat, species diversity, vegetative barriers) and where compatible with existing and desirable native plant or wildlife populations. Pollinator species will be included in the restoration plan.

5.8 Vegetation shall be managed within trail corridors to promote wildlife habitat and enhance visual and ecological diversity while providing for public safety.

5.9 Fire mitigation, including mowing or clearing within 50' of residential areas, shall be undertaken as appropriate and in conjunction with the North Metro Fire and Rescue District policies and any applicable City and County of Broomfield Emergency Management Operations' policies and plans.

5.10 Nuisance species as listed below shall be eradicated as warranted and feasible:

- Russian-olive (*Elaeagnus angustifolia*)
- Chinese or Siberian elm (*Ulmus pumila*)
- Crack willow (*Salix fragilis*)
- Reed canarygrass (*Phalaroides arundinacea*)
- Tamarisk (*Tamarix ramosissima*)

The planting of trees and shrubs will be included in the plans for removal of these nuisance species to provide habitat after the removal work is completed. The intent is to also restore the open space site's character and beauty.

Vehicular Control

6.1 Access shall be restricted to maintenance and emergency vehicles. All other users desiring vehicular access to City and County open space areas (for example, to transport construction equipment to private property where no other access is feasible) must obtain a special Access Permit. The Access Permit may be obtained from Park Services and is reviewed by Park Services and Open Space and Trails Department staff. The Permittee shall be required to restore any damage to the open space. Signs and fencing shall be installed where appropriate.

6.2 Prohibitions against motor vehicles, including off-road vehicles and autos, shall otherwise be enforced in open space areas.

Wetland Preservation

7.1 All drainage areas, drainage swales, and wetland vegetation shall be preserved to the degree practicable and feasible while allowing for floodplain projects and required maintenance for safety purposes.

7.2 Maintenance will include activities such as the control of noxious weeds, removal of trash and debris, mitigation of hazards, and protection of floodplain and stormwater flows for public safety purposes. The U.S. Army Corps of Engineers (USACE) shall be consulted before any activity involving jurisdictional wetlands is begun.

7.3 If filling or other disturbance to wetlands is unavoidable, try to achieve a replacement/mitigation ratio of 2 to 3 units of mitigation area to 1 unit of disturbed area, unless a higher standard is required by US Army Corps of Engineers. The ratio shall be determined based on the existing quality of the wetlands to be affected, the anticipated quality of the replacement wetland to be created or restored, and the anticipated length of time required for mitigation to be achieved. In general, the ratio may be expected as follows:
(1) cattail, bulrush, rush, or sedge community - 1.5 to 1; shrub community - 2 to 1; cottonwood community - 3 to 1. In the case of trees, it takes many years or decades to replace lost ecological value. Therefore, the replacement ratio may be based on the number of trees planted for each tree removed, or on the canopy area of the affected trees.

7.4 Wetlands shall be relocated within the same general area wherever practicable to encourage habitat replacement in Broomfield.

7.5 If wetland mitigation credits are obtained from a wetland bank, then a replacement ratio Drainage Area Maintenance specified by USACE will likely be in the range of 3 units of mitigation per 1 unit of disturbed area for planning purposes.

Drainage Area Maintenance

8.1 Drainage and detention areas shall be maintained consistent with the City and County Stormwater Plan.

8.2 To the degree practicable and consistent with stormwater management goals, look for opportunities to use open channel drainage swales for stormwater conveyance, including projects involving “retrofitting” of existing channelized, concrete-lined, or piped conveyances.

Trash/Debris Control

9.1 Litter shall be cleaned up on a regular basis in high visibility areas. Litter cans shall be emptied on a regular basis.

9.2 Adopt-a-Park, Adopt-an-Open Space Area, and a “Trail Ambassador” or other similar programs shall be promoted to assist with this maintenance activity.

9.3 Removal of dog feces and equine waste shall be enforced along trails pursuant to the Broomfield Municipal Code 6-28-010. Pet waste stations will be provided at trailheads and open space entry points.

Site Amenities

10.1 The 30-gallon recycled plastic trash receptacles and 6-foot recycled plastic benches currently in use will constitute the approved standard for site furnishings.

10.2 Docks should be constructed of recycled plastic unless another design is determined to be more appropriate.

10.3 Bridges should be prefabricated Continental, unless another design is determined to be more appropriate.

10.4 Enclosures for aeration systems shall conform to City standards. Underground vaults are preferred to minimize visual impacts.

Chemical Usage

11.1 All chemicals used for noxious weed control shall be EPA approved for use in wildlife and aquatic habitats. Chemicals shall only be applied under the supervision of an applicator licensed through the State of Colorado.

11.2 A broad array of possible weed management and pest control techniques shall be encouraged, including: biological, chemical, cultural (i.e., cultivation of desirable plants), grazing, and mechanical methods (e.g., mowing, pulling, burning, etc.).

Fencing

- 12.1 Open Space fencing may be necessary in certain situations such as to protect wetlands and riparian areas or to prohibit access by vehicles other than maintenance vehicles. Fencing should be consistent with the Colorado Parks and Wildlife guidelines to allow for wildlife movement.
- 12.2 Natural barriers such as boulders or vegetation may also be used for fencing where appropriate.
- 12.3 In open space areas, designated public access points shall be provided that connect to internal trails/pathway systems and destinations designated for public use.

Dogs/Domestic Animal Control

- 13.1 Continue to incorporate the dogs on leash law into the Broomfield Trail signage.
- 13.2 Enforce prohibitions against dogs and cats off-leash within any open space parcel unless specifically designated for such use.

Wildlife Management

- 14.1 Consider specific recommendations provided by Broomfield's Raptor Management Plan and other methods to enhance natural populations of desirable species such as raptors while providing natural control of prairie dog populations by erecting raptor perch sites and carnivore "blinds" in the vicinity of prairie dogs.
- 14.2 Prohibit feeding of wildlife by the public. Utilize a variety of methods, including signage, to educate the public about the detrimental effects and consequences of feeding wildlife.
- 14.3 When practicable, construct water features to create additional wetland and aquatic habitat. For example, require that stormwater conveyance swales and detention ponds, and amenity ponds, be designed to support wetland vegetation along a portion of their channels/banks.

Encroachment

- 15.1 Encroachment of private landowners on public open space is prohibited. Private landowners shall not construct gardens, patios or other amenities on public lands, nor should they plant, suppress, remove or mow vegetation, or trap or release wildlife.
- 15.2 As described above, temporary access through Open Space may be granted for transportation of supplies or equipment to private property, providing that no feasible alternative route exists. Applicant shall obtain the appropriate Special Access permit and restore any disturbance as detailed above.

Baseline Management Study

- 16.1 A baseline management study shall be completed as soon as practicable for generally larger City/County- owned open space. This study shall document significant natural features, type and condition of vegetation, presence and location of noxious weeds, habitat value, adjacent uses, views and other elements of the site. It shall also identify areas which would benefit from restoration and outline an appropriate restoration program. Areas where public access or types of uses should be limited in order to preserve habitat, shall also be noted.
- 16.2 Uses for the property will be guided by the matrix shown in Figure 1 below.

Signage

- 17.1 Uniform signage types shall be provided in compliance with the Broomfield Wayfinding Standards and Specifications Systems Report:
- 17.2 Identification signs shall be posted in a location that provides for maximum visibility for motorists and pedestrians. Informational/regulatory signs shall be placed at major entries, trailheads, and areas where trails cross.
- 17.3 Placement of signage shall not obscure significant views into the site, or views of significant natural features or resources.
- 17.4 Signage Design Standards shall adhere to the Broomfield Wayfinding Standards and Specifications Systems Report.

Management Classifications

Applying management classifications for lands in the Open Lands program will clearly establish the purpose, permitted uses and activities, and access constraints for lands. By classifying the lands, Broomfield can better understand and plan for the type of management most appropriate for an area, and clearly articulate these goals to the public.

Classifications would not be mutually exclusive. Some areas may be managed as combinations of several categories, depending on the characteristics of the site and the needs of the community. The proposed classifications are listed below:

Open Space Categories

Trail Corridors

Trail corridors are designed to provide lands for a linked, nonmotorized, multi-use trail system (on and off-road) and recreational benefit. They are intended to create an alternative transportation network and link major destination areas throughout Broomfield and to adjacent communities. Trails and trailheads are designed for public use, and are designed with sensitivity to wildlife needs, natural areas, human safety, and cultural sites. Landscaping along trail corridors and greenbelts is generally a native plant palette and involves minimal modification to grading.

Natural Areas

Natural areas are designed to conserve and enhance natural, cultural, and/or scenic resources and to provide for passive recreation uses. Natural areas generally contain minimal improvements designed to be visually unobtrusive and create minimal interruptions to native landscapes and terrain. Natural areas may sometimes have limited public access (i.e., seasonal closures, or access with permits) or controlled public access (i.e., in certain areas only).

Cultural Lands / Agricultural Lands

Cultural lands include viable agricultural lands. These lands often contain significant natural resources as well as historic and scenic resources. Cultural lands also include areas that preserve unique archaeological, historical or other cultural landscapes or features and provide opportunities for education. Cultural areas may involve controlled public access as well (e.g., or guided tours), and in some instances restricted public access.

Wildlife Habitat Areas

Wildlife Habitat Areas are designated to protect natural and/or wildlife resources and critical habitat. These lands are managed first and foremost to preserve the particular resources on the site. Wildlife Habitat Areas may be designated as “zones” within “natural areas,” or in certain instances may encompass a whole parcel. Wildlife Habitat Areas typically contain no developed amenities. To protect resources, these areas may necessitate restricted public access.

Park Typologies

City/ County Wide Parks

Size: 80 Acres Minimum. These are the community’s signature Parks, by virtue of their size, location, unique natural resources or setting, or facilities provided.

Community Parks

Size: 20-80 acres. Community Parks are intended to serve the community and be accessible to multiple neighborhoods. These Parks should provide a broad range of community-based facilities.

Neighborhood Parks

Size: 3-20 acres. Neighborhood Parks provide a mix of active and passive recreational activities. They have a social focus on the neighborhoods in which they are located and are considered a “walk-to” facility.

Pocket Parks

Size: 1-3 acres. Specialized facilities that serve individual neighborhoods. This type of Park should be considered as an alternative where providing a typical neighborhood Park is impractical or infeasible.

Village Greens

Size: 0.25-1 acre. Outdoor spaces that serve primarily the social needs of an individual neighborhood. May include central squares, plazas, central greens, linear parks, or other outdoor gathering areas.

Specialized Parks

Size: Varies. Intended to cover areas of heavily programmed athletic activities, ranging from a sports complex with multiple fields, to a single use area like a skateboard park or BMX track.

Guidelines for Management of Open Lands Table

Currently, Broomfield uses the “Open Lands Appropriate Uses and Facilities Table” as a guideline to determine appropriate uses and activities in parks and recreation areas and in open space areas.

Through the OSPRT Plan planning process, OSTAC and PRSSAC refined the guidelines for use that were originally set forth in the 1995 Plan and 2005 OSPRT Plan. Figure 1 shows the various uses and facilities that may either be considered appropriate (Y) or permitted on a case-by-case basis or through a Baseline Management Plan.

OPEN LANDS APPROPRIATE USES AND FACILITIES											
Uses and Facilities	Parks and Recreation Areas							Open Space			
	City/County Wide Parks	Community Parks	Joint School Park Facilities	Neighborhood Parks	Pocket Parks	Village Greens	Specialized Parks	Trail Corridor	Natural Areas	Cultural Lands/ Agricultural Lands	Wildlife Habitat Areas
Agriculture								Y		Y	
Amphitheater	Y	Y	P	P		P			P	P	
Arboretum	Y	Y		P	P			P	Y	Y	
Ball Fields	Y	Y	Y	Y			Y				
Basketball (outdoor)	Y	Y	Y	Y			Y				
Bike Lane (on-street)	Y	Y	Y	Y	Y	Y	Y	P	P	P	P
Bike Park (Examples: BMX Track, Single Track, Pump Track)	P	P		P			Y				
Cemetery	P	P									
Community/Teaching Gardens	P	P		P	P			P	P	P	
Exercise Stations	Y	Y	Y	Y	P		Y	Y	P		
Demonstration Farm	P	P						P	P	Y	
Dog Park	Y	P		P			P				
Frisbee and/or Disc Golf	P	P					P				
Fishing	Y	Y		Y			P	Y	Y	P	
Golf Course	Y	P					Y				
Historic Sites	Y	Y	P	Y	Y	Y	P	Y	Y	Y	P
Horseback Riding	P	P		P			P	P	P	P	
Horse Shoe Pit	Y	Y	Y	Y	Y		Y				
Ice Skating	Y	Y	P	Y			Y				
Irrigation Ditches	P	P	Y	P	P		P	Y	Y	Y	P
Lake	Y	Y		Y	Y		Y	Y	Y	P	Y
Landscaped Areas	Y	Y	Y	Y	Y	Y	Y	P	P	P	
Other Power Driven Mobility Devices (OPDMD)	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y

Figure 1: Open Lands Appropriate Uses and Facilities Table

OPEN LANDS APPROPRIATE USES AND FACILITIES											
Uses and Facilities	Parks and Recreation Areas							Open Space			
	City/County Wide Parks	Community Parks	Joint School Park Facilities	Neighborhood Parks	Pocket Parks	Village Greens	Specialized Parks	Trail Corridor	Natural Areas	Cultural Lands/ Agricultural Lands	Wildlife Habitat Areas
Multi-purpose Play Fields	Y	Y	Y	Y			Y				
Nature Center	Y	Y		P	P						
Nature/History/Environmental Education Pavilion (unenclosed structure)								Y	Y	Y	
Open Play Area	Y	Y	Y	Y	Y	Y	Y				
Parking Areas (Hard Surface)	Y	Y	Y	Y	P		Y	P	P	P	
Parking Areas (Soft Surface)	P	P					Y	Y	Y	P	
Pickleball Courts	P	P		P			P				
Picnic Area/Picnic Pavilion	Y	Y	Y	Y	Y	Y	Y	Y	Y	P	
Playgrounds	Y	Y	Y	Y	Y		P				
Performance Area	Y										
Plazas	P	P		P	P	Y	P				
Pond	Y	Y	P	P	P	P	P	Y	Y	P	Y
Public Art	Y	P	P	P	P	P	P	P	P	P	
Recreation Center	Y	Y					Y				
Restrooms	Y	P	P	P	P		P	P	P	P	
Riparian Corridors/Drainages	Y	Y	Y	Y	Y	P		Y	Y	Y	Y
Scenic Areas/Vistas	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Skateboard Park	Y	Y		P			Y				
Sledding Areas	Y	Y		Y	P		P	P	P	P	
Soccer Field	Y	Y	Y	Y			Y				
Special Event Areas	Y										
Streets	Y	Y		Y			Y	P	P	P	
Swimming Pool	Y	Y		P			Y				
Tennis Court	Y	Y	Y	Y			P				
Trail (soft surface)	Y	Y	Y	Y	Y	P	Y	Y	Y	Y	P
Trail (hard surface)	Y	Y	Y	Y	Y	Y	Y	Y	P	P	P
Trail (Single Track)								P	P	P	
Trail (Equestrian)	P							P	P	P	
Unstructured Play Area	Y	Y		Y	Y		P	P			
Viewing Area/Telescopes	Y	Y		Y	Y		P	Y	Y	Y	P
Volleyball Court	Y	Y	P	Y			Y				
Water Features	P	P		P			P				
Wetlands	P	P	P	P	P			Y	Y	Y	Y
Wildlife Habitat & Corridors	P	P	P	P	P			Y	Y	P	Y

Y = Appropriate
 P = May be appropriate in some instances; appropriateness to be determined by staff through a Baseline Management Plan or Environmental/Impact Analysis on a case-by-case basis

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APPENDIX G

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LAND ACQUISITION SUITABILITY ANALYSIS

Introduction

This document contains the detailed calculation data for the Land Acquisition Suitability Analysis for Open Space and Parks. Separate evaluation criteria have been developed for open space and parks that reflect the community values and plan goals.

Open Space Suitability Criteria

No.	Characteristic	Objective	Description	Points	Weight Factor
1	Scenic Land Quality	Preserves significant natural features, scenic quality, or views and promotes community identity	High —Land is scenic, covers a ridgeline, provides a backdrop to a prominent landscape such as Rocky Mountains or foothills, or is in the viewshed of an important entryway into or corridor through Broomfield. Medium —Land provides scenic quality or enhances the image of Broomfield, but is not a major entryway or viewshed. Low —Land does not contribute to scenic quality of Broomfield.	High (3) Medium (2) Low (1)	3
2	Equity	Located in or within a 1/4 mile of an area that has the greatest level of vulnerability per the DRCOG Vulnerable Populations Database: https://experience.arcgis.com/experience/7ed9896faea747108322008c35ae3a5d/page/Web-Map-Template/?views=Data	High —Score of 5 or above Medium —Score of 3-4 Low —Score of 1-2	High (3) Medium (2) Low (1)	3
3	Connectivity	Create a system of connected open spaces, parks, trails, and community facilities throughout Broomfield	High —Land is adjacent to existing and future planned open lands or an existing or future key Regional or Community Trail corridor. Medium —Land is adjacent to existing or future planned open lands. Low —Land is not adjacent to existing or future planned open lands.	High (3) Medium (2) Low (1)	3
4	Environmental Quality and Wildlife Habitat Value	Protect environmental quality, including critical wildlife habitat and natural features	High —Land provides habitat for wildlife (e.g., may include a significant rare, threatened, or endangered species population, or significant habitats or plant communities, or may serve as a wildlife movement corridor) and it contains unique natural features such as: large mature trees and stands of trees; wetlands and other water features such as streams, ponds, and lakes; geologic formations, such as rock outcrops; native or indigenous vegetation. Medium —Land contains at least one unique natural feature listed above. Low —Land does not appear to provide important or significant habitat or include unique natural features.	High (3) Medium (2) Low (1)	3
5	Located on the OSPRT Plan Map	Acquire properties that are located on the OSPRT Plan Map as potential Open Lands prioritized by Broomfield	N/A	Yes (3)	2
6	Agricultural Land	Conserve agricultural lands and foster an awareness of Broomfield's history as a farming community	Land is currently in agricultural or ranch use, contains high or medium quality soils (based on SCS system), and/or is irrigated land.	Yes (3)	2
7	Sizeable	Provide a visual green buffer, wildlife connectivity and a mix of opportunities for conservation and passive recreation with larger parcels	High —Land area is larger than 100 acres, or is physically connected to other open space or parkland, making it functionally larger. Medium —Land area is between 50 and 100 acres, or is physically connected to other open space or parkland parcels. Low —Land area is less than 50 acres.	High (3) Medium (2) Low (1)	2
8	Historical, Cultural, or Archeological Value	Preserve historical, cultural, or archeological resources	Land contains historic resources, known archaeological resources, or is of significant cultural value.	Yes (3)	1
9	Green Edge	Create a buffer between Broomfield and other communities	Location of land contributes to the creation of a green edge around Broomfield.	Yes (3)	1
10	Passive Recreation and/or Education Value	Provide passive recreation and educational opportunities	High —Land offers unique passive recreation and/or educational opportunities. Medium —Land may offer some passive recreation or educational opportunities. Low —Land is not likely to be of value for passive recreation or education.	High (3) Medium (2) Low (1)	1

Figure 1: Open Space Suitability Criteria

Parks and Recreation Suitability Criteria

No.	Characteristic	Objective	Description	Points	Weight Factor
1	Park Suitability	Addresses the need for either a City/County Wide, Community, Neighborhood, or Specialized Park as identified on the OSPRT Plan Map	High - Land is in a future park location per the OPSRT Plan Map and meets the minimum size criteria for the type of park it is intending to fulfill. Medium - Land is either in a future park location per the OPSRT Plan Map or meets the minimum size criteria for the type of park it is intending to fulfill. Low - Land is not in a future park location per the OPSRT Plan Map and does not meet the minimum size criteria for the type of park it is intending to fulfill.	High (3) Medium (2) Low (1)	3
2	Scenic Land Quality	Preserves significant natural features, scenic quality, or views and promotes community identity	High —Land is scenic, covers a ridgeline, provides a backdrop to a prominent landscape such as Rocky Mountains or foothills, or is in the viewshed of an important entryway into or corridor through Broomfield. Medium —Land provides scenic quality or enhances the image of Broomfield, but is not a major entryway or viewshed. Low —Land does not contribute to scenic quality of Broomfield.	High (3) Medium (2) Low (1)	2
3	Equity	Located in an area that has the greatest level of vulnerability per the DRCOG Vulnerable Populations Database: https://experience.arcgis.com/experience/7ed9896faea747108322008c35ae3a5d/page/Web-Map-Template/?views=Data . To comply with future CCOB Criteria and Definitions. Local knowledge shall also be considered in this particular criteria.	High —Score of 5 or above Medium —Score of 3-4 Low —Score of 1-2	High (3) Medium (2) Low (1)	2
4	Connectivity	Create a system of connected open spaces, parks, trails, and community facilities throughout Broomfield	High —Land is adjacent to existing or future planned open lands or an existing or future Regional or Community Trail corridor. Medium —Land is adjacent to existing or future planned open lands. Low —Land is not adjacent to existing or future planned open lands.	High (3) Medium (2) Low (1)	2
5	Accommodates Specialized Active Recreation Facility	Address needs for specialized recreation facilities as identified in the OSPRT Plan	High - Area is appropriately sized to accommodate desired number of playing areas and program elements as described in Park Design Standards. Medium - Area is appropriately sized and could accommodate required program elements. Low - Area does not meet size standards, or could not accommodate required program elements.	High (3) Medium (2) Low (1)	2
6	Walkability	The location meets the 1/2 mile (10-minute walk) objective	Land is located in an area that currently does not meet the 1/2 mile (10-minute walk) objective per the OSPRT Plan Map	Yes (3)	2
7	Terrain and Development	Acquire parkland that can accommodate intended uses without extensive earthwork and has access to readily available utilities and services	High - Area is highly suitable for intended uses, with minimal infrastructure improvements or earthwork required. Medium - Area can accommodate intended uses with modest infrastructure improvements or earthwork required. Low - Area could not accommodate intended uses without infrastructure improvements or earthwork.	High (3) Medium (2) Low (1)	1
8	Minimizes parking and circulation impacts	Minimize traffic and parking impacts to adjacent neighborhoods from intended park use	High - Area can accommodate intended park use without significant traffic and parking impacts. Medium - Area can accommodate intended park use with some traffic and parking impacts that could be mitigated. Low - Area could not accommodate intended park use without creating significant parking or traffic impacts.	High (3) Medium (2) Low (1)	1

Figure 2: Parks and Recreation Suitability Criteria

Suitability Analysis

Based on the land acquisition suitability criteria analysis for open space and parks, potential land acquisition sites have been listed in order of priority for both open space and parks and recreation development.

The Land Acquisition Analysis Map shows the natural resources analysis, existing Parks, Open Spaces, Trails, and prairie dog preserves. It also shows the 1/2 mile walkability buffer zone for Parks. The numbered circle that identify the potential opportunities for land acquisition.

Parks and Recreation Data

Site No.	Name / Description	Prioritization Score
36	Weld County Road 4 and West of I-25	43
10	I-25 and Weld County Road 8 Along Little Dry Creek	41
17	Weld County Road 11 and East of I-25	41
38	East of Weld County Road 11	39
50	North of Harmer Open Space, WCR 7 and WCR 6	39
58	Huron Street and West 152nd Avenue	39
57	Southeast of I-25 Ramp and Summit Boulevard / County Road 8	36
14	West 144th Avenue and Zuni Street	35
32	West 136th Avenue and Sheridan Boulevard	35
55	Summit Boulevard aka County Road 8 and East of County Road 11	34
27	Northwest of Great Western Reservoir	33
49	NE of US 36/West of 96th Street	33
9	Preble Creek Drainage and I-25	33
33	West 136th Avenue and Lowell Boulevard	32
1	South of Jefferson County Airport, East of Wadsworth Parkway	31
53	East of Jefferson County Airport	31
44	East of Weld County Road 11	29
23	Midway Boulevard and Sheridan Boulevard - East	28
12	Bull Canal/County Rd. 6	26
18	Bull Canal and I-25	26
51	Southwest of Varra Park	23
52	Flatirons near US 36 / Northwest Parkway Interchange Area	23
28	South of Jefferson County Airport, West of Wadsworth Parkway	23
24	134th Avenue and Lowell Boulevard	22
54	US 36 / State Highway 128 / Wadsworth Boulevard	21
29	Northwest of Broomfield Industrial Park	19
48	West 3rd Avenue and Marble Street	19
15	West 120th and Lowell Boulevard	17
3	Northwest of Broomfield Industrial Park	16
25	West 126th Avenue and Lowell Boulevard	15
16	West of Broomfield Industrial Park	13
56	Colemans Way and State Highway 128	13

Open Space Data

Site No.	Name / Description	Prioritization Score
10	I-25 and Weld County Road 8 along Little Dry Creek	60
9	Preble Creek Drainage and I-25	58
12	Bull Canal/County Rd. 6	58
36	Weld County Road 4 and West of I-25	55
55	Summit Boulevard aka County Road 8 and East of County Road 11	55
57	Southeast of I-25 Ramp and Summit Boulevard / County Road 8	52
27	Northwest of Great Western Reservoir	52
17	Weld County Road 11 and East of I-25	51
49	NE of US 36/West of 96th Street	47
50	North of Harmer Open Space, WCR 7 and WCR 6	47
58	Huron Street and West 152nd Avenue	46
32	West 136th Avenue and Sheridan Boulevard	44
18	Bull Canal and I-25	44
44	East of Weld County Road 11	42
24	134th Avenue and Lowell Boulevard	41
1	South of Jefferson County Airport, East of Wadsworth Parkway	39
33	West 136th Avenue and Lowell Boulevard	38
51	Southwest of Varra Park	38
28	South of Jefferson County Airport, West of Wadsworth Parkway	37
53	East of Jefferson County Airport	36
52	Flatirons near US36 / South of Northwest Parkway Interchange Area	35
15	West 120th and Lowell Boulevard	35
23	Midway Boulevard and Sheridan Boulevard - East	33
38	East of Weld County Road 11	33
14	West 144th Avenue and Zuni Street	31
54	US 36 / State Highway 128 / Wadsworth Blvd.	30
29	Northwest of Broomfield Industrial Park	29
25	West 126th Avenue and Lowell Boulevard	27
48	West 3rd Avenue and Marble Street	27
16	West of Broomfield Industrial Park	24
3	Northwest of Broomfield Industrial Park	24
56	Colemans Way and State Highway 128	15

Figure 3: Land Acquisition Suitability Analysis Data

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LAND ACQUISITION ANALYSIS MAP

LEGEND

LAND ACQUISITION

Potential Land Acquisition Site Number

SUITABILITY FACTORS

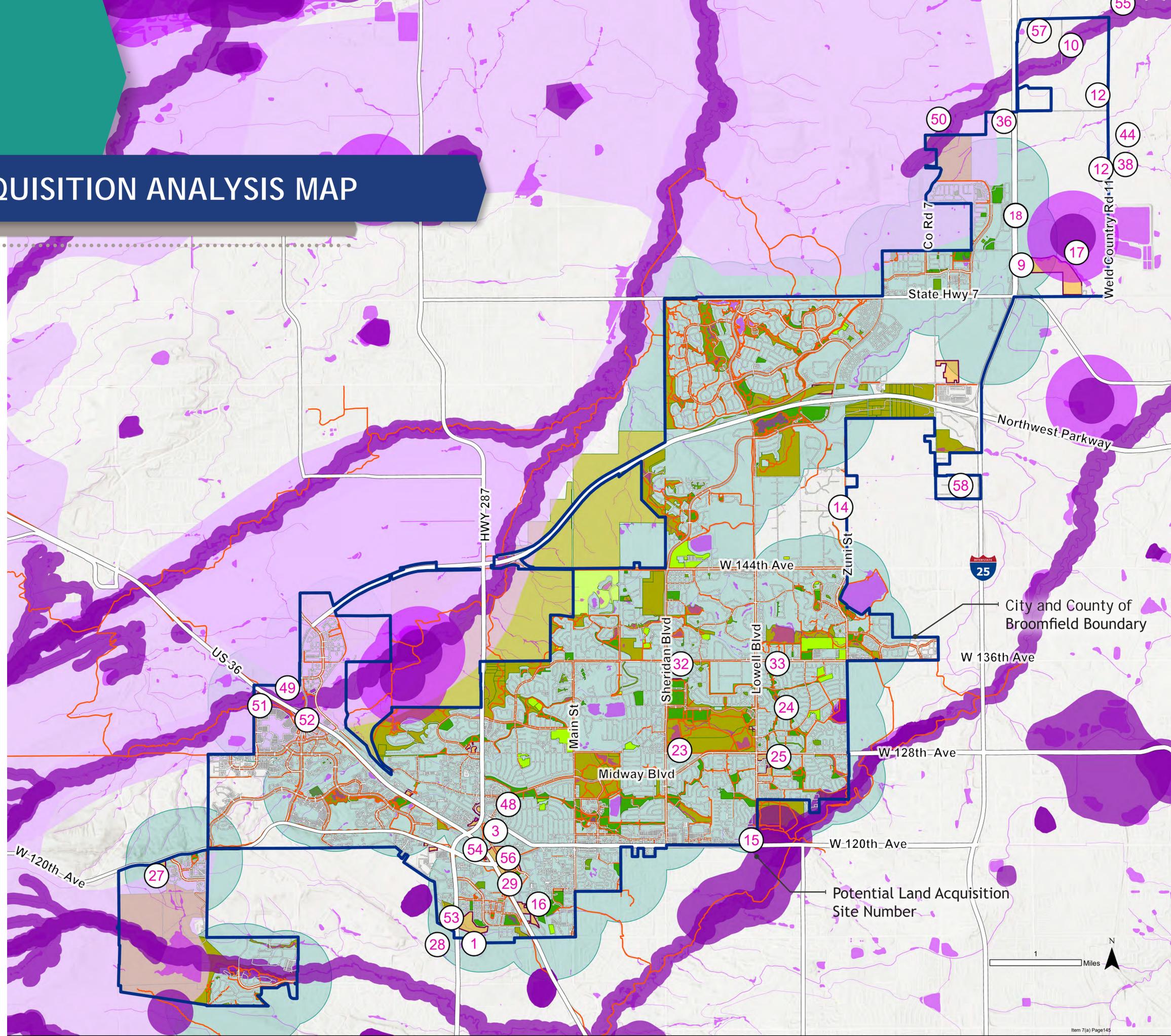
- Prairie Dog Habitat
- Existing Trails
- 1/2 Mile Buffer Zone for Parks
- High Ecological Sensitivity Area
- Low

EXISTING PARKS AND RECREATION

- Public Parks and Recreation
- Private Parks and Recreation
- School Parks
- Public Access Private Owned Park and Recreation

EXISTING OPEN SPACE

- Public Open Space
- Private Open Space
- IGA Lands
- Conservation Easement



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APPENDIX H

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COMPARISON OF LOCAL GOVERNMENT LAND DEDICATION REQUIREMENTS

OVERVIEW

In support of Broomfield's OSPRT Plan update, BBC evaluated the structure of sixteen municipalities' park and open space dedication ordinances to find how they compared across a range of criteria. The following municipalities have been included and are listed in alphabetical order:

AURORA

CITY OF BOULDER

BRIGHTON

CASTLE ROCK

COLORADO SPRINGS

EL PASO COUNTY

ERIE

EVANS

FORT COLLINS

GOLDEN

GREELEY

JEFFERSON COUNTY

LONGMONT

PUEBLO

WESTMINSTER

WINDSOR

The comparison examined nine elements of land dedication requirements:

LAND DEDICATION REQUIREMENTS

PARK IMPACT/DEVELOPMENT FEE

WHO CAN BUILD A PARK?

AFFORDABLE HOUSING

FEES-IN-LIEU OF PARKLAND DEDICATION

CREDIT GIVEN TO DEVELOPER FOR PRIVATE FACILITIES?

DEDICATION REQUIREMENTS FOR NON-RESIDENTIAL DEVELOPMENT

OPEN SPACE

INFILL

The information shown in the comparison was taken into account during the Public Land Dedication (PLD) Ordinance process.

AURORA

LAND DEDICATION REQUIREMENTS

Neighborhood parks: 3 acres per 1,000 population
 Community parks: One and one-tenth acre per 1,000 population
 Open space, other park uses and trails: Seven and eight-tenths acres per 1,000 population.

Projected population is calculated by multiplying the number of proposed residential units by 2.65 persons per Single Family dwelling unit, 2.50 persons per Multi-Family dwelling unit, 2.02 persons per Transit Station Area dwelling unit, and 1.58 persons per Active Adult Community dwelling unit.

PARK IMPACT/ DEVELOPMENT FEE

Fees are calculated by multiplying the amount of required dedicated land by the average construction costs (current as of Sept 2021):
 Neighborhood park: \$176,794 per acre
 Community park: \$177,679 per acre

WHO CAN BUILD A PARK?

Developer can either construct park facilities on-site or opt to have them constructed by the Department on-site or elsewhere in the city and pay a Park Development Fee. Special Districts and HOAs can assume ownership and responsibility or maintenance.

AFFORDABLE HOUSING

Affordable housing development is an example of a special circumstance that may warrant special land dedications.

PROS: Staff and the developer/consultants may work together, early in the design process, toward a resolution which results in mutual benefit for the developer and the city's residents.

FEES-IN-LIEU OF PARKLAND DEDICATION

Apply to developments not large enough to generate a min. of 5 acres for neighborhood parks and 40 acres for community parks. Fees are based on the fair market value of the zoned land with infrastructure in place.

CIL of land dedication for infill development will be based on a per-acre value derived from a case study analysis of the market value of property. Per-acre value will be determined annually by the Director of PROS; a value of \$50,900/acre was derived from the 2020 case study.

CREDIT GIVEN TO DEVELOPER FOR PRIVATE FACILITIES?

No, dedication cannot include private facilities. Parks developed through the dedication process that remain under private ownership must have a covenant for public use.

DEDICATION REQUIREMENTS FOR NON-RESIDENTIAL DEVELOPMENT

Only applies to residential development.

OPEN SPACE

Open space, other park uses and trails: Seven and eight-tenths acres per 1,000 population.

Infill developments shall be exempt from the 7.8 acres per 1,000 residents open space land dedication requirement.

INFILL

Land provided in conformance with small urban park (SUP) criteria may satisfy neighborhood park land dedication requirements.

Land provided to complete or enhance the system of regional trails or greenways that connect bicyclists and pedestrians to major destinations on the development site and to adjacent properties may satisfy community park land dedication requirements

CITY OF BOULDER

LAND DEDICATION REQUIREMENTS

Park dedications:
25 acres per 1,000 occupants for residential areas

Up to 3 percent of the total land utilized for commercial, industrial, or other nonresidential areas

PARK IMPACT/ DEVELOPMENT FEE

Parks & Recreation Impact Fee is calculated based on square footage of the residential dwelling unit (no fee assessed for nonresidential development):

2022 fee range is between \$2,899 (799 sq ft or less) and \$7,531 (3600 sq ft or more). As a midrange example, a 2,000 sq ft dwelling unit carries a fee of \$5,994.

WHO CAN BUILD A PARK?

Not indicated in the land use code.

AFFORDABLE HOUSING

Does not specify land dedication requirements or exemptions for affordable housing development.

FEES-IN-LIEU OF PARKLAND DEDICATION

Payment shall be based on the market value, to be determined after completion of the platting process, of the entire property as it is valued after platting.

A proportionate amount of this value shall be assigned to any parcels or properties requested by Boulder County for public use.

Minimum payment for cash-in-lieu of land dedication shall be \$500 for any required dedication.

CREDIT GIVEN TO DEVELOPER FOR PRIVATE FACILITIES?

Not indicated in the land use code.

DEDICATION REQUIREMENTS FOR NON-RESIDENTIAL DEVELOPMENT

Up to 3 percent of the total land utilized for commercial, industrial, or other nonresidential areas

OPEN SPACE

Park land shall not be considered as part of the land set aside for open space or agricultural preservation as provided for PUD's or NUPUD's

INFILL

Does not specify land dedication requirements or exemptions for infill development.

BRIGHTON

LAND DEDICATION REQUIREMENTS

Neighborhood parks: 3 acres per 1,000 population
 Community parks: 3 acres per 1,000 population
 Open space: 15 acres per 1,000 population

Projected population calculated as 2.96 people per single-family or two-family dwelling unit and any multi-family dwelling unit with 3 bedrooms or more, and 1.6 people per multi-family unit with 2 or fewer bedrooms.

PARK IMPACT/ DEVELOPMENT FEE

Fee is based on the number of units. Current as of 2022 Brighton Fee Resolutions:

Community Park Impact Fee: \$1,971/unit
 Neighborhood Park Impact Fee: \$1,971/unit

WHO CAN BUILD A PARK?

Developer can construct park facilities.

AFFORDABLE HOUSING

Projects meeting Brighton’s affordable housing threshold parameters may receive incentives, including a reduction in open space requirements or fees by 20 to 50%.

FEES-IN-LIEU OF PARKLAND DEDICATION

Fee is based on the fair market value of the unimproved land in the development as zoned for urban development.

CREDIT GIVEN TO DEVELOPER FOR PRIVATE FACILITIES?

No, private outdoor recreation or open space does not meet dedication requirements.

DEDICATION REQUIREMENTS FOR NON-RESIDENTIAL DEVELOPMENT

Common Open Space (Commercial):

- Projects under 1 acre - no requirement
- Projects 1–5 acres, or Industrial Zoning - 5%
- Projects 5 ± 10 acres - 7.5%
- Projects 10+ to 20 acres - 10%
- Projects over 20 acres - 15%

OPEN SPACE

Open space: 15 acres per 1,000 population

Developers receive a density bonus for additional open space dedication.

INFILL

Any property within the infill development boundary line served by existing parks shall be exempt from the neighborhood and community park land dedication requirement.

However, all infill development of new subdivisions platted after 1986 shall be required to pay the applicable park development fees.

CASTLE ROCK

LAND DEDICATION REQUIREMENTS

Neighborhood parks: 2 acres per 1,000 population
Community parks: 6 acres per 1,000 population

Total of 8 acres per 1,000 population.

Projected population calculated as 3.0 persons per single-family household and 1.9 persons per multi-family household.

PARK IMPACT/ DEVELOPMENT FEE

The Parks & Recreation Development Impact Fee for residential units is based on square footage per unit.

For example:
A single-family detached or attached unit of less than 2,000 ft² incurs a fee of \$5,945. A unit of 3,600 ft² incurs a fee of \$9,450.

Any multi-family unit incurs a fee of \$5,270.

This fee does not apply to commercial development.

WHO CAN BUILD A PARK?

Not indicated if a developer can build facilities outside of the credit provided for private park land and recreational facilities.

AFFORDABLE HOUSING

Does not specify land dedication requirements or exemptions for affordable housing development.

FEES-IN-LIEU OF PARKLAND DEDICATION

Apply to developments not large enough to generate a min. of 8 acres for neighborhood parks and 25 acres for community parks.

Payment shall be based on a valuation schedule maintained administratively and shall reflect the cost the Town may incur in acquiring on the open market property of equivalent acreage suitable for development.

CREDIT GIVEN TO DEVELOPER FOR PRIVATE FACILITIES?

Credit only applies to the neighborhood park component. When private park land and recreational facilities is privately owned and maintained, a portion of the land area not to exceed 33% of the land dedication requirement may be credited provided that Council finds it in the public interest.

DEDICATION REQUIREMENTS FOR NON-RESIDENTIAL DEVELOPMENT

Commercial requirements based on acreage of site with a minimum on-site dedication of 8 acres.

- Retail: .0056 acres/acre
- Office: .0420 acres/acre
- Industrial: .0200 acres/acre

OPEN SPACE

20% of residential development within a planned development zoning classification must be set aside as public or private open space suitable for:

- Development of active recreation uses
- Environmental preservation of significant natural areas
- Preservation of lands which preserve significant views

No portion of the open space designated on the PD Plan shall be used to offset the Town's PLD requirement within the PD.

INFILL

Does not specify land dedication requirements or exemptions for infill development.

COLORADO SPRINGS

LAND DEDICATION REQUIREMENTS

Neighborhood park land dedication requirement: based upon standard of 2.5 acres/1000 population

Community park land dedication requirement: based upon standard of 3 acres/1000 population

Total of 5.5 acres/1000 residents.

PARK IMPACT/ DEVELOPMENT FEE

None.

WHO CAN BUILD A PARK?

Not indicated in ordinance, but developer can construct park facilities.

AFFORDABLE HOUSING

Does not specify land dedication requirements or exemptions for affordable housing development.

FEES-IN-LIEU OF PARKLAND DEDICATION

Fees in Lieu per Unit (2021):

Neighborhood parks: between \$563 and \$915 per unit, depending on number of units in building (i.e., 50+ multi-family development or single family dwelling unit).

Community parks: Between \$481 and \$781 per unit.

CREDIT GIVEN TO DEVELOPER FOR PRIVATE FACILITIES?

When private land for park purposes is provided and land is to be privately owned and maintained, such areas may be credited in whole or in part against the requirement of dedication for park purposes up to 100% of the dedication requirement, provided that City Council finds it in the public interest to do so and certain standards are met.

DEDICATION REQUIREMENTS FOR NON-RESIDENTIAL DEVELOPMENT

None.

OPEN SPACE

Open space considerations fall under Alternative Compliance Proposal process. Open space may be substituted for land for Neighborhood and Community Parks as long as it is consistent with the Candidate Open Space Areas identified within the City's Park System Master Plan and exhibit significant natural resources and open space values. Open Space dedication may be partially credited up to a maximum of fifty percent (50%) of the total park land dedication requirement for a residential development proposal.

INFILL

Compliance Proposal Criteria set by the city.

EL PASO COUNTY

LAND DEDICATION REQUIREMENTS

Varies based on rural density subdivisions and urban density subdivisions.

Rural residential: regional park dedication of .0194 acre for each gross acre.

Urban residential: regional park dedication of .0194 acre for each gross acre; 4 acres per 1,000 population for combined urban park standard (1.5 acres for a neighborhood park and 2.5 acres for a community park)

PARK IMPACT/ DEVELOPMENT FEE

None.

WHO CAN BUILD A PARK?

Gov or quasi-gov agencies, such as metropolitan districts, special districts, school districts, and homeowner associations providing a bonding or financing mechanism for maintenance and insurance must provide written intent to accept the reserved land prior to final plat approval.

AFFORDABLE HOUSING

Does not specify land dedication requirements or exemptions for affordable housing development.

FEES-IN-LIEU OF PARKLAND DEDICATION

2020 Fees

Urban park:
Neighborhood park, \$116
Community park, \$179
Regional park: \$467

CREDIT GIVEN TO DEVELOPER FOR PRIVATE FACILITIES?

Not specified.

DEDICATION REQUIREMENTS FOR NON-RESIDENTIAL DEVELOPMENT

Rural commercial/industrial: regional park dedication of .05 acre for each gross acre.

Urban commercial/industrial: regional park dedication of .05 acre for each gross acre; fees in lieu of land for neighborhood/community park.

OPEN SPACE

None.

INFILL

Does not specify land dedication requirements or exemptions for infill development.

ERIE

LAND DEDICATION REQUIREMENTS

A minimum of 8.5 acres of parkland per 1,000 residents
 The distribution of this land shall be as follows:
 Pocket Parks - 0.5 acres per 1,000 residents.
 Neighborhood Parks - three acres per 1,000 residents.
 Community Parks - five acres per 1,000 residents.

PARK IMPACT/ DEVELOPMENT FEE

2022 parks and recreation impact fees for residential development (no fee assessed for nonresidential development):
 \$2,451 per single-family detached dwelling unit
 \$1,339 per unit for any other dwelling unit type

WHO CAN BUILD A PARK?

Neighborhood parks: The developer shall construct the neighborhood park in accordance with the town approved and accepted master design plan. Construction of the neighborhood park shall be at the sole expense of the developer as an obligation of, and as part of, the development of the residential subdivision.
 Community parks: The town shall typically be responsible for design and construction of community parks; however, the town may designate the applicant to design and construct the community park.

AFFORDABLE HOUSING

Does not specify land dedication requirements or exemptions for affordable housing development.

FEES-IN-LIEU OF PARKLAND DEDICATION

Erie accepts fees in lieu of park land dedication, as stated in the municipal ordinance, but the actual fee per acre is not published.

CREDIT GIVEN TO DEVELOPER FOR PRIVATE FACILITIES?

Not specified.

DEDICATION REQUIREMENTS FOR NON-RESIDENTIAL DEVELOPMENT

None.

OPEN SPACE

The amount of open space to be dedicated shall not be less than 17 acres of open space land per 1,000 ultimate residents of the development unless the board of trustees makes an individualized finding that supports an alternate dedication requirement. Any such alternate dedication requirement shall be reasonably related to the impacts upon the town's parks and recreation system that will be generated by the residents and users of the subject development.

INFILL

Does not specify land dedication requirements or exemptions for infill development.

EVANS

LAND DEDICATION REQUIREMENTS

Neighborhood parks: 3.5 acres per 1,000 population
Community parks: 2.75 acres per 1,000 population

City can adjust the acreage requirement between neighborhood and community park categories to meet specific needs based on recommendations from the Parks Dept.

Projected population is calculated as 2.9 individuals per residential unit.

PARK IMPACT/ DEVELOPMENT FEE

Park Facility Impact Fee (current as of 2021):
\$4,975 for each single residential housing unit.
\$3,885 for each residential unit in a development with 2 or more units.
\$3,865 for each manufactured home.

This fee does not apply to commercial or industrial development.

WHO CAN BUILD A PARK?

Developer can build and receive credit. Sites may also be dedicated to a HOA for construction and maintenance.

Credit towards park land dedication requirements may be considered through providing specialized recreation facilities that are available to the general public, meet a demonstrated public need, and replace or supplement facilities that would generally be provided by the City.

AFFORDABLE HOUSING

Does not specify land dedication requirements or exemptions for affordable housing development.

FEES-IN-LIEU OF PARKLAND DEDICATION

Apply to developments not large enough to generate a min. of 6 acres for neighborhood parks and 25 acres for community parks.

Fee is based on the full market value of the acreage required for dedication. Value is based on the anticipated market value of the land being developed after completion of the platting and construction of public improvements.

CREDIT GIVEN TO DEVELOPER FOR PRIVATE FACILITIES?

Not indicated in the code.

DEDICATION REQUIREMENTS FOR NON-RESIDENTIAL DEVELOPMENT

The code states that within non-residential developments provision of park facilities is encouraged.

OPEN SPACE

Credit towards park land dedication requirements may be considered for private open land if such land is restricted for park, recreation or open space purposes by conservation easement or restricted deed

INFILL

Does not specify land dedication requirements or exemptions for infill development.

FOR COLLINS

LAND DEDICATION REQUIREMENTS

Parkland capital expansion fees are the default for Fort Collins.
 However, in lieu of the payment of the fee, an owner of lands may negotiate with the City for the dedication of lands. The price established for such lands may be credited against the neighborhood parkland capital expansion fee owed.

PARK IMPACT/ DEVELOPMENT FEE

Tiered fee structure for park land and improvements based on the square footage of the residential unit (current as of Jan 2022):
 Neighborhood parks: fees range from \$1,941 to \$3,196 per unit.
 Community parks: fees range from \$2,741 to \$4,513 per unit.
 This fee does not apply to commercial or industrial development.

WHO CAN BUILD A PARK?

Not specified. Note that fees are the standard, with land dedication viewed as the 'in-lieu' option.

AFFORDABLE HOUSING

Does not specify special land dedication/fee requirements or exemptions for affordable housing development.

FEES-IN-LIEU OF PARKLAND DEDICATION

Community Park In-Lieu Fees in Fort Collins are based on the residential unit type (current as of 2021):
 Single-family detached: \$669
 Single-family attached: \$522
 Duplex: \$501
 Multi-family: \$435
 Mobile home: \$516

CREDIT GIVEN TO DEVELOPER FOR PRIVATE FACILITIES?

Not specified.

DEDICATION REQUIREMENTS FOR NON-RESIDENTIAL DEVELOPMENT

Residential only.

OPEN SPACE

Does not specify open space dedication beyond what is encapsulated in the parkland capital expansion fees and dedicated-in-lieu.

INFILL

Does not specify special land dedication/fee requirements or exemptions for infill development.

GOLDEN

LAND DEDICATION REQUIREMENTS

5% of the area of the subdivision.

PARK IMPACT/ DEVELOPMENT FEE

None

WHO CAN BUILD A PARK?

Not specified.

AFFORDABLE HOUSING

Does not specify land dedication requirements or exemptions for affordable housing development.

FEES-IN-LIEU OF PARKLAND DEDICATION

Apply to developments not large enough to generate a min. of 3 acres with applicable parkland standards relating to slope, drainage, and consistency with the comprehensive plan.

Fee is calculated based on the fair market value of the land which was otherwise to be dedicated.

CREDIT GIVEN TO DEVELOPER FOR PRIVATE FACILITIES?

Privately held recreation land or facilities will not be considered in lieu of parkland dedication requirements.

DEDICATION REQUIREMENTS FOR NON-RESIDENTIAL DEVELOPMENT

Residential only.

OPEN SPACE

Open space dedication is acceptable and will be applied at the ratio of 4 acres of open space for each 1 acre of active park land dedication credit received. Maximum credit is 25% of the dedication requirement and it must be at least 10 contiguous acres.

INFILL

Does not specify land dedication requirements or exemptions for infill development.

GREELEY

LAND DEDICATION REQUIREMENTS

The following formula is used to calculate the minimum amount of land dedication required in residential developments to provide the needed parks. This formula is based on 9.75 acres/1,000 population total, with an average household of 2.7 people per dwelling unit.

Neighborhood Park = Dwelling units × 0.00325 acres/person
 Community Park = Dwelling units × 0.0035 acres/person
 Sports Complex Park = Dwelling units × 0.0015 acres/person
 Regional Park = Dwelling units × 0.0015 acres/person

Total acres = Dwelling units × 2.7 persons/unit × 0.00975 acres/person

PARK IMPACT/ DEVELOPMENT FEE

Park development fee, 2022:
 Single-family detached, \$3,545
 Multi-family, \$2,660
 Mobile home park, \$3,721

Trails development fee, 2022:

Single-family detached, 492
 Multi-family, \$369
 Mobile home park, \$516

WHO CAN BUILD A PARK?

Not specified.

AFFORDABLE HOUSING

Does not specify land dedication requirements or exemptions for affordable housing development.

FEES-IN-LIEU OF PARKLAND DEDICATION

Cash-in-lieu of land dedication shall be used in cases in which the cash value of land is deemed, by the city, to be more appropriate in satisfying the needs of the proposed subdivision than land within the proposed subdivision.

The new cash-in-lieu value for parkland is at \$49,500/acre, effective August 1, 2021.

CREDIT GIVEN TO DEVELOPER FOR PRIVATE FACILITIES?

Not specified.

DEDICATION REQUIREMENTS FOR NON-RESIDENTIAL DEVELOPMENT

Not specified.

OPEN SPACE

Not specified.

INFILL

Does not specify land dedication requirements or exemptions for infill development.

JEFFERSON COUNTY

LAND DEDICATION REQUIREMENTS

Park land dedication fees are the default, though dedication of park land, where appropriate, may offset fee requirements.

There shall be 16 acres of combined park and school land to serve every 1000 people. The breakout of the 16 acres will be 9.6 acres for parks and 6.4 acres for schools.

PARK IMPACT/ DEVELOPMENT FEE

The unit fees defined by the Planning Dept documents are a combination of park land dedication fee and park impact fee.

Unit Fees (60% to parks):

Multi-family unit (MFU), mountains - \$3,375

MFU, plains - \$4,050

Single-family attached (SFA), mountains - \$4,050

SFA plains - \$4,725

SF detached (SFD), mountains, lot size < 2 acres - \$4,725

SFD, mountains, lot 2 to 4.99 acres - \$3,375

SFD, mountains, lot => 5 acres - \$1,350

SFD, plains - \$5,400

SFD, plains, lot => 5 acres - \$2,700

WHO CAN BUILD A PARK?

Not specified, although the County is more likely to build given that fees, rather than land dedication, are the default for development.

AFFORDABLE HOUSING

Does not specify land dedication requirements or exemptions for affordable housing development.

FEES-IN-LIEU OF PARKLAND DEDICATION

The park and school fees shall be calculated in accordance with the applicable “unit fee” indicated on the fee schedule of the County Policies and Procedures. The “unit fee” is a combined fee for a residential unit, with 60% of the fee being applicable to the park requirement and 40% of the fee being applicable to the school requirement.

CREDIT GIVEN TO DEVELOPER FOR PRIVATE FACILITIES?

Park land dedication credit may be granted for private parks that exceed minimum requirements.

DEDICATION REQUIREMENTS FOR NON-RESIDENTIAL DEVELOPMENT

None specified.

OPEN SPACE

Open areas may include public or private trail systems. These open areas may be determined to have preservation value in relation to wildlife, view corridors or other natural landscape features. The credit for the use of these areas shall not exceed 50 % of the developer’s park land dedication requirement.

INFILL

Does not specify land dedication requirements or exemptions for infill development.

LONGMONT

LAND DEDICATION REQUIREMENTS

Land dedication is built into the park improvement fee structure

Historically, Longmont had park land dedication standards but for several decades everything has been integrated into the Park Improvement Fee which is an impact fee based on dwelling type.

Historical dedication:
 Neighborhood parks: 2.5 acres per 1,000 residents
 Community parks: 2.5 acres per 1,000 residents
 District parks: 5.0 acres per 1,000 residents

PARK IMPACT/ DEVELOPMENT FEE

Park Improvement Fees (current as of 2022):

Per single family detached residential unit: \$6,560.61

Per other residential: \$3,218.19

WHO CAN BUILD A PARK?

Generally, the City assumes responsibility of developing and maintaining the land.

AFFORDABLE HOUSING

Does not specify land dedication requirements or exemptions for affordable housing development.

FEES-IN-LIEU OF PARKLAND DEDICATION

Fees are the default and actual land dedication is the less common alternative.

If the owner conveys land for municipal use (other than infrastructure required to serve the development), the park fee may be reduced in proportion to the value of the land dedicated.

CREDIT GIVEN TO DEVELOPER FOR PRIVATE FACILITIES?

If the owner conveys land for municipal use (other than infrastructure required to serve the development), the park fee may be reduced in proportion to the value of the land dedicated.

DEDICATION REQUIREMENTS FOR NON-RESIDENTIAL DEVELOPMENT

Residential only.

OPEN SPACE

Does not specify open space dedication.

INFILL

Does not specify land dedication requirements or exemptions for infill development.

PUEBLO

LAND DEDICATION REQUIREMENTS

8% of the land area of a residential subdivision.
 Can dedicate less than 8% provided that the land area dedicated is sufficient and the subdivider constructs and installs all required park and recreational facility improvements

PARK IMPACT/ DEVELOPMENT FEE

None.

WHO CAN BUILD A PARK?

Generally, the City assumes responsibility of developing and maintaining the land, but a developer can build a park.

AFFORDABLE HOUSING

Does not specify land dedication requirements or exemptions for affordable housing development.

FEES-IN-LIEU OF PARKLAND DEDICATION

All payments in lieu of land dedication must be equal to 8% of the fair market value of the land in the subdivision.

CREDIT GIVEN TO DEVELOPER FOR PRIVATE FACILITIES?

Not specified.

DEDICATION REQUIREMENTS FOR NON-RESIDENTIAL DEVELOPMENT

Residential only.

OPEN SPACE

Does not specify open space dedication.

INFILL

Does not specify land dedication requirements or exemptions for infill development.

WESTMINSTER

LAND DEDICATION REQUIREMENTS

12 acres per 1,000 residents

FEES-IN-LIEU OF PARKLAND DEDICATION

The City may require payment of a fee in lieu of the dedication, and the fee shall be the fair market value (determined as of the date of dedication) of the land that would otherwise be dedicated.

PARK IMPACT/ DEVELOPMENT FEE

Single-family detached: \$1,995
 Single-family attached or mobile home: \$1,621
 Multi-family and independent senior housing: \$1,327
 Assisted senior housing: \$461 per bed.

CREDIT GIVEN TO DEVELOPER FOR PRIVATE FACILITIES?

Not specified.

WHO CAN BUILD A PARK?

Not specified.

DEDICATION REQUIREMENTS FOR NON-RESIDENTIAL DEVELOPMENT

None

AFFORDABLE HOUSING

Does not specify land dedication requirements or exemptions for affordable housing development.

OPEN SPACE

Does not specify open space dedication.

INFILL

Does not specify land dedication requirements or exemptions for infill development.

WINDSOR

LAND DEDICATION REQUIREMENTS

5.5 acres per 1,000 population

Projection population calculated as 2.78 residents per dwelling unit.

Pocket parks are required for residential subdivisions or multifamily developments consisting of 100+ units, unless at least 75% of the dwelling units in a proposed subdivision/development are within 1/3 mile of an existing or planned park open to residents.

Pocket parks will have min. size of 20,000 sq ft and should allocate between 50 and 75 sq ft per development dwelling unit.

PARK IMPACT/ DEVELOPMENT FEE

Park and Trail Development Fee: \$6,645 per unit (current as of 2022)

WHO CAN BUILD A PARK?

Generally, the City assumes responsibility of developing and maintaining the land.

AFFORDABLE HOUSING

Affordable housing development, as determined by the Town, is exempt from a number of impact fees, although not exempt from the Park and Trail Development Fee.

FEES-IN-LIEU OF PARKLAND DEDICATION

\$64,292 per acre (current as of 2022)

CREDIT GIVEN TO DEVELOPER FOR PRIVATE FACILITIES?

Not specified.

DEDICATION REQUIREMENTS FOR NON-RESIDENTIAL DEVELOPMENT

Residential only.

OPEN SPACE

Residential subdivisions greater than 20 acres in size shall include a minimum percentage of gross land area as open space (generally 15-20%)

INFILL

Does not specify land dedication requirements or exemptions for infill development.