

PLAN MONITORING

To be successful, capital planning must be an ongoing activity. Plan monitoring involves establishing accountability tools for tracking progress over time. The progress matrix (below) is a basic plan monitoring tool that identifies timeframes for the accomplishment of catalyst actions: short-term (annual to three years), midterm (three to five years), and long-term (five years and beyond).

Plan monitoring is a dynamic process. Key strategies, catalyst actions, and policy directives should be reviewed on an annual basis and refined with changing circumstances. As data become available, indicators or other specific measures that monitor the accomplishment of achievable goals should be established for each plan theme. Finally, the entire plan document should be considered for public review and update five years from its adoption.

Progress Matrix

Catalyst Action	Completion Timeframe	% Complete
Update and adopt the Town Utility Standards to ensure improved operational efficiencies, quality and safe development, and compliancy with all state and federal agencies.	Short-term	___%
Update of Town Stormwater Criteria Manual to set forth the design guidelines and technical criteria to be utilized in the analysis and design of stormwater drainage systems.	Short-term	___%
Invest in a diverse water portfolio—a deliberate collection of assets, policies, practices, and technologies—for the Town’s water portfolio. Just as your “Don’t put all your eggs in one basket,” “Don’t get all your water from one bucket.”	Short-term	___%
Update 2015 Comprehensive Plan to coordinate planning area and projected growth within the C.A.I.M.P. planning tools.	Short-term	___%
Update on an annual basis the Town’s Capital Improvement Projects as projected within the GIS dashboard and set priority and funding recommendations annually with Budget.	Mid-term	___%
Create the 2022 Bennett Mobility Vision Regional Transportation Plan to represent the Town’s unconstrained vision for a multimodal transportation system needed to respond to future growth and demographic trends.	Mid-term	___%
Provide in-house management of GIS portal and expansion, include allocation for full-time position within the Town staff.	Long-term	___%

Acknowledgements

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INTRODUCTION

The Town of Bennett, Colorado, is uniquely positioned to capture the next wave of growth within the Denver metropolitan area. Bennett’s proximity to Denver International Airport (DIA), the Front Range Airport, I-70, E-470, and the Union Pacific Railroad are all factors that will have a direct impact on the future growth of the Town; which encompasses an incorporated area that currently totals 4.3 square miles.

Bennett’s community leaders are visionary and willing to take bold steps to secure the Town’s future. Bennett’s growth intentions are reflected by its objective to plan, protect, and construct adequate capital infrastructure to build sustainability for current and future residents of Bennett. The prospect for growth associated with a renewable water supply is a fundamental tenet of this Capital Asset Inventory & Master Plan, otherwise referred to as the C.A.I.M.P. project.

Bennett is committed to responsible planned development, economic vitality, a program for public improvements, and improving the quality of life for its residents. The 2019 Capital Asset Inventory Master Plan is a targeted update of the Town’s 2003 BBC Research & Consulting Impact Fee Study, 2008 RTW Water-Wastewater Master Plan and Rate Study, and the 2014 Impact Fee Update.

The Town initiated a utility master plan update in 2017 with a proposal to DOLA Mineral Impact Fund. DOLA encouraged the Town to become a pilot community for its fiscal sustainability program and expand the scope of the project to include all town assets. The DOLA grant was approved, and we received \$125,000 to match with a \$125,000 cash contribution. Additionally, in spring 2018, the Town was awarded \$40,000 from Adams County Open Space for parks, trails, and open space master plan update. The combined efforts with DOLA, Adams County Open Space, and the Town will form an overall Capital Asset Inventory & Master Plan.

The Town’s senior staff, Terramax, Inc., Aqua Engineering, Jehn Water Consultants, Inc, Northline GIS, PureCycle, Kendrick Consulting, Inc., Norris Design, and SM Rocha, LLC., made up the consulting team responsible for the development of this robust master plan. Additionally, public forums were hosted to provide residential input and historical data.

2019 TOWN OF BENNETT CAPITAL ASSET INVENTORY MASTER PLAN

VISION

We envisioned a dynamic Master Plan that is all-encompassing with a framework in GIS. We did not want a lengthy paper report that would be difficult when needing updated. We see a day when we will pull up our infrastructure on a dashboard and be able to drill down on an element in our inventory to get details of planning recommendations, calculation method for impact fees, budgeting, growth projections, summaries of O&M and have it be graphical.

USE OF THE PLAN

C.A.I.M.P. was structured around the Town’s public infrastructure current condition, criticality, and capacity, which is the heart of the plan. There are six distinct capital systems included: Water, Wastewater, Storm Water, Transportation, Facilities; which includes Public Facilities, Land Parks, Trails, and Open Space. Each capital system contains a baseline inventory of current assets, capital improvement replacement planning, basis of design for new or expanded capital planning, impact and development fee calculations, key strategy, catalyst action, and revised policy directives.

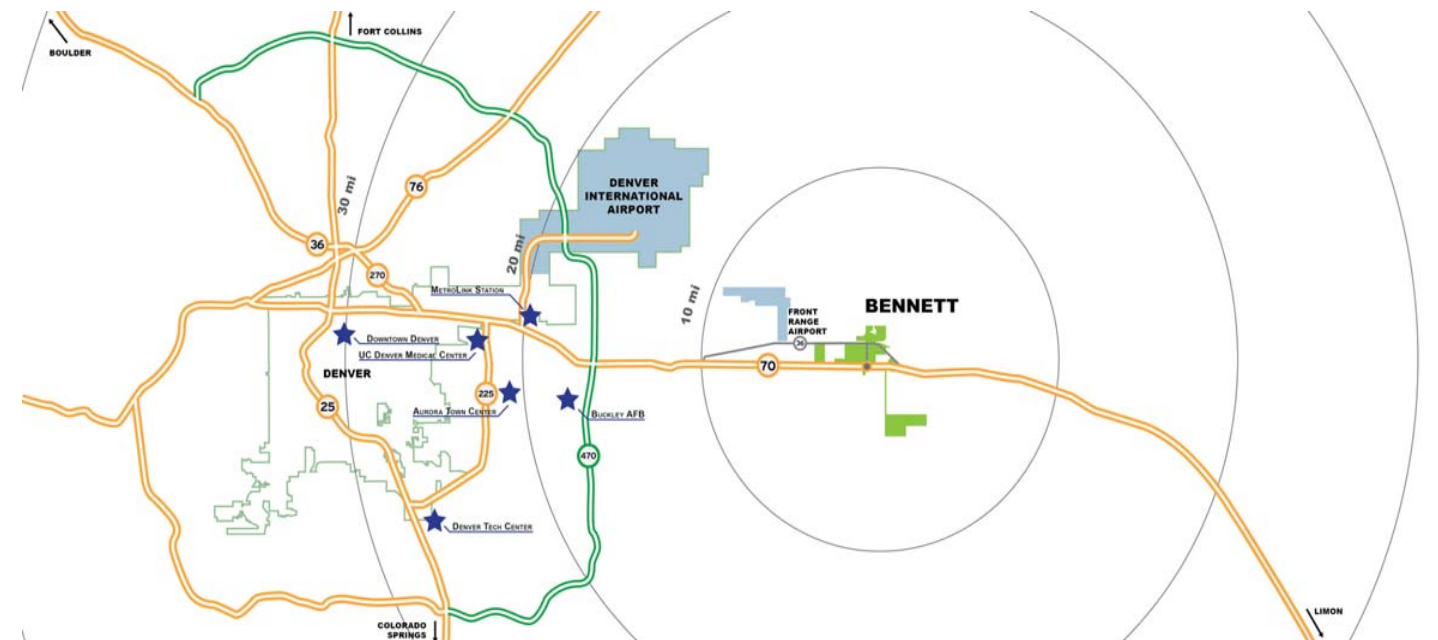
This plan is intended to provide appointed and elected officials, landowners, project applicants, and other stakeholders with a broad policy tool for guiding decisions concerning capital infrastructure for current and future Town assets. Through previous assignments and communications with Bennett’s stakeholders, this planning approach recognizes the Town’s burgeoning Geographic Information System (GIS) vision and commitment. This new GIS program provides an avenue for more dynamic, flexible and useful “living documents” for master planning and capital improvements. While many master plans and capital improvement programs are destined to become obsolete quickly, GIS holds the potential to work directly against this factor, by remaining in regular and active use, reviewed and updated by Town staff and Town policy directives.

The capital improvement planning, basis of design, achievable goals, key strategies, catalyst actions, and policy directives detailed within this document serve as the first generation of what is anticipated to be an ongoing, dynamic

GUIDING PRINCIPLES

A guiding principle is a core value or standard that provides direction for creating C.A.I.M.P. The following is a set of guiding principles refined throughout the capital inventory assessment and the basis of design for future planning.

1. **The first and the most important part of any asset master plan and the program is to be able to identify/discover all the assets in our public systems. An inventory and analysis of our current assets will help the Town efficiently monitor and manage them;**
2. **Create a universal scoring method to be used on all distinct systems within the Town to help prioritize capital replacement needs and priority projects in the future. Condition, Criticality, Capacity, were the three guiding principles applied to each asset within the Town;**
3. **Esri Geospatial dashboard and ArcGIS Online enables the Town to connect people, locations, and data using interactive maps. By hosting a master plan within Esri software we will work with smart, data-driven styles and intuitive analysis tools to deliver location intelligence. We can share our insights with the world or specific groups;**
4. **Establish a basis of planning and design for three, five, and, ten year planning period;**
5. **Create a multi-level capital planning dashboard within ArcGIS Online that encompasses the needs for financial planning and sustainable reporting;**
6. **Quantify the reasonable impacts of the proposed development on existing capital facilities and establish the impact fee or development charge at a level no greater than necessary to defray such impacts directly related to proposed development C.R.S. 29-20-104.5;**
7. **Ensure that infrastructure is available to accommodate new growth. Specifically, impact and development fee calculations for capital improvements in distinct systems of, Water, Wastewater, Storm, Facilities, Transportation, and, Parks, Trails and Open Space;**
8. **Make development decisions predictable, fair, and cost-effective, with the responsibility of designing and constructing the infrastructure required for new development shared by all parties receiving the benefit; and**
9. **Remove barriers to collaboration, leverage funding, and increase the accountability and effectiveness of all levels of government to plan for future growth.**



SUMMARY OF PROJECTED GROWTH

Town of Bennett Town Hall



Conceptual Design for Proposed Public Work Facility



PURPOSE

The purpose of this section is to support the C.A.I.M.P. project by providing population and land use density projections over a 10-year period as a basis for capital asset demand analysis. The research has been two-fold, first compiling and analyzing zoning data to project land uses and densities within the Town boundaries, and second, to compile population data in order to establish a population growth rate over the same period.

ZONING PROJECTIONS

The properties were identified through planning records and compiled into a spreadsheet, which is embedded in the Capital Improvements Planning module in ArcGIS Online. The data was separated into residential versus non-residential development.

In terms of residential development, the chart describes a dwelling unit as a single-family home, two-family, townhome, or condominium unit. The total number of dwelling units for each project was determined by either the total number approved through zoning, platting or estimated by the developer through an interview. The spreadsheet differentiates the two types of numbers as being either platted and approved for that unit count or unplatted and an estimate on the unit count.

From the total number of dwelling units, an absorption rate projected over the ten (10) year period starting in 2019 and concluding 2029 which is the C.A.I.M.P. timeline. The absorption data was compiled through the developer interviews intended to determine and verify the information. All absorption projections are based upon the developer's best estimate of how the market will respond. All of Bennett's residential home market in the past ten years has been small infill until 2017 when LGI began to construct new homes and acquired 95 new home permits. At the end of 2018, approximately 45 of these homes had certificates of occupancy.

Of the developers interviewed, all intended to begin construction in the next two to three years with an estimated absorption rate of approximately 6-8 dwelling units per month. The residential market is still being tested by the prospective developers and home builders to see what the absorption rates will be on a monthly and yearly basis based upon the product types and home prices. In general, the developers interviewed were optimistic and actively working towards entitlements for their projects in order to begin construction.

At the time of this report, there are three potential annexations to the Town, the Stockman (1.5 acres of

attached residential), MacLennan (260 acres of mixed development use), and the Brunner (24 acres of single-family residential). It is conceivable that additional annexation could occur. A fundamental principle forming the basis for the Town's annexation policy is that annexation is an agreement between a willing landowner and a willing local government. The Town and property owner will enter into a pre-annexation agreement as a precursor to any annexation. Preannexation agreements establish the conditions of annexation and provide the Town and property owner with a set of negotiated obligations upon annexation, which will include a review of capital infrastructure needs to be based on the master plan outcome of C.A.I.M.P.

SUMMARY

The potential growth in Bennett has been analyzed using data from the State Demography Office, input from the State Demographer's staff, the relevant Census data, and initial discussions with the team. The development of a growth projection spreadsheet, now embedded within the CIP dashboard of GIS, is a working document for updating projections over time. The Town's population is expected to reach 12,581 persons by year 2029. Which equates to approximately 4,358 single family equivalents (SFE) (residential, industrial, and, commercial). This is the estimated additional development driven impact for the impact fee study and assessed fees throughout all distinct systems.

CONCLUSION

The potential for residential and commercial growth is significant in the Town of Bennett based upon the property owner and developer interviews regarding the current market. The analysis of this growth projection recognizes that Bennett has a history of anticipating growth that has not materialized as evident by the number of large planned unit developments that remain vacant over the last 15+ years. However, the current anticipation for growth is a result of three major contributing factors seen across the State. The first factor being the current and increasing population growth in the State, the second is expansion and population increase in Metro Denver, and last the increase in housing prices that are pushing buyers into surrounding areas such as Bennett. Bennett's residential market is being tested by large home builders anticipating absorption from these larger regional factors.

The proposed population growth rate will be significant, which seems to reflect the possible transition the Town is in from historical growth rates to potential expansion rates unseen historically. The growth rates proposed were reviewed and vetted by the technical team and the Town leadership to determine the appropriate projected growth rate for Bennett.

WATER

EXISTING INFRASTRUCTURE SUMMARY

The Town owns and operates two water systems. The North Water System (NWS) or “Old Town Water System” serves the Town north of I70, and the South Water System (SWS) serves the Antelope Hills development south of I70. The NWS and SWS provide potable water service for domestic, commercial, and industrial water uses including indoor consumptive uses as well as outdoor uses such as irrigation. Due to recent increases in residential and commercial development project construction activities, construction water needs are also served. The NWS infrastructure includes seven groundwater wells, three booster pumping stations, four storage tanks, and a distribution system. The SWS (Antelope Hills) consists of four groundwater wells, a common booster pump station, a single storage tank, and a distribution system.

A complete description including drawings, water model maps, schematics, and a detailed system inventory resides in the Town’s active GIS platform. A summary of key components follows:

- **Water Rights / Water Supply / Groundwater Wells**

The Town’s water supply comes from four Denver Basin aquifers underlying the Town. In descending order these aquifers are the Denver aquifer, the Upper Arapahoe aquifer, the Lower Arapahoe aquifer and the Laramie-Fox Hills aquifer. Each of these sources is withdrawn through the Town’s well system. Considering all aquifers, the Town has a total of 2989.27 acre feet of water rights.

The Town operates a total of eleven active wells. Seven wells are in the NWS (Well # 3, 4, 5 6D, 6UA, 7, & 8) and four are in the SWS (#9, 10, 11, & 13). The current installed well pumping capacity in the NWS is 681 gpm, with a firm pumping capacity of 496 gpm. Firm capacity refers to the capacity with the largest pump in the system out of service. In the SWS, well #11 is out of service, and the installed capacity of the three remaining SWS wells is 280 gpm, with a firm capacity of 180 gpm.

- **Treatment**

Due to the high quality of the Town’s existing groundwater

wells, the only required treatment is chlorination (to prevent the growth of pathogens in the system. In the future, as new wells or alternative water supply sources are brought on-line, the water quality of these wells/sources will be tested and additional treatment may be required to meet CO Primary Drinking Water Regulations (Regulation 11).

- **Booster Pumping / Pressure Control**

The Town has three booster pump stations in the NWS along with three well pumps (Well #6D, #6UA, and #4) that pump directly into the NWS distribution system. These pumps boost/maintain the distribution system pressure to between 65 and 80 pounds per square inch (psi). The NWS has two pressure zones, separated by a pressure control valve station located at the Well 6 site. This pressure control station allows water to be transferred between the two pressure zones depending on system demands and allows the Town to use the well and booster pumps in either zone to supply water to all of the Town’s storage tanks (in both pressure zones). The NWS booster and connected well pumps can deliver at total of 1765 gpm of firm capacity assuming adequate storage is maintained.

The SWS has one booster station (three pumps) with a total booster pumping capacity of 1,850 gpm with a firm capacity of 650 gpm.

- **Treated Water Storage**

The NWS has four storage tanks that provide a total storage volume of 1.195 million gallons (MG): The South Water System has a single storage tank with a volume of 355,000 gallons. (Figure Below: Treated Water Storage)

- **Distribution System**

A water distribution system model was developed and calibrated as part of the C.A.I.M.P. project. Detailed maps of the water system are included in the C.A.I.M.P. database and GIS. Currently the Town of Bennett’s NWS water distribution system has approximately 18 miles of pipe ranging in sizes of 4”-12” in diameter with the majority of pipe being 6” and 8” in diameter. The system currently has 140 fire hydrants throughout the town. The SWS has over 5.7 miles of piping, valves and hydrants.

Tank Reference	Location		Usable Volume, gallons
King Jelly Fish	NWS	West of Well 6 Site in South System	500,000
Converse Road Tank	NWS	West of WWTP on Converse Road	355,000
Well 6 Site	NWS	North of Well 6 Site	250,000
90K Wet Well Tank	NWS	Old Town Hall	90,000
Antelope Hills Tank	SWS	Antelope Hills (Well #9 and #13 site)	355,000

Treated Water Storage

- **Parks and Trails**

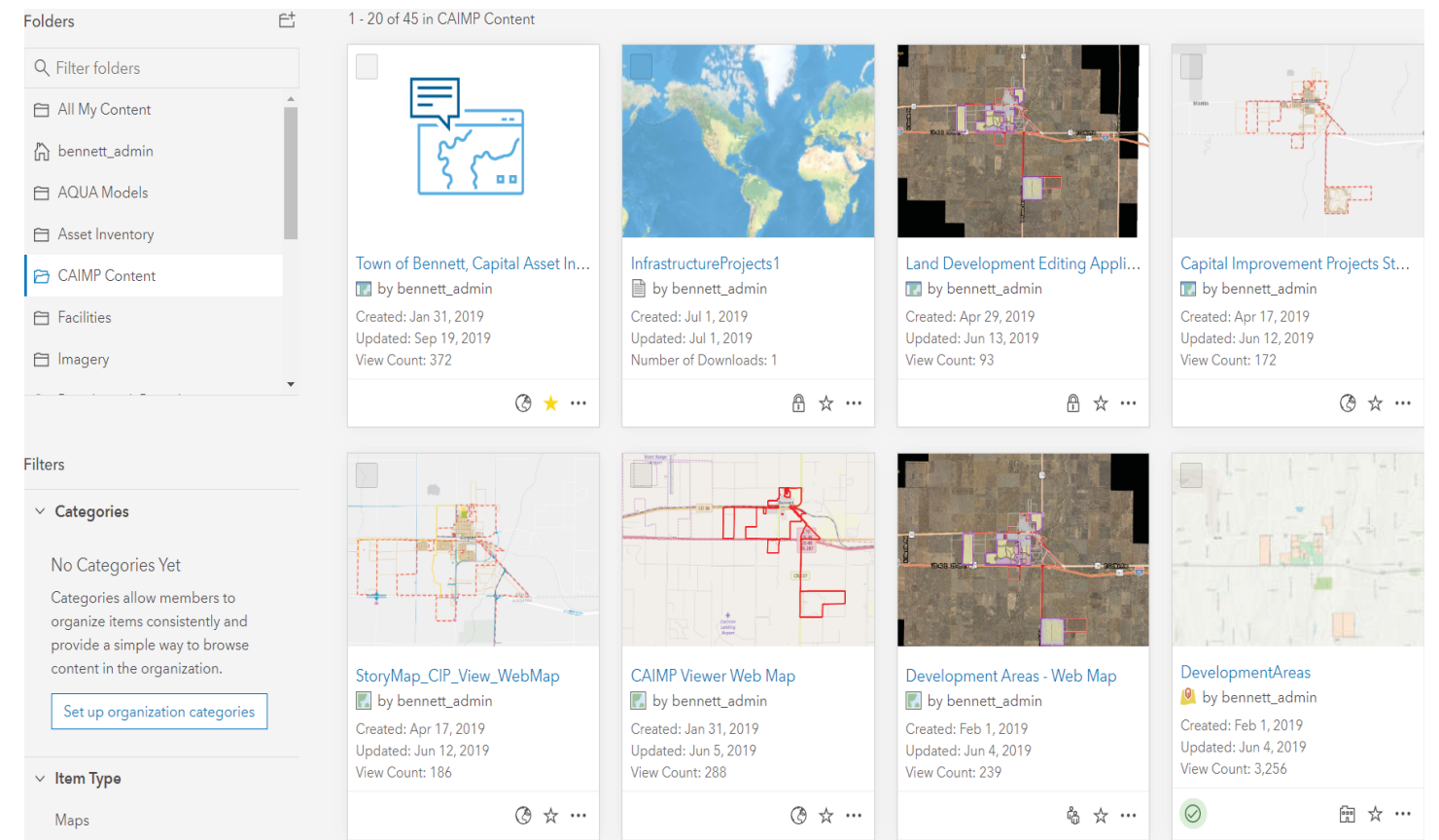
This group has the data related to parks and trails in the Town. The editing application allows the user to update information along with adding attachments to the different features. The overview application is the one which is used in C.A.I.M.P. Dashboards application.

- **Roads**

The group is solely devoted to storing road information. It has an editing application for the data maintenance which also has some built in reporting tools.

- **Utilities**

The utilities group has editing applications for the water, sewer, and stormwater distribution systems. It does not have the facility information since this data is also configured for use in the field on mobile devices. This group also has a Water Use Application. This application is designed to show the water usage based on meter reads throughout the Town. The data is exported from the meter reporting application and joined to the meter layer to be republished to the GIS.



IMPORTANT LINKS

<https://www.arcgis.com>

<https://townofbennett.maps.arcgis.com/home/item.html?id=817c208886204be095a5b28fe0c1475f>



PROJECT APPROACH

The GIS will be used as the hub for information retrieval, data analytics, and viewing. The ArcGIS Online platform has been used for the GIS repository. It features 3 main components which the Town Staff will use to share, access and manage the data. These are:

- Viewing Dashboards
- Data Editing Applications
- Story Map for Public Viewing

The Viewing Dashboards provide an overview of the Capital Improvement Plan, Utility Systems, Roads, Buildings, Lands and Parks. This is configured as a single application which houses all the viewers. The Data Editing Applications provide tools for editing, printing, data queries and some reporting tools depending on the layers used. These are meant to be interactive and used for data maintenance. The Story Map is designed to be shared with the public to highlight the work and results of the C.A.I.M.P. project.

All of the applications for the C.A.I.M.P. project are connected and allow an immediate update across the board. So when a data edit is made, it is noticeable through all the other applications. They are meant to be interactive and allow for the Town to use as planning and management tools whereas when conditions or information changes it is meant to be updated in GIS. Additional reporting tools are able to be added to the applications as the Town begins to determine more needs from the data. Along with, the platform may integrate with other systems in place. GovSense is built on the same platform which will allow information stored there to be reported in the C.A.I.M.P. applications.

The applications are organized in Groups specific to the use of the data. The Groups are designed to show the applications by default but all the related layers and webmaps are accessible through the group. This eliminates the process to sort through the organization content page. It will be important moving forward that all data is appropriately shared and stored in the corresponding user folders for good data management. Groups should only be used to store organization wide data and applications. ArcGIS Online Structure and Applications

The Groups which contain the applications applicable to the C.A.I.M.P. project are:

- Asset Inventory
- Buildings and Land
- C.A.I.M.P.
- Parks and Trails
- Roads
- Utilities

• Asset Inventory

This group contains the editing and reporting applications which were used by Aqua Engineering to develop the facility information for the water and wastewater systems. The Admin editors are where data is added, edited and deleted. These are connected to the Asset Inventory Overviews so data is immediately updated. Many of the features in the facilities have related tables. Before creating a new feature, existing layers should be checked to see if there is a related table which is used to track features which are associated with it.

• Buildings and Land

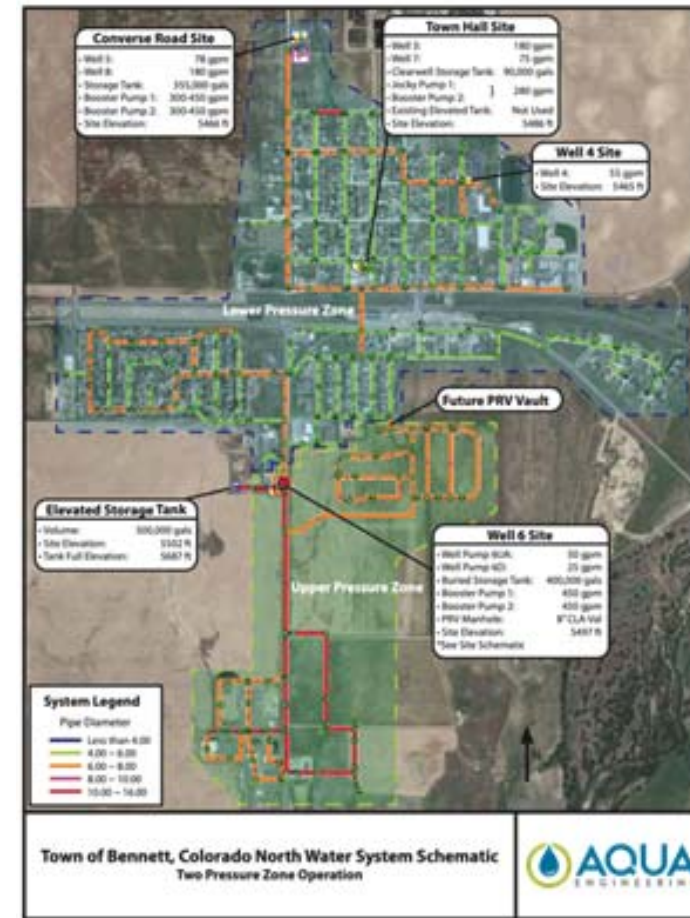
Here all the applications and data related to land planning, building management, and development tracking are stored. The Address Point Editing Application is meant to be used for address management which will be important since many other features have an address component that will use this data as part of the update process. The Land Development Editing Application has the proposed developments in the Town, the future development areas, and overlay areas along with zoning information. The information edited here controls what is displayed in the Development Areas – Dashboard along with the Future Development Application which is in the C.A.I.M.P. group. The Buildings and Land Editing Application has the Building Assessment information, land owned by the Town, and historic properties. These applications have edit, print and reporting tools built in. The Development Areas Dashboard is the one configured for the overall C.A.I.M.P. dashboard which shows the metrics of the planned developments.

• C.A.I.M.P.

The C.A.I.M.P. group is the catch all group for all the data developed as part of the C.A.I.M.P. project. It has all the applications which were used to create the C.A.I.M.P. Dashboards application. The C.A.I.M.P. Dashboards has a tabbed view of:

- Capital Improvement Projects
- Water System
- Wastewater
- Stormwater
- Roads, Lands and Buildings
- Land Planning
- Future Developments
- Parks and Trails

These are static views that provide overviews of the different components of the project. There are a variety of tools and filters which are built in based on how the Town may interact with the data. The other main feature of this group is the CIP Infrastructure Projects Editor. This is the application which controls the data displayed in the dashboard. It is used to add, change and update the capital improvement projects in the Town.



BASIS OF PLANNING AND DESIGN

In 2018, the Towns used (sold) 106,173,400 gallons of water (326 acre-ft), with 17,310,500 gallons used in the SWS, and 88,862,900 used in the NWS. In 2019, the Town is projected to use over 120,000,000 gallons, which is a 13% increase from 2018. The increase was due to growth and a 17% increase in water demand in the NWS compared to 2018.

ASSESSMENT/ EVALUATION

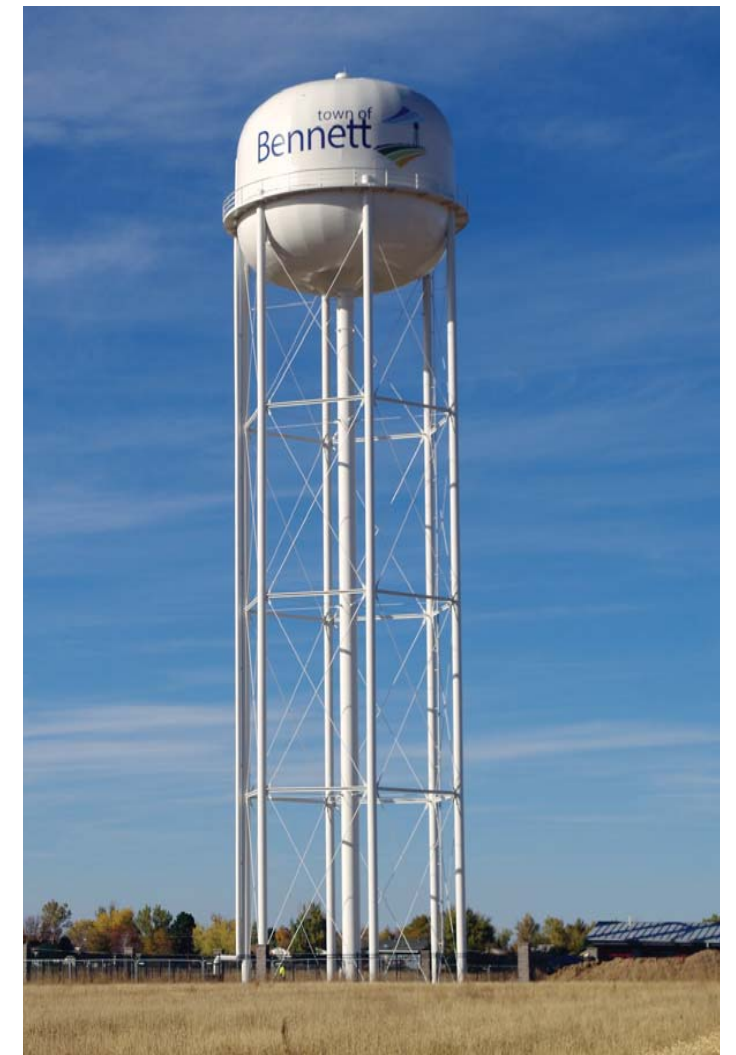
The Town's existing water system infrastructure was evaluated and assessed with regard to its ability to serve the Town's needs for a 10-year planning period (Year 2029). The capacity, capability, and criticality of the Town's water supply, treatment, water rights, well pumps, booster pumping/pressure control, storage and distribution was evaluated. The assessment used various tools including spreadsheets and a computer water model to identify capacity deficiencies and needs. The water model and capacity assessment spreadsheet tools are included in the C.A.I.M.P. project GIS database and will be reviewed and updated annually as actual growth occurs.

RECOMMENDATIONS/ CIP

The assessment and evaluation process identified infrastructure improvement needs and recommended capital improvements projects. These projects were then entered into the Town's GIS database in the GIS "CIP Dashboard". The dashboard contains detailed information on each recommended project including cost, description, timing, and location. In summary, the assessment recommended 51 capital projects with a total value of \$57.33 MM to be implemented over the next 10 years. A detailed summary list or details on any individual project can be generated by the Town's GIS program on demand.

NEXT STEPS

The Town will continue to use the assessment and planning tools developed by the C.A.I.M.P. project to identify deficiencies and needs and define recommended capital improvements projects. As these projects are identified, they will be entered into the Town's GIS program.



WASTEWATER

EXISTING INFRASTRUCTURE SUMMARY

The Town has two wastewater systems. The North Wastewater System (NWWWS) serves the Town north of I70, and the South Wastewater System (SWWS) serves the Antelope Hills development south of I70. The (NWWWS) is a centralized wastewater collection system and an advanced water resource recovery facility (WRRF). The South Wastewater System (SWWS) is comprised of privately-owned on-site wastewater treatment systems (OWTS) more commonly known as septic systems. Due to its simplicity and private ownership, the SWWS was not evaluated as part of the C.A.I.M.P. project, and only the NWWWS is discussed herein.

A complete description and additional documents including drawings, schematics, and a detailed system inventory resides in the Town's active GIS platform. A summary of key components follows:

- **Wastewater Collection System and Lift Stations**

The Town's current wastewater collection system consists of over 71,000 lineal feet of sewer pipes ranging from 4-inches to 18-inches in diameter, and pipe materials consisting of vitrified clay (VCP), polyvinyl chloride pipe (PVC), and steel. A collection system layout is shown in the water model output exhibits, Attachments F to M. A sample exhibit is included herein showing a section of the collection system and the WRRF.

The collection system includes two lift stations: the Cordella Lift Station and the High School Lift Station. A third lift station called the Penrith Park Lift Station is under construction by the Penrith Park project developer. The Cordella Lift Station is currently being expanded/refurbished to provide a capacity to serve both existing users and new development. Also, the WRRF has its own lift station called the Influent Lift Station.

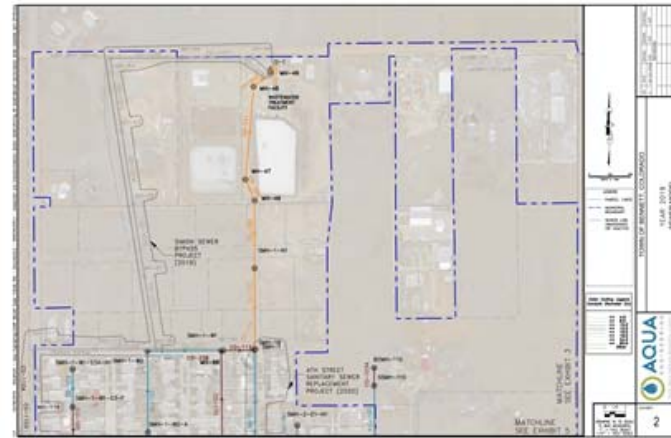
- **Wastewater Treatment – Water Resource Recovery Facility (WRRF)**

In early 2019, the Town finished construction and commissioned a new water resource recovery facility (WRRF) located on the north end of Town, bordering E. 38th Avenue and Darco Street. The WRRF is permitted by the Colorado Department of Public Health and Environment (CDPHE) for a hydraulic design capacity 0.4 MGD and an organic loading capacity of 1,130 pounds per day of biochemical oxygen demand (BOD5). BOD5 is the amount of oxygen required to convert the organic material in the wastewater. The facility discharges to an unnamed tributary of Sand Creek.

The new WRRF replaced the Town's aerated lagoon facility with an advanced treatment process designed to remove solids, organic pollutants, pathogens, and total nitrogen to very low levels. The new WRRF will have a strict ammonia

limit that ranges from 6.1 to 13 mg/L (30-day avg) and a Total Inorganic Nitrogen (TIN) limit of 10 mg/L (daily max) starting in 2023. The new facility includes the following major components/ treatment processes:

- Influent lift station
- Headworks building, with screening and grit removal
- An advanced sequencing batch reactor (SBR) activated sludge treatment process (Sanitaire ICEAS)
- Supervisory Control and Data Acquisition (SCADA)
- Effluent equalization and pumping
- Ultraviolet disinfection
- Biosolids dewatering
- Operations building including a small lab.
- Automated aeration system with dissolved oxygen control and fine bubble diffusers



- **Planned Reclaimed Water System**

Due to the high quality of effluent produced by the new WRRF, treated effluent can be permitted by CDPHE to be used by the Town for irrigation and for construction needs. In recognition that reclaimed water use will preserve the Town's potable water supplies, the Town is currently implementing a reuse project to convert the old wastewater treatment ponds to become reclaimed water storage reservoirs; along with an on-site pumping and water delivery (load out) station. Refer to the AQUA Engineering Wastewater Memorandum and the AQUA Basis of Planning and Capacity Assessment.

IMPACT FEES

Included within the C.A.I.M.P. project was the specification for capital improvement projects needed to serve new development. While the impact report embedded within ArcGIS Online projects for ten years, it is not intended to be a comprehensive 10-year plan. Instead, it is intended to be a comprehensive 3 to 5-year plan and probable course of action after that. The use of the C.A.I.M.P. dashboard is most effective when it is frequently updated. It is recommended that development driven impacts be reviewed at least every two years and updated every five years. The following section reflects changes to Chapter 4 of the Bennett Municipal Code.

WHEREAS, pursuant to state law, including but not limited to C.R.S. §29-20-101, et seq., and as a condition of issuance of a development permit, the Town has the authority to impose an impact fee or other similar development charge to fund expenditures by the Town on capital facilities needed to serve new development; and

WHEREAS, the Bennett Municipal Code requires periodic review of the Town's impact fees to ensure that: (1) the demand and cost assumptions underlying the impact fees are still valid; (2) the resulting impact fees do not exceed the actual costs of constructing capital facilities that are of the type for which the fees are paid and that are required to serve new impact-generating development; (3) the monies collected or to be collected in each impact fee fund have been paid and are expected to be spent for capital facilities for which the fees were paid; and (4) the capital facilities for which the fees are to be used will benefit the development paying the fees; and

WHEREAS, Town staff has undertaken a review of the Town's capital needs and impact fees by reassessing the Town's capital needs, updating cost estimates, and reviewing changes in development projections and impacts for the Town in order to determine the capital facilities needed to serve new development and the proportional costs of such facilities that may be charged to proposed development through impact fees, which review is summarized in the Capital Asset Impact Master Plan dated November 12, 2019 (referred to as the C.A.I.M.P. project) and accompanying this Ordinance; and

WHEREAS, the Board of Trustees hereby confirms and establishes as Town standards the assumptions and service standards referenced and discussed in the C.A.I.M.P. project as part of the Town's current plans for future construction, improvement and expansion of the Town's capital facilities that are addressed by the impact fee system amended by this Ordinance; and

WHEREAS, the Board of Trustees finds the demand and cost assumptions underlying the Town's impact fees, and

in particular, changes in growth forecasts for the Town, reassessment of the Town's capital needs, increases in construction costs and a reallocation of costs to residential and non-residential development due to the amount of commercial growth the Town has experienced, warrant revisions to the Town's impact fees as set forth in the C.A.I.M.P. project; and

WHEREAS, the Board of Trustees further finds the impact fees, as amended by this Ordinance, do not exceed the actual costs of constructing capital facilities that are of the type for which the fees are paid and that are required to serve new impact-generating development; of the impact fee monies spent since adoption of Article VIII of Chapter 4 of the Bennett Municipal Code, such fees have only been spent for capital facilities for which such fees were paid; impact fee monies to be collected in the future are likewise expected to be spent only for capital facilities for which the fees were paid; such capital facilities that have been constructed with impact fee monies have benefited those developments that paid the fees; and future impact fee monies paid will fund capital facilities that will benefit those developments that paid the fees; and

WHEREAS, the impact fees charged to new development pursuant to this Ordinance are legislatively adopted, generally applicable to all development based on a single-family equivalent basis, and intended to defray the projected impacts on capital facilities caused by proposed development; and

WHEREAS, the impact fees are no greater than necessary to defray the projected impacts directly related to proposed new development; and

WHEREAS, this Ordinance creates a system under which impact fees shall not be used to remedy any deficiency in capital facilities existing on the effective date of this Ordinance and under which impact fees paid by new development will be used to finance or defray all or a portion of the costs incurred by the Town to construct, improve or expand capital facilities to serve new development in ways that benefit the development that paid each fee within a reasonable period of time after the fee is paid; and

WHEREAS, of the Article VIII of Chapter 4 of the Bennett Municipal Code includes provisions to ensure that no individual landowner is required to provide any site-specific dedication or improvement to meet the same need for capital facilities for which the impact fees are imposed; and

WHEREAS, the Board of Trustees by this Ordinance desires to amend Chapter 4 of the Bennett Municipal Code to update its development impact fees.

FINANCIAL

Financial planning for the replacement of such assets can assist with ensuring fiscal transparency and proper stewardship of taxpayer dollars. Furthermore, in the past two years, the Town has invested over \$19 million on updating and revitalizing assets. These assets were a hefty investment for our community, and this inventory system can help facilitate security, as well as ensure accountability to maintain and protect the asset. C.A.I.M.P. helps integrate the asset inventory into a sensible and cost-effective GIS Asset Management System. This useful tool is a critical part of the overall management and maintenance of the assets. In conclusion, the expansion of the financial capacity will provide an Asset Inventory and Capital Planning document that will support the Town's mission for sustainability and will be a vital key to our future.

Throughout the process of identifying project funding and preparing financial planning for our current and future assets, the Town created a structure breakdown as follows:

Define current financial conditions for each distinct system, including; cash resources, budget, and borrowing power.

Develop future financial projections of capital and operating and maintenance accounts based on potential revenue sources, i.e., taxes, development, user fees. Finally, investigate and summarize possible funding sources, such as:

- Grants
- Loans
- Development Contributions

- User Rates
- Project Bonds
- Sales Tax
- Leasing Options
- Performance Contracts
- Public-Private Partnerships

Develop a cash-flow financial planning model that allows staff and users to input and change key variable inputs such as the capital projects implementation, timing, and various growth scenarios. This model provides a rate policy discussion tool for impact, development, and user fees for all distinct systems.

For the distinct systems included within the C.A.I.M.P. , the Town used a CIP methodology. Unlike the current service standard method, which looks at current assets, the CIP approach considers projected capital investments over the next ten years. Through interviews with developers, landowners, and Town staff, the C.A.I.M.P. team identified the share of each asset needed to serve new growth. The total projected investment needed to serve new growth was then allocated to a single-family equivalent.

Single Family Equivalent or SFE a numerical value assigned to a specific property based upon the demand placed on the water and sewer systems of the Town by an average single-family residential unit in accordance with the schedule and SFE calculator adopted pursuant to Chapter 13 of the Town Code.

	2016	2017	2018	2019	2020	2021
REVENUE						
WATER SINGLE FAMILY EQUIVALENT (SFE)						
Residential Single Family & Multi Family SFE	910	938	1,029	1,041		
Commercial & Industrial SFE	118	122	122	133		
Government SFE (School, Library, VFW, Rec)	66	66	90	90		
Current Water SFE	1,094	1,126	1,241	1,264		
Residential Single Family & Multi Family SFE	-	-	-	-	214	328
Commercial & Industrial SFE	-	-	-	-	55	177
Government SFE (School, Library, VFW, Rec)	-	-	-	-	-	-
Additional 2020 Portfolio Water					268	505
Residential Single Family & Multi Family SFE	910	938	1,029	1,041	1,255	1,583
Commercial & Industrial SFE	118	122	122	133	188	365
Government SFE (School, Library, VFW, Rec)	66	66	90	90	90	90
GRAND TOTAL SFE	1,094	1,126	1,241	1,264	1,532	2,037
BASE RATE						
Current Water						
Residential Single Family & Multi Family SFE	Rate	\$25.00	\$30.00	\$30.00	\$30.75	
Commercial & Industrial SFE	Rate	\$25.00	\$30.00	\$30.00	\$30.75	
Government SFE (School, Library, VFW, Rec)	Rate	\$25.00	\$30.00	\$30.00	\$30.75	
Residential Single Family & Multi Family SFE	Annual Revenue (Base X Unit) X 12	\$273,000.00	\$337,680.00	\$370,440.00	\$384,129.00	
Commercial & Industrial SFE	Annual Revenue (Base X Unit) X 12	\$35,400.00	\$43,920.00	\$43,920.00	\$49,077.00	
Government SFE (School, Library, VFW, Rec)	Annual Revenue (Base X Unit) X 12	\$19,800.00	\$23,760.00	\$32,400.00	\$33,210.00	
Ground Water Base Rate Coverage		\$328,200.00	\$405,360.00	\$446,760.00	\$466,416.00	
Base Rate Coverage Plan 1 Unit Total		\$25.00	\$30.00	\$30.00	\$30.75	

BASIS OF PLANNING AND DESIGN

In 2018, the Town's NWWs conveyed and treated an annual average of approximately 116,000 gallons per day of wastewater (0.116 MGD). As of October 2019, the average daily wastewater flows measured at the WRRF the Town increased to approximately 140,000 gpd, which is a 20% increase from the 2018 annual average day flow. The increase is due to growth in the NWS.

ASSESSMENT/ EVALUATION

The Town's existing wastewater system infrastructure was evaluated and assessed with regard to its ability to serve the Town's needs for a 10-year planning period (Year



2029). The capacity, condition, and criticality of the Town's collection system, lift station, and water resource recovery facility was evaluated. The assessment used various tools including analysis spreadsheets and a computer sewer system modeling software to identify capacity deficiencies and needs. For example, the projected capacity shortfalls (deficiencies) of the Town's new WRRF begin in year 2020. Note the capacity analysis is highly dependent on growth and also the amount of wastewater generated per SFE. The sewer system model and capacity assessment spreadsheet tools are included the C.A.I.M.P. project GIS database and will be reviewed and updated annually as actual growth occurs. Data on the actual unit wastewater generation rates (gpd/ SFE) will also be collected and the model updated and calibrated.

RECOMMENDATIONS/ CIP

The assessment and evaluation process identified wastewater infrastructure improvement needs and recommended capital improvements projects. These projects were then entered into the Town's GIS database in the GIS "CIP Dashboard". The dashboard contains detailed information on each recommended project including cost, description, timing, and location. In summary, the assessment recommended 53 capital projects with a total value of \$25.86 MM be implemented over the next 10 years. A detailed summary list or details on any individual project can be generated by the Town's GIS program on demand.

NEXT STEPS

The Town will continue to use the assessment and planning tools developed by the C.A.I.M.P. project to identify deficiencies and needs and define recommended capital improvements projects. As these projects are identified, they will be entered into the Town's GIS program.

STORM

EXISTING INFRASTRUCTURE SUMMARY

The Town of Bennett spans three major stormwater drainage basins, Lost Creek (aka Lost Sand Creek), Kiowa Creek, and Wolf Creek, from west to east. The Town itself is in two distinct halves, the North Town in Adams County and north of I-70, and the South Town in Arapahoe County and south of I-70, and currently consisting of the Antelope Hills subdivision. The North Town is tributary to Lost Creek and Kiowa Creek, while the South Town is tributary to Kiowa Creek and Wolf Creek.

The current North Town areas are tributary to Lost Creek via several significant unnamed stormwater drainage channels, and to Kiowa Creek via direct flow areas and roadside drainage ditches. The South Town Antelope Hills areas are tributary to Kiowa Creek via historic farmland low areas, and to Wolf Creek via a significant unnamed tributary.

These drainageways historically are ephemeral, not perennial, without springs, seeps or a notable regular (non-storm) base flow. They therefore typically carrying flows only as a result of precipitation, from rainfall or snowmelt events. With the Town's long-standing historic background as an agricultural community, local drainageways have tended to be subtle, actively farmed or used, and inclined towards impounding and infiltration of much precipitation runoff.

All three of these major named Creek channels feature Federal Emergency Management Agency (FEMA) designated and regulated floodplains in the vicinity of the Town, although not necessarily within the Town limits. None of the unnamed tributaries that directly convey Town stormwater flows to these major Creeks have FEMA designated floodplains. Due to the somewhat haphazard development of the older areas of Bennett, much of North Bennett is within a FEMA Zone X hazard area, meaning it has potential for shallow flooding.

A complete description including drawings, schematics, and a detailed system inventory resides in the Town's active GIS platform. A summary of key components follows:

- **Stormwater Rights**

Per requirements of the Colorado Division of Water Resources (DWR), no exposed standing water is allowed for more than three (3) days following a precipitation event, without a water right and delivery method sufficient to allow impoundment of stormwater without injury to a downstream water right owner. The Town is further motivated to prevent stormwater impoundment beyond this three-day threshold due to concerns over mosquito and pest control in addition to potentially compromising water rights.

- **Stormwater Quality**

The Town of Bennett is not regulated under the Clean Water Act (CWA) National Pollutant Discharge Elimination System (NPDES) as an MS4 (Municipal Separate Storm Sewer System) community, since it is not included as an Urbanized Area (UA) for either Adams County or Arapahoe County.

Construction sites that disturb more than one (1) acre are required to secure a Discharge Permit through the Colorado Department of Public Health & Environment (CDPH&E), in any case. This is for stormwater quality and receiving water protections from construction disturbance, including in the Town of Bennett. The Town administers compliance with this requirement through a Town Grading Permit, which, importantly, does not currently include or address an Erosion and Sediment Control (ESC) component. The Town would be proactive to expand the Town Grading Permit to a Grading, Erosion & Sediment Control (GES) Permit. This would allow the Town to address disturbances for less than one acre where appropriate, and more generally to accept more full and direct inspection and enforcement responsibility for construction site stormwater quality in Bennett.

- **Stormwater Conveyance**

The North Town stormwater conveyance efforts over the last several decades have focused on diverting flows around older Town residential areas. The Old Town paving project of the early 1980's developed Trupp Park as a significant regional detention pond, with intentions for joint recreational use as a baseball field. Just as significantly, however, this project saw the diversion of the UPRR 3rd Street bridge drainageway west to Trupp Park, bypassing Old Town by means of diversion ditches, Trupp Park, and a significant 1st Street storm sewer system.

The 1st Street storm sewer releases just south of Truman Avenue, ultimately overflowing 1st Street further north under County maintenance, and flows east to a significant "2nd Street" (or OBC or Owens or Simon) drainageway, which joins the main Old Town unnamed tributary to Lost Creek just north of a culvert crossing at East 38th Avenue.

The Town has worked through several efforts to protect the Centennial Addition subdivision and residential development from runoff flows from the Muegge Farms property and lesser tributary areas further south of I-70. These efforts included controlled-release retention pond, and an ensuing, much larger and deeper detention storage pond. These both utilized the existing 36-inch "Centennial" storm sewer system to store, control and divert flows to the east, around the Centennial Addition.

TRANSPORTATION

EXISTING INFRASTRUCTURE SUMMARY

The Town of Bennett has been defined to a significant degree over many years of its history by highways, beginning with the Old Victory Way route following the Union Pacific Railroad (UPRR) alignment from the days of the Town's founding. Currently, U.S. Highway 36 (Colfax Avenue), State Highway 79 (including parts of Palmer Avenue and First Street), and County Road 137 (Kiowa-Bennett Road), along with Interstate 70 (I-70) are all defining transportation elements for the Town.

Other key existing Town roads and streets include Marketplace Drive, Edward Avenue (future SH 79 Bypass west end), Muegge Way, Bennett Avenue, Centennial Drive, McKinley Drive, Kiowa Street, Adams Street, Palmer Drive, First Street, Lincoln Drive, and East 38th Avenue. 7th Street and 8th Street serving the Bennett School District campus have also received special attention and consideration. Key future Town roads and streets currently under design or construction development include Cedar Street, Pearl Street, Civic Center Drive, and Penrith Road.

The Town of Bennett undertook a major street improvement project in 1984, which saw the concrete paving of Old Town Bennett streets north of the UPRR, as well as concrete paving of Town streets from Kiowa Street to abutting Colfax Avenue on the south side. In 2016, the Town oversaw the reconstruction of 13 miles of Town streets. This essentially included all residential streets within the Town, including selective concrete pavement panel replacement for Old Town and other areas of the 1984 street project.

A complete description including drawings, schematics, and a detailed system inventory resides in the Town's active GIS platform.

ASSESSMENT/ EVALUATION

The Town's existing roadway system infrastructure was evaluated and assessed with regard to its ability to serve the

Town's needs for a 10-year planning period (Year 2029). The capacity, capability, and criticality of the Town's roadways including connections, redundancy and emergency response routes, pavements, shoulders, widths, lanes, intersection controls, and major interchanges was evaluated. The assessment used various tools to identify capacity deficiencies and needs. The capacity assessment and tracking tools are included the C.A.I.M.P. project GIS database and will be reviewed and updated annually as actual growth occurs.

In the future, the Town of Bennett will keep its GIS road database in part to satisfy requirements of the Colorado Department of Transportation (CDOT), acting on behalf of the Federal Highway Administration (FHWA), in administering the Highway User Transportation Fund (HUTF). The Town is eligible to receive HUTF funding every year, depending on submitting a complete Town road inventory, including pavement types, lengths, widths, lanes, shoulders, materials, thicknesses, overlays, and conditions.

RECOMMENDATIONS/ CIP

The assessment and evaluation process identified infrastructure improvement needs and recommended capital improvements projects. These projects were then entered into the Town's GIS database in the GIS "CIP Dashboard". The dashboard contains detailed information on each recommended project including cost, description, timing, and location. In summary, the assessment recommended 31 capital projects with a total value of \$16.48 MM be implemented over the next 10 years.

NEXT STEPS

The Town will continue to use the assessment and planning tools developed by the C.A.I.M.P. project to identify deficiencies and needs and define recommended capital improvements projects. As these projects are identified, they will be entered into the Town's GIS program.



FACILITIES

EXISTING INFRASTRUCTURE SUMMARY

The quality and capabilities of the public facilities and services offered in a community can enhance the livability and economic potential of a community. In Bennett, these facilities and services are provided by the Town and a number of partners and other service providers.

The Public Facilities and Services Element provides a policy framework to guide the Town and its partners in delivering the facilities and services needed to contribute to the overall high quality of life in the Town.

One of the many responsibilities of any Town is to provide, or ensure the supply from other providers, of public services and facilities adequate to serve the needs of existing and future residents. This holds true for current and future businesses in the Town. The desire to provide quality public services is one of the biggest goals of the Town of Bennett. These services help contribute to the public's quality of life and make the Town a more desirable place to live, work, and play.

The C.A.I.M.P. facilities assessment section within GIS provides the policy guidance that will be used by the Town concerning the provision of public facilities and services in the Town.

BASIS OF PLANNING AND DESIGN

Town staff and elected officials will partner with residents to ensure that excellent public services and facilities are provided to meet the needs of residents and businesses in the Town and MPA. Additionally, the Town will ensure the provision of adequate public services and facilities to the existing areas of the town and to ensure that new development is served by an appropriate range of public services. Furthermore, the Town will prioritize public infrastructure improvements and investments to optimize service to existing development and new economic development opportunities.

The assessment and evaluation process identified infrastructure improvement needs and recommended capital improvement projects. These projects were then entered into the Town's GIS database in the GIS "CIP Dashboard". In addition, the Town of Bennett Land and Buildings Map within the GIS content has detailed list of the following attributes:

- Historic Properties
- Town Buildings
- Road Centerline
- Sidewalks
- Pavement Edge
- Town of Bennett Owned Parcels - AdamsCounty
- Town of Bennett Owned Parcels - ArapahoeCounty
- Municipal Boundary



- Parcels - AdamsCounty
- Parcels - ArapahoeCounty

RECOMMENDATIONS/ CIP

To secure and plan sites for future public facility and utility infrastructure, including locations called out in Town's GIS dashboard. Construct public facilities to be adaptable to new functions, technologies, and trends. Consider implementing and installing photovoltaic or other sustainable renewable designs as part of new public facilities and facility renovations.

NEXT STEPS

The Town will continue to use the assessment and planning tools developed by the C.A.I.M.P. project to identify deficiencies and needs and define recommended capital improvements projects. As these projects are identified, they will be entered into the Town's GIS program.

The Town has developed a series of cascading stormwater ponds southeast of Centennial Addition for events greater than the current pond and storm sewer capacities can accommodate. The Town is also working with developers and property owners to the east side of the Centennial Addition residential regarding development of a true bypass channel for overflows to divert east and north to existing culverts at Colfax Avenue and the Union Pacific Railroad (UPRR), ultimately draining to the Trupp Park regional detention pond.

The Town worked with a major developer and homebuilder at the Bennett Crossing land development towards diverting flows from the former Renner Farm property, away from the Brothers Four area, and directing stormwater flows directly east to Kiowa Creek. There are limited areas near SH 79 that will still continue north through the Brothers Four area, but the great 98 percent majority of the property is now approved and designed to drain to Kiowa Creek. This was a significant commitment, effort and improvement to reduce stormwater tributary to Brothers Four, and protect not only the subdivision and residences, but all of the infrastructure and Town north of Brothers Four, including the Brothers Four pond, Trupp Park and all related infrastructure.

The other current major conveyance in North Bennett is the Unnamed Tributary to Lost Creek which extends from eastern Old Town Bennett, including the Shari's Court Industrial Park, the Bennett School District Campus, the Newby Farm, and adjacent areas, northwest to the Town's Wastewater Treatment Facility (WWTF) and property, on East 38th Avenue. This is the Unnamed Tributary to Lost Creek that accepts and conveys Town WWTF releases, along with other Town stormwater drainage, north to confluence with the Lost Creek channel main stem, approximately ten (10) miles north of the Town of Bennett town limits.

Stormwater Storage

Trupp Park ,Brothers Four Pond, Centennial Park, Cordella Micro-Mini Pond, Darco Road Pond, Centennial Buffer Pond, Town Hall Pond, DMV Pond, Rec Center Pond, King Soopers Pond, Love's-McDonald's Pond, Tractor Supply Pond, Conoco Pond, LGI Ponds, Bennett Crossing Pond, Antelope Hills Upper Pond, Antelope Hills Lower Pond, Antelope Hills Northwest Pond, Antelope Hills Lot 8 Pond

BASIS OF PLANNING AND DESIGN

The Town relies upon the Urban Drainage & Flood Control District (UD&FCD) Stormwater Drainage Design & Technical Criteria Manual, as well as the Town of Bennett Stormwater Drainage Criteria Manual, which was derived from an earlier version of the UD&FCD series. The Criteria Manuals guide expected stormwater conveyance treatments, as well as detention volumes and methods, with prescribed

maximum allowable release rates for land development. The intention of the Town Criteria is that all development is responsible for stormwater management, and infrastructure, to prevent adverse impacts to downstream improvements and properties. The core of this is requirements to provide for developed stormwater to meet or exceed historic levels for stormwater quality as well as peak flood flows downstream. This is challenging and unique in Bennett and other rural, agricultural and plains communities due to very low historic runoff, minimal historic base flows, and lack of clear, defined drainageways and channels, aside from major area Creeks. Bennett has been working with the development and homebuilding community towards pioneering new stormwater management methods, emphasizing infiltration and oversized storage pond volumes, in order to best mimic or even improve on historic stormwater drainage management in our area.

ASSESSMENT/ EVALUATION

The Town's existing stormwater system infrastructure was evaluated and assessed by the Town's engineering consulting team as well as Town Public Works staff. The stormwater system was reviewed with regard to its ability to serve the Town's needs for a 10-year planning period (Year 2029). The capacity, capability, and criticality of the Town's stormwater collection, conveyance, storage and outfall were evaluated. The assessment used various tools including spreadsheets and a computer water model to identify capacity deficiencies and needs. The water model and capacity assessment spreadsheet tools are included the C.A.I.M.P. project GIS database and will be reviewed and updated annually as actual growth occurs.

RECOMMENDATIONS/ CIP

The assessment and evaluation process identified infrastructure improvement needs and recommended capital improvements projects. These projects were then entered into the Town's GIS database in the GIS "CIP Dashboard". The dashboard contains detailed information on each recommended project including cost, description, timing, and location. In summary, the assessment recommended 21 capital projects with a total value of \$2.97 MM be implemented over the next 10 years. A detailed summary list or details on any individual project can be generated by the Town's GIS program on demand.

NEXT STEPS

The Town will continue to use the assessment and planning tools developed by the C.A.I.M.P. project to identify deficiencies and needs and define recommended capital improvements projects. As these projects are identified, they will be entered into the Town's GIS program.

PARKS, TRAILS & OPEN SPACE

The Town of Bennett's parks, trails, and open spaces reflect the high quality of life inherent in the community. Looking toward the future, this Master Plan will create the vision that builds upon these important community assets in an aesthetically pleasing, active, and sustainable system that further enhances the strong sense of community experienced by residents.

Supplemental to this narrative the Town engaged with Norris Design to build a robust Parks, Trails, and Open Space Master Plan. The non-regulatory document to be used to inform Town staff, the Board of Trustees, local and regional stakeholders, and developers when considering future park and trail needs. As the Town continues to grow and change, it is likely that the plan will need to adjust to reflect community priorities as they evolve.

PURPOSE

Parks, trails, open spaces, and recreation opportunities are a vital component of any community. In the Town of Bennett, the established parks and trails have a significant role. They provide memorable places for community gatherings such as Bennett Days, opportunities for families to come together, and they create connections for bicycle and pedestrian travel around town. These assets reinforce the open spaces and agricultural heritage that are an ingrained characteristic of the community.

This Master Plan will provide a framework for community leaders to prioritize resources for existing and future park and recreation programs and facilities. The Master Plan will serve as a tool to:

- Identify the goals and priorities of residents and community leaders to determine the future direction of parks, trails, and recreation facilities and programs;
- Provide land use policies for the development of park facilities
- Provide direction on capital improvements;
- Support the goals of the Comprehensive Plan and Trails Plan; and
- Support economic development and public health.

APPROACH

The Town of Bennett Parks, Trails, and Open Space Master Plan process consisted of a series of objective evaluation tools as well as community and stakeholder outreach processes. The combination of these approaches resulted in

a plan that is built upon community ideas and informed by local agencies, population trends, land use policies, operations, capital, and budgetary priorities.

The various components of the plan include:

- **Relevant Plan Review:** An assessment of local and regional plans adopted by the Town of Bennett, Adams and Arapahoe County, and other regional governing bodies.
- **Community and Stakeholder Engagement:** Outreach efforts to gain feedback from community members and local organizations affiliated with parks and recreation.
- **Inventory and Analysis:** Review of the existing parks, trails, and facilities throughout the Town and determination of potential improvements.
- **GIS Inventory:** Development of a Geographic Information Systems (GIS) parcel level map of existing and future parks, trails, and open spaces to be utilized with the Town's GIS system for future planning.
- **Recommendations:** Identification of goals and recommendations for future park and recreation guidelines, facilities, services, partnerships, and programs.

ASSESSMENT/ EVALUATION

A complete description including drawings, schematics, and a detailed system inventory resides in the Town's active GIS platform. A summary of key components follows:

- **TRUPP PARK (7.1 ACRES)**
Trupp Park is located at the corner of Palmer Avenue and 1st Street.
- **COMMUNITY PARK (1.7 ACRES)**
Community Park is located at the intersection of Highway 79 and Palmer Avenue.
- **BROTHERS FOUR PARK (2.9 ACRES)**
Brothers Four Park is located southeast of the intersection of State Highway 79 and State Highway 36.
- **CENTENNIAL PARK (0.4 ACRES)**
A small neighborhood park, Centennial Park is tucked into the Centennial neighborhood, at the intersection of Madison Way and Hancock Court.
- **BENNETT COMMUNITY CENTER (0.4 ACRES)**
Located on the western end of the Centennial neighborhood by the intersection of McKinley Drive and East Colfax Avenue, Bennett Community Center features an outdoor park space.
- **BENNETT REGIONAL PARK & OS (200 ACRES)**
Nestled within the Antelope Hill Subdivision on the South side of I-70.
- **FUTURE PARK (3 ACRES)**
This active playground park is located with the Antelope Hills Subdivision.

RECOMMENDATIONS/ CIP

The Town of Bennett Parks, Trails, and Open Space Master Plan provides the Town with a series of overall recommendations to enhance the physical features of parks, trails, and open spaces, suggested improvements to existing park facilities, and future policy guidelines to consider as the Town moves forward. The recommendations focus on these key areas:

- General Recommendations
- Policy Guidelines
- Future Improvements for Parks, Recreation, and Trails
- Improvements to Existing Parks

NEXT STEPS

A significant finding from the existing parks analysis is the lack of athletic fields within the Town. With local participation in

baseball and soccer youth leagues growing, suitable facilities are not keeping up with demand. Youth baseball and softball leagues must share their field with Bennett High School. The youth soccer league holds games and practices at Trupp Park but the only field large enough for U10 age group matches is located in a drainage basin, making the field unusable after inclement weather. Participation rates in these leagues are increasing and as the Town seeks opportunities to accommodate demand with suitable facilities in future parks it can look to the park classifications outlined in the 2009 Parks, Trails and Open Space plan.

The Town will continue to use the assessment and planning tools developed by the C.A.I.M.P. project to identify deficiencies and needs and define recommended capital improvements projects. As these projects are identified, they will be entered into the Town's GIS program.

