



PICTURE *Fort Lupton*

— A PLAN FOR OUR COMMUNITY'S FUTURE —



Adopted May 2018



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TABLE OF CONTENTS

FORT LUPTON TODAY 1

- The Planning Process 3
- Purpose of the Comprehensive Plan 3
- Community Profile 5
- Market & Demographic Analysis 8
- Community Outreach 15
- Existing Land Use 18
- Current Zoning 20

A VISION FOR FORT LUPTON . . . 23

GROWTH & DEVELOPMENT 27

- Land Use Plan 28
- Residential Framework 34
- Industrial Framework 40

SUBAREA PLANS 43

- Subarea Plans 44
- Downtown Fort Lupton Subarea 45
 - Guiding Principles 45
 - Character Areas 47
 - Opportunity Sites 49
 - Subarea Improvements 50
 - Design Guidelines 54
- 1st Street Corridor Subarea 60
 - Character Areas 60
 - Opportunity Sites 62
 - Subarea Improvements 64
 - Design Guidelines 68
- Northern Industrial Subarea 74
 - Character Areas 74
 - Opportunity Sites 77
 - Subarea Improvements 78
 - Design Guidelines 82
- Industrial Center Subarea 86
 - Subarea Improvements 86

REGIONAL PRESENCE 91

- Image & Identity 92
- Employment 94
- Commerce 94
- Tourism 95

TRANSPORTATION & MOBILITY . 97

- Transportation System 98
- Infrastructure System 101

PARKS, OPEN SPACE & ENVIRONMENTAL FEATURES 103

- Parks 104
- Trails 105
- Open Space 107
- Environmental Features 108
- The South Platte River 110

PUBLIC FACILITIES & SERVICES . .113

- Recreation Center 114
- Fort Lupton Government 114
- Police Department 115
- Fire Protection 115
- Education 116
- Aims Community College 116

IMPLEMENTATION 119

- Action Plan 120
- Potential Funding Sources 124
- Implementation Action Matrix 128



Welcome To
**FORT
LUPTON**



PEARSON PARK

GREAT OUTDOORS COLORADO

**FORT
LUPTON
TODAY**



THE PLANNING PROCESS

The City of Fort Lupton is located on the cusp of the Denver Metropolitan Region, in one of the fastest growing regions of the United States, the Front Range. As neighboring communities begin to see significant growth, Fort Lupton could change drastically in the coming years as a result of regional growth. Today, the City has an opportunity to prepare for and properly manage growth as it occurs. Recognizing this opportunity, in August of 2016 the City of Fort Lupton initiated the process to develop a new Comprehensive Plan—Picture Fort Lupton. The Picture Fort Lupton plan is a culmination of that process, establishing a long-term vision for the City which aims to address important issues and prepare Fort Lupton for regional shifts and trends.

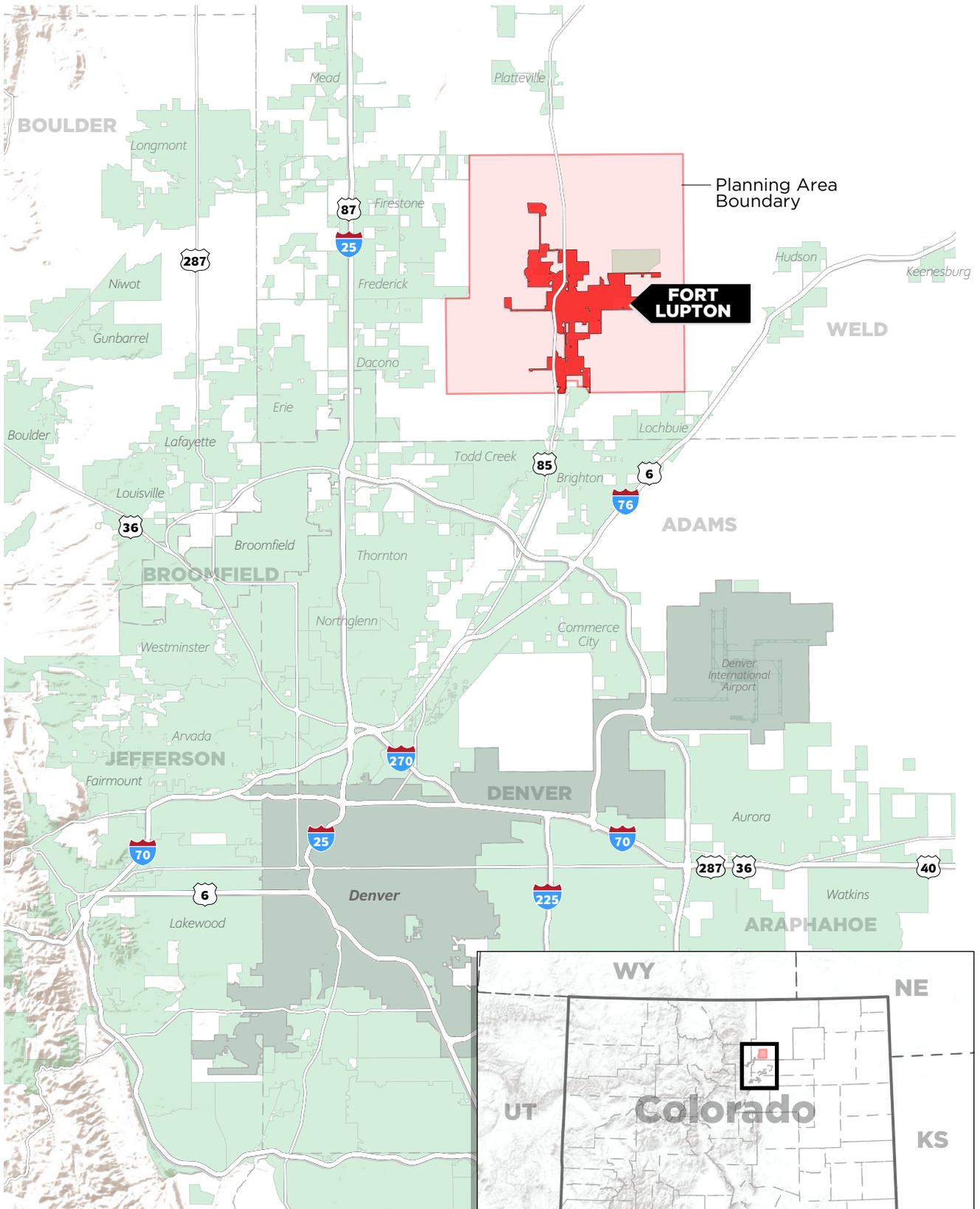
The Comprehensive Plan was developed using a 9-step planning process that included thorough public engagement, a complete demographic and market analysis, a housing study, transportation analysis, and a review of existing conditions. These were summarized in two interim documents; the Existing Conditions Report and the Technical Analysis Memorandum, establishing a foundation for recommendations and direction within the Plan. In addition, the Picture Fort Lupton process included development of a Parks and Trails Master Plan, four (4) sub-area plans, and design guidelines. The planning process included the following 9 steps:

- **Step 1:** Project Initiation
- **Step 2:** Outreach & Community Engagement
- **Step 3:** Existing Conditions Analysis
- **Step 4:** Vision, Goals, Objectives, and Policies
- **Step 5:** Parks and Trails Master Plan
- **Step 6:** Detailed Sub-Area Plans
- **Step 7:** Design Guidelines
- **Step 8:** City-Wide Plans
- **Step 9:** Comprehensive Plan Document

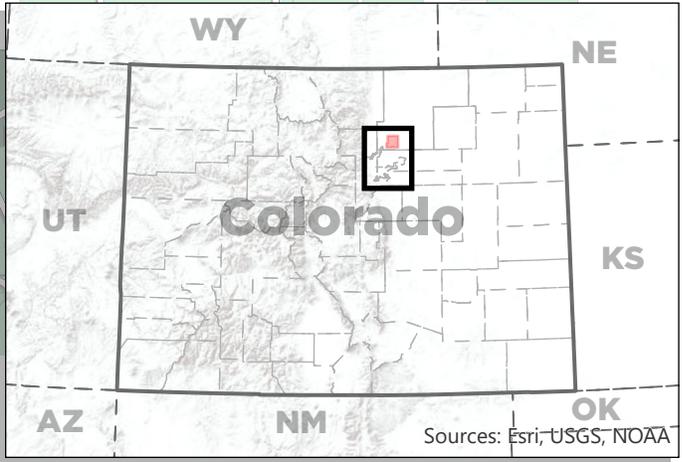
PURPOSE OF THE COMPREHENSIVE PLAN

Colorado Revised Statutes (§ 31-23-206) allows a local planning commission to adopt a comprehensive or “master plan” that addresses the physical development of the municipality, including any areas outside its boundaries for which it has jurisdiction. These plans are intended to provide the policy framework for regulatory tools and assist a community in achieving its vision and goals.

The Fort Lupton Comprehensive Plan acts as the City’s official policy guide for land use and development over the next 10-20 years. It establishes a vision for the future of Fort Lupton and serves as a ‘playbook’ for key policies, strategies, and initiatives to obtain that vision. As such, the Plan addresses land use and development, transportation, open space and environmental features, community facilities and infrastructure, and image and identity.



Regional Setting



Sources: Esri, USGS, NOAA

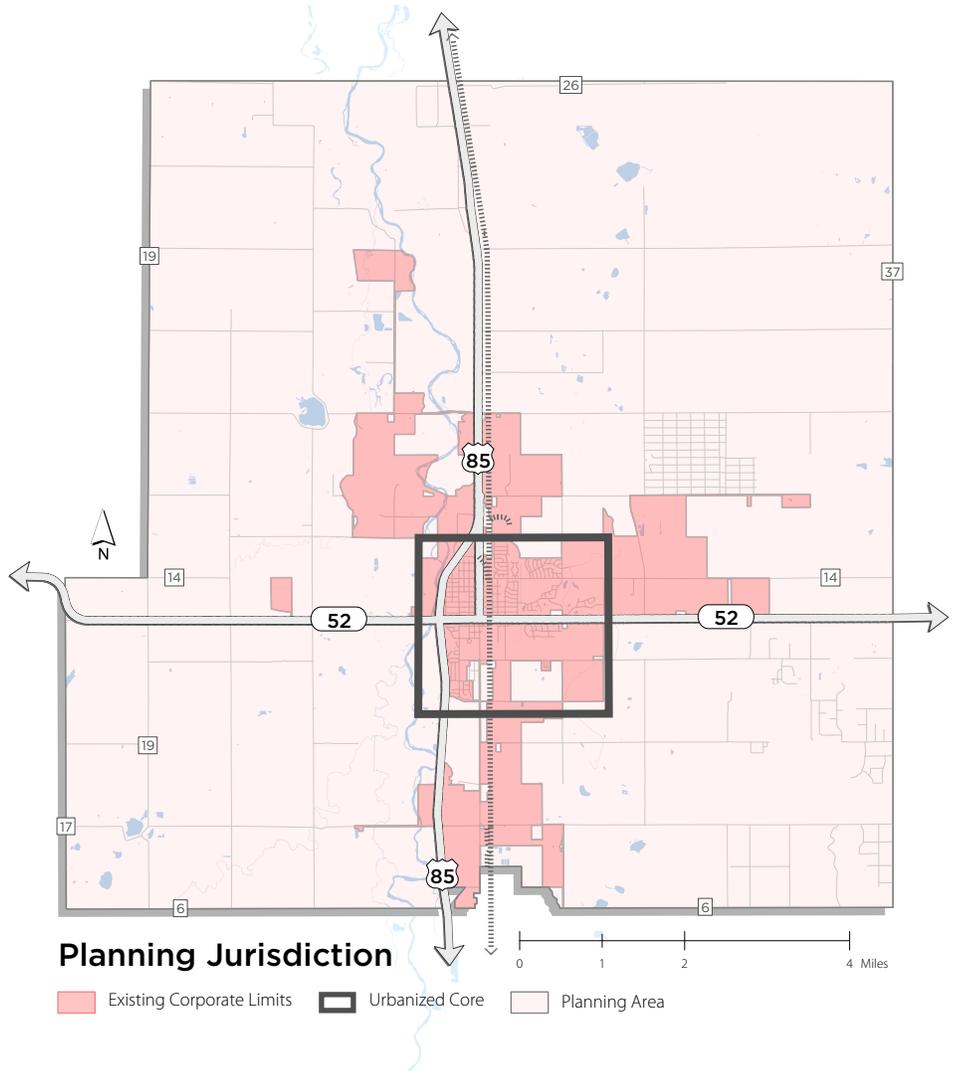
COMMUNITY PROFILE

Picture Fort Lupton is founded on a thorough understanding of Fort Lupton as it exists today. With historic roots leading back to the early 1800s, modern Fort Lupton is a complex intersection of historic events, economic trends, diverse residents, and other key factors. As an essential element of the planning process, a profile of the community has been developed through research, public engagement, and field reconnaissance. This understanding helps guide recommendations of the Comprehensive Plan and ensures the Plan reflects the needs and desires of the community it will serve.

REGIONAL CONTEXT

The City of Fort Lupton is a front range community in north-central Colorado. The City is located along the South Platte River, approximately 26 miles north of Denver, 23 miles south of Greeley, and 24 miles east of Boulder. Fort Lupton is positioned at the intersection of US Highway 85 and Colorado Route 52, providing access to Interstate 25 to the west and Interstate 76 to the east as well as the greater Denver and Front Range regions.

The Denver Pacific Railroad, now part of the Union Pacific Railroad, moves through the community north to south, originally connecting the City of Denver with the transcontinental railroad through Cheyenne, Wyoming. Fort Lupton is included within the Greeley Metropolitan Statistical Area (MSA) and located on the periphery of but not included within the Denver-Aurora MSA.



Planning Jurisdiction

Existing Corporate Limits Urbanized Core Planning Area

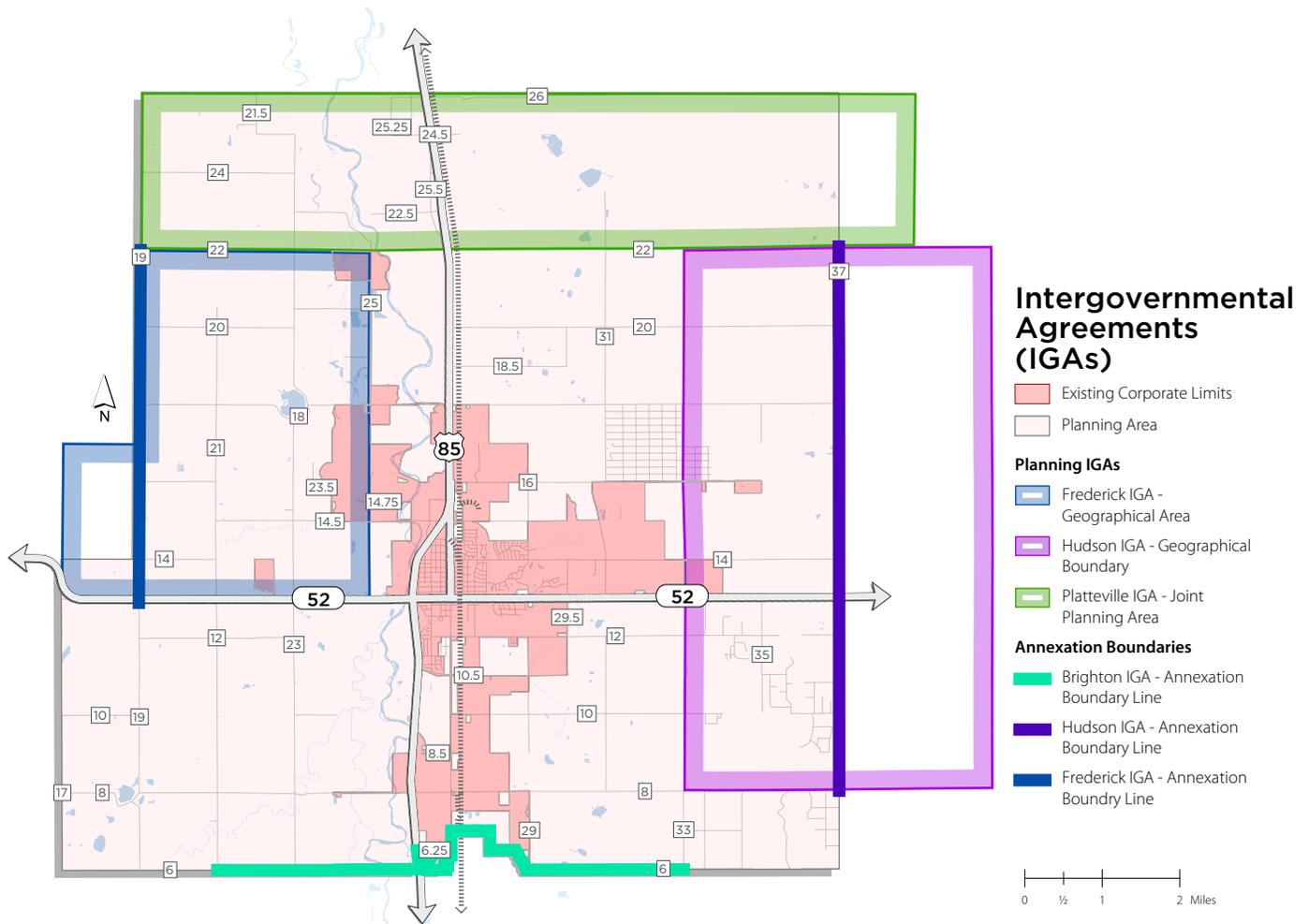
PLANNING JURISDICTION

Within the State of Colorado, a municipality must have a plan in place for areas within a 3-mile distance from its municipal boundary prior to any annexation (Colorado Revised Statutes § 31-12-105).

The City of Fort Lupton maintains a dedicated "Three Mile Area Plan," last updated in 2018, that reviews and provides direction for all properties within both the City's municipal boundary and 3-mile planning area. This Plan satisfies State statutes and enables the City to annex land within the 3-mile area as appropriate.

Based upon the Three Mile Area Plan and formal jurisdiction, a planning area has been established for the Picture Fort Lupton project. This includes all land within the City's municipal boundaries, the majority of the 3-mile area, and some areas beyond the 3-mile area based upon existing inter-governmental agreements and anticipated growth trends.

At the center of the planning area is the City's urban core, which includes the majority of development within Fort Lupton. Given the size and scale of the planning jurisdiction, the urban core is an important point of reference for recommendations, strategies, and policies discussed within the Comprehensive Plan.



INTERGOVERNMENTAL AGREEMENTS

Intergovernmental Agreements (IGAs) are cooperative agreements between two organizations, most commonly adjacent municipalities, which dictate planning jurisdiction. Typically, IGAs are utilized to guide potential annexation and establish a future border beyond which each municipality will not annex. Fort Lupton has 5 IGAs which have an impact on planning jurisdiction and potential growth within the City's three mile planning area. All IGAs are subject to changes following adoption of the Comprehensive Plan.

Weld County IGA

The Weld County IGA is a coordinated planning agreement between the City of Fort Lupton and Weld County signed in 2014. The agreement is related to the development of Fort Lupton's three mile area and describes both organization's authority, roles, responsibilities, and procedures to coordinate development actions in that area.

Brighton IGA

The Brighton IGA is an agreement between the City of Fort Lupton and City of Brighton signed in 2009 due to potential development by both municipalities along South Denver Avenue, 4, and 6. The purpose is to promote sustainable development and avoid duplication of resources. The agreement defines a growth boundary line, establishes common design standards, and provides guidance for exercising annexation power on either side of the growth area boundary for both municipalities. Additionally, the agreement includes the de-annexation of a portion of WCR 6 from Fort Lupton to Brighton and consent and cooperation with Brighton's utility plans and modifications to the 208 service plan area.

Platteville IGA

The Platteville IGA is an agreement between the City of Fort Lupton and Town of Platteville signed in 2014. The agreement defines the joint planning area boundary, Fort Lupton and Platteville Growth Area boundary, land use controls, and annexation procedures. Additionally, the agreement calls for 50% revenue sharing for any development and cooperation for transportation, recreation, and environmental planning efforts in and around the joint planning area by either municipality.



Frederick IGA

The Frederick IGA is an agreement between the City of Fort Lupton and Town of Frederick signed in 2007. Both municipalities recognized the benefits of keeping growth and development within their municipal boundaries. The agreement defines the geographical area between the two municipalities and provides annexation limitations for the properties located east and west of Weld County Road 19 in that defined geographical area. Further, it provides procedural actions for land use controls, transportation, recreation, and environmental planning for the properties in that defined geographical area.

Hudson IGA

The Hudson IGA is an agreement between the City of Fort Lupton and Town of Hudson signed in 2007. Similar to the Frederick IGA, both municipalities recognized the benefits of keeping growth and development within their municipal boundaries. The agreement defines the geographical area bounded by WCR 33, 41, 8, and 22 between the two municipalities and provides annexation limitations for the properties east and west of Weld County Road 37 in that defined geographical area. Further, it provides procedural actions for land use controls, transportation, recreation, and environmental planning for the land in that defined geographical area.

HISTORY

Fort Lupton began with the establishment of a trading post and fort by Lieutenant Lancaster Lupton in 1836. Familiar with the region from his time serving with the U.S. First Regiment, Lupton constructed Fort Lancaster as a trading post for furs and other goods. Following the decline of trading and a particularly harsh winter, Lupton left Colorado for the West in 1845. The Fort would have no permanent residents until 1858 when Alexander Williams resettled the area to take advantage of the growing economy caused by gold rushers. In 1870, the Denver Pacific Railroad was completed through Fort Lupton, supporting land speculation and eventually growth of a permanent town site.

The current location of the City was chosen by William Grant Winbourn, who had the land platted in 1881. Winbourn chose a site closer to the intersection of the Denver Pacific Railroad and Highway 52. Growing as an agricultural community in the late 1800s, the City began to diversify its economy in the 20th Century, attracting uses related to food processing, construction, and oil and gas industries.

The City of Fort Lupton has always been a diverse community, tracing back to original Hispanic and European settlers. The growth of agriculture in the area further attracted residents of Hispanic and Japanese descent. In 1910, Japanese families operated 51 farms within the City of Fort Lupton, and by 1939 the Japanese population was large enough to support a dedicated Buddhist Temple. During World War II, The State of Colorado and Fort Lupton became a haven for displaced Japanese Americans, with many choosing to stay in the community following the war.

MARKET & DEMOGRAPHIC ANALYSIS

DEMOGRAPHICS

Population

The City of Fort Lupton's population is increasing; however, growth is modest. From 2010 to 2016 the population increased by 171 people and is projected to increase by 165 more people to 7,723 through 2021. This is roughly a four percent increase from 2010 to 2021. The Greeley MSA's population is also increasing but at a larger rate. From the 2010 population of 252,825 to the projected 2021 population of 319,349 the total population is expected to grow by more than 26 percent. Fort Lupton comprises just under 3 percent of the MSA's total population.

Age

The median age is estimated to raise from 31.7 in 2016 to 32 years in 2021. The City's population is relatively younger than the MSA's at 34.1 years in 2016 up to 34.9 in 2021. Populations younger than 20 will increase as will their share of the population from 32.2 percent to 33.4 percent. The 20-24 and 45-64 are projected to experience the greatest decline in terms of both actual number and share of the population (30.7 percent to 27.2 percent).

Fort Lupton

| | 2010 | 2016 | 2021 | Projected Change (2010-2021) | |
|-------------------------|-------|----------|----------|------------------------------|------|
| Population | 7,387 | 7,558 | 7,723 | 336 | 4.5% |
| Households | 2,397 | 2,438 | 2,486 | 89 | 3.7% |
| Average Household Size | 3.08 | 3.10 | 3.11 | 0.03 | 1.0% |
| Median Age | 31.6 | 31.7 | 32.0 | 0.40 | 1.3% |
| Median Household Income | | \$54,800 | \$58,205 | 3,405 | 6.2% |

Greeley MSA

| | 2010 | 2016 | 2021 | Projected Change (2010-2021) | |
|-------------------------|---------|----------|----------|------------------------------|-------|
| Population | 252,825 | 284,494 | 319,349 | 66,524 | 26.3% |
| Households | 89,349 | 99,828 | 111,721 | 22,372 | 25.0% |
| Average Household Size | 2.76 | 2.79 | 2.81 | 0.05 | 1.8% |
| Median Age | 33.1 | 34.1 | 34.9 | 1.80 | 5.4% |
| Median Household Income | | \$61,169 | \$70,647 | \$ 9,478 | 15.5% |

Denver MSA

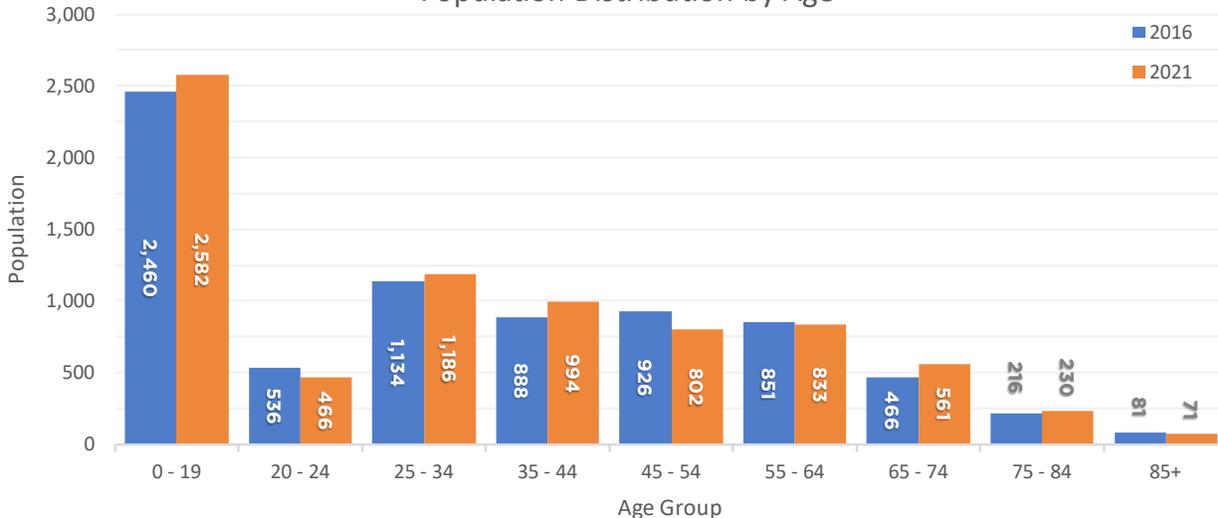
| | 2010 | 2016 | 2021 | Projected Change (2010-2021) | |
|-------------------------|-----------|-----------|-----------|------------------------------|-------|
| Population | 2,543,482 | 2,778,258 | 3,026,079 | 482,597 | 19.0% |
| Households | 1,004,696 | 1,089,587 | 1,183,210 | 178,514 | 17.8% |
| Average Household Size | 2.50 | 2.52 | 2.53 | 0.03 | 1.2% |
| Median Age | 35.7 | 36.6 | 37.1 | 1.40 | 3.9% |
| Median Household Income | | \$65,777 | \$76,246 | \$ 10,469 | 15.9% |

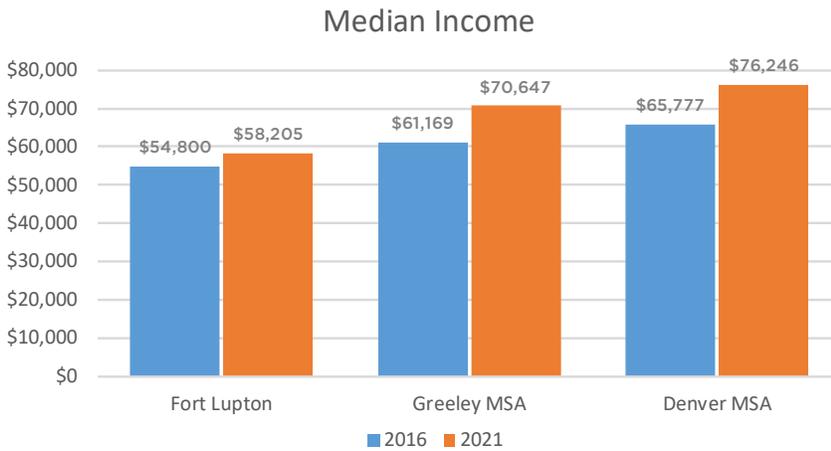
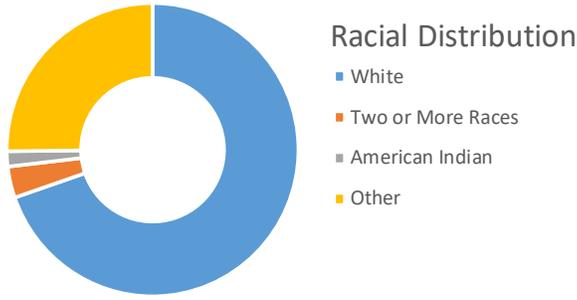
Income

Incomes in Fort Lupton are rising moderately compared to the Greeley and Denver MSA's. The City's median income is projected to grow more than six percent from 2016 to 2021.

The greatest income range increases are expected in the less than \$15,000 and \$75,000 or more ranges. Income groups earning between \$15,000 and \$74,999 are projected to decrease.

Population Distribution by Age





Race & Ethnicity

Fort Lupton's population is racially and ethnically diverse. The City's Hispanic population comprises 55.1 percent of the community, and is expected to increase to 61.5 percent between 2010 and 2021. The U.S. Census categorizes Hispanic as an ethnicity and not a race and thus this percentage includes persons identifying as Hispanic of any race. Between 2010 and 2021, the white alone share of the population is projected to decline from 72.1 percent to 68.7 percent while the Black or African American and Asian populations are projected to increase slightly.

Compared to the Greeley MSA, Fort Lupton is more racially and ethnically diverse but adheres to the same general trends. In 2016 the non-White share of the Greeley MSA's population was 17.1 percent compared to Fort Lupton's 30.3 percent. Likewise, the Greeley MSA's Hispanic population was 29.4 percent compared to Fort Lupton's 58.9 percent.

Market Implications

By 2021 Fort Lupton's population is projected to grow, age, become more diverse, and experience a small rise in incomes. There has been recent increase in residential building permit application. These changes could affect the market in several ways:

- Population increase suggests market demand for living in Fort Lupton. However, growth is projected to be modest, adding an estimated 33 residents a year through 2021. As such, projected population increases will have to be closely monitored to support any large scale residential growth or development.
- As per demographic profile maintained by ESRI, the City is projected to add 48 households from year 2016 to 2021.
- Rising incomes can increase the demand for retail goods and services, which spurs business growth.
- An aging population may denote the need for more targeted housing including multifamily, single-family attached, and senior living.
- Fort Lupton's population for age 19 and below is expected to grow by 122 from year 2016 to 2021. This can affect school enrollment and sizes.

EMPLOYMENT

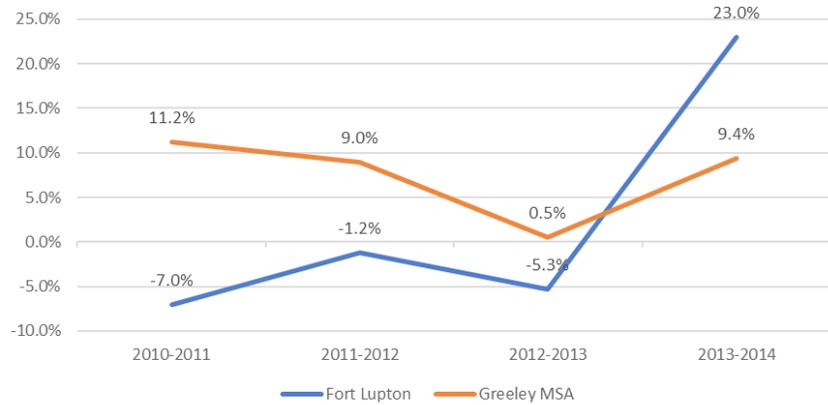
Total Employment

Since the recession total employment in Fort Lupton has slightly increased. From 2009 to 2014 Fort Lupton went from 2,769 primary jobs to 2,858. The City's employment is trending similar to the Greeley MSA's but at a much slower pace. Since the recession Fort Lupton's employment has only grown by 6.9 percent compared to the MSA's 33.2 percent. However, the most recent employment numbers (2013-2014), show significant 23 percent increase for that year due largely in part to the collective addition of 357 workers in four industries: Mining, Quarrying, and Oil and Gas Extraction, Wholesale Trade, Retail Trade, and Transportation and Warehousing.

Industries & Employers

The mixture of industry in Fort Lupton is relatively even without one particular industry being exceedingly dominant. The City's largest industry by employment is Mining, Quarrying, and Oil and Gas Extraction with 20 percent of the total jobs. Manufacturing, Educational Services, Retail Trade, and Accommodation and Food Services round out the top five, accounting for more than 40 percent collectively.

Total Employment Trend (2010-2014)
Fort Lupton & Greeley MSA



Employment by Industry

| Industry by Name | Count | Share |
|--|-------|-------|
| Agriculture, Forestry, Fishing, and Hunting | 29 | 1.0 |
| Mining, Quarrying, and Oil and Gas Extraction | 572 | 20.0 |
| Utilities | 15 | 0.5 |
| Construction | 91 | 3.2 |
| Manufacturing | 371 | 13.0 |
| Wholesale Trade | 130 | 4.5 |
| Retail Trade | 232 | 8.1 |
| Transportation and Warehousing | 128 | 4.5 |
| Information | 10 | 0.3 |
| Finance and Insurance | 88 | 3.1 |
| Real Estate and Rental and Leasing | 26 | 0.9 |
| Professional, Scientific, and Technical Services | 82 | 3.0 |
| Management of Companies and Enterprises | 93 | 3.3 |
| Admin. and Support, Waste Management and Remediation | 49 | 1.7 |
| Educational Services | 362 | 12.7 |
| Health Care and Social Assistance | 130 | 4.5 |
| Arts, Entertainment, and Recreation | 24 | 0.8 |
| Accommodation and Food Service | 209 | 7.3 |
| Other Services (excluding Public Administration) | 39 | 1.4 |
| Public Administration | 175 | 6.1 |

Projections

Total number of jobs in Fort Lupton is expected to grow by more than 22 percent in 2025. The Colorado Department of Labor issues employment projections for the State as well as for specific MSAs. Fort Lupton is part of the Greeley MSA. Utilizing the City's share of the MSA's employment, growth projections can be calculated for Fort Lupton for employment industries. From 2015 to 2025 the Department of Labor estimates that the Greeley MSA will gain 27,202 jobs. Subsequently, Fort Lupton may gain 954 jobs.

The top five industries projected to see the greatest job growth are Mining, Quarrying, and Oil and Gas Extraction (224), Transportation and Warehousing (154), Manufacturing (126), Real Estate and Rental and Leasing (90), and Arts, Entertainment, and Recreation (79). The Professional, Scientific, and Technical Services industry, is projected to see the worst job growth by losing 90 jobs.

Educational Attainment

In 2014, 16% of Fort Lupton's population age 25 years and older held at least a bachelor's degree or higher. This is comparable to 16.4% of the population in the Greeley MSA, but falls behind educational attainment in Frederick (17%) and Brighton (18.7%). These differences are not exceedingly large; however, they could influence economic development and a company's decision to locate in a specific community due to access to a larger skilled workforce.

Inflow & Outflow

The population leaving Fort Lupton for work is greater than the population entering and remaining for work. More than 3,200 employees leave the City while only 2,400 commute to Fort Lupton for employment. Including the 400 individuals that both live and work in Fort Lupton, 400 more workers are leaving the City than are working in it each day.

Market Implications

Employment changes could cause several market changes:

- Fort Lupton's economy is growing but not at the same levels as the Greeley MSA. The City constitutes a minimal part of the MSA's total employment but should work to maintain its standing regardless.
- The City's mixture of industries helps diversify its economy by preventing the overreliance on a single industry or employer. All industries except one, Professional, Scientific, and Technical Services is expected to grow between 2016 and 2025.
- In terms of daily workers in Fort Lupton, the City is seeing more people leave than enter each day. This correlates to a loss of potential retail dollars. Strategies to create more job opportunities and retain those workers leaving the City could significantly improve the local market.
- In terms of educational attainment, Fort Lupton is the same as the Greeley MSA but below neighboring communities like Frederick and Brighton. This could impact the City's competitive edge in attracting business growth and investment.

RETAIL

Fort Lupton has 291 total business including 31 bars and restaurants. Many of these are located along Denver Avenue or adjacent to Highway 52 on 1st Street. There are a few major shopping centers within 20-minute drive times from Fort Lupton such as Larkridge & Larkridge South, Prairie Center, and Firestone City Centre. These centers have major retailers such as Costco, Home Depot, Dick's Sporting Goods, Target, American Furniture Warehouse, and Kohl's.

Retail Gap

A retail gap analysis is a comparison of retail supply and demand within a defined market area. Its findings help establish what types of new retail may or may not be supported. The gap analysis compares the availability of goods and services ("supply") with consumer expenditures ("demand") within both local and regional drivetimes. When consumers spend more than existing businesses can accommodate (demand > supply), this means that consumers are spending dollars outside of the market area. This is referred to as "leakage," and is displayed in green on the accompanying table. Typically, market areas with leakage represent potential opportunities for growth, as local demand for these goods and services already exists but is unmet by existing supply.

Conversely, when there is a larger amount of supply within a particular retail category or more than consumers spend (supply > demand) in a market area, there is market saturation. This is referred to as a "surplus," and is depicted in red on the accompanying table. A retail category with surplus is more challenging for new retail development because it is already oversupplied.

It is important to note, however, the difference between market potential ("leakage") and the tangible development of a particular site or location. While leakage may exist, the success of recapturing that lost revenue depends on a variety of factors beyond spending habits, including the availability of developable land, construction costs, rents, road conditions, competition from nearby municipalities, and/or the business climate. Equally, indications of market saturation should not immediately preclude opportunities for development. While supply may exist in a particular category it may not be adequately serving the market in terms of product offerings, quality, accessibility, and other issues.

To help envision development potential in square footage, the following provides the average size of an assortment of retail stores, based on data obtained by industry sources. Supported square footage from the Retail Gap Analysis can be compared to this list for context. It is important to note that these stores are listed merely for contextual purposes and not to support development of any particular brand over another.

- Chipotle – 2,650 ft²
- CVS – 19,856 ft²
- Buffalo Wild Wings – 5,600 ft²
- Olive Garden – 7,336 ft²
- The Gap – 12,503 ft²
- Barnes & Noble – 25,525 ft²
- Whole Foods – 33,739 ft²
- Best Buy – 38,631 ft²
- Kohl's – 75,230 ft²
- Walmart – 102,683 ft²
- Home Depot – 105,192 ft²
- Cabela's – 148,148 ft²

Local & Regional Market Drivetimes

The local market, 10-minute drivetime, has 14,535 people with a median disposable income of \$46,228. It is under-supplied by \$25 million. The market includes Fort Lupton, part of Dacono to the west, open land to the east, and sections of the Highway 85 corridor north and south. Many of the retail categories are under-supplied and show potential for additional growth, including General Merchandise Stores, Electronics & Appliance Stores, and Furniture & Home Furnishings Stores. Retail categories which are experiencing the greatest amount of saturation due to over-supply are Gas Stations, Motor Vehicle & Parts Dealers, Building Materials, Garden Equipment & Supply Stores, and Drinking Places.

The regional market, 20-minute drivetime, has 120,693 people with a median disposable income of \$56,512. It is under-supplied by \$113.5 million. Along with the local market, the regional market includes Platteville, Frederick, Firestone, Henderson, Brighton, Lochbuie, Hudson, and Keenesburg. Like the local market, many of the retail categories are under-supplied including Health & Personal Care Stores, Electronics & Appliance Stores, and Food Services & Drinking Places. Motor Vehicle & Parts Dealers, General Merchandise Stores, and Gasoline Stations are experiencing the greatest amount of saturation in the regional market.

Market Implications

Retail within Fort Lupton is largely concentrated along Denver Avenue, including the downtown area and 1st Street. Most retail categories show potential for additional growth in both the local and regional markets. There are a few categories that are saturated, although other than the Building Materials, Garden Equipment, and Supply Stores category, they differ between the two markets. Community outreach noted that within the City itself, there is a lack of certain retail options, particularly grocery and clothing stores. The retail gap analysis reaffirms this notion with nearly \$4 million of potential available in the local market and over \$100 million in the regional market.

Retail Gap Analysis Summary Fort Lupton - 10 & 20 Minute Drivetime (2016)

| Summary Demographics | 10 Minute Drive Time | | 20 Minute Drive Time | |
|---|----------------------|--------------------------|----------------------|--------------------------|
| 2016 Population | 15,349 | | 120,862 | |
| 2016 Households | 5,109 | | 39,596 | |
| 2016 Median Disposable Income | \$42,508 | | \$56,464 | |
| 2016 Per Capita Income | \$22,826 | | \$29,796 | |
| | Retail Gap | | | |
| | 10 Minute Drivetime | | 20 Minute Drivetime | |
| Summary | | | | |
| Total Retail Trade and Food & Drink | \$47,036,580 | | \$425,941,056 | |
| Total Retail Trade | \$43,089,658 | | \$364,342,602 | |
| Total Food & Drink | \$3,946,922 | | \$61,598,453 | |
| Industry Group | Retail Gap | Potential Square Footage | Retail Gap | Potential Square Footage |
| Motor Vehicle & Parts Dealers | -\$2,740,030 | (6,850.08) | \$52,079,841 | 130,200 |
| Automobile Dealers | -\$3,054,702 | (7,636.76) | \$55,337,655 | 138,344 |
| Other Motor Vehicle Dealers | \$2,725,025 | 6,812.56 | -\$11,463,095 | (28,658) |
| Auto Parts, Accessories & Tire Stores | -\$2,410,354 | (6,025.89) | \$8,205,280 | 20,513 |
| Furniture & Home Furnishings Stores | \$4,663,889 | 11,659.72 | \$24,304,626 | 60,762 |
| Furniture Stores | \$2,900,775 | 7,251.94 | \$13,001,235 | 32,503 |
| Home Furnishings Stores | \$1,763,114 | 4,407.79 | \$11,303,392 | 28,258 |
| Electronics & Appliance Stores | \$8,239,612 | 20,599.03 | \$71,192,480 | 177,981 |
| Bldg Materials, Garden Equip. & Supply Stores | -\$2,434,427 | (6,086.07) | -\$28,277,397 | (70,693) |
| Bldg Material & Supplies Dealers | -\$2,654,916 | (6,637.29) | -\$24,715,870 | (61,790) |
| Lawn & Garden Equip & Supply Stores | \$840,482 | 2,101.21 | -\$3,561,527 | (8,904) |
| Food & Beverage Stores | \$4,223,945 | 10,559.86 | \$110,506,356 | 276,266 |
| Grocery Stores | \$3,869,082 | 9,672.71 | \$102,052,101 | 255,130 |
| Specialty Food Stores | \$118,344 | 295.86 | \$5,420,186 | 13,550 |
| Beer, Wine & Liquor Stores | \$236,518 | 591.30 | \$3,034,070 | 7,585 |
| Health & Personal Care Stores | \$1,818,979 | 4,547.45 | \$56,735,837 | 141,840 |
| Gasoline Stations | -\$8,524,947 | (21,312.37) | \$6,044,264 | 15,111 |
| Clothing & Clothing Accessories Stores | \$3,984,288 | 9,960.72 | \$53,502,831 | 133,757 |
| Clothing Stores | \$3,973,602 | 9,934.01 | \$39,714,121 | 99,285 |
| Shoe Stores | \$368,762 | 921.91 | \$5,657,852 | 14,145 |
| Jewelry, Luggage & Leather Goods Stores | -\$358,075 | (895.19) | \$8,130,858 | 20,327 |
| Sporting Goods, Hobby, Book & Music Stores | \$1,606,307 | 4,015.77 | \$13,697,315 | 34,243 |
| Sporting Goods/Hobby/Musical Instr Stores | \$907,985 | 2,269.96 | \$7,169,731 | 17,924 |
| Book, Periodical & Music Stores | \$723,777 | 1,809.44 | \$6,527,584 | 16,319 |
| General Merchandise Stores | \$25,994,674 | 64,986.69 | -\$55,363,380 | (138,408) |
| Department Stores Excluding Leased Depts. | \$21,272,166 | 53,180.42 | \$28,478,630 | 71,197 |
| Other General Merchandise Stores | \$5,237,836 | 13,094.59 | -\$83,842,010 | (209,605) |
| Miscellaneous Store Retailers | \$4,566,292 | 11,415.73 | \$39,774,499 | 99,436 |
| Florists | \$150,586 | 376.47 | \$1,420,423 | 3,551 |
| Office Supplies, Stationery & Gift Stores | \$815,836 | 2,039.59 | \$4,106,577 | 10,266 |
| Used Merchandise Stores | -\$197,707 | (494.27) | \$3,869,210 | 9,673 |
| Other Miscellaneous Store Retailers | \$3,797,576 | 9,493.94 | \$30,378,291 | 75,946 |
| Nonstore Retailers | \$1,800,797 | 4,501.99 | \$20,145,331 | 50,363 |
| Electronic Shopping & Mail-Order Houses | \$1,025,081 | 2,562.70 | \$20,371,284 | 50,928 |
| Vending Machine Operators | \$84,320 | 210.80 | \$842,108 | 2,105 |
| Direct Selling Establishments | \$691,396 | 1,728.49 | -\$1,068,061 | (2,670) |
| Food Services & Drinking Places | \$3,946,922 | 9,867.31 | \$61,598,453 | 153,996 |
| Full-Service Restaurants | \$2,367,561 | 5,918.90 | \$47,249,816 | 118,125 |
| Limited-Service Eating Places | \$2,627,061 | 6,567.65 | \$12,209,585 | 30,524 |
| Special Food Services | -\$22,938 | (57.35) | \$2,722,158 | 6,805 |
| Drinking Places - Alcoholic Beverages | -\$1,024,761 | (2,561.90) | -\$583,106 | (1,458) |

Potential square footage is based on an average annual sales per-square-foot of \$400. Numbers in parentheses represent surplus square footage in saturated industry groups.

Source: ESRI Business Analyst; Houseal Lavigne Associates

OFFICE

Data specific to the office market in Fort Lupton is not available, thus data within this section relates to Weld County as a whole to provide an overview of office products within the region. Per CBRE, a national expert in real estate markets, Weld County is included within the Northern Colorado market, along with Larimer County.

The direct vacancy rate for the Northern Colorado market was in decline from 2014 through Q2 of 2015. The Northern Colorado market had a direct vacancy of 4.9 percent while Weld County's vacancy was 5.2 percent. The entire market has 14,047,709 square feet of rentable office space, of which Weld County accounts for 33 percent (4,590,265 square feet).

In the second quarter 2015 there was 60,000 square feet of office space under construction, all of which was in Fort Collins. The average rental rate in the Northern Colorado market declined from 2014 and was \$18.51 per square foot a year in 2015. Comparatively, Weld County's was a little lower at \$16.54. Net absorption has increased from first quarter to second quarter in 2015. The Northern Colorado market's net absorption was 107,417 square feet, of which Weld County represented 13 percent, or roughly 13,601 square feet.

Market Implications

The aforementioned office information suggests several implications for Fort Lupton:

- According to the 2015 CBRE report, Weld County has a significant portion (33 percent) of the rentable office space in the Northern Colorado Market. Fort Lupton should constitute a portion of that 4.5 million square feet of space and should capitalize on that opportunity by using its low lease rates, comparable to the rest of the Northern Colorado market, to incentivize new business development.
- Weld County did not currently have any office space under construction as of the 2015 CBRE report. There are many reasons for this including, lack of need and lack of desire. If the desire to build more office space in Fort Lupton does arrive, then it should be analyzed for location in appropriate areas such as Downtown or in other high employment areas.
- According to LoopNet, a company that curates available properties, there is one building with office space available for rent located near Highway 85 and Highway 52. It's a medical office that is surrounded by other retail options.

INDUSTRIAL

Similar to the office market, data specific to the industrial market in Fort Lupton is not available, thus data within this section relates to Weld County. Per CBRE, a national expert in real estate markets, Weld County is included within the Northern Colorado market.

The Northern Colorado market's direct vacancy rate remained the same from 2014 to 2015, at 4.8 percent in the second quarter 2015. Weld County's vacancy rate was lower, at 3.4 percent. The market has 42,676,301 square feet of rentable space, of which Weld County comprises 53 percent (22,727,295 square feet).

The Northern Colorado market had 311,000 square feet of industrial space under construction in second quarter 2015, with 8,000 square feet in Weld County. The average rental rate continued to increase for the fourth consecutive year to \$8.20 per square foot a year. Weld County's average rental rate is a little higher than the entire market's at \$8.95 per square foot a year.

Market Implications

The aforementioned industrial information suggests several implications for the City:

- Fort Lupton's industrial space is located mainly on the fringe of the City due greatly in part to the largest industry being mining and quarrying. The only industrial site located in the urban core is the Fort Lupton Industrial Center, previously the Cannery.
- Like the office market, Weld County has a large portion of the Northern Colorado market's available industrial space (53 percent). The 22.7 million square feet of industrial space provides an opportunity to increase industrial business growth.



COMMUNITY OUTREACH

The Fort Lupton Comprehensive Plan is founded on an inclusive and engaging community outreach process designed to gather input from a wide range of community stakeholders. This included residents, business owners and operators, developers and property owners, City officials and staff, and service providers, amongst others. Collecting input and facilitating discussion, outreach has helped to identify the issues, opportunities, potential projects, key strengths and assets, and overall public opinion of what needs to be addressed moving forward. Feedback received has helped to guide recommendations and strategies of the Fort Lupton Comprehensive Plan, ensuring that the document is responsive to the community it serves.

The following is a summary of findings from in-person events and online engagement tools utilized throughout the community outreach process, including the following:

- Community Workshop (Held October 19, 2016)
- Business Workshop (Held October 20, 2016)
- Key Stakeholder Interviews (Conducted January 2017)
- Resident Questionnaire (Active September, 2016 through June, 2017)
- Business Questionnaire (Active September, 2016 through June, 2017)
- sMap (now map.social) Online Mapping Tool (Active September, 2016 through June, 2017)

NOTE: The comments, observations, projects, and actions cited in this summary are not to be interpreted as recommendations of the Comprehensive Plan and do not represent City policy.

IN-PERSON EVENTS

In-person outreach provided the opportunity for “face-to-face” discussion among participants. This included a community workshop, business workshop, and key stakeholder interviews. Workshops consisted of a presentation regarding the planning process and an exercise designed to facilitate open dialogue and allow for pointed questions and detailed responses. The following is a summary of key issues and findings from In-Person Events.

Summary of Findings

Overall, participants focused on the concerns and opportunities Fort Lupton will face with continued growth of the community. Residents supported business growth, job creation, and residential development that will expand the City and improve the quality of life within Fort Lupton. They discussed the need for a more diverse employment base, new housing types, and retail which would provide greater shopping and convenient options within the community. At the same time, residents were weary of uncontrolled growth and agreed that new development should be carefully managed to protect the existing businesses, residences, and character of Fort Lupton. This included the need to manage current and future traffic, enhance and support the Downtown and existing businesses, and better capitalize on natural areas and landmarks.

Overall, business growth within Fort Lupton was a central issue raised by business owners and operators, with discussion focusing on the need for new businesses to support employment, provide greater retail options, and build a stronger economic base. Attendees discussed the need for greater branding of the community to build better recognition of the City on a regional level and help attract businesses, consumers, and employees to Fort Lupton. Other issues relating to image and identity were discussed, particularly the poor reputation of local schools. However, respondents remained positive about business overall, highlighting the existing business community as a key asset for Fort Lupton given its involvement and cooperation with the City. Many noted that Fort Lupton is a great place to own a business.

Participants identified the City's history, small town character, close-knit community, and regional location as important strengths that should be enhanced and preserved. In addition, residents felt that a number of community facilities are key assets for the City, including the Recreation Center, Fort, Museum, Library, and local schools.

Comprehensive Plan Advisory Committee (CPAC)

To provide an additional layer of public engagement, a Comprehensive Plan Advisory Committee (CPAC) was formed, including residents, officials, City Staff, and other community stakeholders. The CPAC met at various times throughout the planning process to provide feedback on interim documents and reports. In this way, the CPAC acted as a sounding board for plan recommendations to ensure the final document is reflective of community needs and desires.

ONLINE OUTREACH

Online outreach opportunities are intended to supplement more traditional outreach by offering residents and community stakeholders alternative methods of providing feedback. Utilizing online tools, participants were able to respond in their own time and according to their own schedule, often helping to capture feedback from those unable to attend in-person engagement.

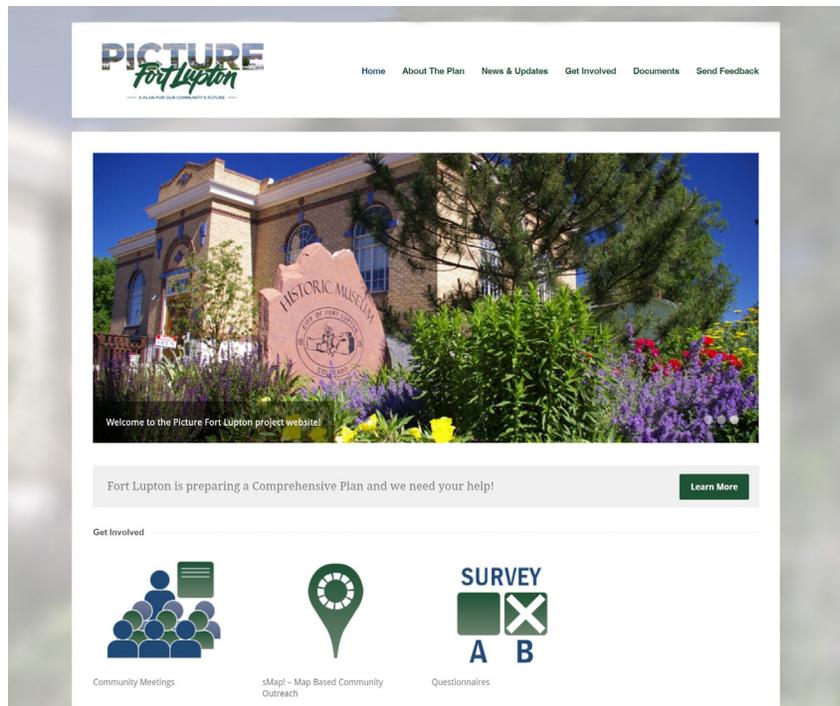
Project Website

All online engagement tools were hosted via a project website dedicated to the Fort Lupton Comprehensive Plan. The project website provided a central hub for information regarding the Comprehensive Plan and planning process. In addition to engagement tools, the website also contained status updates regarding the process, details for in-person events, and ways for individuals to ask questions about the project. The website was utilized to host interim documents and reports as they were prepared.

Resident Questionnaire

The Fort Lupton Resident Questionnaire was completed by 40 individuals. When asked to describe Fort Lupton, participants were generally split. Many were positive, noting Fort Lupton's small town character and welcoming atmosphere. Others were more negative, calling the City inactive, boring, or stagnant. However, both groups agreed that Fort Lupton has a significant amount of potential which could benefit the community. The top 3 advantages to living in Fort Lupton, according to participants, are Housing Costs, Location, and Safety & Security. The top 3 disadvantages were identified as Available Shopping, Restaurants, and Schools.

The majority of residents feel that housing quality in the City is good or fair; however, over 75% believe the quality of housing is staying the same or getting worse over time. While participants demonstrated support for all types of residential development, single-family homes were the overwhelming favorite, favored by 82.4% of respondents. For non-residential development, residents demonstrated a strong preference for new restaurants, retail stores, and entertainment uses. All respondents agreed that it is important for the City to attract new businesses and uses, with 64.7% believing it is very important. As discussed, participants were split on their opinion of the community moving forward. While 40.6% believe the community will improve in the next five years, 59.4% believe it will stay about the same. Respondents identified Schools, Development & Growth Potential, and Commercial & Shopping Areas as the top 3 priorities to be addressed in the Comprehensive Plan



Parks

To support the development of the Parks and Trails Master Plan, the residential questionnaire also included questions related to park access and recreational opportunities within Fort Lupton. 60.6% of participants rate the quality of Fort Lupton parks as satisfactory and 78.8% of participants have access to a park facility less than a 10 minute walk from their home. However, 50% of participants believe trails within the City are in poor condition, and 18.8% said they are in severe need of improvement. Access to trails was more varied: 35.5% of respondents live less than 10 minutes walk from a trail, 25.8% live within a 10-20 minute walk, 16.1% live over a 20 minute walk, and 22.6% are forced to drive to access a trail. Participants supported a mix of park improvement projects, the top 3 being: better utilization and access to the South Platte River, development of new trails and pathways, and development of new unique recreational opportunities.

Business Questionnaire

Participation in the Business Questionnaire was not significant enough to establish general trends which are applicable to the business community as a whole. That being said, feedback received through the business questionnaire was generally consistent with the findings of the resident questionnaire.

sMap

sMap (now rebranded as map.social) is a map based outreach tool which allows individuals from the community to create and mark a map of their community. This enables residents to tie their comments and feedback to specific geographic locations within Fort Lupton. The sMap tool creates a fun way for participants to identify issues and opportunities within the City from a spatial perspective.

Residents generated over 70 points on the Fort Lupton sMap. The following are key themes identified through the sMap application:

- Downtown Fort Lupton, the Fort Lupton History Museum, Pearson Park, and the Fort Lupton Recreation Center were identified as community assets
- Participants identified transportation issues related to problematic intersections and missing sidewalk segments. This included narrow or missing sidewalks along 1st Street, the poor condition of the 9th Street railroad crossing, and dangerous intersections such as County Road 14 1/2 and Denver Avenue.
- Industrial uses at the north of Denver Avenue, the 1st Street/Highway 85 intersection, and the trailer park north of Downtown were identified as areas which could benefit from beautification efforts.
- Participants identified locations where they would like to see new business growth, such as north along Highway 85, and higher density residential growth, such as south of the Safeway commercial development.

EXISTING LAND USE

Existing land use and development patterns in Fort Lupton were documented through a detailed inventory based on fieldwork reconnaissance conducted in the Fall of 2016 and the 2007 Fort Lupton Comprehensive Plan. This analysis identified the existing land use for every parcel within the City, categorized into the following land use categories:

Agriculture: cultivated fields used for raising crops and livestock as well as other farming-related activities.

Rural Residential: large lot and clustered single-family residences with rural characteristics such as stables, orchards, or plant nurseries.

Single Family Detached: stand-alone housing units with one unit per parcel

Single Family Attached: townhomes, rowhomes, or duplexes where units are connected horizontally, but have their own entryway to public or private streets and sidewalks.

Mobile Home: single family detached homes designed without a permanent foundation, also known as manufactured homes.

Multifamily: apartment buildings and complexes in which units are accessed through a shared entryway or hallway.

Commercial: general retail or service businesses, such as restaurants, grocery stores, pharmacies, convenience stores, barbershops, or big box stores.

Mixed-use: single story buildings with a mix of distinct uses as well as multiple story buildings with distinct uses separated vertically by floor. Most commonly, mixed use includes buildings with commercial uses on the ground floor and office or residential uses on upper floors.

Office: professional services such as corporate headquarters, medical or dental clinics, or professional firms.

Public/Semi-Public: government facilities such as police stations, fire stations, libraries, recreation centers, and other civic uses. These are generally located strategically within the community to provide easy access to the community.

Utility/Right-of-way: land utilized for either private or public infrastructure and utility services.

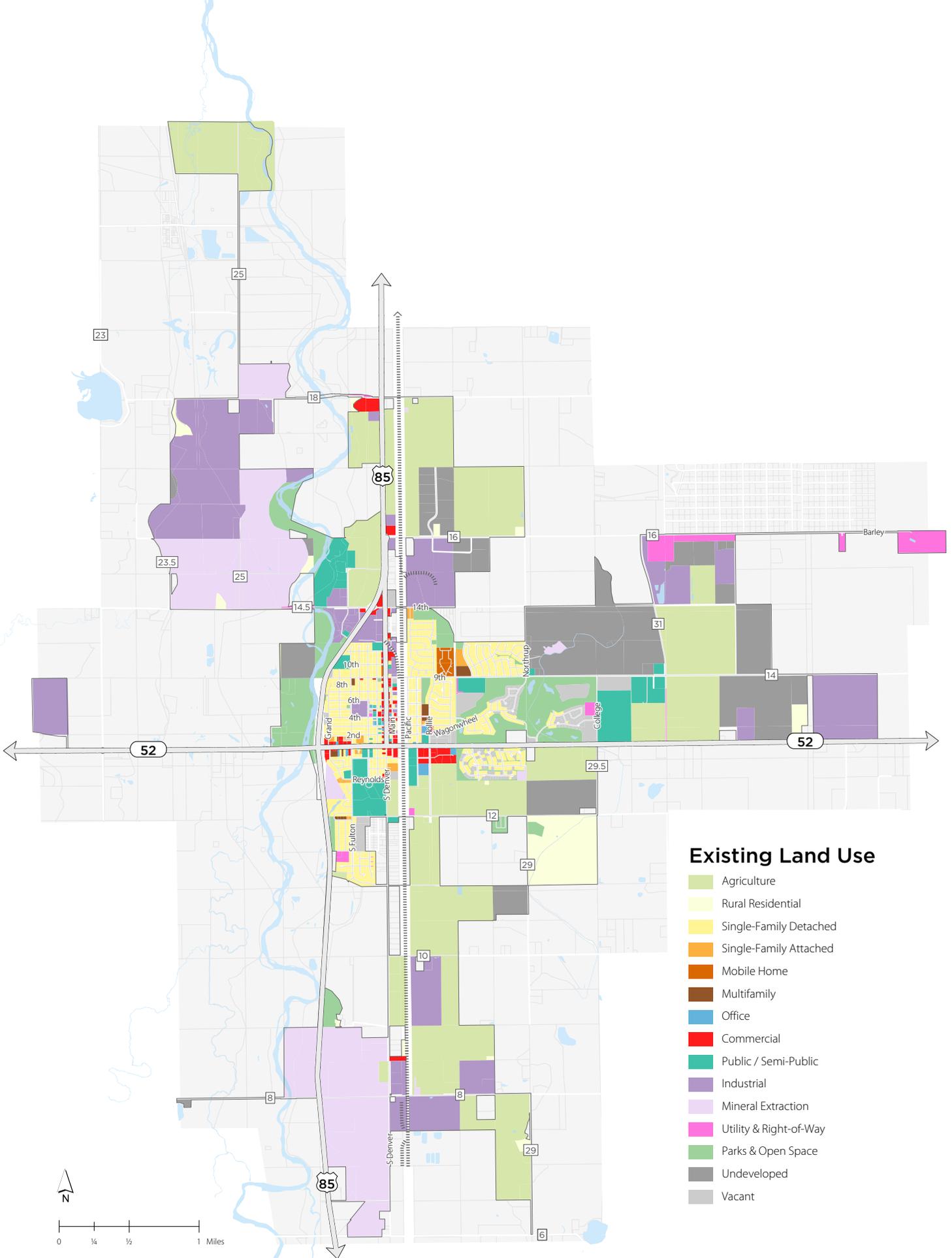
Industrial: businesses which specialize in manufacturing, processing, production, distribution, and/or storage of goods, resources, and materials. These uses can have visual, noise, traffic, or environmental impacts on adjacent areas.

Mineral Extraction: properties solely dedicated to the extraction of oil, minerals, and other resources from the ground. This does not include processing of extracted materials, but can include short-term storage and facilities that support transportation of resources. It should be noted that mineral extraction facilities are often accessory or secondary uses on properties. In these cases, parcels have been designated according to their primary use.

Parks and Open Space: areas used for active or programmed recreation, including parks, athletic fields, trails, or playgrounds. Open spaces are natural areas set aside for conservation, to provide passive green space, or due to flooding or topographic factors which are not conducive to development.

Vacant: land within or close to the urbanized core which is currently unused but has been cleared and prepared for development at some point.

Undeveloped: Land outside the urbanized core which is currently unused and undeveloped. This includes properties which have been cleared or partially cleared for use at some point, but are not readily prepared for development.



CURRENT ZONING

The Zoning Ordinance of the City of Fort Lupton, Colorado is Chapter 16 of the Code of Ordinances. The Zoning Ordinance is comprised of 14 districts. In addition, the City utilizes two design standards that must be complied for any residential, commercial, and industrial development. This includes the Residential Design Standards and Commercial and Industrial Design Standards. In the event of any conflict with the regulations, the most stringent code prevails. The 14 districts include the following:

Agricultural (A)

The Agricultural District is intended to apply in areas which have value for agricultural uses and are not yet ready for development into urban usage. This district is also appropriate as a temporary zoning district for newly annexed land that has not been subdivided.

Estate (E)

The Estate District is intended to provide for large lot residential subdivisions, permitting maximum usage of topographic features and allowing a semi-rural environment with relief from the congestion often found in urban areas. This district includes only one parcel within Fort Lupton. This district is currently repealed; however, the City is discussing the possibility to include this district again in the zoning code.

Residential (R-1, R-1A, R-2, R-3)

The R-1, R-1A, R-2, and R-3 Districts are intended to provide for the establishment of single-family uses on standard lots, including the necessary appurtenant and accessory facilities and uses associated with such living areas. R-1 and R-1A varies only by the requirement of minimum square feet of floor area. R-2 and R-3 differ in their permitted special uses, primarily that R-2 allows duplexes and R-3 allows multifamily, thus supporting greater residential density than the R-1 and R-1A districts.

Residential and Office (RO)

The Residential and Office District is provided to act in the capacity of a transitional and supporting zone. This zone acts as a transition between residential and nonresidential uses while also acting as a support by providing uses which characteristically complement commercial and industrial activities.

Mobile Home Community District (M-H)

The intent of the Mobile Home Community District is to provide the provision of facilities and amenities appropriate to the needs of residents of this community and to assure a harmonious relationship between mobile home communities and adjoining land uses.

Commercial (C-1, C-2)

The intention of C-1, General Commercial District, is to provide a zone for concentrated commercial activities normally found in central business districts whereas the intent of C-2 Heavy Commercial District is to provide an environment adaptable to commercial uses that require heavy auto and truck traffic or outdoor storage and display.

Industrial (I-1, I-2)

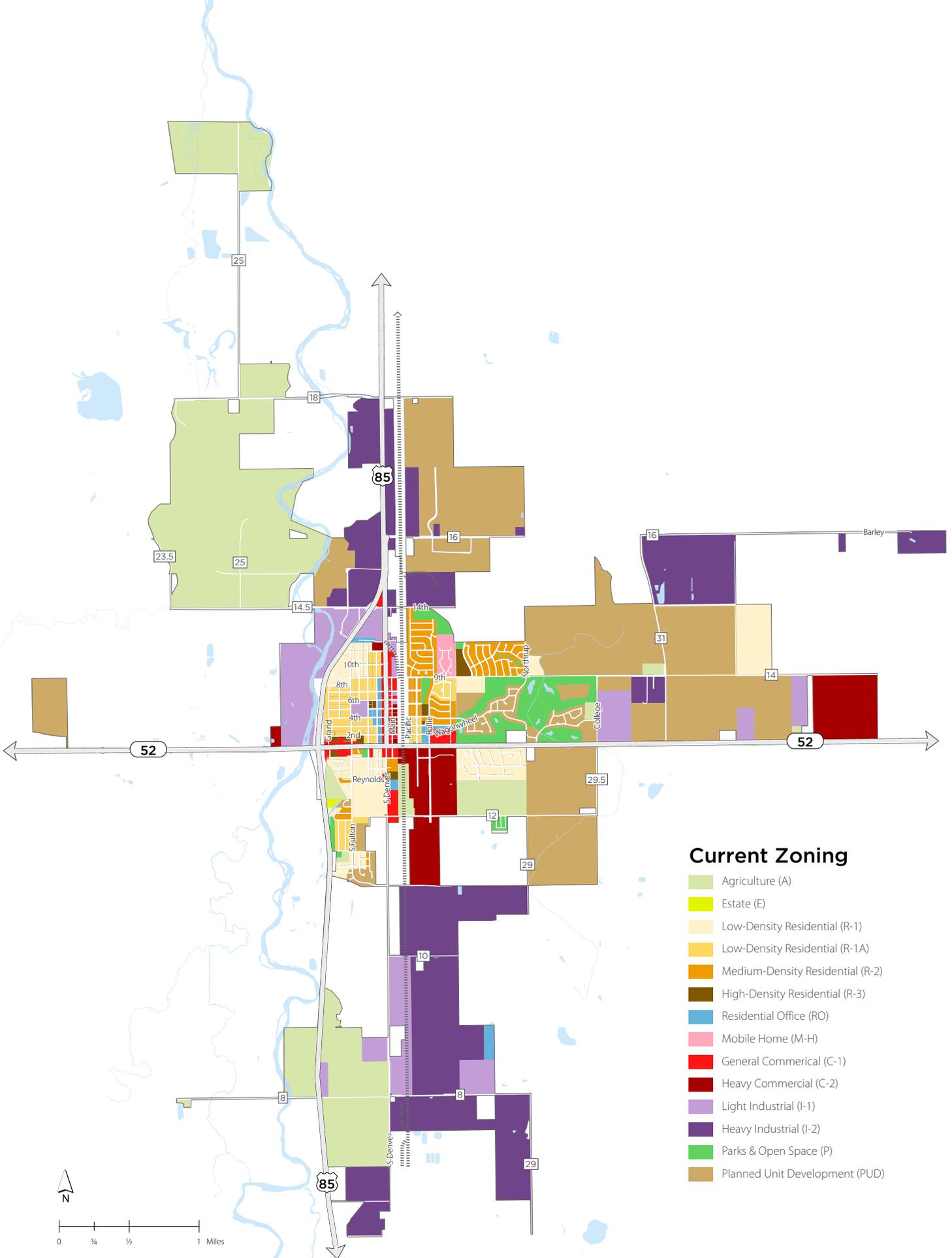
The I-1, Light Industrial District, is intended to provide for the development of industrial uses which generate limited amounts of noise, fumes, dust, vibrations and traffic and screened from adjacent residential areas. The intent of the I-2, Heavy Industrial District, is to permit uses of a heavy nature in a less restrictive environment.

Parks and Open Space (P)

The Parks and Open Space District is dedicated for outdoor recreation facilities and large open land areas. This district is generally located in proximity to a natural drainage course or other natural or man-made features, either unsuitable for construction or use or suitable for preservation as a park or as an open space area.

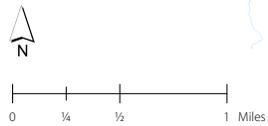
Planned Unit Development (PUD)

The Planned Unit Development zones are intended to provide for the planning and development of substantial tracts of land, suitable in location and character for the uses proposed, as unified and integrated entities in accordance with detailed development plans.



Current Zoning

- Agriculture (A)
- Estate (E)
- Low-Density Residential (R-1)
- Low-Density Residential (R-1A)
- Medium-Density Residential (R-2)
- High-Density Residential (R-3)
- Residential Office (RO)
- Mobile Home (M-H)
- General Commercial (C-1)
- Heavy Commercial (C-2)
- Light Industrial (I-1)
- Heavy Industrial (I-2)
- Parks & Open Space (P)
- Planned Unit Development (PUD)





A VISION FOR FORT LUPTON

The following vision statement articulates the desired characteristics of Fort Lupton upon successful implementation of the Comprehensive Plan. It is intended to reflect feedback received from the community and establish a collective vision for Fort Lupton's future. The vision statement is forward looking, describing what the City of Fort Lupton could become in the next 10 to 20 years through dedicated implementation and application of the Plan.



THE CITY OF FORT LUPTON WILL BE A PREMIER DESTINATION OF THE FRONT RANGE.

Well positioned to capture growth and investment on the periphery of the Denver area, Fort Lupton will have numerous opportunities to shape its future. Combining quality living with a variety of services and amenities, the City will become a prominent community within Colorado. This will include access to a full range of commercial businesses, major employers, recreational opportunities, and community services to grow the City's reputation across the region and put Fort Lupton 'on the map.'

As residential development continues, the City will guide investment to best meet the needs of a growing community and support diverse, welcoming neighborhoods. New residential construction will be directed to key areas of the community, allowing for appropriate investment while reducing outward sprawl. This will be matched with efforts to enhance existing housing, preserving distinct neighborhoods within the City's urban core. Further, the development of new high density residential will provide those housing options necessary to attract a wealth of new residents while maintain Fort Lupton's 'small-town' charm.

As new homes go up, these must be matched with new commercial. By attracting a variety of shops, stores, restaurants, and other commercial uses, the City will meet the needs of an expanding consumer base. Residents will have more opportunities to shop within their community, including small-town businesses and national chains that offer a complete range of goods and services. Further, new investment along both 1st Street and Denver Avenue will help create walkable commercial districts with access to the City's core neighborhoods.

Commercial development will also be complemented by economic development, making Fort Lupton an employment hub for the Northern Front Range. Leveraging growth areas, the City will attract major employers by providing development opportunities with space to address all business needs. The establishment of formal office and industrial parks, particularly for the Northern Industrial Subarea, will further entice investment, offering attractive sites for modern industry. These will bring new residents and greater investment to the community through high paying jobs.

Primary amongst the City's efforts will be application of subarea plans to four important districts within the community: Downtown Fort Lupton, 1st Street, Northern Industrial, and the Fort Lupton Industrial Center. Focusing on these areas will allow the City to address specific issues, guide future investment, and foster beautiful, well-functioning commercial and industrial areas within the community. In particular, Downtown Fort Lupton will become a higher density mixed-use district, acting as a physical and social heart for the City and a key destination for shopping, food, and entertainment.



While supporting new investment, Fort Lupton will also be a community defined by its natural landscape. Careful management of growth areas, including designation of greenways, creation of new parkland, and preservation of environmental features will help position Fort Lupton as a growing community in a rural setting. Improvements to existing parks and parkland will provide new opportunities for residents to get active and enjoy the outdoors. In addition, efforts to increase access to the South Platte River will better activate the waterway as a community asset and recreational amenity.

As the community grows and changes, it will be essential to maintain valuable services and amenities that contribute to a high quality of life. Careful management of utilities, emergency response and public safety services, and other civic functions will account for population growth to ensure residents new and old have access to quality public amenities. In particular, coordination with local education providers will help make Fort Lupton a community known for its quality public schools and student attainment.

Overall, Fort Lupton is a community heading for great things. The City is in the best place to benefit from growth while maintaining the small-town charm and unique landscape that has defined it. By addressing issues and taking advantages of exciting opportunities, the City can bring together diverse neighborhoods, commercial and industrial investment, high paying jobs, access to the natural environment, and quality services and amenities. These will elevate the quality of life and desirability of Fort Lupton throughout the region as a place to work, visit, invest, spend leisure time, enjoy the outdoors, raise a family, and live. Further, combined with efforts to promote the community, Fort Lupton will become a prominent community and destination of the Front Range.



GROWTH & DEVELOPMENT

Fort Lupton is located at the center of the Front Range Urban Corridor, one of the fastest growing regions in the United States. Stretching from Pueblo, Colorado to Cheyenne, Wyoming, the Front Range is experiencing considerable growth in population that included over 100,000 new residents in 2015. This growth has significantly impacted the region, resulting in a wide range of regional shifts and emerging trends. Many communities, including Brighton, Frederick, and Firestone, are taking action to manage considerable growth and development in the next 5 to 10 years.

As other municipalities within the region are scrambling to handle sudden, explosive growth, Fort Lupton is perfectly positioned to prepare for long-term development and expansion. As investment begins to ramp up, Fort Lupton has the chance to manage existing land uses while directing new growth in a manner that will preserve the City's small-town character and capitalize on considerable development opportunities.

GROWTH & DEVELOPMENT GOAL

Guide land use and investment to support continued growth and prepare for considerable population increases and development in the future.

Objectives

- Utilize the Land Use Plan when reviewing development proposals to ensure land use is consistent with the Comprehensive Plan.
- Utilize the annexation strategy to guide future annexations in a manner which results in healthy, manageable growth for the City.
- Coordinate with property owners and industry to ensure that oil and mineral extraction activities do not limit growth and development over time.
- Prohibit adjacent incompatible uses and encourage long-term redevelopment that will address issues related to incompatibility.
- Discourage non-contiguous development that may be urban in nature as the community grows outward.
- Prioritize residential, commercial, and industrial growth areas for appropriate investment.

LAND USE PLAN

To guide growth and development, all land within the established planning area has been categorized into one of 12 land use designations. Covering a full range of land use types, these designations should serve as the foundation for development review and approval within Fort Lupton. This will include future zoning amendments necessary to implement recommendations and policies within the Comprehensive Plan. Designations are applied in accordance with existing land use patterns, projected demographic trends, and market realities to support healthy growth that adheres to the established vision for Fort Lupton.

Agriculture & Rural Residential

This designation allows for agricultural and related uses as well as low density residential on the periphery of the planning area, intended to preserve a generally rural character. This also includes a variety of miscellaneous uses, such as isolated industrial businesses and semi-rural properties located under Estate Zoning. Given the availability of viable land for development in more appropriate districts, commercial or residential investment within agricultural areas should be discouraged. This will help limit unnecessary loss of agricultural lands and reduce the potential of suburban sprawl.

Single-Family Detached

This designation allows for neighborhoods of predominantly single family detached homes on individual lots. This can consist of a variety of development types, including higher density homes within the City's urban core and planned subdivisions within residential growth areas. In addition to single family units, these neighborhoods may include scattered single family attached and multi-family housing options, as well as public and semi-public uses. Given market demand, single family neighborhoods are likely to remain the primary residential designation within Fort Lupton and should see considerable growth in the future.

Single-Family Attached

This designation allows for single family attached homes in formal, planned developments. These provide higher density and more affordable housing options to complement traditional single family detached neighborhoods. Opportunities for new single family attached will help increase housing diversity and attract a wide range of potential residents.

Multi-family

This designation allows for multi-family buildings and planned multi-family developments. Multi-family complements traditional single family detached by offering the highest density options within Fort Lupton. Opportunities to develop new multi-family will provide affordable housing options and contribute to greater housing diversity.

Commercial General

This designation allows for commercial businesses that offer residents basic goods and services. This supports a range of development styles, including stand-alone businesses on smaller properties as well as commercial shopping centers with multiple tenants. Primarily located along the City's major corridors, expansion of general commercial will offer residents greater shopping options within Fort Lupton and contribute to increased local commerce. In addition to commercial, these areas can include small office buildings, medical practices, and public and semi-public uses.

Commercial Transition

This designation identifies potential growth areas for commercial development outside the municipal boundaries or primary commercial districts of Fort Lupton. These areas should support gradual, long-term commercial investment outward from the City's urban core, including incremental transitioning of agricultural uses to commercial development.

Downtown Mixed Use

This designation includes properties along Denver Avenue that constitute Fort Lupton's Downtown and city center. Largely defined within the Downtown Subarea Plan, this area is intended for higher density mixed-use development that will establish an urban, pedestrian-oriented district at the heart of the community.

Industrial

This designation allows for a mix of heavy and light industrial users as well as office development, intended to provide an appropriate environment for higher intensity users. These areas should be utilized to attract major employers and support economic development that will complement residential growth within the community. Developments within this designation should be carefully reviewed to account for potential impacts on adjacent land uses from high intensity operations.

Light Industrial & Office

Light Industrial Uses are less capital-intensive industries. This designation allows for a mix of light industrial such as food and beverage, clothing, furniture, art-ware, etc, and office uses, intended to act as a buffer between heavy industrial and lower intensity residential or commercial uses. As such, these areas should be prioritized for office development and, where appropriate, formalized business parks should be encouraged. Heavy industrial and high intensity operations should be prohibited.

Mineral Zone

This designation consists of areas along the South Platte River which include significant mineral resources. Per state law, surface development is prohibited within these areas until resources have been appropriately extracted. As a result, this area allows for industrial and agricultural uses to support resource extraction. Much of this area is contained within either the floodway or floodplains of the South Platte River, and should be prioritized for preservation. As resources extraction operations come offline, the City should convert these areas to parks and open spaces.

Riparian Zone

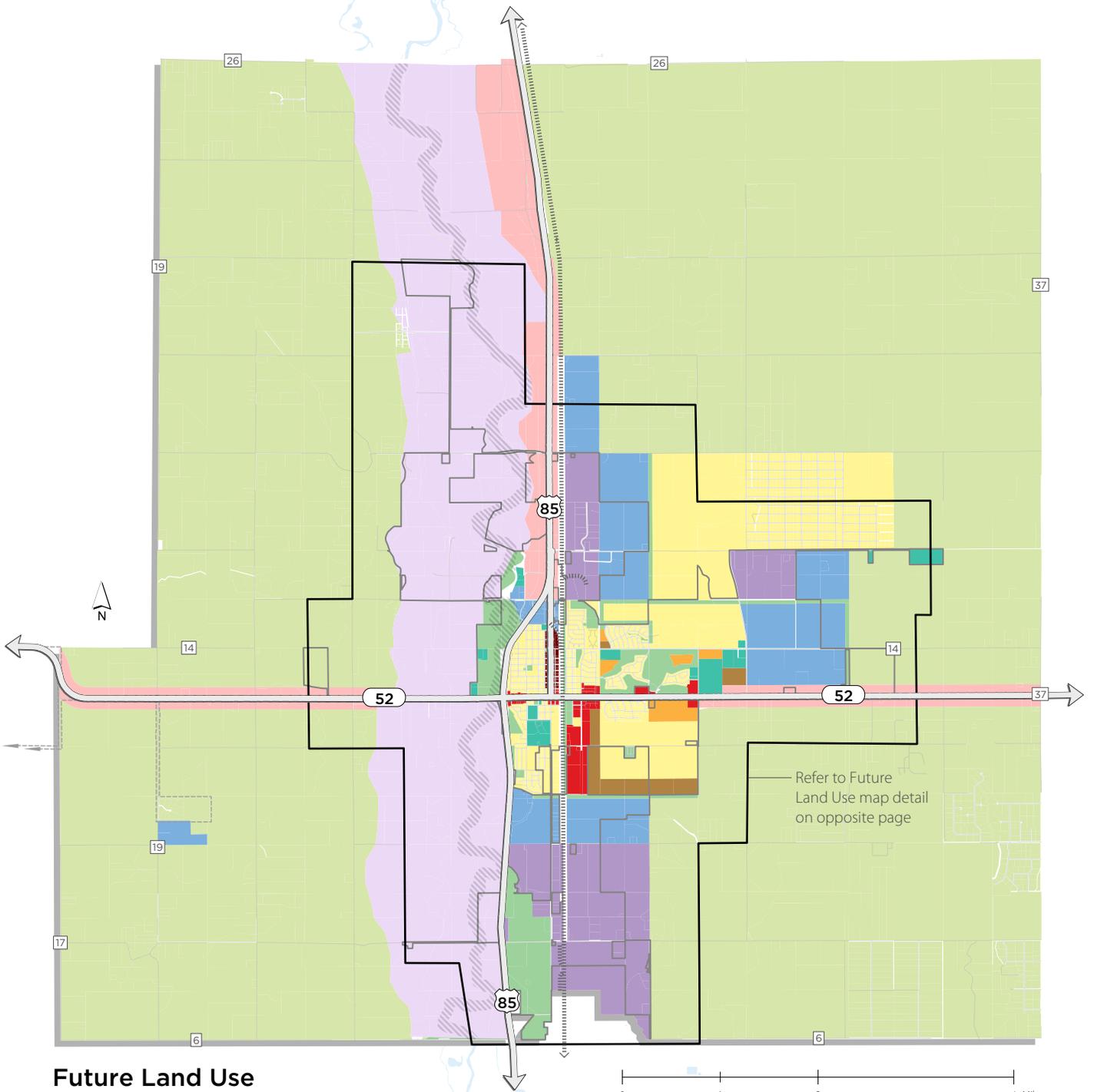
To further protect the natural areas around the South Platte River, a 200-foot buffer from either bank of the river is created in the form of riparian zone. Development within this area should be prohibited.

Parks & Open Space

This designation consists of parks, open spaces, open water storage, and environmental features that provide residents with access to the outdoors and contribute to the natural landscape of Fort Lupton. In addition to maintaining existing amenities, the establishment of greenways and new park spaces should ensure parkland access for all residents and help to buffer residential from more intense land uses.

Public / Semi-Public

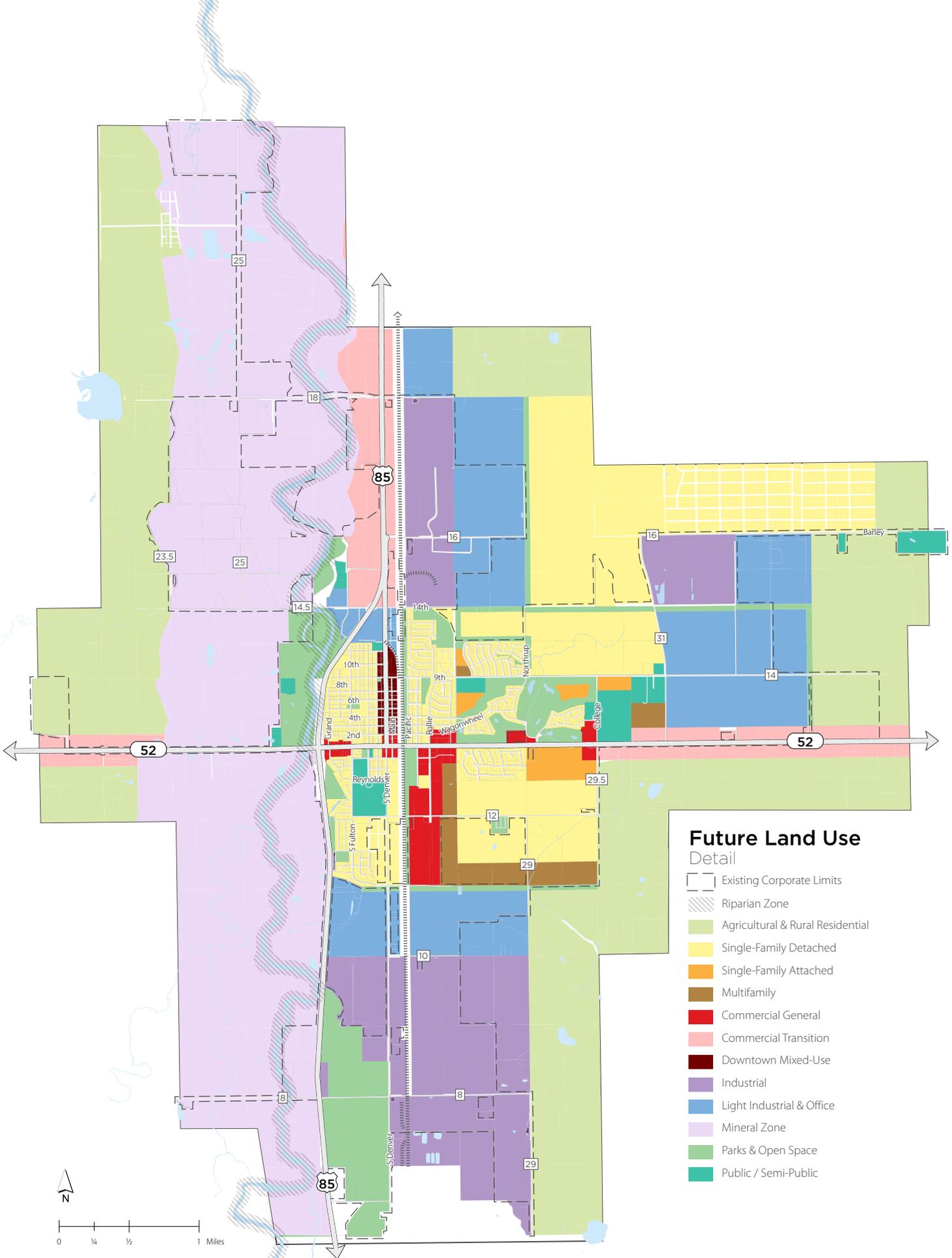
This designation consists of larger properties dedicated to public / semi-public uses, including educational facilities and campuses, emergency responses providers, and municipal facilities. Smaller public / semi-public uses are generally incorporated within the surrounding land use designation. The City should maintain existing public / semi-public uses and work with service providers to integrate new facilities in accordance with the Land Use Plan.



Future Land Use

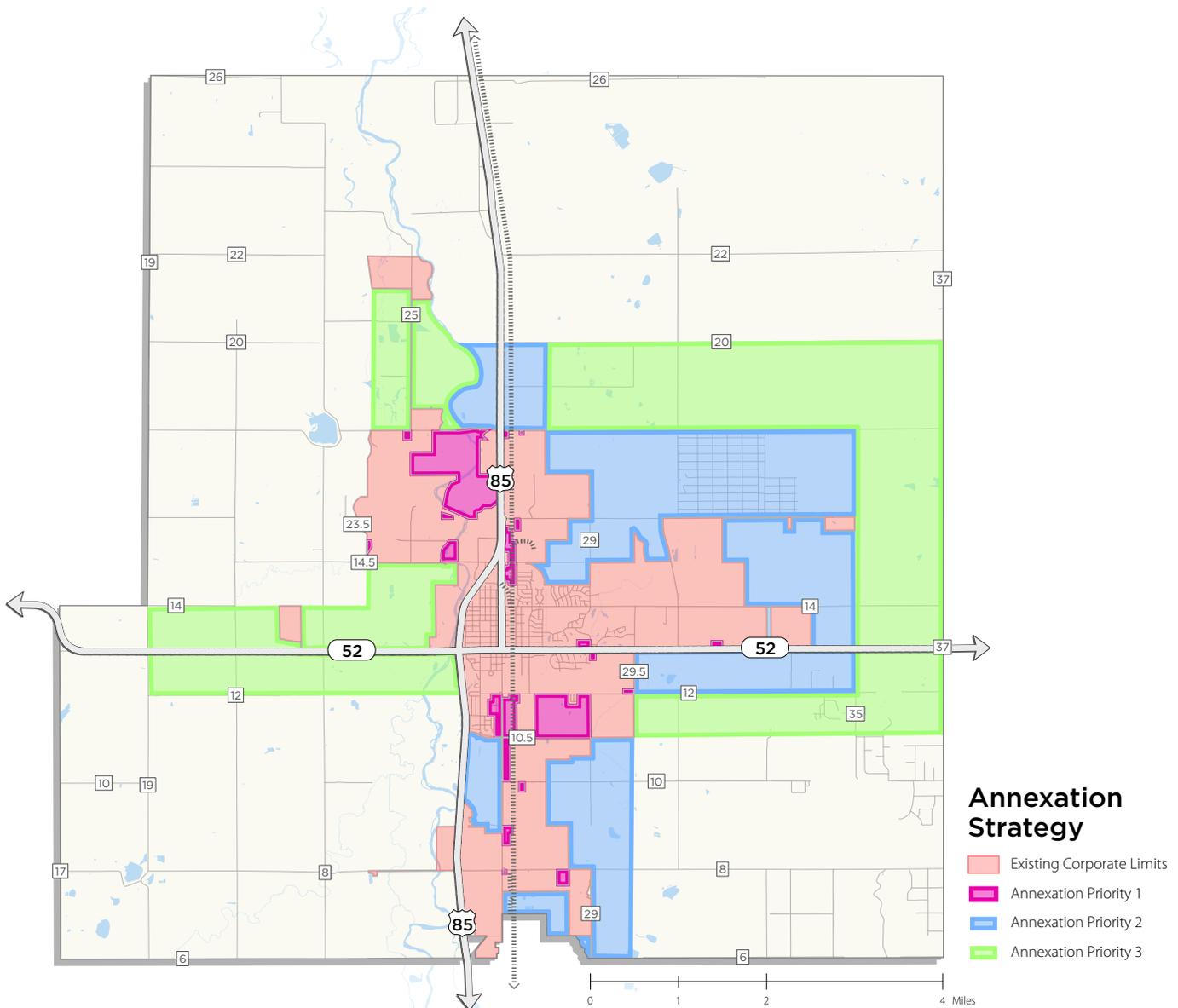
Planning Area

- Riparian Zone
- Agricultural & Rural Residential
- Commercial General
- Light Industrial & Office
- Dacono City Limits
- Single-Family Detached
- Commercial Transition
- Mineral Zone
- Existing Corporate Limits
- Single-Family Attached
- Downtown Mixed-Use
- Parks & Open Space
- Multifamily
- Industrial
- Public / Semi-Public



Future Land Use Detail

- Existing Corporate Limits
- Riparian Zone
- Agricultural & Rural Residential
- Single-Family Detached
- Single-Family Attached
- Multifamily
- Commercial General
- Commercial Transition
- Downtown Mixed-Use
- Industrial
- Light Industrial & Office
- Mineral Zone
- Parks & Open Space
- Public / Semi-Public



ANNEXATION STRATEGY

As Fort Lupton continues to grow, annexation and the incorporation of properties outside the municipal boundaries will be essential. In the past, annexation has been generally piecemeal, resulting in pockets of unincorporated land within the municipal boundary and extended 'legs' of annexation into the surrounding planning area. These can result in negative impacts from adjacent unincorporated properties and create challenges in providing services and utilities.

The City should adopt a dedicated strategy to guide annexation in a manner that is healthy for long-term growth. This should prioritize annexation of unincorporated pockets within close proximity to Fort Lupton's urban core, as well as specific growth areas to support and encourage appropriate growth and development. In addition, annexation of properties which are distant from the existing municipal boundaries should be carefully reviewed and considered with regards to long-term impacts to services, utilities, and investment.

Based upon these recommendations, the following annexation strategy was developed, identifying three priority areas for incorporation.

- Priority One:** Includes unincorporated pockets within the existing municipal boundaries that should be annexed to provide the City with greater control over land use and development and the ability to mitigate negative impacts.
- Priority Two:** Includes growth areas that are best optimized for residential, commercial, and industrial development. Annexation of these areas could help to encourage and guide investment.
- Priority Three:** Includes areas which are not currently well-positioned for development but could see long-term investment.

LAND USE INCOMPATIBILITY

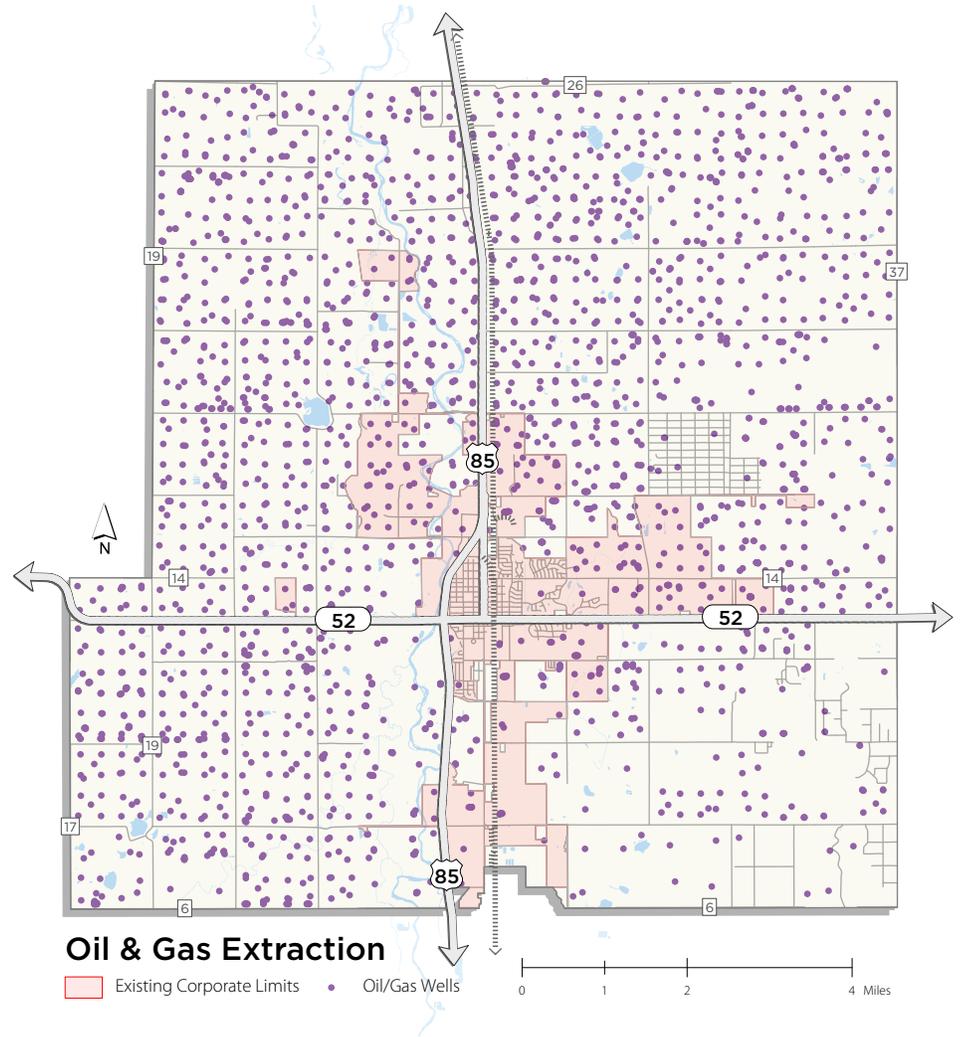
Adjacent incompatible land uses are common in many areas for Fort Lupton. These result in negative impacts that can affect property values and quality of life over time. Most issues of incompatibility occur within the urban core and include residential adjacent to higher intensity industrial or commercial businesses.

As growth and development occur in the future, the City should take steps to prohibit adjacent incompatible uses. This should include updates to the zoning code in accordance with the Land Use Plan to eliminate the chance of adjacent incompatible uses. In particular, the designation of open space greenways, multi-family residential, and light industrial and office areas will help act as buffers for lower intensity uses. In addition, the City should take advantage of opportunities for redevelopment that will reduce incompatible uses, such as conversion of the Fort Lupton Industrial Center to a more flexible Planned Unit Development. This could include regulatory assistance and incentives to encourage property owners interested in converting incompatible uses.

CONTIGUOUS DEVELOPMENT

Fort Lupton has extensive growth areas that could represent considerable outward expansion for the community. Past annexation and construction; however, has resulted in some non-contiguous developments that 'leap-frog' over undeveloped or agricultural properties. These kinds of development stress infrastructure and services within the community as utility lines and amenities must be extended to cover investment or annexations.

The City should work with developers to encourage contiguous, adjacent development as the City grows in the future. This will help to reduce impacts to infrastructure and support continuous development within the City's existing urban core. Further, it will help to preserve agricultural and environmental areas from being prematurely converted into higher intensity uses.



OIL & MINERAL EXTRACTION

Fort Lupton's three-mile growth area includes 2043 active or producing wells for oil and mineral extraction, with another 217 wells that are temporarily abandoned or awaiting completion and 685 wells which are abandoned, plugged, or permanently shut. The sheer number of wells demonstrates the volume of oil and mineral extraction activity within Fort Lupton and the surrounding region. This has a noted impact on land use within the area as well as the visual landscape of Fort Lupton, which is dotted with wells, pumps, and related uses.

Moving forward, the City should establish a precedent that oil and mineral extraction activities will not limit growth and development over time. This should include both the careful management of land use to ensure wells do not prohibit or endanger growth, as well as efforts to formalize oil and mineral extraction activities to reduce impacts on adjacent uses and potential investment. The City should explore establishment of a standard buffer distance for wells and related operations to be incorporated within design of individual properties. Ultimately, the City should continue to support oil and mineral extraction as an important economic resource for the community while ensuring that essential growth and development are not withheld as a result.

RESIDENTIAL FRAMEWORK

Fort Lupton is a primarily single-family residential community, offering a variety of neighborhood settings that support a diverse community. Residential uses are likely to see significant growth in the future, capitalized by on-going residential projects within the community. The Residential Framework provides more detailed recommendations and strategies regarding growth and development of housing within Fort Lupton.

HOUSING STUDY

To support and guide the Residential Framework, a complete housing study and analysis was completed. This study examined trends and issues related to residential growth and development within Fort Lupton based upon statistical data and market analysis available for the community. The following are key market implications which were identified through the housing study:

Fort Lupton is projected to add 67 housing units to its present stock by the end of 2021, based on market data. This is based upon past trends; however, over 200 permits have been issued in the past few years, which could suggest an increase in housing development.

The City has a vacancy rate of 8 percent. While not excessively high, this could have an impact on neighborhood stability and housing values, as well as tax revenue and city services. It also suggests that there is housing available to accommodate the projected population influx. Future development should take both indicators into consideration.

Less than 15 percent of the City's housing stock is multi-family units and none have been added since before 2005. This suggests a potential need for more multi-family units and/or updated existing multi-family product.

Home values and sale prices appear to be relatively stable. Through a comparison of home values to household income levels there is a significant surplus of middle-value homes and a lack of low- and high-value homes. Community outreach suggested that there was a lack of such middle housing, however data suggests that this may be a misconception.

For rental housing, the case is similar but with an even greater margin for low-rent units. The number of low-income households is far greater than the available low-rent units that they can afford. This suggests the need for more affordable housing.

It is important to note that construction trends and permitting within Fort Lupton does not match certain elements of the market analysis. Noting this disparity, data from both the housing study and on-going construction trends have been utilized to guide the Land Use Plan and residential framework. This will ensure the City manages growth and development by considering both local and regional projections.



RESIDENTIAL GROWTH AREAS

These areas represent potential residential growth for the community and could result in significant growth to the local housing market. Residential growth areas were identified based upon analysis completed as part of the housing study regarding potential growth build-outs. As such, they include a balance of single-family detached, single-family attached, and multi-family uses to address housing needs within the community.

The City should direct residential investment to these areas, in accordance with the Land Use Plan. New investment should be contiguous with existing residential and, where applicable, take advantage of opportunities to connect with adjacent neighborhoods. The City should continue to carefully manage residential investment and subdivision to ensure accessibility, reduce suburban sprawl, and address impacts to services, utilities, and the natural environment.

HOUSING DIVERSITY

The typical home in Fort Lupton is an owner-occupied, single-family detached residence. The City lacks sufficient low- and high-value homes as well as low-rent units that provide more affordable housing options. In addition, multi-family, single-family attached, and mobile homes account for roughly 23% of the housing market. Further, the majority of residential growth coming online through the permitting process is single-family detached homes.

Greater housing diversity is an important focus for residential growth moving forward. This will help the City address housing needs within the community and attract new residents. The City should work with developers to encourage a variety of housing options, including products that offer high density, rental, and affordable options. This could include dedicated multi-family and single-family attached developments as well as cluster homes and mixed-use properties. This direction is reflected within the Land Use Plan and identified residential growth areas. Further, the City should consider regulatory assistance and incentives that will encourage greater housing diversity.

CORE NEIGHBORHOODS

As Fort Lupton continues to grow outward, it becomes increasingly important to preserve those neighborhoods at the core of the community. These represent the City's original housing stock, offering higher density neighborhoods with walkability to key destinations and amenities. However, the age and general maintenance of core neighborhoods could challenge their continued viability. Currently, the City has already begun implementation of an urban renewal program to address blight within these areas.

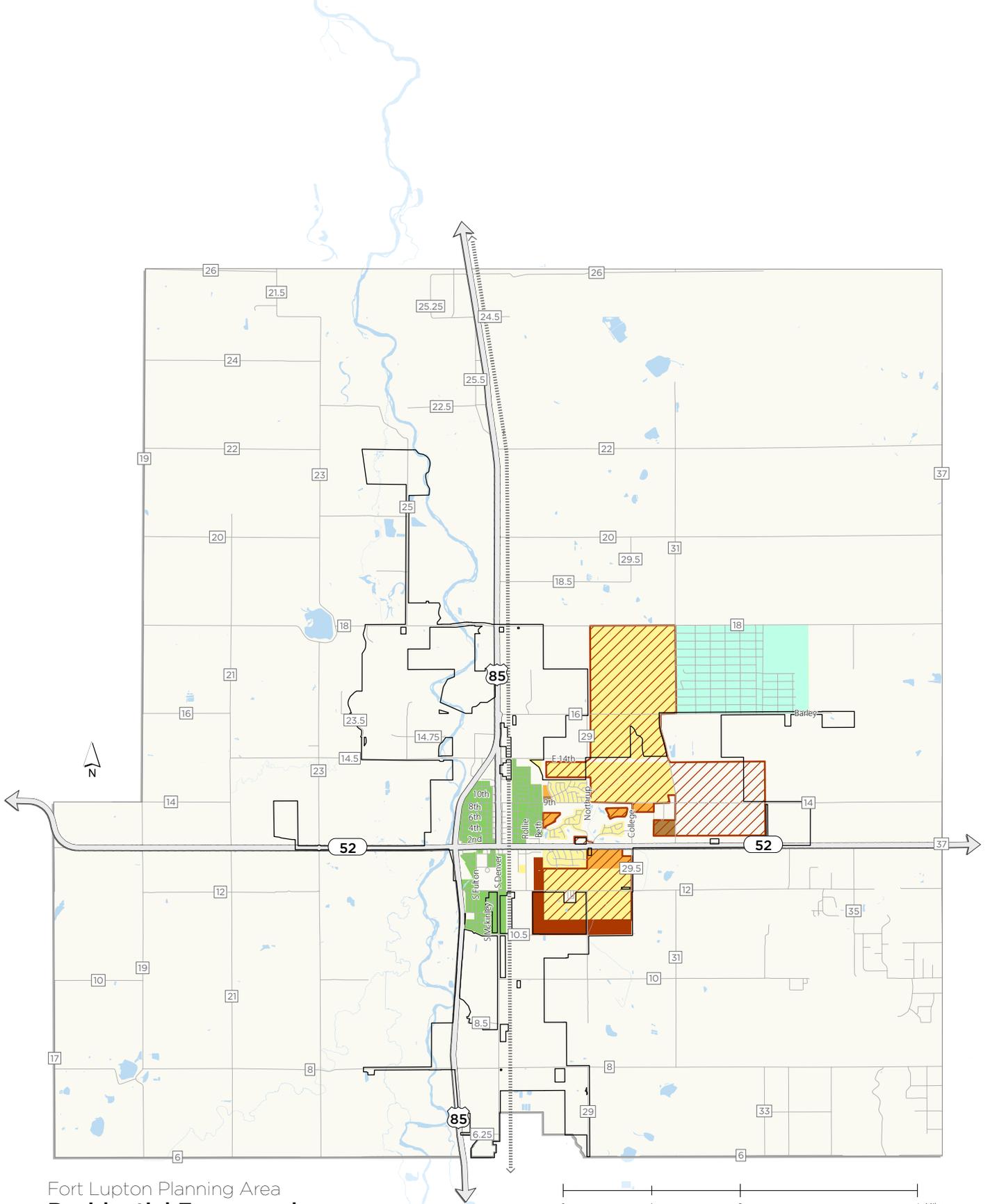
The City should take steps to address issues related to property neglect and dilapidation of homes within the core neighborhoods. This should include strict enforcement of the zoning code as well as programs to incentivize home and yard maintenance. In particular, funding mechanisms such as home improvement loans could help low-income residents with basic maintenance and improvements. The City should encourage infill development where appropriate to help modernize the housing stock and provide greater housing diversity.

MULTI-FAMILY EXPANSION

The Land Use Plan identifies a stretch of land for multi-family development, extending south from the Safeway development to County Road 10.5 and then east. This area would help add additional multi-family units to the market while buffering single-family detached from proposed commercial uses to the west, as well as light industrial and office uses to the south. The City should work with developers to support appropriate development, which could be incorporated as a residential component of adjacent commercial investment.

RURAL RESIDENTIAL NEIGHBORHOODS

The Fort Lupton planning area includes a handful of informal residential neighborhoods with a rural character. Most notable amongst these is Aristocrat Ranchettes, a residential community northeast of the urban core. Representing a substantial existing population, the City must prepare for long-term annexation and management of these areas. This should include considerations for property maintenance and management, zoning code application and enforcement, and infrastructure extension and services. Given the sizable population within Aristocrat Ranchettes, this area should be a particular focus for consideration of long-term annexation and future growth patterns, and could be addressed through a dedicated subarea or planning effort.



Fort Lupton Planning Area
Residential Framework

- Existing Corporate Limits
- Single-Family Detached
- Core Neighborhoods
- Residential Growth Areas
- Single-Family Attached
- Multifamily Expansion
- Multifamily
- Aristocrat Ranchettes

COMMERCIAL FRAMEWORK

As the City continues to grow, commercial development should offer residents increased access to goods and services. Further, it should help establish a diversity of stores, shops, restaurants, and entertainment uses that support local commerce and offer a range of commercial options within the community. The Commercial Framework provides detailed recommendations and strategies regarding commercial growth and development within Fort Lupton and the planning area.

It should be noted that many of Fort Lupton's existing commercial areas are included within the 1st Street and Downtown Subarea Plans. As such, the Commercial Framework focuses primarily on commercial areas not included within the subarea plans to provide a broader understanding of commercial uses within the community.

COMMERCIAL GROWTH AREAS

These areas represent potential commercial growth for the community, primarily extending from available lots along 1st Street south to County Road 10.5. Based on availability of land and the success of existing commercial businesses along 1st Street, these growth areas could help provide additional commercial options within Fort Lupton. Commercial growth areas should support general commercial investment of a similar style to the existing Safeway development, including shopping centers with multiple tenants as well as national chains, specialized retail, restaurants, and local businesses.

The City should direct larger scale commercial investment to these areas, in accordance with the Land Use Plan. New development should be contiguous with existing development, preferably extending south from the Safeway development. Extension of Rollie Avenue south, as well as roadway improvements to County Road 12 and County Road 10.5, may help support development over time. Careful coordination with developers and property owners should help yield high quality commercial investment that contributes to local commerce and livability.

DOWNTOWN EXTENSION

The downtown extension includes properties along Denver Avenue between 9th Street and the railroad spur near 12th Street. This area is similar to that of Downtown Fort Lupton, featuring high-density development and a mix of commercial, residential, and industrial uses. Due to its location; however, the area is not fully integrated within the Downtown. Instead, it acts as a transitional area along Denver Avenue between the Downtown and Northern Industrial subareas.

In the long-term, this area should be seen as a potential north extension of Downtown Fort Lupton. The City should explore the application of land use regulations similar to those recommended within the Downtown subarea and mixed-use investment that will create a walkable, urban environment. This will help connect Downtown to Fire Station #1 and create a gradual transition to higher-intensity industrial to the north. However, it is important to emphasize that development should not be prioritized within this area. Mixed use and commercial development should be first directed to more appropriate areas of the community, particularly the Downtown and 1st Street subareas, where investment will yield the greatest benefit.

COMMERCIAL TRANSITION

The Commercial Transition designation includes preferred areas for commercial growth which are located outside of the City's municipal limits. This includes stretches of land along Highway 85 to the north and along Route 52 to the east and west. Commercial Transition areas demonstrate long-term market viability for commercial investment, primarily based on accessibility along high-traffic roadways. In the short-term, however, development within these areas is likely to be minimal. As such, specifics regarding types of commercial uses, built form, and general site design will be dependent on long-term land use patterns within the community. In the short-term, the City should direct commercial investment to Fort Lupton's urban core near existing businesses and residents. As previously established areas begin to surpass a critical mass of commercial uses, future investment can then be gradually directed to Commercial Transition areas. This should allow for the long-term transition of properties adjacent to Highway 85 and Route 52 to commercial uses, in accor-

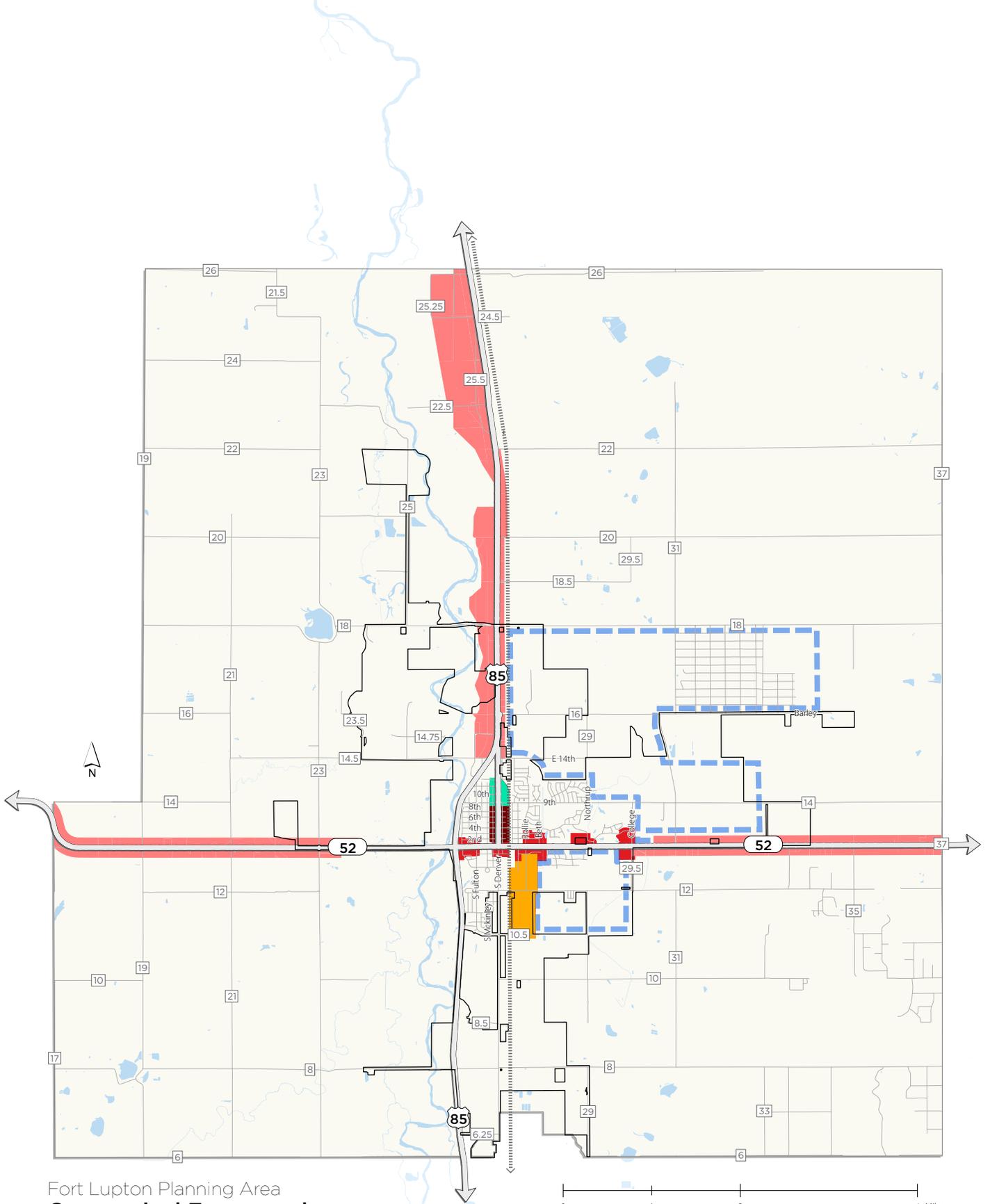
dance with market demand and viability of specific properties.

While specific uses must be considered on a site-by-site basis, appropriate uses could include commercial retail and service options, restaurants, national retailers and chain stores, and large-lot commercial developments with multiple tenants. Office uses may be supported, particularly as a buffer between commercial along the corridors and adjacent residential uses.

COMMERCIAL NODES

Largely based upon residential growth, the City could see long-term development of commercial nodes to support neighborhood commercial uses. This should include small shopping centers, convenience stores, gas stations, restaurants, and similar uses that specifically cater to the needs of adjacent and nearby residents. These nodes are best positioned at the intersection of collector and arterial streets. The location of these nodes, however, will be dependent on long-term residential growth and related traffic patterns.

As growth occurs, the City should identify and evaluate appropriate locations for commercial nodes to maintain. However, in the short-term, potential commercial investment should be directed to commercial growth areas or the 1st Street and Downtown Subareas.



Fort Lupton Planning Area
Commercial Framework

- Existing Corporate Limits
- Commercial General
- Commercial Growth Area
- Commercial Transition
- Downtown Mixed Use
- Downtown Extension
- Potential for Commercial Nodes

INDUSTRIAL FRAMEWORK

Fort Lupton's existing industrial uses demonstrates the City's potential for industrial growth and job creation, further supported by considerable growth areas and regional connectivity. Efforts to prepare for industrial development should enable the City to capitalize on important opportunities in a manner that best benefits the community. The Industrial Framework provides detailed recommendations and strategies regarding industrial areas of Fort Lupton.

INDUSTRIAL GROWTH AREAS

These areas represent potential industrial growth that could support significant investment and job creation within Fort Lupton. These areas are located along the City's busiest roadways, Highway 85 and Route 52. Industrial Growth Areas should support both heavy and light industrial as well as office development, contributing to economic development.

The City should direct industrial investment to these areas, in accordance with the Land Use Plan. New development should be contiguous with existing industrial where applicable. Site design and accessibility must be considered as development occurs to account for increased truck traffic within these areas. In addition, industrial growth areas should be appropriately buffered from adjacent, lower intensity uses

LIGHT INDUSTRIAL & OFFICE

This designation is intended to provide an environment for light industrial and office uses that can act as a buffer between heavy industry and lower intensity residential and commercial uses. As such, these areas will require close attention to site design and the position of specific uses to manage potential impacts or nuisances. Heavy industrial development should be prohibited within these designations and instead directed to areas categorized as Industrial, which allow for a mix of heavy, light, and office uses.

MINERAL ZONE

The mineral zone is comprised of land with a high concentration of mineral resources that extends the length of Fort Lupton's planning area along the South Platte River. Per state law, the City must allow for the adequate removal of resources from this area prior to development. As a result of this requirement, the area enables mineral extraction operations that are generally industrial in nature, as well as a mix of agricultural uses. A significant portion of the mineral zone is included within either the floodway or floodplains of the South Platte River.

In the long-term, the City should preserve this area appropriately to ensure the health of the South Platte River and establish an open space greenway along the waterway. As resource extraction operations come offline, the City should convert these properties to parks and open spaces based on their proximity to the River. Given the size of the mineral zone, however, complete preservation of the mineral zone may not be necessary. Properties outside the floodway and floodplains should be reviewed on a site-by-site basis as resources are extracted to determine appropriate uses, such as residential growth.

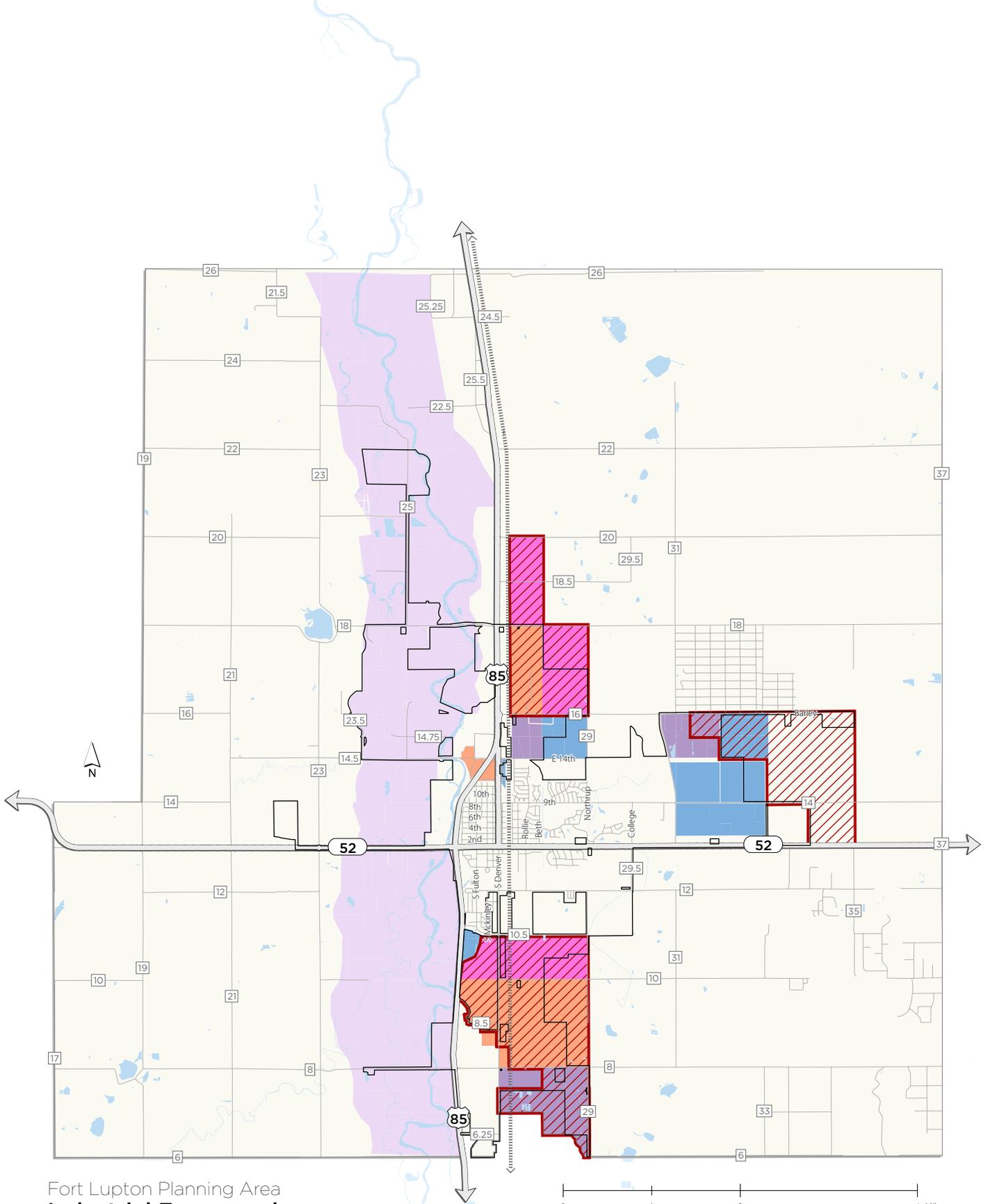
SITE DESIGN & MAINTENANCE

Many of the existing industrial areas within Fort Lupton are defined by a lack of organization, maintenance, and appropriate site design as viewed from the public right-of-way. This creates a negative appearance, and could discourage continued investment. Further, it can result in negative impacts to adjacent uses, particularly within the urban core.

The City should strictly enforce local ordinances for maintenance of industrial properties throughout Fort Lupton. This should include coordination with industrial businesses and property owners to encourage upkeep and improvements to elevate the appearance and character of industrial districts. The City should continue to carefully review proposed development to ensure site design is appropriate and adheres to desired standards.

OFFICE & INDUSTRIAL PARKS

Based upon existing industrial districts and the availability of space for future investment, the City should consider the formalization of office and industrial parks within Fort Lupton. This should include the creation of campus like environments that create a sense of unity and foster an appealing atmosphere. The establishment of office and industrial parks should include considerations for on-site improvements and branding, such as signage, landscaping, and site preparation. This will improve marketability of available properties and can be incorporated with effort to promote Fort Lupton and attract new employers and businesses to the community.

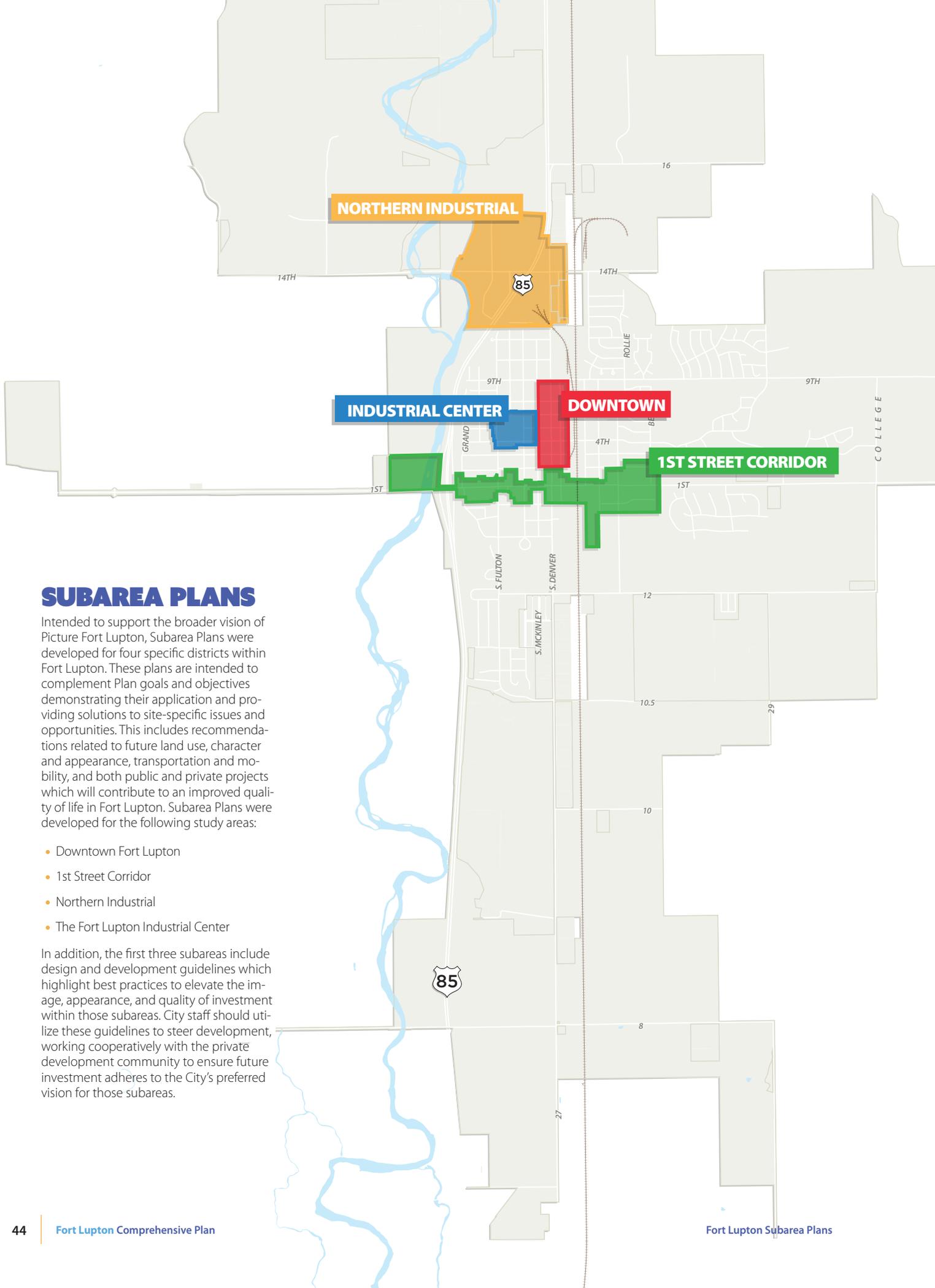


Fort Lupton Planning Area
Industrial Framework

- Existing Corporate Limits
- Light Industrial & Office
- Industrial Parks
- Industrial Growth Area
- Mineral Zone
- Office Parks
- Industrial



SUBAREA PLANS



SUBAREA PLANS

Intended to support the broader vision of Picture Fort Lupton, Subarea Plans were developed for four specific districts within Fort Lupton. These plans are intended to complement Plan goals and objectives demonstrating their application and providing solutions to site-specific issues and opportunities. This includes recommendations related to future land use, character and appearance, transportation and mobility, and both public and private projects which will contribute to an improved quality of life in Fort Lupton. Subarea Plans were developed for the following study areas:

- Downtown Fort Lupton
- 1st Street Corridor
- Northern Industrial
- The Fort Lupton Industrial Center

In addition, the first three subareas include design and development guidelines which highlight best practices to elevate the image, appearance, and quality of investment within those subareas. City staff should utilize these guidelines to steer development, working cooperatively with the private development community to ensure future investment adheres to the City's preferred vision for those subareas.

DOWNTOWN FORT LUPTON SUBAREA

Once the commercial heart of the community, Downtown Fort Lupton has been challenged by a lack of investment and development elsewhere in the City. However, concentrated investment and improvements to the physical environment can help to reinvigorate Downtown's role within the community and generate new activity within the area.

GUIDING PRINCIPLES

Careful management of land use through defined character areas will allow the City to guide future development and redevelopment while reducing conflicts between incompatible uses. Matched with improvements to foster an attractive, pedestrian-friendly environment will further support vitality in Downtown. Further, efforts to diversify, beautify, and elevate the appearance and brand of the Subarea will help create a district that residents can be proud to call their Downtown.

To achieve this vision for the future of the Downtown, the following guiding principles have informed the Subarea Plan; Promoting Mixed-Use, Emphasizing Pedestrian Orientation, and Supporting Investment.

PROMOTING MIXED-USE

Downtown already includes some mixed-use mostly concentrated around the blocks of 3rd Street and 4th Street, such as the Dale's Pharmacy building. New mixed-use investment should support greater activity in Downtown by bringing more individuals to the area around the clock, in turn supporting existing and future businesses. It will also provide spaces for small business and new, affordable residential options. The City should encourage mixed-use development within the Subarea, with a particular focus in the Downtown Core. The City should consider incentives and regulatory assistance programs that will encourage the development of mixed-use buildings in the Downtown.

EMPHASIZING PEDESTRIAN ORIENTATION

Traditionally, Denver Avenue acted as both Fort Lupton's Downtown as well as a transportation corridor supporting automobile traffic. While the Highway 85 bypass has reduced traffic along Denver Avenue, the district has retained many of its auto-oriented characteristics. Examples include businesses which cater to automobile traffic, site design which favors automobile access, or simply the extreme width of Denver Avenue. Given the changed nature of Downtown, future planning efforts for the Subarea should emphasize pedestrian orientation. This includes all elements of the pedestrian experience within the Downtown, such as mobility and accessibility, types of uses, events and activities, and the appearance of the area in general.

SUPPORTING INVESTMENT

Functioning as the urban core of the community, Downtown is well positioned for future investment as Fort Lupton continues to grow. To support this, the City should provide resources and tools that will assist and encourage developers to invest within the Downtown. One example is the existing facade improvement grant program for Downtown properties administered by the Fort Lupton Urban Renewal Authority (FLURA). In addition, the City should establish an inventory of properties within the Downtown that provides information regarding existing uses, preferred future use, available spaces, renovation needs, and other details. This will help the City in attracting developers or businesses to the Downtown and allow for communication with property owners concerning future uses and desired development of specific sites. The City should also consider incentives and programs specific to properties within or near the core blocks that will focus development in that area.



Downtown Fort Lupton Subarea Character Areas

- Downtown Core**
Preferred Land Uses: Commercial retail, commercial service, restaurants, small-scale entertainment uses, office spaces, high to medium density multi-family residential, mixed-use development comprised of first floor commercial retail with office or residential spaces above

- Northern Core Extension**
Preferred Land Uses: Commercial retail, commercial service, restaurants, small-scale entertainment uses, office spaces, high to medium density multi-family residential, mixed-use development comprised of first floor commercial retail with office or residential spaces above

- Eastern Industrial Transition**
Preferred Land Uses: Light Industrial, Commercial Retail, Commercial Service, Restaurants, Small-Scale Entertainment Uses, Office, Mixed-use

- Western Residential Transition**
Preferred Land Uses: Single family attached and detached homes, high to medium density multi-family residential, commercial retail, commercial service, restaurants, office, community facilities, mixed-use development

- Primary Roadways**
 Denver Avenue & 4th Street

- Secondary Roadways**
 Main Street & Park Avenue



CHARACTER AREAS

Downtown Fort Lupton can be subdivided into four character areas, intended to guide future development and investment including improvements in both the public and private realm. The character areas are informed by both existing conditions along with the established vision for Downtown.

DOWNTOWN CORE

The Downtown Core includes the highest density blocks along Denver Avenue which represent the urban center of Fort Lupton. The majority of structures within the area are oriented to the street, resulting in a pedestrian-friendly atmosphere. Largely comprised of commercial retail, office spaces, and mixed-use, future development should mimic the established urban character.

Future investment should be guided to the Downtown Core character area, helping to build critical mass while fostering a dense, pedestrian oriented district. Development and site improvements should be oriented toward Denver Avenue to maintain the urban streetwall. Where appropriate, site design should address Main Street through rear access, pedestrian connections, and other elements. Pedestrian access should be oriented toward priority roadways. Automobile access should utilize side roads to reduce curb cuts along priority roadways.

NORTHERN CORE EXTENSION

The Northern Core Extension, located north along Denver Avenue, features a mix of residential and commercial uses, dominated by low-density auto-oriented development which lack pedestrian-orientation. Given the high visibility along Denver Avenue, the City should view this area as a future 'extension' of the Downtown Core over the long term.

Auto-oriented uses should be encouraged to relocate to more appropriate areas of the community. Future investment should conform to design guidelines and contribute to an urban atmosphere with regards to site design, scale, and density. Future investment and site improvement should be oriented toward Denver Avenue to establish a consistent streetwall. Where appropriate, site design should address Main Street through rear access, pedestrian connections, and other elements.

EASTERN INDUSTRIAL TRANSITION

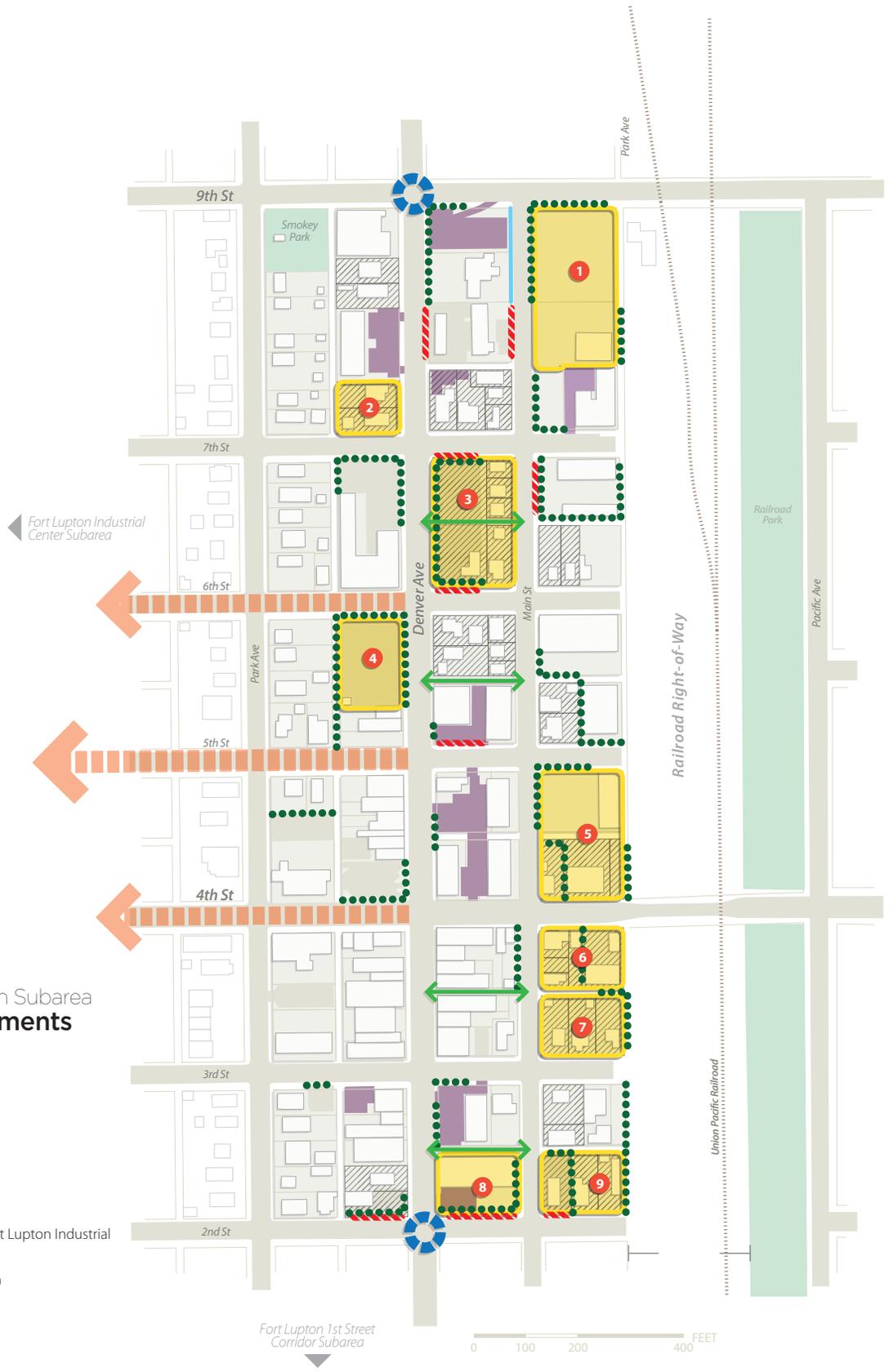
The Eastern Industrial Transition contains a wide variety of uses, including industrial businesses, single family homes, and auto-oriented commercial. Given proximity to the Union Pacific Railroad, this area will likely continue to attract industrial development. As such, the City should treat the district as a transitional zone, supporting an appropriate blend of light industrial businesses with commercial and office spaces. This could foster a small, localized employment center supported by access to Downtown amenities and nearby neighborhoods.

Although single family homes exist within the Subarea, the City should support the re-development or conversion of these homes to commercial and office uses. Additional single family homes should be prohibited. Future investment and site improvements should be oriented toward Main Street, ensuring the public right-of-way is attractive and appropriately screened. Unattractive areas, outdoor industrial operations, and other unappealing uses should be oriented toward the railroad. Outdoor storage, truck parking, and heavy industrial uses should be prohibited. Site design should support coexistence of commercial and industrial uses while minimizing impacts.

WESTERN RESIDENTIAL TRANSITION

The Western Residential Transition is dominated by medium density, one floor single family homes. Given its position, the character area should act as a transitional zone between development along Denver Avenue and residential neighborhoods to the east. This should include a mix of both medium and high density residential with appropriate commercial businesses, office uses, and community facilities as the Downtown Core grows outward.

Future improvements should be oriented toward Park Avenue, contributing to a consistent streetwall. The built form should mimic the established density and scale. Site design should minimize impacts between commercial and residential uses while ensuring both can coexist within the character area. Screening should reduce impacts of higher intensity uses on the adjacent areas.



Downtown Fort Lupton Subarea Improvements

-  Downtown Gateway Feature
-  Improve Screening
-  Potential Alley Activation
-  Improve Surface Parking
-  Extend Sidewalk
-  Potential Curb Cut Reduction
-  Pedestrian Connection to Fort Lupton Industrial Center Redevelopment
-  Promote Parcel Consolidation
-  Opportunity Site
-  Existing Parks / Open Space

OPPORTUNITY SITES

- 1 This site contains the Fort Lupton Buddhist Temple, an important historic and cultural landmark, and a large dirt parking lot, enclosed by chain link fencing. The City should encourage onsite improvements to elevate the site's appearance, such as an improved parking lot, landscaping, better screening, and better access to the Temple. In addition, the City should work with those operating the Temple to discuss future goals and consider partnership opportunities that could better promote the site as a community asset.
- 2 This site contains two residential properties which are inconsistent with the Character Areas Framework. The City should promote redevelopment or conversion to more appropriate uses, which could include commercial, office, or mixed use. Consolidation would create a larger parcel to accommodate more continuous development. Given the high visibility along Denver Avenue, property maintenance and appearance from the public right-of-way should be a key consideration. Due to historic structures on the site, adaptive reuse and other creative options should be encouraged.
- 3 This site contains a car dealership along Denver Avenue and residential properties along Main Street, both of which are inconsistent with the Character Areas Framework. Over the long term, the City should work to relocate the dealership to support redevelopment of these properties as commercial or mixed use with high density multifamily. Parcel consolidation could create two larger lots between Denver Avenue and Main Street, with an alley running east to west between them.
- 4 This site contains an auto-service lot enclosed with chain link fencing with barbed wire. This use is inconsistent with the Character Areas Framework and has a significant impact on the appearance of the Subarea. The City should encourage relocation of the existing user to allow for redevelopment of the site, which could include commercial or mixed-use with multifamily residential.
- 5 This site contains an industrial business and a residential home which are inconsistent with the Character Areas Framework. Given the site's visibility along 4th Street, redevelopment could have a significant impact on the character of the area. The City should work with existing users to relocate and subsequently redevelop the site, which could include commercial, mixed use, or light-industrial. Site design should be responsive to potential impacts and opportunities related to the adjacent railroad right-of-way.
- 6 This site contains residential properties, a vacant bar, and an auto-repair business. Due to the site's visibility along 4th Street and proximity to the Downtown Core, redevelopment could have a significant impact on the character of Downtown. The City should work with existing users to appropriately relocate and subsequently redevelop the site, which could include commercial, mixed use, or light-industrial. Site design should be responsive to potential impacts and opportunities related to the adjacent railroad right-of-way. Due to historic structures on the site, adaptive reuse and other creative options should be encouraged.
- 7 This site contains single-family residential properties which are inconsistent with the Character Areas Framework. The City should work with property owners to redevelop the site to more appropriate uses, such as commercial, mixed use, or light industrial. Parcel consolidation may be necessary to support investment at an appropriate scale for this area. Due to historic structures on the site, adaptive reuse and other creative options should be encouraged.
- 8 This site contains an auto-oriented commercial business which is inconsistent with the pedestrian orientation of the Downtown Core. However, the existing structure is architecturally distinct and contributes to the Downtown streetwall. As such, the City should maintain this structure as a commercial property but a more appropriate user, such as a retail or service business. The City should also encourage renovations which will emphasize pedestrian-orientation such as a facade improvement.
- 9 This site contains a single-family residential home and a car dealership, which are inconsistent with the Character Areas Framework. The City should appropriately redevelop the site to more appropriate uses that better match the character of the Downtown Core, such as mixed-use development. Parcel consolidation may help provide a larger, market viable lot with increased frontage to Denver Avenue. However, both existing structures on the site are high quality and have unique architectural elements. The City should work with property owners to explore renovation and conversion of these structures to appropriate commercial uses.

SUBAREA IMPROVEMENTS

LIMITING INCOMPATIBLE USES

The Downtown Subarea contains a wide variety of land uses, often resulting in incompatible uses on adjacent properties. As a long term objective, the City should work with property owners and local businesses to relocate them to better suited areas of the community. This would allow for redevelopment of these properties to better the character of the subarea. The City should also consider incentives and regulatory assistance programs to encourage appropriate redevelopment. Prominent examples of incompatible uses which should be addressed include:

- Single family homes in the Downtown Core, Northern Core Extension, and Eastern Industrial Transition Character Areas
- Auto-oriented businesses in the Downtown Core and Northern Core Extension Character Areas
- Commercial businesses selling goods and services which cater predominately to industrial clientele in the Downtown Core and Northern Core Extension Character Areas

IMPROVING PRIORITY ROADWAYS

Central to the character areas is the orientation of parcels toward priority roadways that act as spines for the Downtown. Priority roadways are the principal routes by which individuals move through and experience Downtown Fort Lupton. As such, the City should concentrate focus along these roadways, ensuring that each provides a positive appearance and atmosphere as part of the Downtown. Priority roadways are separated into two categories – Primary Roadways and Secondary Roadways.

As the City begins to address issues within the Downtown Subarea, priority roadways should be a key consideration. At the foundation, site design, architecture, and improvement projects should contribute to a positive experience along these roadways by orientating activity toward the street and locating unattractive areas and auto-oriented elements away from the street. Where a property is adjacent to both a primary and secondary roadway, the City should encourage development that will address both. In general, the City should implement the following criteria for properties in relation to priority roadways within the Downtown Subarea:

- Structures should be oriented toward priority roadways, with minimal setbacks to create a consistent streetwall.
- Pedestrian access should be oriented toward priority roadways. Where applicable, automobile access should utilize side roads to allow reduction of curb cuts along priority roadways.
- Parking should be sited in the rear, away from priority roadways and the public right-of-way. Where surface parking is adjacent to a priority roadway, appropriate screening should be installed.
- Unattractive areas and uses, such as industrial operations, outdoor storage, loading bays, and utilities should be out of sight from priority roadways.

CONSOLIDATING MAIN STREET

Given the smaller depth of lots west of Main Street and east Denver Avenue, the City should promote parcel consolidation to create larger lots with better potential for redevelopment. This would allow for site design with frontages and connections to both Denver Avenue and Main Street, supporting denser, urban development in Downtown. However, parcel consolidation should be a tool to support appropriate investment along both Main Street and Denver Avenue. As part of development review, the City should avoid auto-oriented developments or uses which front to Denver and use Main Street as a service road.

PROVIDING SAFE LIGHTING

Lighting within Downtown should create an inviting atmosphere where pedestrians feel safe at night while minimizing light pollution. As such, lighting should provide necessary illumination for automobile traffic, complemented by lighting scaled for sidewalks and pedestrians. Lampposts should be unique and feature a distinctive design specific to the branding and image of Downtown.

Individual businesses should provide pedestrian lighting that illuminates the front of the building, doorways, and outdoor seating areas. Structures with unique architecture should be encouraged to illuminate these features at night. In general, flood lights and larger lampposts with bright illuminations should be restricted to reduce light pollution.

CREATING PUBLIC SPACE DOWNTOWN

Downtown Fort Lupton lacks any formal public space to support community gathering. Given the limited available land for such a space, the City should explore long-term options for establishing a public space within or near Downtown. Long-term redevelopment of the Fort Lupton Industrial Center Subarea is one opportunity to provide this space. If that site is redeveloped to include public space, the City should make efforts to connect Downtown to the site and utilize this space to support Downtown activity.

In addition, the City should encourage private property owners and developers to provide plazas, small open spaces, parklets, and other amenities as part of future development to strengthen downtown pedestrian activity.

REDUCING PAVED SURFACES

Downtown Fort Lupton includes an expanse of paved areas, which can contribute to an empty and uninviting appearance. The City should work with property owners and developers to reduce paved surfaces and their impact upon the image of Downtown. Efforts to reduce paved surfaces should be complemented by projects to reduce their visibility. As part of site design, paved areas should be located on the rear of properties and appropriately screened from the public right-of-way. Impervious areas should not be allowed in substitute of landscaping as front-yard treatments.

ENSURING ADEQUATE SCREENING

Due to the variety of uses and development types within Downtown, screening is essential to minimize conflicts. Ideally, parking should be sited in the rear, away from priority roadways and the public right-of-way. Where surface parking is adjacent to a priority roadway, screening should disrupt views of pavement and mimic the street-wall as established by adjacent structures.

The City should evaluate existing uses within the Downtown and identify where screening between incompatible uses is needed, with an emphasis on residential properties adjacent to high intensity industrial or commercial businesses. Long-term redevelopment of incompatible properties should help address these issues. In addition, the City should require screening of loading bays, trash and recycling dumpsters, service and storage areas, and utilities. In particular, screening should reduce unattractive views from the public right-of-way along priority roadways.

BRANDING DOWNTOWN

Downtown Fort Lupton should act as the City's core, a mixed-use, pedestrian friendly district where residents and visitors want to spend time. However, this requires a well-communicated and visual brand that defines Downtown with a distinct feel, atmosphere, and intent.

The City should launch a complete, multi-faceted branding and promotional campaign for Downtown Fort Lupton. This should include both physical improvements to create a visual brand in the district itself, as well as initiatives and strategies to create greater awareness of the district, the amenities it offers, and its position within Fort Lupton.

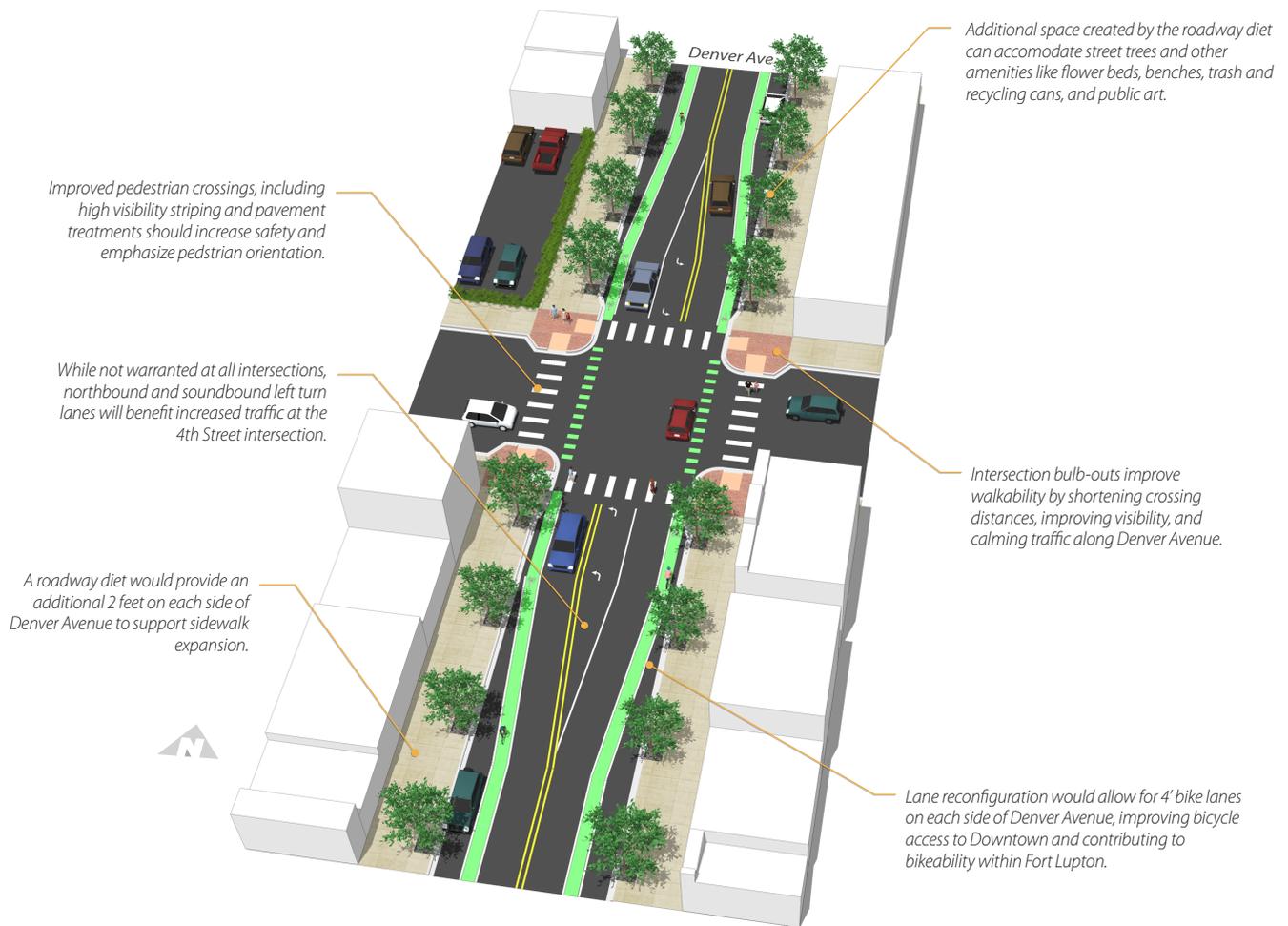
Establishing Gateways

As a key element of branding Downtown, the City should construct gateway features announcing entry into the district and clearly define the boundaries of the area, working with the built form, streetscaping, and other improvements. This will foster greater awareness of the Downtown and its location within Fort Lupton.

Larger, more prominent gateway features should be located along the primary roadways, Denver Avenue and 4th Street. Additional gateways can be developed along secondary roadways as deemed necessary per traffic counts and future development.

Integrating Public Art

To support branding of the Downtown, the City should identify opportunities to feature public art, such as murals, sculptures, or installations. The existing mural in the alley between 3rd Street and 4th Street on Denver Avenue is a great example of public art. The City should work with the Art in Public Places Committee, local artists, schools, and other organizations to incorporate public art that is representative of Fort Lupton, the local and regional culture, and the Front Range landscape. As appropriate, public art should also be integrated within streetscaping efforts and other improvements to the public right-of-way.



RECONFIGURING DENVER AVENUE

The City should consider a roadway diet for Denver Avenue to better allocate the wide public right-of-way and support all users within Downtown. This reconfiguration should account for existing conditions, adjacent uses, connectivity within the sub-area, and mobility across Fort Lupton. The potential reconfiguration would include:

- Two 11' travel lanes
- Two 4' bike lanes
- 8' parallel parking on both sides

Given the importance of Denver Avenue as a primary roadway in the Downtown, as well as the width of the public right-of-way, the City should prioritize Denver Avenue for a complete streetscape project. In addition, following completion of such a project, the City should explore opportunities to conduct additional streetscaping and reconfiguration projects within the Downtown, particularly for other primary and secondary roadways. To support these improvements, the City should work with CDOT to explore the possibility of transferring ownership of Denver Avenue to the City.

IMPROVING THE STREETScape

Roadways and the public right-of-way constitute the majority of public space within the Downtown Subarea. While the City has made improvements to the public right-of-way, sidewalks in the district are largely utilitarian, lacking amenities, character, or other improvements. In addition, roadways within the Downtown are generally wide, particularly Denver Avenue which extends roughly 50 feet or more from curb to curb. As a result, Downtown can feel more like a transportation corridor than a dense, pedestrian oriented district.

The City should make streetscaping improvements to strengthen the pedestrian experience, elevate the appearance of Downtown, and make the district more inviting. Denver Avenue should be prioritized for streetscaping improvements, followed by other priority roadways. The following considerations should be reviewed and incorporated as necessary for all streetscaping projects within the Subarea:

Sidewalks

Downtown sidewalks exhibit a wide variety of designs and standards, varying greatly in width, curb cut design, age, and upkeep. This can result in a disorganized appearance within the Downtown, and limit the effectiveness of access. The City should review and update development regulations for sidewalks as necessary to establish a set of consistent standards for the width, design, and construction. In general, sidewalks should be expanded to create more substantial public spaces. As part of any streetscape projects, sidewalk design should incorporate established standards while being responsive to potential road diets.

Pedestrian Amenities

The City should incorporate dedicated pedestrian amenities as part of any streetscaping projects, including benches, trash and recycling cans, pedestrian scaled lighting, water fountains, and other features. Along Denver Avenue, a potential road diet should support wider sidewalks and allow greater space for amenities which elevate the pedestrian experience. The City should also explore new innovations and amenities which could create unique public spaces.



ACTIVATING ALLEYS

Historically, Fort Lupton was platted with alleys to provide rear access to individual properties. While many remain intact, some are no longer in use, are poorly maintained, or consist of dirt or gravel, such as alleys east of Denver Avenue between 2nd and 3rd Streets or 5th and 6th Streets. The City should work with property owners to ensure all alleys are carefully maintained, including removal of weeds, trash, and debris. In general, alleys should be paved or improved with more permanent materials, such as pavers or brick.

In addition, the City should review frequency of use, maintenance, and accessibility to determine if existing alleys could be converted for alternative uses, such as trail connections, small plazas, or linear parks or open spaces. For example, the alley between 3rd Street and 4th Street could be converted to a pedestrian trail connecting Denver Avenue and Main Street. This would improve walkability, capitalize on the existing mural, and create a unique public space at the heart of the Downtown.



MANAGING PARKING

Residents have voiced concerns that Downtown lacks adequate parking; however, this may be due to a consumer preference for parking immediately adjacent to one's destination. A review of existing businesses revealed that Downtown parking is ample to meet current demand, including both private surface lots and on-street public parking. However, increased development and activity could create a greater need for public parking Downtown. The City should encourage the long-term consolidation of private parking to either shared or public lots to ensure that parking is not given precedence over development and allow for investment in the Downtown where parking requirements may be a limiting factor.

Formalizing Parking Lots

The City should work with property owners to improve existing parking through the addition of curbs, painted parking stalls, clearly marked entrances, and defined areas for automobile and pedestrian movement. Parking lot improvements should include edging or barriers to separate parking areas from adjacent sidewalks, and extended curb cuts should be prohibited. Parking lots should be appropriately screened from the public right-of-way, and larger lots should be encouraged to incorporate perimeter landscaping and landscape islands. Parking lots within Downtown should be fully paved, and materials, such as gravel, dirt, or rocks should be prohibited for parking areas.

REQUIRING PROPERTY MAINTENANCE

While the Downtown has high quality and distinctive buildings, property maintenance is generally inconsistent, and the Subarea includes numerous properties which are poorly maintained. This includes damage to primary structures, overgrown or unkempt yards, outdoor storage areas, and accumulation of debris. The City should strictly apply necessary development regulations and design guidelines to ensure necessary property maintenance and upkeep. This should include regular review of properties to confirm they are up to code, as well as cooperation with property owners and businesses to identify improvements that could be made. The City should consider establishing programs and incentives to assist with and encourage greater property maintenance, such as home or business improvement loans.

Downtown Fort Lupton Subarea DESIGN GUIDELINES



These design guidelines are intended to guide private development and investment in a manner which will contribute to an improved appearance and image for the Downtown Subarea. In addition, implementation of the guidelines will assist with the vision and specific recommendations of the Subarea Plan.

BUILDING SCALE, FORM & PROPORTION

Downtown consists largely of compact, 1 to 2 story structures on smaller lots, many of which are narrow. These characteristics are consistent with a “small town” feel that is often desirable for urban districts. In general, future development should maintain the existing scale, form, and proportion found within the blocks between 3rd and 4th Street while allowing necessary variation per the needs of contemporary development. As the infill development occurs over time, slight increases in scale, form, and proportion may be preferred in the future to support greater density and bulk in the Downtown.

- Rehabilitation and new construction should respect the existing scale, character, and architectural elements of buildings in Downtown.
- Preferred structures should be two- to three-stories in height to maintain the urban character and contribute to a consistent “streetwall” in the Downtown. One-story buildings should be discouraged, as they do not align with the mixed-use vision for Downtown and do not contribute to an urban character. Structures four-stories or higher should be allowed as appropriate based upon property size, site design, and adjacent development.



- Design elements that extend beyond the typical building height, such as clock towers or spires, should be encouraged.
- Consideration should be given to building elements at the ground level to ensure that the buildings have human scale and create a harmonious environment.
- Columns, pilasters, window placement, and other architectural features should be used to subdivide the facades of larger buildings into several smaller vertical segments to reflect the scale and proportion of adjacent properties.
- Architectural details on larger buildings should be used to help maintain the scale and proportion of Downtown. These details include the size of windows, the location of doorways, and the design and placement of columns, pilasters, moldings and other decorative features.
- Multiple storefronts that are part of the same building should have complementary facade designs, particularly with respect to color, cornice line, and decorative materials



BUILDING MATERIALS

Building Materials within the Downtown Subarea should be consistent with existing structures in the core blocks between 3rd Street and 4th Street along Denver Avenue. These feature materials common to traditional architecture, including earth-tone brick and stone, with some tile and terra cotta ornamentation. New investment and exterior renovations should utilize similar materials or complementary materials which are in line with the general character and style of existing architecture.

- Buildings should use masonry and brick as the primary material.
- Whenever possible, original building materials should be maintained and restored.
- Accent materials should include stone, simulated stone, terra cotta, and wood and metal trim.
- New buildings should be constructed of traditional masonry building materials such as brick or stone.
- New materials, including the color, size, and finish of brick and stone should be compatible with older existing materials.

BUILDING PLACEMENT & ORIENTATION

Structures within the Downtown Subarea should be pedestrian oriented to create a dense, urban district which is walkable. Orientation to the street will help expand the existing streetwall and create a greater sense of enclosure preferred in high density, pedestrian oriented areas.

- Pedestrian access and the pedestrian experience should be a key consideration in site design and layout, with automobile movement and access secondary.
- Primary structures should be located at the front of the property with zero lot lines. Front yard setbacks should be minimized or prohibited. Sideyards should not be required, but may be permitted for larger lots. Lots which are smaller or narrow should allow complete lot coverage.
- Structures should be oriented toward the street, with primary access oriented to the lot frontage. Corner lots may choose to provide access from both roadways as appropriate to site design. Structures and primary access points oriented to parking areas should be prohibited.
- Setbacks should create a consistent, uniform streetwall and support visual cohesion between adjacent structures. Limiting the range of possible setbacks, or prohibiting setbacks altogether, will reduce the potential for visual 'holes' in the streetwall.
- Properties within the Downtown Subarea should not require on-site parking. Parking should instead be accommodated by on-street parking and shared lots as appropriate. If a developer intends to include on-site surface parking, it should be located behind the primary structure.
- Service areas, loading bays, utilities, and storage areas should be located behind the primary structure, away from the property frontage and public right-of-way.



ROOFLINES & PARAPETS

Roofs in the Downtown are typically flat or shallow-sloped, and a number of buildings have decorative parapets. Some structures have steep-sloped roofs along the property frontage that extend from the top of the building over the pedestrian right-of-way. Moving forward, structures should retain and complement existing rooflines in Downtown.

- In most cases, the original roofline and cornice treatment of existing buildings should be maintained and restored.
- Roof projections or overhangs which extend from the top of the building over the pedestrian right-of-way should be discouraged in favor of canopies or awnings.
- Rooflines and cornice elevations should be generally consistent with surrounding development, though variation is encouraged to provide visual interest.
- Long, continuous eaves or rooflines should be broken by vertical trim elements, small setbacks, moderations in elevation, etc. to avoid monotony and create visual interest.
- Roof parapets should be encouraged to create an interesting building profile when combined with neighboring buildings; parapets should extend above the roof to hide vents, coolers, and other rooftop mechanical equipment. Parapets are decorative and should not count in the overall measurement of the building height.
- Gable, hip, sloped mansard, shake, or shingle roofs should be discouraged. Open gable roofs may be allowed if complemented by appropriate parapets to mimic the established roofline character of adjacent buildings.

AWNINGS & CANOPIES

Awnings and canopies protect shoppers from the elements while providing an inexpensive way to provide color and excitement at the street level. Awnings within Downtown consist of a variety of materials and configurations, including canvas, tiles, and roofing materials, as well as flat awnings. Generally, awnings should add visual interest to structures and elevate the appearance of the Downtown.

- Awnings and canopies should be in character with the architectural style of the building. However, design should clearly distinguish awnings from the primary structure. Awnings should act as an accessory, and not a structural element of the building.
- Awnings and canopies should not be made from roofing materials nor should roof projections or overhangs be in place of dedicated awnings or canopies.
- Awnings and canopies should be positioned at least eight feet above the sidewalk.
- Awnings should fit within the frame of the storefront; they should not hide the building's facade, distort its proportions, or cover architectural features. Generally, awnings should be mounted between the ground floor cornice and transom window.
- Where several storefronts were developed as a single building, they should have awnings of a similar style and similar color.
- Adjacent buildings developed at different times should have awnings of a compatible style and color scheme.
- Shingle, mansard, and arch-profiled canopies should be discouraged.



REAR YARDS

The design, appearance, and upkeep of rear yards is also important to the appearance of Downtown. In particular, the potential of parcel consolidation between Denver Avenue and Main Street may result in rear yards regularly visible along Main Street.

- The rear portions of all properties should be clean, well maintained, and clear of trash and debris.
- The backs of existing buildings should be repaired, repainted, and upgraded as required.
- New buildings within the Core should have attractive rear facades.
- Rear entrances to stores and shops should be encouraged where practical, particularly on blocks where public parking or pedestrian walkways are located behind the buildings.
- Rear entrances to stores and shops should be attractive, safe, and inviting, and should be characterized by design treatments that are pedestrian friendly.
- Trash receptacles, dumpsters, service areas, and outdoor storage facilities should be well maintained and screened from view of public streets, sidewalks, and parking areas.



DOORS & ENTRANCES

Doors and primary entrances are an essential element of the pedestrian experience, especially for commercial businesses. In general, doors should welcome potential customers into individual stores, be inviting and attractive to pedestrians, and add visual interest at the street level. In addition, they should be sized in scale with the building's facade, windows, and general proportions within the Downtown.

- Entrances should be clearly identified and emphasized with address numbers and attractive doorway detailing.
- Doors and entrances should be at grade with the public sidewalk at the point of entry to the building.
- The front doors of new buildings should reflect the doorway placements and proportions of existing buildings along the same block.
- Entrances should be recessed from the front lot line between 3' and 8' in order to accommodate out-swinging doors that do not interfere with pedestrian circulation on the public sidewalk.
- New doors should be compatible with the architectural style and character of the facade.



WINDOWS

Street level windows have an important impact on the character and appearance of an urban district. In particular, display windows have a significant impact on commercial areas and allow for 'window shopping.' Generally, windows should allow pedestrians to see merchandise and activity within a commercial business from the sidewalk.

- The ground floor of primary structures should have display windows oriented to the street to support commercial businesses and create greater visibility.
- Storefronts should maximize the amount of transparent area through the use of large ground-floor display windows, transom windows, and large glass panels on doors.
- Blank walls should be avoided, particularly next to pedestrian walkways.
- Individual offices, bathrooms, and other private areas should be positioned away from the property frontage to discourage drawing of blinds or shutters at the ground-level.
- Size and placement of windows on new buildings should reflect the window types, sizes, proportions, and patterns on nearby existing buildings.
- Window glazing on the ground floor should be clear or slightly tinted, not dark or reflective.
- Where existing windows are important architectural features in a building's facade, window size and configuration should be maintained.
- Decorative or functional shutters are appropriate for upper story facades. However, shutters should be sized to fully cover the window area when closed, and should be made of attractive high-quality materials consistent with the primary facade and trim materials.

BUILDING SIGNAGE

Signage not only communicates the nature of individual businesses, but also influences the overall image and character of the Subarea.

- All businesses should utilize signage to clearly mark their location and supports wayfinding within the area.
- Exterior signs should be limited to business identification and description; temporary signs for special promotions, sales, products, and advertising should be discouraged.
- Wall-mounted signs should be designed as an integrated component of the building facade, and should not cover important architectural details.
- The size, material, color, and shape of signs should complement the architectural style and scale of the building.
- Raised individual letters mounted directly on the building face should be encouraged.
- Small signs, graphics, and logos applied directly on glass windows and doors should be encouraged at the street level.
- The use of temporary sidewalk "sandwich boards" signs could be considered, subject to strict control for safety and accessibility.
- While temporary signs and posters may be applied to doors or windows, they should not be so large or so extensive that they obscure views into stores and shops or result in unnecessary visual clutter.
- Street numbers should be prominently displayed at the main entrance and on signage as appropriate.
- Pole signs, internally illuminated box signs, neon signs, or signs using electronic displays should be prohibited.
- When a building contains multiple storefronts, signage for all businesses should be consistent in design and placement.



SCREENING

The primary function of screening within the Downtown Subarea should be to reduce conflicts between incompatible uses and limit views of unattractive areas and surface parking from the public right-of-way.

- Utility areas, refuse areas, and service bays should be screened from view, preferably within a formalized enclosure.
- Screening should include landscaping and/or decorative fencing that is of the same character as the primary building.
- Parking lots should be screened from the public right-of-way and adjacent sidewalks using low masonry walls, evergreen plantings, or decorative fencing. Landscaped areas should also be encouraged as a buffer; however, these should not replace necessary year-round screening.
- Screening should consist of high quality materials such as iron or wood fencing as well as brick or masonry walls. Chain link fencing and other semi-permanent materials should be prohibited.
- Where applicable, landscaped buffers, berms, and other natural features should be encouraged to supplement fencing, walls, or more traditional screening.
- Screening and landscape buffers should meet a minimum requirement of opacity, as set by the City, to disrupt views from the public right-of-way.
- Buffers or appropriate screening should be located between industrial properties and any adjacent lower-intensity uses, such as residential homes.



PARKING

Parking lots within the Downtown Subarea should be formalized and improved with industry standard infrastructure that clearly defines and separates automobile and pedestrian movement. Application of best practices for parking areas will also improve the appearance of the Subarea, reduce the impact of extensive paved areas, and make Downtown safe and walkable for pedestrians.

- Parking areas should be paved with cement or other permanent surface materials. This can include pavers which are specifically designed for parking surfaces. The use of dirt, gravel, pebbles, or decorative rocks as a parking surface should be prohibited.
- The City should encourage the use of permeable surfaces for Parking areas, such as specifically designed pavers which support water infiltration. However, this should not include semi-permanent materials or those which can be washed away or eroded by heavy stormwater, such as dirt or gravel.
- Parking areas should be clearly defined using curbs and striping to indicate automobile and pedestrian movement, including ingress and egress and the location and dimensions of parking stalls.
- Ingress and egress to parking areas should be provided by formalized curb cuts. Dimensions for curbs cuts should allow for necessary automobile access without becoming extended or running the entire length of the parcel frontage. Where possible, curb cuts should be limited to avoid conflicts with pedestrian amenities, while still supporting necessary connectivity within the lot.
- Landscape islands should be encouraged to break up extensive paved areas and assist with stormwater management. Landscape islands should be incorporated within site design as appropriate per the size and circulation pattern of the intended surface parking. Greenery should consist of canopy trees, attractive groundcover, and/or decorative bushes.
- Dependent upon the use and regular hours of operation, lighting should be considered as part of parking lot design. If necessary, lighting should include both vehicular scale and pedestrian scale lighting. Excessive lighting and light pollution is discouraged.

Fort Lupton Subarea Plan

1ST STREET CORRIDOR SUBAREA

1st Street is Fort Lupton's primary east-west connection, providing access to Downtown Fort Lupton, Highway 85, residential neighborhoods, local schools, and adjacent communities. The corridor includes both residential and a variety of commercial businesses and auto-oriented uses, supported by consistent traffic moving both to and through the community. Efforts to best utilize available land and foster best practices for site design should create greater cohesion throughout the subarea and benefit safe, efficient mobility. Further, by supporting projects to improve the appearance of both private property and the public realm, the City will help elevate 1st Street's role as an entrance into the community, creating a welcoming gateway that invites visitors and residents to Fort Lupton.

CHARACTER AREAS

The 1st Street Corridor Subarea has been subdivided into four character areas, intended to provide a guide for future development and investment as well as physical improvements in both the public and private realm. The character areas are informed by both existing conditions and land uses along with the established vision for the 1st Street Corridor and preferred types of uses in the future.

HIGHWAY 85 COMMERCIAL GATEWAY

This character area includes a variety of commercial businesses which act as the gateway to Fort Lupton from Highway 85. The inconsistent properties within the area have resulted in a mix of unusual development patterns, creating a disorganized appearance. The City should support both regional chains and local commercial businesses within the area, while encouraging best practices that strengthen the area's role as a gateway to Fort Lupton.

Development and site improvements should be oriented toward 1st Street and site design should ensure adequate access, circulation, and pedestrian connections. Cross access should be encouraged to support curb-cut reduction along 1st Street. Landscaping, screening, and other on-site improvements should be heavily encouraged to elevate the appearance of 1st Street.

1ST STREET RESIDENTIAL

This character area is dominantly residential, including single family homes with supporting uses. As such, the atmosphere and built form differs greatly compared to commercial areas to the east and west. Given available development opportunities elsewhere in the City, commercial investment should be discouraged in this area. Instead, residential uses should be preserved and enhanced to demonstrate the quality of Fort Lupton's neighborhoods.

Individual properties should utilize side roads for primary access to limit curb cuts along 1st Street. Screening and landscaping should create a positive appearance while reducing the impact of 1st Street automobile traffic on residential properties. Landscaping, regular maintenance, and other improvements should be emphasized to establish a positive first impression of Fort Lupton.

DENVER AVENUE INTERSECTION

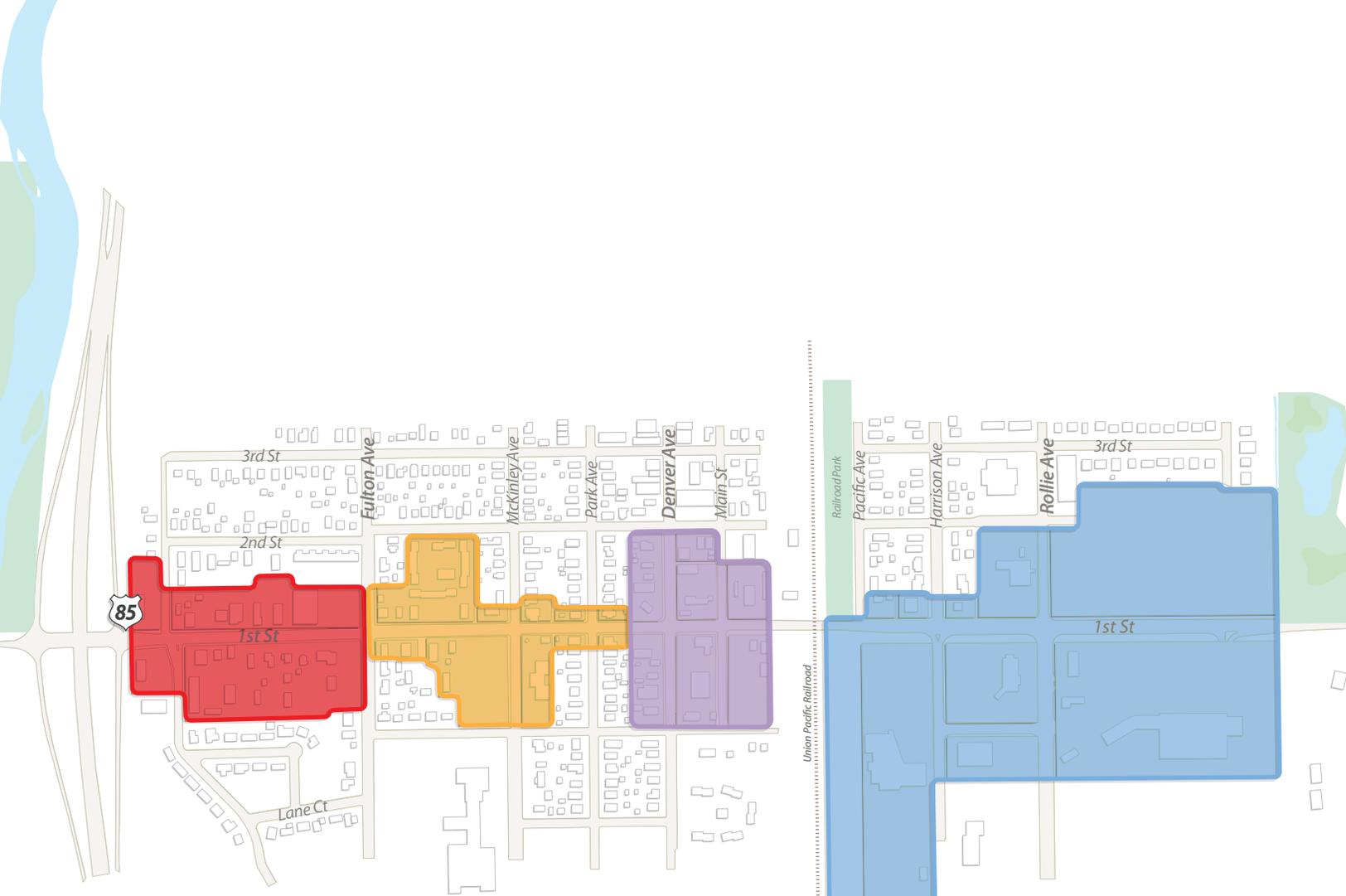
This character area includes a variety of commercial uses, many auto-oriented, surrounding the intersection of 1st Street and Denver Avenue. The intersection acts as a gateway to Downtown while supporting a high frequency of traffic. The City should encourage commercial investment in this area that fosters a cohesive district while supporting private and public investment that creates an attractive and inviting entrance into Downtown.

Residential and industrial uses should be prohibited within the character area. Higher intensity commercial uses should be guided toward properties along the railroad right-of-way. Extensive pavement, gravel parking lots, extended curb cuts, and other auto-oriented elements should be discouraged in favor of site design which accounts for the pedestrian experience. Landscaping, screening, and other on-site improvements should be heavily encouraged to elevate the appearance along 1st Street.

EASTERN 1ST STREET COMMERCIAL

This character area features some of the City's highest quality commercial investment, particularly the Safeway development. The City should emphasize these properties as best practices for future investment, while suggesting fine-tuned improvements that may further elevate the quality of development.

Site design should reduce views of loading zones, storage areas, and utilities from the public right-of-way. Appropriate screening should reduce impacts on adjacent residential areas. Site design should include considerations for pedestrian mobility, including access to primary structures and potential pedestrian connections to adjacent residential areas.



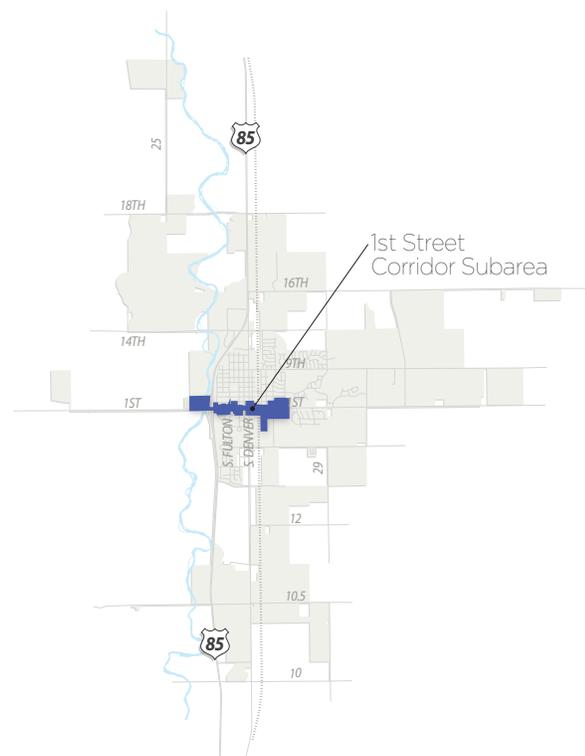
1st Street Corridor Subarea
Character Areas

- Highway 85 Commercial Gateway**
Preferred Land Uses: Restaurants, commercial retail, commercial service, auto-oriented commercial, and hospitality uses

- 1st Street Residential**
Preferred Land Uses: Single family detached and attached homes, small multi-family residential buildings, public and semi-public uses, and parks and open space

- Denver Avenue Intersection**
Preferred Land Uses: Auto-oriented commercial, restaurants, commercial retail, commercial service, public and semi-public uses

- Eastern 1st Street Commercial**
Preferred Land Uses: Commercial retail, commercial service, auto-oriented commercial, restaurants, small office spaces, and public and semi-public uses





4 This site contains a 94 stall surface parking lot for the adjacent restaurant. Per the City's zoning code, the restaurant is required to provide 34 parking spaces. The City should work with the property owner to explore options for redevelopment of the surplus 60 spaces. Due to the location and visibility of the property, new investment could have a significant impact on the corridor by reducing expansive, empty surface parking. Given the parking surplus, new development should not affect the existing restaurant and site design could allow for a shared parking lot with enough spaces to accommodate both uses.

5 This site contains two multifamily residential structures and a private open space for the larger residential property fronting to 2nd Street. While compatible within adjacent uses, site design and orientation of these properties creates an empty and unengaging stretch along 1st Street. The City should work with necessary property owners to explore opportunities for redevelopment, including parcel consolidation or redrawing that may support viable investment.

6 This site contains a variety of uses, including both commercial, residential, and light industrial structures. Given the varying nature and intensities of uses on the property, the City should redevelop the site in the long term. The size and location of the property make it viable for commercial retail or service, including auto-oriented businesses. For example, this site could support relocation of auto-oriented uses from the Downtown Subarea.

7 This site contains a vacant lot which is currently parceled on the same property as the O'Reilly Auto Parts along 1st Street. Given that the site is already cleared and prepared, the City should facilitate immediate development, coordinating with the property owner and related organizations, such as the Chamber of Commerce. Site design for new investment should utilize the existing cross access from O'Reilly Auto Parts to avoid additional curb cuts on Harrison Avenue.

8 This site contains a large vacant lot which has been previously platted for development. This property is well positioned within Fort Lupton to provide space for new commercial retail and service uses. New investment on the property should reflect the design and style of the adjacent Safeway Development, aiming to offer residents additional shopping options.

SUBAREA IMPROVEMENTS

BRANDING 1ST STREET

For many, 1st Street will be their first impression of Fort Lupton, as well as a familiar backdrop when traveling through the community. Moving forward, the City should emphasize the corridor's role as a community gateway. The City should establish a brand and image for the subarea to emphasize its role as a community gateway and provide a positive experience for individuals moving within and through the area.

Establishing Gateway

As a first step, the City should develop dedicated gateway features at key entry points into the community along 1st Street. This should include a prominent gateway feature between the north-bound Highway 85 entry/exit ramps and Grand Avenue, complemented by a similar gateway feature on the east side of the Subarea. These gateways should be consistent in design with gateway features developed elsewhere in the community. The City should coordinate with CDOT to explore opportunities for high visibility gateways, such as elements that arch over the roadway and create a visible 'doorway' into the community.

Integrating Public Art

To support branding of 1st Street, the City should identify opportunities to feature public art in the Subarea, such as murals, sculptures, or installations. The City should work with local artists, schools, and other organizations to incorporate public art that is representative of Fort Lupton, the local and regional culture, and the Front Range landscape.

IMPROVING THE STREETScape

The cross-section of 1st Street lacks consistency and includes a variety of sidewalk designs, roadway configurations, pedestrian crossings, and amenities standards. Coordinating with CDOT, the City should complete a streetscaping project for the corridor. This would provide the City with greater control over the many elements that constitute 1st Street. Given the length of the corridor, a streetscaping project would likely require separate phases to be completed over a number of years. Phases should be prioritized moving west to east, starting with the Highway 85 Commercial Gateway character area. The following considerations should be reviewed and incorporated for any streetscaping projects within the Subarea:

Sidewalks

Sidewalks along 1st Street are inconsistent in design standards, materials, and placement. The City should review and update development regulations for sidewalks as necessary to establish a set of consistent standards for all sidewalks in the subarea. Overall, sidewalks should be expanded to create a consistent width which is safe and allows two pedestrians to comfortably pass each other. In addition, the City should work with property owners to reclaim sidewalks which have been absorbed within surface parking.

The City should review sidewalks to identify high priority areas that require immediate attention. In particular, the City should consider realigning the sidewalk on the north side of 1st Street between Fulton Avenue and McKinley Avenue. Here, a slight southward angle in the road creates a gradual separation between the sidewalk and travel lane. At the Fulton Avenue intersection, this area is large enough for parked cars, which should be prohibited along the corridor.

Crosswalks

Crosswalks along 1st Street lack the necessary elements to clearly mark pedestrian right-of-way and ensure safety. In particular, striping is often set far apart and too thin to indicate pedestrian right-of-way to drivers. The City should work with CDOT to make necessary improvements to crosswalks, with an emphasis on creating highly visible and clearly marked crosswalks. ADA standards should be reviewed and applied for crosswalk striping and curb cuts. In addition, signage should be added to mark any pedestrian crossings not supported by a dedicated pedestrian signal, such as the crosswalks at Grand Avenue, Harrison Avenue, or Rollie Avenue.

Pedestrian Amenities

The City should incorporate dedicated pedestrian amenities as part of any streetscaping projects, including benches, trash and recycling cans, pedestrian scaled lighting, water fountains, and other features. The City should also explore new innovations and amenities which could create unique public spaces.

Landscaping

As part of streetscaping efforts, the City should take advantage of opportunities to integrate landscaping that will positively impact the character of the corridor, such as planters, flower beds, or street trees. West of the railroad, the narrow public right-of-way may limit landscaping opportunities; however, the City should coordinate with CDOT and adjacent property owners to increase greenery and plant life.

IMPROVE PEDESTRIAN MOBILITY

Closely related to streetscaping, a complete analysis of pedestrian mobility and access along 1st Street was completed. This analysis focused on ensuring pedestrians have adequate infrastructure to move safely and efficiently along and across the corridor. Based upon the analysis, the following potential improvements should be considered:

Pearson Park to East Side of Highway 85 Ramps

- Upgrade curb cuts ramps and pedestrian activated walk buttons on north sides of 1st Street to current ADA and MUTCD standards.
- Widen the existing sidewalk under Highway 85 on the north side to provide buffer from automobile traffic.
- Construct new sidewalk with curb cut ramps and pedestrian activated walk buttons on the south side of 1st Street.

East Side of Highway 85 to McKinley Avenue

- Upgrade curb cuts ramps and pedestrian activated walk buttons on north sides of 1st Street to current ADA and MUTCD standards.
- Add flashing lights at the Grand Avenue intersection, or remove the crossing altogether.
- Widen existing sidewalks to at least 4', preferably a 5' sidewalk where applicable.

McKinley Avenue to Denver Avenue

- Upgrade curb cuts ramps and pedestrian activated walk buttons on both sides of 1st Street to current standards, where applicable.
- Add some method of visual enhancement at the Park Avenue crossing to avoid conflict points, such as distinct concrete treatments, flashing lights or signals, or wider crossings.

Denver Avenue to Rollie Avenue

- Upgrade sidewalk ramps and pedestrian activated walk buttons on both sides of 1st Street, where applicable.
- Infill missing sidewalk gaps and widen sidewalks that are too narrow for ADA compliance.
- Add ADA compliant curb cut ramps and pedestrian activated walk signals at the Rollie intersection.
- Add overhead street signage at the Rollie intersection.

1st Street Railroad Crossings

- Extend crossing arms to block sidewalks, preventing pedestrians from crossing tracks when arms are down.
- Add separate pedestrian gates.
- Add warning systems that alert those with visual or hearing impairments that they are entering a potentially dangerous area.
- Analysis of existing conditions determined that the railroad intersections do not require grade separated crossings to support pedestrian mobility. However, through public outreach, residents demonstrated an interest in a pedestrian bridge or other grade separated railroad crossing, particularly one that would support access to the Fort Lupton Recreation Center. As such, the City should explore the potential of constructing a grade separated pedestrian bridge in the future, taking into account resident interest, cost, and feasibility of construction.

SUPPORTING TRUCK TRAFFIC AT THE DENVER AVENUE INTERSECTION

The intersection of 1st Street and Denver Avenue was identified as an issue for truck traffic. The existing lane configuration and curb alignment result in a narrow turn radius which is difficult for trucks, and can result in safety hazards and traffic delays. The City should explore curb realignment for the northeast and northwest corners of the intersection to provide improve turn radii for trucks. This will likely require a more thorough engineering study to establish detailed specifications. It is important to note that Denver Avenue south of this intersection is not a designated truck route.

As such, curb realignments are not recommended for the southeast or southwest corners.

Northwest Corner

- This corner functions adequately for cars, but would benefit from widening to a 35' radius for large semi-trailer and truck traffic.

Northeast Corner

- This corner functions adequately for cars, but would benefit from widening to a 35' radius for large semi-trailer and truck traffic.

Southeast Corner

- This corner is not on a truck route but shows signs that some vehicles cannot make the turn within the existing roadway footprint; a larger radius would help here although the NACTO guidelines for a non-truck route recommend a maximum 15' radius in urban environments.

Southwest Corner

- This corner is not on a truck route but shows signs that some vehicles cannot make the turn within the existing roadway footprint; a larger radius would help here, even if just bumped out to a 15' radius to still comply with NACTO recommendations.

ENSURING ADEQUATE SCREENING

Given the diverse range of uses located both within the subarea, and in adjacent areas, screening should have a significant impact on the character and appearance of the 1st Street Corridor. In general, screening should be utilized to mitigate impacts in three instances along the corridor:

- Between incompatible uses within the subarea, such as the residential homes and commercial businesses which abut between Park Avenue and Denver Avenue
- Between incompatible uses adjacent to the subarea, such as residential homes north and south of commercial businesses between Highway 85 and Fulton Avenue
- Between the 1st Street public right-of-way and unattractive areas such as loading bays, trash and recycling dumpsters, service and storage areas, and utilities.

The City should review existing uses and work with property owners to identify screening improvements throughout the subarea.

PROVIDING RIGHT-SIZED & FORMALIZED PARKING

Parking along 1st Street is provided by on-site private parking lots that differ greatly across the subarea. Some businesses are undersupplied with parking lots that are consistently full, while others are oversupplied with extensive surface parking that is often unused. The City should review and update existing parking standards along the corridor to ensure consistency of parking lot design. This should include an analysis of parking requirements to ensure commercial businesses provide parking which is right-sized for their needs.

The newer surface parking for the Safeway development should be utilized as a best practice for the design of parking along the corridor. The City should work with property owners to apply these standards to surface parking across the subarea. This should include considerations for access from the public right-of-way, on-site circulation, and the movement of both cars and pedestrians. Semi-permanent materials, such as gravel, dirt, or rocks should be prohibited. In addition, parking lots should be appropriately screened from the public right-of-way, and larger lots should be required to incorporate perimeter landscaping and landscaped islands.

Limiting Curb Cuts along 1st Street

Given the high volume of traffic along 1st Street, the City should limit curb cuts along the roadway and take advantage of opportunities to reduce curb cuts as they arise. For commercial businesses, the City should incentivize and encourage the use of cross access between adjacent properties to reduce primary access along 1st Street. Residential driveways should be prohibited along 1st Street except where unavoidable. As appropriate, residential properties should use side roads or alleys for primary access. The City should work with both residential and commercial property owners to explore opportunities that will help reduce curb cuts along the roadways, such as parcel assembly or redevelopment. Extended curb cuts which run the length of a property's frontage should be prohibited.

LIMITING VACANT AREAS

Some properties along 1st Street contain vacant areas, often a dirt lot located behind the primary structure. While these areas sometime contain accessory uses, utilities, or outdoor storage, they are generally unincorporated within site design and can contribute to a vacant or unmaintained appearance. The City should review and update standards to require that site design address the entirety of a property. In addition, the City should work with appropriate property owners to identify potential uses for these areas, such as parcel splitting to allow for new investment, expansion of primary structures, landscaped areas, or open space.

REQUIRING PROPERTY MAINTENANCE

Maintenance along the 1st Street corridor is generally inconsistent, including both well-maintained properties as well as those which suffer from neglect and lack of upkeep. The City should strictly apply necessary development regulations and design guidelines to ensure necessary property maintenance and upkeep. This should include regular review of properties to confirm they are up to code and cooperation with property owners, businesses, and residents to identify potential improvement projects. In addition, the City should consider developing programs and incentives, similar to the existing Facade Improvement Grant Program implemented by the Fort Lupton Urban Renewal Program, to assist with and encourage greater property maintenance. Overall, property maintenance and related projects should assist with beautification of the 1st Street Corridor to provide an inviting and appealing atmosphere.

1st Street Corridor Subarea DESIGN GUIDELINES



These design guidelines are intended to guide private development and investment in a manner which will contribute to an improved appearance and image for the 1st Street Corridor Subarea. In addition, implementation of the guidelines will assist with the vision and specific recommendations of the Subarea Plan. Given the established nature of residential areas along the corridor, Design and Development Guidelines are intended to provide direction for commercial areas of the 1st Street Corridor Subarea.

BUILDING PLACEMENT & ORIENTATION

Structures within the subarea should balance both a pedestrian and automobile orientation, allowing for high to medium density development as appropriate along the corridor. Regardless, business entrances should face the street and pedestrian access should be a key consideration of site design and layout. Setbacks should not reduce the aesthetic impact of building for passing motorists and pedestrians.

- West of the railroad tracks, primary structures should be located at the front of a property with small front yard setbacks. Sideyards should be variable based upon automobile access. Parking should be located on the rear of the property, though small parking areas in the front yard or side yards may be allowed per site design.
- East of the railroad tracks, primary structures should be centrally located on the property, with parking located on the front of the property with necessary buffering from the public right-of-way. Setbacks should be variable per site design, allowing space as necessary for automobile movement and service areas and access.

- Structures should be oriented toward the street, with primary access oriented to the lot frontage. Corner lots may choose to provide access from both roadways as appropriate to site design. East of the railroad, secondary access may be provided to rear parking lots, but primary access should face the roadway. West of the railroad, outlot development may be allowed to orient structures and primary access to parking areas, but access from the public right-of-way should always be encouraged.
- Setbacks should create a consistent, uniform streetwall and support visual cohesion between adjacent structures. Limiting the range of possible setbacks will reduce the potential for visual 'holes' in the streetwall. Per building placement and orientation, separate setback standards should be set for properties east and west of the railroad tracks.
- Where necessary, service areas, loading bays, utilities, and storage areas should be located behind the primary structure, away from the property frontage and public right-of-way.
- Buildings should have a strong visual and physical relationship to the 1st Street Corridor to enhance the image and identity of the Corridor.
- Wherever feasible, truck access should be designed from side streets and not directly from 1st Street.



BUILDING SCALE, FORM & PROPORTION

Building scale, form, and proportion tends to vary slightly across the corridor based upon location and land use. Commercial properties west of the railroad consist of 1 to 2 story buildings on small to medium lots, with a large variety of lot depth and shape. Commercial properties east of the railroad consist of 1 story buildings on large lots. New development should maintain a traditional scale, form, and proportion for the 1st Street Corridor. Building heights should remain flexible to accommodate contemporary development and storage needs.

- Building heights should vary based on the property's land use designation, location, and opportunities at the time of development. However, commercial properties west of the railroad should be respectful of the height and scale of adjacent residential areas.
- Design elements that extend beyond the typical building height, such as clock towers or spires, should be encouraged and allowed on a case-by-case basis.
- Distinguishing architectural features are encouraged, such as decorative cornices, columns, reliefs, and other facade ornamentation and detailing.
- Architectural details should be visible from the street. Buildings should not be setback so far as to diminish the aesthetic impact of the building on passing pedestrians and motorists. Buildings should be attractive at both a pedestrian and vehicular scale.

- Buildings may have either a pitched or flat roof, but rooflines must complement the overall design and architecture of the building. Rooflines and parapets should look complete when viewed from all sides of the building.
- Subtle variations in the roofline should be encouraged to avoid repetition and monotony.
- Covered walkways, such as arcades, are encouraged along the fronts of multi-tenant commercial buildings to create a "pedestrian-friendly" orientation.
- Multiple storefronts that are part of the same building should have complementary facade designs, particularly with respect to color, cornice line, and decorative materials.



BUILDING MATERIALS

Building materials for commercial properties should be consistent with existing structures east of the railroad, particularly the Safeway development. The use of appropriate building materials is fundamental to compatible new development and the rehabilitation of existing structures.

- Building materials should be of high-quality and durability, and should complement other new buildings within the Corridor. Styles and construction materials should resemble those found in the Safeway development and can draw inspiration from the Downtown subarea, while recognizing that the Corridor should not be developed as an extension to the Downtown area.
- Quality materials should be used on all sides of the building. Buildings in the Commercial Node should be encouraged to provide an attractive “360 degree” appearance.
- New commercial structures should be constructed of traditional masonry building materials such as brick or stone. These materials should be used on all sides of the building. Recommended accent materials include stone, simulated stone, terra cotta, and wood and metal trim.
- Parapets should be used to hide rooftop equipment such as HVAC and vents from view.
- Rooftop-mounted equipment and vents should be screened from views along all sides of a building. Rooftop screening should be incorporated into the overall design of the building and be an integral part of the architecture.
- New materials, including the color, size and finish of brick and stone, should be compatible with existing materials; new mortars should also be compatible in color and texture.
- Rough saw wood, aluminum siding, rustic shingles and shakes and other materials inconsistent with existing building materials should be discouraged.

AWNINGS & CANOPIES

Awnings and canopies protect shoppers from the elements while providing an inexpensive way to introduce color and excitement at the street level. Generally, awnings should add visual interest to structures and elevate the appearance of commercial areas of the subarea.

- Awnings and canopies should be in character with the architectural style of the building. However, design should clearly distinguish awnings from the primary structure. Awnings should act as an accessory, and not a structural element of the building.
- Awnings and canopies should not be made from roofing materials nor should roof projections or overhangs be in place of dedicated awnings or canopies.
- Awnings and canopies should be positioned at least eight feet above the sidewalk.
- Awnings should fit within the frame of the storefront; they should not hide the building’s facade, distort its proportions, or cover architectural features. Generally, awnings should be mounted between the ground floor cornice and transom window.
- Where several storefronts were developed as a single building, they should have awnings of a similar style and color.
- Adjacent buildings developed at different times should have awnings of a compatible style and color scheme.
- Shingle, mansard, and arch-profiled canopies should be discouraged.



DOORS & ENTRANCES

Doors and primary entrances are an essential element of the pedestrian experience, especially for commercial businesses. In general, doors should welcome potential customers into individual stores and be inviting and attracting to pedestrians. In addition, they should be sized in scale with the building's facade, windows, and general proportions along the corridor.

- Main entrances should be located at the front of the building and should face the sidewalk. Corner buildings may take advantage of their prominent locations with angled corner entrances.
- Entrances should be clearly identified and emphasized with address numbers and attractive doorway detailing.
- Doors and entrances should be at grade with the public sidewalk at the point of entry to the building where possible. If not, ADA compliant ramping should ensure complete accessibility to the primary structure for pedestrians.
- The front doors of new buildings should reflect the doorway placements and proportions of existing buildings along the same block.
- Where primary structures are oriented to the street or multiple businesses share a private walkway, entrances should be recessed from the front lot line or walkway between 3' and 8' in order to accommodate out-swinging doors that do not interfere with pedestrian circulation.
- New doors should be compatible with the architectural style and character of the facade.

WINDOWS

Windows can have a distinct impact on the character and appearance of uses along a corridor. Generally, windows should allow pedestrians to see merchandise and activity within a commercial business from the sidewalk.

- The ground floor of primary structures should have windows oriented to the street to support commercial businesses and create greater visibility.
- Storefronts should maximize the amount of transparent area through the use of large ground-floor display windows, transom windows, and large glass panels on doors.
- Blank walls should be avoided, particularly next to pedestrian walkways.
- Individual offices, bathrooms, and other private areas should be positioned away from the property frontage to discourage drawing of blinds or shutters at the ground-level.
- Windows should not be completely covered or obstructed by signage or promotional materials in such a way that blocks views into the building's interior.
- Size and placement of windows on new buildings should reflect the window types, sizes, proportions, and patterns on nearby existing buildings.
- Window glazing on the ground floor should be clear or slightly tinted, not dark or reflective.
- Where existing windows are important architectural features on a building's facade, window size and configuration should be maintained.
- Decorative or functional shutters are appropriate for upper story facades. However, shutters should be sized to fully cover the window area when closed, and should be made of attractive high-quality materials consistent with the primary facade and trim materials.



BUILDING SIGNAGE

Signage not only communicates the nature of individual businesses, but also influences the overall image and character of the Subarea.

- All businesses should utilize signage to clearly mark their location and support wayfinding within the area.
- Exterior signs should be limited to business identification and description; Temporary signs for special promotions, sales, products, and advertising should be discouraged.
- Wall-mounted signs should be designed as an integrated component of the building facade, and should not cover important architectural details.
- The size, material, color, and shape of signs should complement the architectural style and scale of the building.
- Raised individual letters mounted directly on the building face should be encouraged.
- Small signs, graphics and logos applied directly on glass windows and doors should be encouraged at the street level.
- While temporary signs and posters may be applied to doors or windows, they should not be so large or so extensive that they obscure views into stores and shops, or result in unnecessary visual clutter.
- Street numbers should be prominently displayed at the main entrance and on signage as appropriate.
- Pole signs, internally illuminated box signs, neon signs, or signs using electronic displays should be prohibited.
- When a building contains multiple storefronts, signage for all businesses should be consistent in design and placement.



SCREENING

High quality screening and appropriate buffers can contribute to the appearance of the Subarea while disrupting views of unattractive areas and extensive pavement. Long-term redevelopment of incompatible uses, per the Land Use Plan, should reduce conflicts which require screening; however, screening should still be required until such time as redevelopment occurs.

- Utility areas, refuse areas, and service bays should be screened from view, preferably within a formalized enclosure.
- Screening should include landscaping and/or decorative fencing that is of the same character as the primary building.
- Parking lots should be screened from the public right-of-way and adjacent sidewalks using low masonry walls, evergreen plantings, or decorative fencing. Landscaped areas should also be encouraged as a buffer; however, these should not replace necessary year-round screening.
- Screening should consist of high quality materials such as power coated steel fencing as well as brick or masonry walls. Chain link fencing and other semi-permanent materials should be prohibited.
- Where applicable, landscaped buffers, berms, and other natural features should be encouraged to supplement fencing, walls, or more traditional screening.
- Screening should not be transparent or allow unobstructed views from the public right-of-way.



PARKING

Parking lots within the 1st Street Corridor Subarea should be formalized and improved with industry standard infrastructure that clearly defines and separates automobile and pedestrian movement. Application of best practices for parking areas will also improve the appearance of the Subarea, reduce the impact of extensive paved areas, and make 1st Street safe and walkable for pedestrians.

- Parking areas should be paved with asphalt or other permanent surface materials. This can include pavers which are specifically designed for parking surfaces.
- The City should encourage the use of permeable surfaces for parking areas which support water infiltration. However, this should not include semi-permanent materials or those which can be washed away or eroded by heavy stormwater, such as dirt or gravel.
- Parking areas should be clearly defined using curbs and striping to indicate automobile and pedestrian movement, including ingress and egress, and the location and dimensions of parking stalls.
- Ingress and egress to parking areas should be provided by formalized curb cuts. Dimensions for curbs cuts should allow for necessary automobile access without becoming extended or running the entire length of the parcel frontage. Where possible, curb cuts should be limited to avoid conflicts with pedestrian amenities, while still supporting necessary connectivity within the lot.
- Landscape islands should be encouraged to break up extensive paved areas and assist with stormwater management. Landscape islands should be incorporated within site design as appropriate per the size and circulation pattern of the intended surface parking. Greenery should consist of canopy trees, attractive groundcover, and/or decorative bushes.
- Dependent upon the use and regular hours of operation, lighting should be considered as part of parking lot design. If necessary, lighting should include both vehicular scale and pedestrian scale lighting. Excessive lighting and light pollution is discouraged.



LANDSCAPING

Properties should feature well maintained landscaping that improves their appearance and contribute to a positive character for the 1st Street Corridor Subarea. This should include greenery, trees, shrubs, flowers, and other plant life that provides a more appealing atmosphere, supports native wildlife, and assists with stormwater management. The City should work with property owners to incorporate landscaping as part of the site design process and identify landscaping opportunities for existing businesses and users. The following guidelines should be considered as best practices for all future site design, and can help to guide potential landscaping projects within the Subarea.

- Landscaped areas should be located between the front of a property and the primary structure to appropriately enhance the appearance of the property.
- Properties adjacent to 1st Street which front to intersecting roadways should have sideyard landscaping between the primary structure and 1st Street right-of-way.
- Property setbacks which are unused should be improved with some form of landscaping.
- Landscaped areas should be encouraged to screen views of parking areas, storage and service areas, utilities, and other unattractive areas. In particular, screening should be encouraged to block views of blank facades and sideyards as appropriate.
- Landscaping should feature native plants and sustainable design as appropriate. The City should encourage xeriscaping to reduce water consumption and establish an image that is reminiscent of the region's natural landscape.
- Landscaped areas should be maintained over time to sustain their appearance. While native plants and natural landscaped should be encouraged, uncontrolled growth, including thriving weeds or invasive species, should be prohibited and not considered acceptable landscaping.
- Larger parking areas should have periphery landscaping between parking and the public right-of-way.

Fort Lupton Subarea Plan

NORTHERN INDUSTRIAL SUBAREA

The Northern Industrial Subarea is Fort Lupton's most concentrated industrial district, dominated by a variety of manufacturing and industrial companies which benefit from direct access to Highway 85. While a significant economic engine for Fort Lupton, the lack of formalization and inconsistent application of development regulations has resulted in an area that appears disorganized and unkempt.

Through land use management and careful site design review, the City will continue to support industrial businesses while elevating the quality and desirability of the area. Designation as an industrial park will further support investment while enabling improvements that help to better organize activity within the Subarea. In addition, the coordination of public and private projects will help improve the appearance of the area, establishing an organized and inviting atmosphere that acts as the northern gateway to the City of Fort Lupton.

CHARACTER AREAS

The North Industrial Subarea has been subdivided into four character areas, intended to provide a guide for future development and investment as well as physical improvements in both the public and private realm. The character areas are informed by both existing conditions and land uses along with the established vision for the Northern Industrial Subarea and preferred types of uses in the future.

FACTORY DRIVE INDUSTRIAL

This character area includes small to mid-sized industrial properties along Factory Drive and Factor Circle which suffer from a disorganized appearance and poor property maintenance. The City should encourage site design and on-site improvements that will improve the appearance and perception of the area.

Residential and commercial retail uses should be prohibited within the character area. Screening should be heavily emphasized to reduce views of industrial operations, outdoor storage, and unattractive areas. Careful review of development proposals should ensure site design adheres to preferred design guidelines. Landscaping and on-site improvements should be heavily encouraged to elevate the area's appearance, particularly where adjacent to Highway 85.

HISTORIC PARKWAY EXPANSION

This character area includes industrial businesses west of Historic Parkway, the Fort, and an agricultural property adjacent to Highway 85. As the Subarea grows, this character area should be seen as a next step for commercial investment. The City should explore development of the agricultural property to provide additional developable land in the future.

While the Fort's site should be preserved, additional cultural or related uses should be prohibited. Development of the agricultural site should be thoroughly reviewed to account for access, mobility, and visibility, and account for potential reconfiguration of the 14th Street interchange. Screening should be heavily emphasized to reduce views of industrial operations, outdoor storage, and unattractive areas, particularly near the Fort and along Highway 85. Landscaping and other on-site improvements should be heavily encouraged to elevate the area's appearance, particularly where adjacent to Highway 85.

DENVER AVENUE INDUSTRIAL

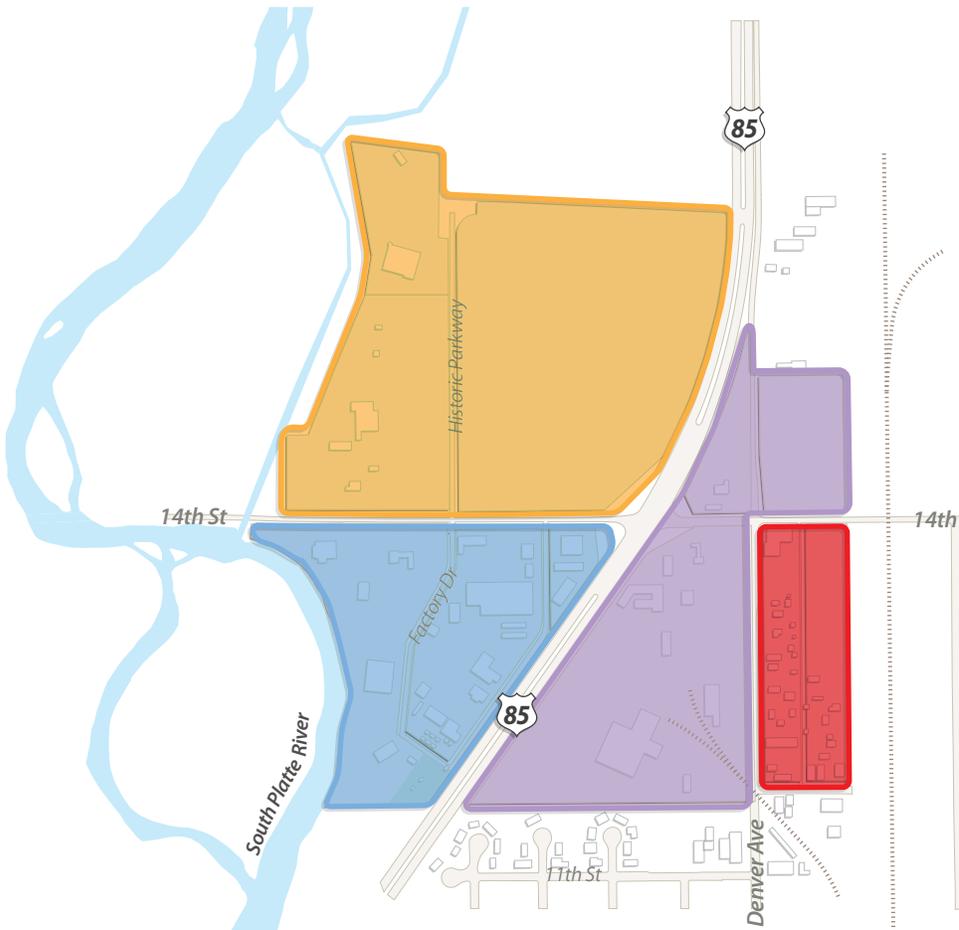
This character area includes mid-sized to large industrial businesses along Denver Avenue. Given greater visibility along Highway 85, Denver Avenue, and 14th Street, the appearance of this character area has the largest impact on the Subarea. The City should work with property owners to coordinate on-site and public improvements that elevate the appearance of the area while creating an inviting gateway to Fort Lupton.

Screening should be heavily emphasized to reduce views of industrial operations, outdoor storage, and unattractive areas. Emphasis should be placed on properties adjacent to Highway 85 and residential areas to the south. Accessibility and the movement of trucks should be a key consideration given proximity to Fort Lupton's urban core. Landscaping and other on-site improvements should be heavily encouraged to improve the area's appearance, particularly where adjacent to Highway 85.

MAIN STREET TRANSITION

This character area includes a mix of small residential, commercial, and industrial properties along Main Street, some of which remain unincorporated. The City should support long-term redevelopment, preferably as small to mid-sized lot industrial. The City should annex unincorporated properties and make necessary infrastructure extensions to support future growth and investment.

Residential and commercial retail uses should be prohibited, and the City should support their relocation to more appropriate areas of the community. Parcel consolidation should be supported to establish market-viable properties that attract industrial development. Screening should be heavily emphasized to reduce views of industrial operations, outdoor storage, and unattractive areas. Accessibility and the movement of trucks should be a key consideration given the smaller size of parcels along Main Street. Landscaping and other on-site improvements should be heavily encouraged to elevate the area's appearance.



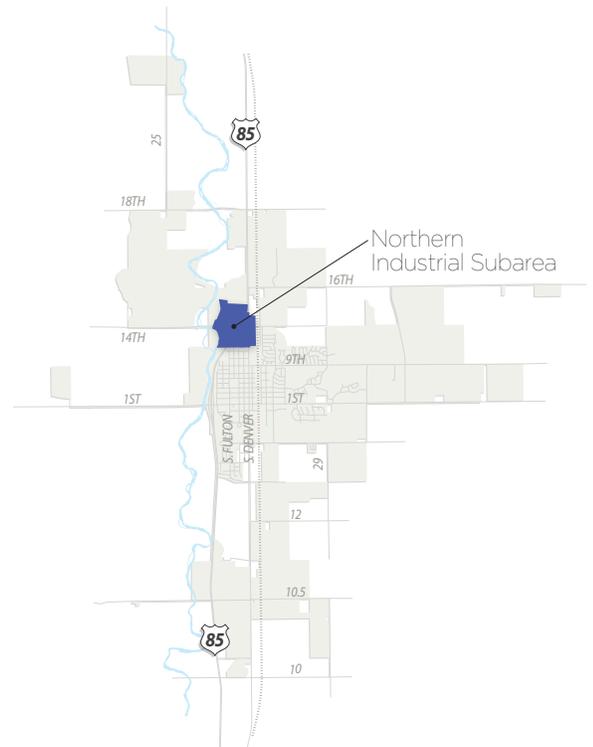
Northern Industrial Subarea Character Areas

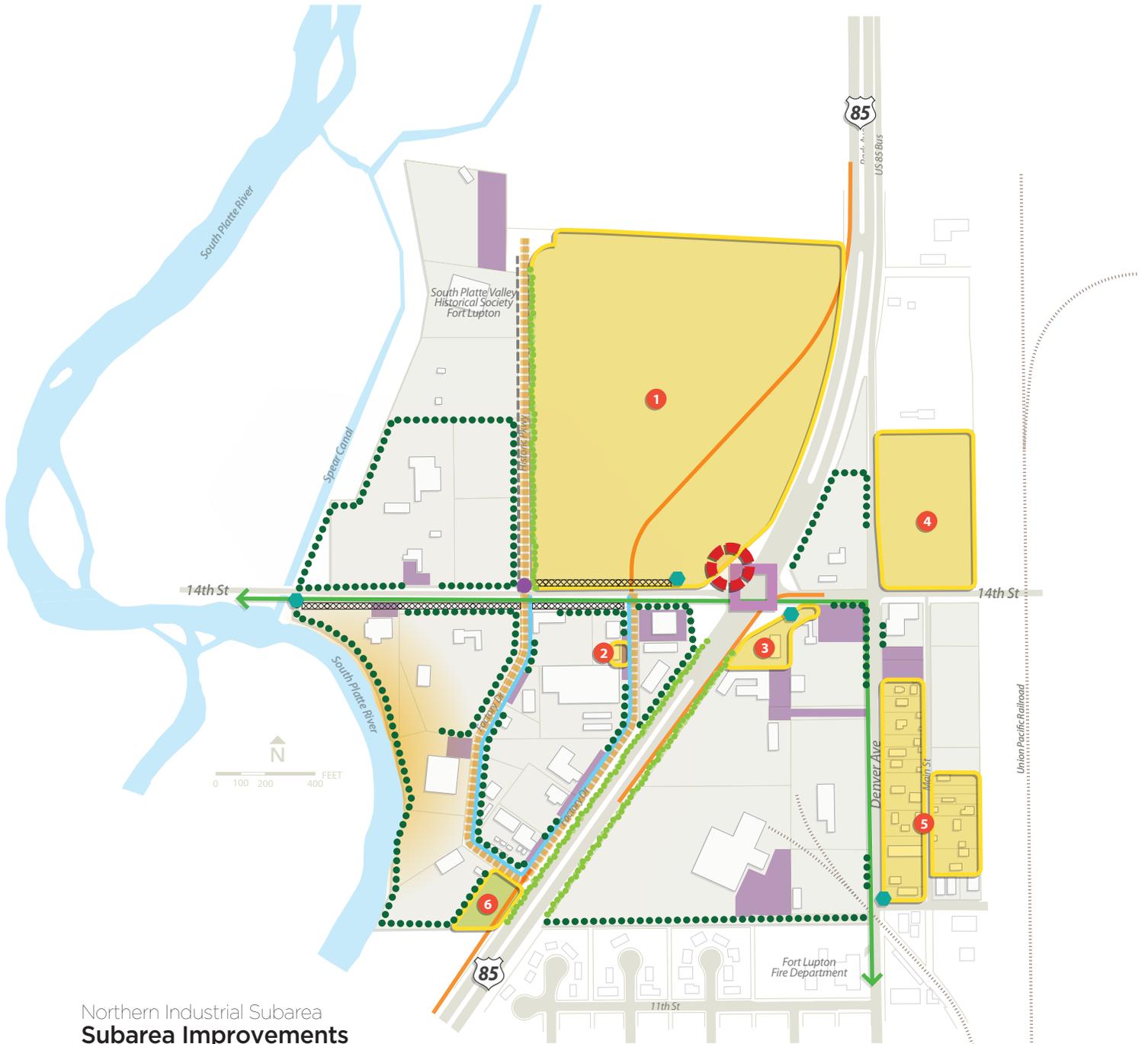
- Factory Drive Industrial**
Preferred Land Uses: Light and heavy industrial businesses, Industrial-styled commercial service, Auto-oriented commercial, Industrial-compatible public/semi-public

- Historic Parkway Expansion**
Preferred Land Uses: Light and heavy industrial businesses, Industrial-styled commercial service, auto-oriented commercial, Industrial-compatible public/semi-public

- Denver Avenue Industrial**
Preferred Land Uses: Light and heavy industrial businesses, Industrial-styled commercial service, Auto-oriented commercial, Industrial-compatible public/semi-public

- Main Street Transition**
Preferred Land Uses: Light industrial businesses, Office, Industrial-styled commercial service, Auto-oriented commercial, Industrial-compatible public/semi-public





Northern Industrial Subarea
Subarea Improvements

- Community Gateway Feature
- Industrial Park Signage
- Intersection Improvement
- Roadway Infrastructure Improvement (Paving, Curbing, Utilities)
- Bank Stabilization
- Fort Gateway Feature
- Formalized Parking Improvements
- Sidewalk Network Extensions
- Landscaped Buffer
- Platte River Buffer (Buffer Not to Scale)
- Screening Improvements
- Fort Lupton Trail
- On/Off Ramps for Recommended Alternative 14th Street Interchange
- Opportunity Site
- Existing Parks

OPPORTUNITY SITES

- 1 This site contains roughly 36 acres of agricultural land. Should demand increase for viable properties within the Subarea, the City should explore options for subdivision and incorporation of the site within the Industrial Park. The City should have an active role in this process to ensure access, infrastructure, and site design is carefully managed. This will require close coordination with potential reconfiguration of the 14th Street interchange.
- 2 This site contains a single residential use which is inconsistent with surrounding industrial businesses. The City should actively facilitate redevelopment that is appropriate with the nature and intensity of the area. As the site is part of a larger industrial parcel, the City should work with the property owner to explore redevelopment options. This could include subdividing and selling the site to the adjacent Concord Well Services.
- 3 This site contains a liquor store which is inconsistent with adjacent industrial. The City should encourage relocation of the existing user and subsequent redevelopment of the property to a more appropriate use. This could include auto-oriented commercial which caters to highway traffic or a smaller industrial business. Given the small size and irregular shape of the property, the City should coordinate with adjacent businesses to explore the possibility of parcel consolidation.
- 4 This site is a vacant industrial property which is well positioned with high visibility. The City should facilitate investment on the property. This could include subdivision of the property to create smaller parcels which are more viable for industrial users in the area. The City should work cooperatively with potential developers to ensure site design and build-out contributes to a positive appearance along Denver Avenue and Highway 85.
- 5 This site contains numerous, small residential and commercial properties which are currently unincorporated. The City should incorporate these properties and long-term redevelopment to uses which are compatible with the Subarea. This could include parcel consolidation to create larger lots that are more viable for industrial businesses.
- 6 This site contains Road Side Park, which acts as a rest area along Highway 85. The City should coordinate with CDOT to re-view roadway access from the highway and consider long-term relocation of primary access to Factory Drive.

SUBAREA IMPROVEMENTS

ESTABLISHING A COMMUNITY GATEWAY

The Northern Industrial Subarea is a gateway to the Fort Lupton community for travelers coming from the north, particularly those traveling south along Highway 85. As such, the Subarea will be many individual's first experience of Fort Lupton, and should establish a positive first impression of the community. The City should coordinate with business owners, property owners, CDOT, the South Platte Valley Historical Society, and other organizations to encourage efforts which will improve the image of the area and create an inviting entrance into Fort Lupton.

Gateway Feature

While the City has installed a high-quality gateway feature in the Subarea, it is on the east side of Highway 85, between the Highway and Denver Avenue. As a result, the gateway sign is difficult to see for drivers traveling south along Highway 85. The City should relocate or replace the current gateway sign with a more prominent feature located on the western side of Highway 85 on the approach to the 14th Street intersection. The placement and design of this feature will depend greatly on potential reconfiguration of the 14th Street interchange.

BRANDING THE NORTHERN INDUSTRIAL AREA

Currently, the Northern Industrial Area lacks any formalized brand or identity. As a result, the area appears as a random collection of assorted uses which have little relation to each other or the City of Fort Lupton. As a first step, the City should create a formalized business or industrial park which encompasses the Northern Industrial Subarea, building a sense of unity within the area. This should include coordination with existing and future tenants to create a campus-like setting through public and private improvements. Where appropriate, gateway signage should be installed to indicate entrance into the business park. The business park should be incorporated within online marketing efforts and other promotional materials.

The City should also consider incentives to support growth and encourage businesses to locate within the business park. This could include development of a defined package of economic development incentives, as well as regulatory assistance to those interested in locating within the area.

SUPPORTING PEDESTRIAN & BIKE CONNECTIVITY

The Northern Industrial Subarea is completely disconnected from the City's pedestrian and bicycle network. There are no sidewalks, trails, crosswalks, or other non-motorized infrastructure within the Subarea, and thus access is entirely restricted to automobiles. This removes any chance for walkability or bikeability and greatly affects the historic Fort, which would benefit from greater accessibility to the community. The City should integrate the Subarea within Fort Lupton's existing pedestrian and bicycle network through sidewalk extensions and development of necessary crosswalks and signalization upgrades. As these improvements are made, the City should coordinate with businesses in the Subarea to make pedestrian connections between the public right-of-way and individual properties and primary structures.

ENSURING ADEQUATE SCREENING

Screening within the Subarea is largely accommodated by chain link fences which do not block views of high-intensity industrial operations and storage areas. In addition, the elevation of Highway 85 reduces the effectiveness of adjacent fencing resulting in prominent views of industrial operations upon entry into the community. The City should review and update development regulations to ensure high-intensity operations, storage areas, and loading docks are properly screened using high quality fencing and barriers. In particular, the City should work with CDOT to consider the possibility of a landscaped buffer that will assist with screening along Highway 85.

ELEVATING THE FORT OF FORT LUPTON

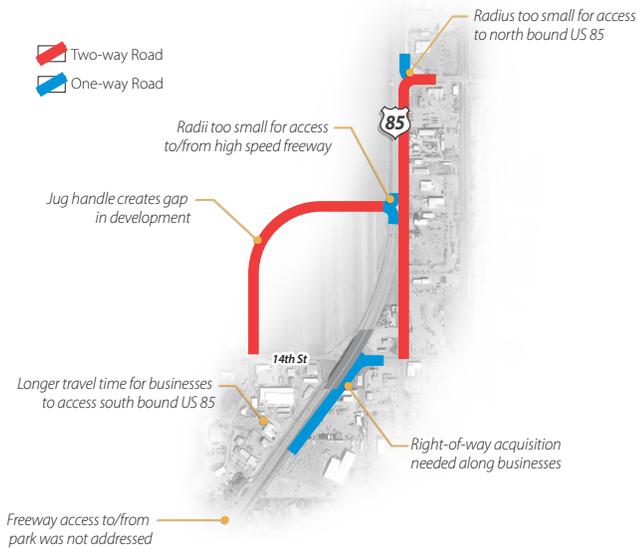
Located within the Subarea is Fort Lupton, a recreation of the historic fort from which the City gets its name. The Fort is owned and operated by the South Platte Valley Historical Society (SPVHS) and acts as a local entertainment attraction and cultural amenity. However, the Fort's location limits its role as a destination and is non-conductive to tourism, positioned within a high intensity industrial district.

The City should coordinate with the South Platte Valley Historical Society to make improvements which will elevate the Fort as an asset for tourism. The primary focus should be improving access to the Fort along Historic Parkway and efforts to create greater awareness of the Fort's location.

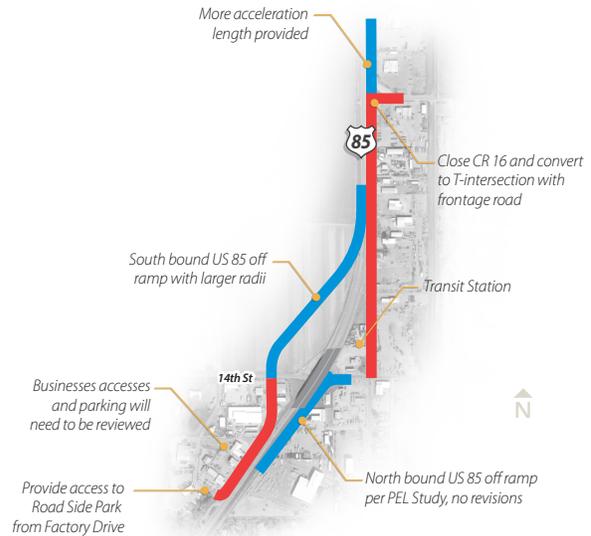
- Pave Historic Parkway from 14th Street to the Fort property.
- Consider planting shrubs, hedges, or ornamental trees along Historic Parkway to improve the appearance of the roadway as an entrance to the Fort.
- Coordinate with the South Platte Valley Historical Society to construct a prominent gateway sign or feature at the intersection of 14th Street and Historic Parkway.
- Incorporate the Fort as a stylistic element of the gateway feature marking entrance into the community from the north along Highway 85. This can include wayfinding to indicate access to the Fort.

HIGHWAY 85 & 14TH STREET GRADE SEPARATION

PROPOSED JUNIOR INTERCHANGE PER CDOT PEL STUDY



RECOMMENDED ALTERNATIVE RECONFIGURATION



HIGHWAY 85 & 14TH STREET

The intersection of Highway 85 and 14th Street is the center of the Northern Industrial Subarea, supporting a high frequency of traffic and acting as a gateway to Fort Lupton from the north. However, the intersection is highly skewed (by approximately 30 degrees), resulting in sight distance and increased blind spots.

A recent Planning and Environmental Linkage (PEL) study by CDOT has determined that Highway 85 is classified as a “freeway” which generally requires all intersections to be grade separated. The PEL study proposed a junior interchange at this location (shown in the accompanying graphic), though the time-frame for that project is unknown. In reviewing the proposed junior interchange, the following concerns were noted:

- Southbound on/off movements at jug handle of Highway 85 may be risky due to decelerating and accelerating.
- The Jug handle creates gap in potential development.
- Small westbound right turning radius at County Road 16 may be risky for accelerating.
- Business accesses are significantly impacted, include possible major right-of-way implications.

- Freeway access to and from Road Side Park is not addressed.

In order to account for these issues, an alternative interchange concept was developed (shown in the accompanying graphic). This would include the following specifications:

Southbound Highway 85

- The jug handle ramp should be replaced by a more typical diamond interchange off ramp.
- An on-ramp should be added at the southern extent of Factory Drive, where adjacent to Highway 85.
- Access to Road Side Park would be relocated to Factory Drive and removed from Highway 85.
- Business access and parking along Factory Drive should be reviewed to identify access control projects that will support efficient traffic flow and mobility.

In addition to the larger reconfiguration projects, the following recommendations are considered minor and could be implemented in the short-term:

- Safety improvements include removing the permissive left turn movements and making them protected only, adding reflective backplates to the signal heads, extending the northeast mast arm for northbound traffic and reset the heads

over each lane, and add “lane ends” signage for the northbound and southbound acceleration lanes at 14th Street.

- Operational, safety, and access improvements could be made with minor pavement widening along Highway 85 in the acceleration and deceleration lanes to increase storage and distance for the auxiliary lanes.
- Add better signage/stripping (more visible), rumble strips, enhanced ADA crossings.
- Add “dilemma zone” detection with advanced loops on Highway 85.

Northbound Highway 85

- County Road 16 intersection replaced by a T-intersection, with the north leg functioning as the on-ramp for Highway 85.
- Highway 85 off-ramp should be constructed as recommended in the PEL Study
- Denver Avenue between 14th Street and County Road 16 should remain a two-way road as recommended in the PEL Study.
- Business access and parking along Denver Avenue should be reviewed to identify access control projects that will support efficient traffic flow and mobility.

FORMALIZING PARKING

Parking within the Subarea is largely accommodated through dirt or gravel lots which lack striping, curbs, or other infrastructure, as well as on-street parking. Parking areas within the Northern Industrial Subarea should be formalized and planned as a part of site design and development. The City should coordinate with existing property owners and businesses, as well as future developers, to ensure parking is integrated within site design and development.

FORMALIZING ROADWAY INFRASTRUCTURE

Roadways within the Subarea generally lack curbs and modern stormwater management amenities, and unpaved, dirt roadway segments are common. The City should review facilities within the Subarea and identify necessary projects to reduce the potential of flooding. This should include the extension of stormwater sewers and amenities throughout the Subarea, particularly for roadways west of Highway 85. Both Factory Drive and Historic Parkway should be fully paved, curbed, and improved with sewer infrastructure to formalize these roadways. Existing ditches should be stabilized in the short term to reduce further erosion; however, as roadway projects are completed the City should look for opportunities to transfer drainage to formal stormwater sewers.

Many individual properties within the Subarea also lack necessary drainage. As public right-of-way projects are being completed, the City should work with adjacent property owners to encourage stormwater management improvements.

BUFFERING THE SOUTH PLATTE RIVER

The western edge of the Subarea abuts the South Platte River, including industrial properties along Factory Drive and 14th Street. Given the nature and intensity of these uses, there is a potential for negative impacts on the waterway, particularly where primary structures, vehicles, and storage areas are located close to the river. To mitigate this issue, the City should coordinate with these businesses to encourage equitable improvements that will protect the waterway without significantly altering industrial operations, such as relocation of storage areas or improved stormwater management. Should these properties be redeveloped or change use in the future, a buffer should be applied consistent with elsewhere along the river.

LANDSCAPING

Formal landscaping within the Subarea is minimal, with the majority of properties dominated by expanses of gravel, dirt, or pavement. However, landscaping on many of these properties is limited by site design, operations, and the high cost of watering plant life in the region. Understanding these restrictions, the City should encourage landscaping that will positively impact the character of the area. This should include emphasis on xeriscaping and other low-water intake landscaping which could be more cost effective. The City should also consider incentives and grant programs to support landscaping projects within the Subarea. At a minimum, the City should require landscaping along the front of properties, particularly for businesses with small parking areas intended for receiving clientele.

REQUIRING PROPERTY MAINTENANCE

Many of the properties within the district are poorly maintained and contain damaged fences, overgrown weeds, debris, informal storage areas, and other elements which result in a disorganized appearance. The City should strictly apply necessary development regulations and design guidelines and standards to ensure necessary property maintenance and upkeep. This should include regular review of properties to confirm they are up to code, as well as cooperation with businesses to identify improvements that could be made. The City should encourage the formalization of enclosures for dumpsters, raw materials, and storage areas.

Northern Industrial Subarea DESIGN GUIDELINES



The design guidelines are intended to guide private development and investment in a manner which will contribute to an improved appearance and image for the Northern Industrial Subarea. In addition, implementation of the guidelines will assist with the vision and specific recommendations of the Subarea Plan.

BUILDING PLACEMENT AND ORIENTATION

As an industrial district, the placement and orientation of structures within the Subarea must support the operations of existing and future industrial and manufacturing businesses. However, located directly north of Fort Lupton's urban core, it is important that development within this area is conscious of the pedestrian experience. Sidewalks and planned trails should allow greater access to the Fort, supporting increased pedestrian activity. Further, enforcement of consistent standards for building placement and orientation over time should foster a sense of visual unity and organization as a collective industrial park.

- Primary structures should be centrally located within their property, with alteration permitted as necessary based upon the nature and requirements of industrial operations and processing. Outdoor operations, storage, and processing should be located behind the primary structure away from the public right-of-way.
- Primary structures should be oriented toward the street, with client parking, lobbies, and areas intended to receive clients oriented toward the property frontage.
- Setbacks should be uniform to create a consistent distance between the roadway and primary structure. This will establish a consistent industrial streetwall and support visual cohesion between adjacent properties.
- Buildings on corner properties or with frontage to multiple roadways should be carefully reviewed to ensure placement and orientation properly address both frontages. In general, outdoor operations, storage, and processing should be located away from building frontages so as to minimize visibility from the public right-of-way.



PROPERTY ACCESS

Efficient, easy access is essential to the Northern Industrial Subarea and its businesses. In particular, truck access is an important consideration as materials and equipment are transported and processed within the area. Formalized access with considerations for circulation and movement of large trucks should improve efficiency of access and establish a more organized understanding of automobile movement within the district.

- Access to individual properties, including curb cuts and automobile circulation, should be carefully reviewed as part of site design.
- Curb cuts should be formalized to provide access and clearly indicate ingress and egress from individual properties. Maximum widths for curb cuts should be set per access requirements to prohibit extensive curb cuts that run the length of a property.
- Access to individual properties should be clearly marked to indicate distinct entrances and circulation for trucks and automobiles, as appropriate.
- All outdoor operations and storage areas should be fully fenced and accessed by a screened gate. Access to enclosed areas should be coordinated with other automobile access to reduce curb cut requirements and support circulation.
- As sidewalks are extended within the area, connections between the public right-of-way and primary structures should be required to support pedestrian access.
- All connections that support access between the public right-of-way and enclosed spaces for operations and storage should be fully paved. This includes access to parking areas intended for clients on the site.



PARKING

Parking areas within the Subarea should be formalized and completed with industry standard infrastructure that clearly indicates automobile and pedestrian movement. In addition, the utilization of best practices for surface parking should help improve the Subarea's appearance and contribute to a more organized and professional image of the Subarea as a business or industrial park.

- Parking for employees, automobile storage, and equipment related to industrial operations should be located behind the primary structure to the rear of the lot. Where space or structure placement allow, sideyards may be used but must be appropriately screened from the public right-of-way. Parking for clientele may be located in front of the primary structure toward the property frontage.
- Parking areas should be paved with asphalt or other permanent surface materials. This can include pavers which are specifically designed for parking surfaces. The use of dirt, gravel, pebbles, or decorative rocks as a parking surface should be prohibited.
- The City should encourage the use of permeable surfaces for parking areas, such as specifically designed pavers which support water infiltration. However, this should not include semi-permanent materials or those which can be washed away or eroded by heavy stormwater, such as dirt or gravel.
- Parking areas should be clearly defined using curbs and striping to indicate automobile and pedestrian movement, including ingress and egress and the location and dimensions of parking stalls.
- Ingress and egress to parking areas should be provided by formalized curb cuts. Dimensions for curbs cuts should allow for necessary automobile access without becoming extended or running the entire length of the parcel frontage. Where possible, curb cuts should be limited to avoid conflicts with pedestrian amenities, while still supporting necessary connectivity within the lot.
- Parking lots above a certain size should include landscape islands to break up extensive paved areas and assist with stormwater management. Landscape islands should be included at a ratio of approximately one per 15 to 20 spaces. Landscape islands should consist of canopy trees, attractive groundcover, and/or decorative bushes.
- Parking lots should be screened from the public right-of-way and adjacent sidewalks using low masonry walls, evergreen plantings, or decorative fencing. Landscaped areas should also be encouraged as a buffer; however, these should not replace necessary year-round screening.
- Dependent upon the use and regular hours of operation, lighting should be considered as part of parking lot design. If necessary, lighting should include both vehicular scale and pedestrian scale lighting. Excessive lighting and light pollution is discouraged.



SCREENING

The primary function of screening within the Northern Industrial Subarea should be to reduce views of high intensity industrial operations from the public right-of-way, particularly along Highway 85. Further, high quality screening and appropriate buffers can contribute to the appearance of the area and create a greater sense of organization.

- Screening should block views of outdoor industrial operations from the public right-of-way, including loading docks and storage areas for equipment and materials. Generally, this will require screening or buffering between operations and the front of the property, in accordance with site design and setback requirements. However, considerations should be given to corner properties and those visible from multiple roadways, particularly Highway 85.
- Use of decorative gates and fences in combination with landscaping should be encouraged to provide continuity at the street where openings occur due to driveways or other breaks in the sidewalk or building walls.
- For all uses in industrial zones, materials such as chain link or barbed wire (cyclone) fences are strongly discouraged. For large parcels located in heavy industrial areas, avoid uninterrupted walls and/or fences by providing a landscape buffer, which may be planted with shade trees, climbing vines, hedges, or similar living plant material.
- Outdoor storage should be screened with building materials consistent with the architectural character of the main building. Avoid materials such as sheet metal and barbed wire.
- Buffers or appropriate screening should be located between industrial properties and any adjacent lower-intensity uses, such as residential homes.
- Screening along Highway 85 should account for the higher elevation of the roadway through additional height. Landscaping should also be encouraged to assist with screening, such as utilizing trees and taller hedges or shrubs to disrupt views of adjacent industrial users.

SIGNAGE

Signage not only communicates the nature of individual businesses, but also influences the overall image and character of the Subarea.

- All businesses should utilize signage to clearly mark their location and support wayfinding within the area.
- Wall-mounted signs should be designed as an integrated component of the building facade, and should not cover important architectural details.
- The size, material, color, and shape of signs should complement the architectural style and scale of the building.
- Pole signs, internally illuminated box signs, neon signs, or signs using electronic displays should be prohibited.
- Street numbers should be prominently displayed at the main entrance and on signage as appropriate.



LIGHTING

On-site lighting helps to foster a sense of safety and security and support wayfinding. Further, lighting will help to highlight improvement projects and elevate the appearance and image of the Subarea throughout the day.

- Light fixtures should be used to light the front facade of individual businesses, marking their location. In particular, signage or displays should be externally illuminated to identify specific businesses.
- Entrances to primary structures should be improved with basic lighting to ensure safety, including entrances to enclosed operation or storage areas.
- Ornamental lighting should be used to highlight pedestrian paths and entrances while providing security by including after-hours lighting at building entrances.
- Lighting fixtures should be installed to accent and complement architectural details. Shielded wall sconces and angled uplighting can be used at night to establish a facade pattern and animate a building's architectural features.
- Adequate, uniform, and glare-free lighting, such as dark-sky compliant fixtures, should be utilized to avoid uneven light distribution, harsh shadows, and light spillage onto adjacent properties.
- Solar powered lighting should be encouraged to increase energy efficiency.

LANDSCAPING

Properties should feature landscape that improve their appearance and contributes to a positive image for the Northern Industrial Subarea. This should include greenery, trees, shrubs, flowers, and other plant life that provides a more appealing atmosphere, supports native habitats, and assists with stormwater management. The City should work with property owners to incorporate landscaping as part of the site design process and identify landscaping opportunities for existing businesses and users.

- Landscaped areas should be located between the front of a property and the primary structure, acting as a buffer between the public right-of-way and the primary structure and operations. While other amenities, such as parking or automobile access, must be accommodated, landscaping should be incorporated within the design of these amenities. At a minimum, some form of landscaping should be required along the property frontage.
- Property setbacks which are unused or fenced off from the main operations area of a site should be improved with landscaping.
- Landscaped berms can be used as screening to block views of high-intensity operations, storage areas, and loading docks.
- Landscaping should feature native plants and sustainable design as appropriate. The City should encourage xeriscaping to reduce water consumption and establish an image that is reminiscent of the region's natural landscape.
- Landscaped areas should be maintained over time to sustain their appearance. Landscape maintenance may include but not be limited to weeding; removal and replacement of dead, dying, or deceased plants; pruning; adjusting watering schedules; and periodic plant fertilization.
- Larger parking areas should have periphery landscaping between parking and the public right-of-way.

INDUSTRIAL CENTER SUBAREA

The Fort Lupton Industrial Center Subarea includes the superblock bounded by 6th Street, McKinley Avenue, 4th Street, and Fulton Avenue. This industrial property was originally developed as the Fort Lupton Cannery. Today, the site is incompatible with the surrounding residential neighborhoods and lower intensity development. To address this conflict, the City should encourage long-term redevelopment of the Fort Lupton Industrial Center to a use which is more compatible with the area. Redevelopment would provide an opportunity to significantly impact the adjacent neighborhoods and support projects to improve local quality of life.

In preparation for long-term redevelopment of the site, the City should explore options and establish a vision for the future of the site. Given the size of the site, redevelopment could likely support a mix of uses. The following should be considered:

- High-density residential, such as apartments which take advantage of the site's proximity to both Downtown Fort Lupton and 1st Street.
- Parkland or open space which provides green space for the surrounding neighborhoods and could act as a central community gathering space in close proximity to Downtown Fort Lupton.
- A cultural center or community public event space which serves the surrounding neighborhoods in Fort Lupton's urban core and supports greater activity near the Downtown.

The Subarea Framework includes both short-term improvements, intended to mitigate impacts on the surrounding residential, as well as long-term improvements, intended to prepare for greater activity and investment related to the site's redevelopment. In addition, a Redevelopment Concept has been created to offer an example of potential redevelopment that would benefit adjacent neighborhoods and act as an asset for Downtown Fort Lupton to the east.

SUBAREA IMPROVEMENTS

CONNECTING TO DOWNTOWN

Given the close proximity of Downtown Fort Lupton, improvements to the Industrial Center should better connect the two areas. Long term redevelopment of the Industrial Center could help provide public space as well as other amenities that support activity within the City's urban core. The City should review and make necessary improvements to pedestrian infrastructure along 4th Street, 5th Street, and 6th Street. Site design for future redevelopment of the industrial center should provide necessary connections and account for pedestrian movement. In particular, the Cannery runs the full length of the Industrial Center property's east side, thus a mid-block pass-through should be explored. This could create a unique architectural feature and, if located at the end of 5th Street, act as an inviting gateway to the property.

Activating Alleys

To support pedestrian movement between the Subarea and Downtown, the City should explore the possibility of creating pedestrian walkways through existing alleys between McKinley Avenue and Park Avenue. This would require an analysis of frequency and intensity of use for these alleys.

ENSURING ADEQUATE SCREENING

Existing industrial uses within the Subarea are not adequately screened from the surrounding residential and lower intensity uses. While long-term redevelopment of the site should remove this concern, the City should coordinate with existing industrial businesses and property owners to ensure the site is properly screened in the short-term. Chain link fences and other semi-transparent screening should be prohibited on the periphery of the property

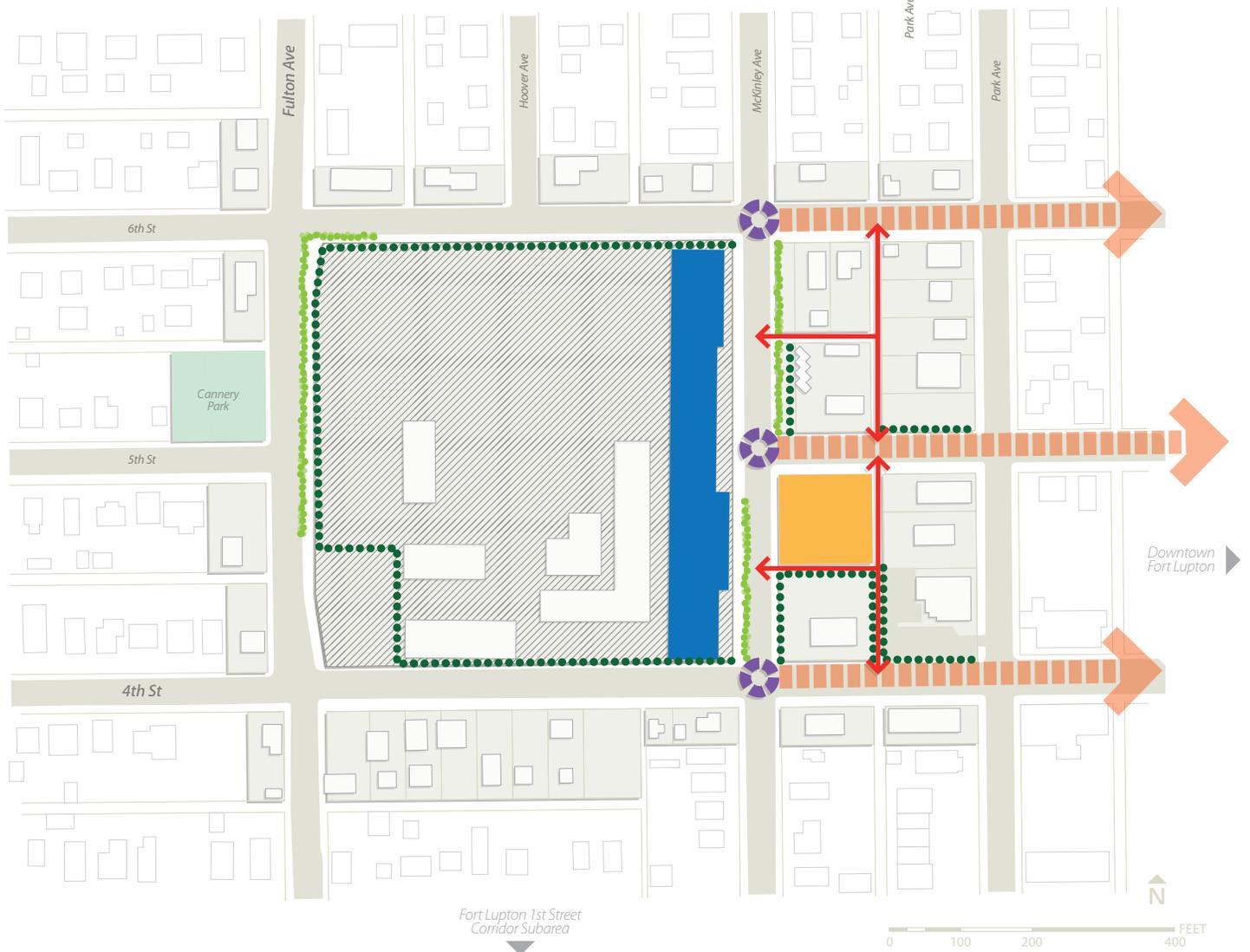
in favor of more permanent options which utilize quality materials and design.

ENCOURAGING LANDSCAPING

The Fort Lupton Industrial Center lacks any formal landscaping. In a number of places, setbacks have created underutilized areas between the public right-of-way and primary structures or fencing; however, these are not well maintained and often covered in dirt, gravel, or fully paved. While long-term redevelopment of the site would likely address this issue, the City should encourage these areas be landscaped and well maintained in the short-term. This will improve the appearance of the site and help mitigate negative impacts on the surrounding area. Understanding the high costs of landscaping due to water costs, xeriscaping and other landscaping options which reduce water requirements should be encouraged.

BRANDING

Future redevelopment of the site should be complemented by appropriate branding to establish a positive perception and image for the site. This should incorporate unique aspects of Fort Lupton and the site's history, particularly the Cannery. Branding efforts could be further applied to the surrounding neighborhoods, defining the area by a single name and image, such as "The Cannery Park Neighborhood." This will mimic branding of distinct subdivision elsewhere in the City and assist with community pride and neighborhood identity. Further, the City should install small gateway features along the eastern side of the property as part of better connecting this area with the Downtown. These features can announce entry into the site, elevate the properties position within the urban core, and create attractive terminal vistas along 4th Street, 6th Street, and 5th Street in particular.



Industrial Center Subarea
Subarea Improvements

-  Site Gateway Feature
-  Screening Improvement
-  Landscape Buffer
-  Preserve Historic Architecture
-  Potential Alleyway Activation
-  Pedestrian Connection to Fort Lupton Downtown
-  Long-term Redevelopment
-  Vacant Land
-  Existing Parks



PROPOSED NEW PARKLAND

DISCOURAGING INDUSTRIAL-RELATED GROWTH

While industrial uses in the area are contained within the Fort Lupton Industrial Center, a few adjacent properties include structures which mimic the style and design of industrial properties. For example, two properties along 4th Street have warehouse-styled garages which are incompatible with the adjacent homes. While minimal, these could represent the early stages of industrial-related growth within the area. The City should strictly apply development regulations, standards, and the zoning code to discourage industrial-styled growth and maintain the surrounding area as a residential neighborhood. This should include careful considerations for properties east of the site between McKinley Avenue and Denver Avenue, which feature a mix of uses.

PRESERVING ARCHITECTURAL CHARACTER

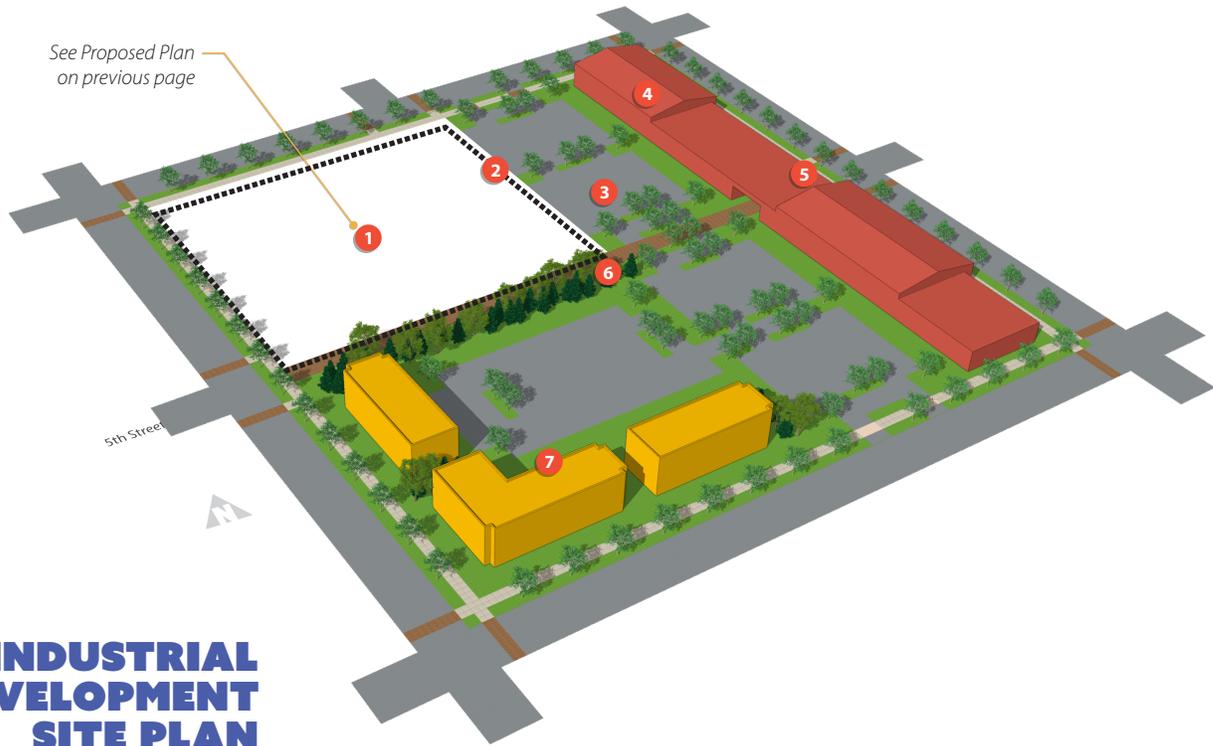
The historic Cannery is an asset for both the City and the industrial center site. The City should work with the property owner to preserve and maintain the Cannery, in particular seeking local designation as a historic landmark. As the City explores long-term redevelopment options, the Cannery should be incorporated into potential new uses and site design. Adaptive reuse of the Cannery could support a variety of uses while maintaining the structure:

- High-density residential, such as loft-style apartments
- Live-work residential units for artists
- Cultural center or community event space

In addition to potential redevelopment, the City should also explore opportunities to utilize the Cannery as a distinctive landmark within the area. For example, rebranding of the surrounding neighborhood could draw inspiration from the Cannery to establish a unique image and identity.

EXPANDING COMMUNITY PARKLAND

The City should consider dedication of parkland space as part of redeveloping the Industrial Center site. This would build off the existing Cannery Park, located directly west of the Subarea, and provide a community gathering space within walking distance of Downtown Fort Lupton. Given the potential impact to surrounding neighborhoods, including parkland within potential redevelopment should be a key consideration.



See Proposed Plan on previous page

INDUSTRIAL REDEVELOPMENT SITE PLAN

OPPORTUNITY SITES

- 1 Proposed parkland development on the site would create a new, larger park space to better serve the adjacent neighborhood.
- 2 Sustainable practices, such as permeable pavers and xeriscaping should be incorporated within site design. For example, xeriscaping along the east side of the new park space could capture and utilize runoff water from the parking lot, assisting with stormwater management and reducing maintenance costs.
- 3 A shared use parking lot between 6th Street and 4th Street could support the park, renovate Cannery building, and multifamily development.
- 4 The historic Cannery property could be renovated and converted as a community event space or cultural center supporting neighborhoods in Fort Lupton's urban core. This would also help offset physical barriers that reduce walkability between this area and the Fort Lupton Recreation Center.
- 5 Dependent upon renovation of the Cannery, the shared-use trail could be extended through the Cannery building, creating a unique gateway to the site and supporting access between Downtown Fort Lupton and the site.
- 6 A shared-use trail through the site could provide access between the new park, the potential cultural center, the multifamily development, and adjacent neighborhoods. In addition, extension of the trail or related pedestrian facilities along 5th Street would create a connection to Downtown Fort Lupton.
- 7 High density multifamily residential provides additional housing options as demanded within Fort Lupton. Access to the new parkland and Downtown Fort Lupton via the shared use trail will help create an urban living environment which is often sought by modern consumers.



REGIONAL PRESENCE

Fort Lupton is well positioned within the Northern Colorado Region to attract significant development and investment, offering accessibility, livability, and considerable room to grow. However, while Fort Lupton has much to offer, the City is limited by its lack of a strong regional presence. Residents, business owners, and key stakeholders voiced a concern for the community's external image and indicated that individuals from other municipalities are often unaware of Fort Lupton or where it is located. This hinders the City's ability to attract new residents, commercial businesses, and major employers; all key factors for Fort Lupton's future.

Understanding this concern, the City should improve and expand its regional presence, striving to put Fort Lupton 'on the map' and create positive momentum within the City. This will require careful coordination of Fort Lupton's image, employment, commerce, and tourism to attract desired investment, activity, and excitement. Efforts to establish a greater regional presence will help bolster Fort Lupton's reputation within Colorado.

REGIONAL PRESENCE GOALS

Foster a regional presence that elevates Fort Lupton as a key destination and premier community within the Front Range.

Objectives

- Establish a clear, unified image to Fort Lupton, communicated through promotional materials and physical improvements.
- Launch a multi-faceted promotional campaign that expands Fort Lupton's regional presence.
- Improve entryways into Fort Lupton with gateway signage and features that welcome individuals to the community.
- Attract new employers and businesses that will make Fort Lupton a destination for employment within the region.
- Attract new commercial businesses that provide residents with shopping options and support local commerce.
- Elevate tourism within the community to make Fort Lupton a destination for entertainment and culture within the region.

IMAGE & IDENTITY

As a first step toward an improved regional presence, the City must address its image and identity. This includes all the factors that contribute to how individuals perceive Fort Lupton, both within the community and across the larger region. The City should start by reviewing and establishing a concept of Fort Lupton's desired image moving forward. This is centrally important to Fort Lupton's regional presence, building a foundation for branding and promotional efforts and defining a singular idea of what Fort Lupton is and aspires to be. This will help inform both physical improvements and community engagement, as well as how the City presents itself across the Northern Colorado region.

As a key element of image and identity, the City should launch a multi-faceted promotional campaign that aims to control the community's external image and creates a bold, positive identity for Fort Lupton. This can include coordinated efforts to address distinct elements of Fort Lupton's regional presence, such as potential employers, new commercial investment, and economic development as well as attracting new residents, visitors, and tourism. The coordination of materials to address these different groups will help ensure that the City's identity is unified and clearly indicated.

Recommendations

In addition, and in support of a promotional campaign, the City should consider the following recommendations to address Fort Lupton's image and identity:

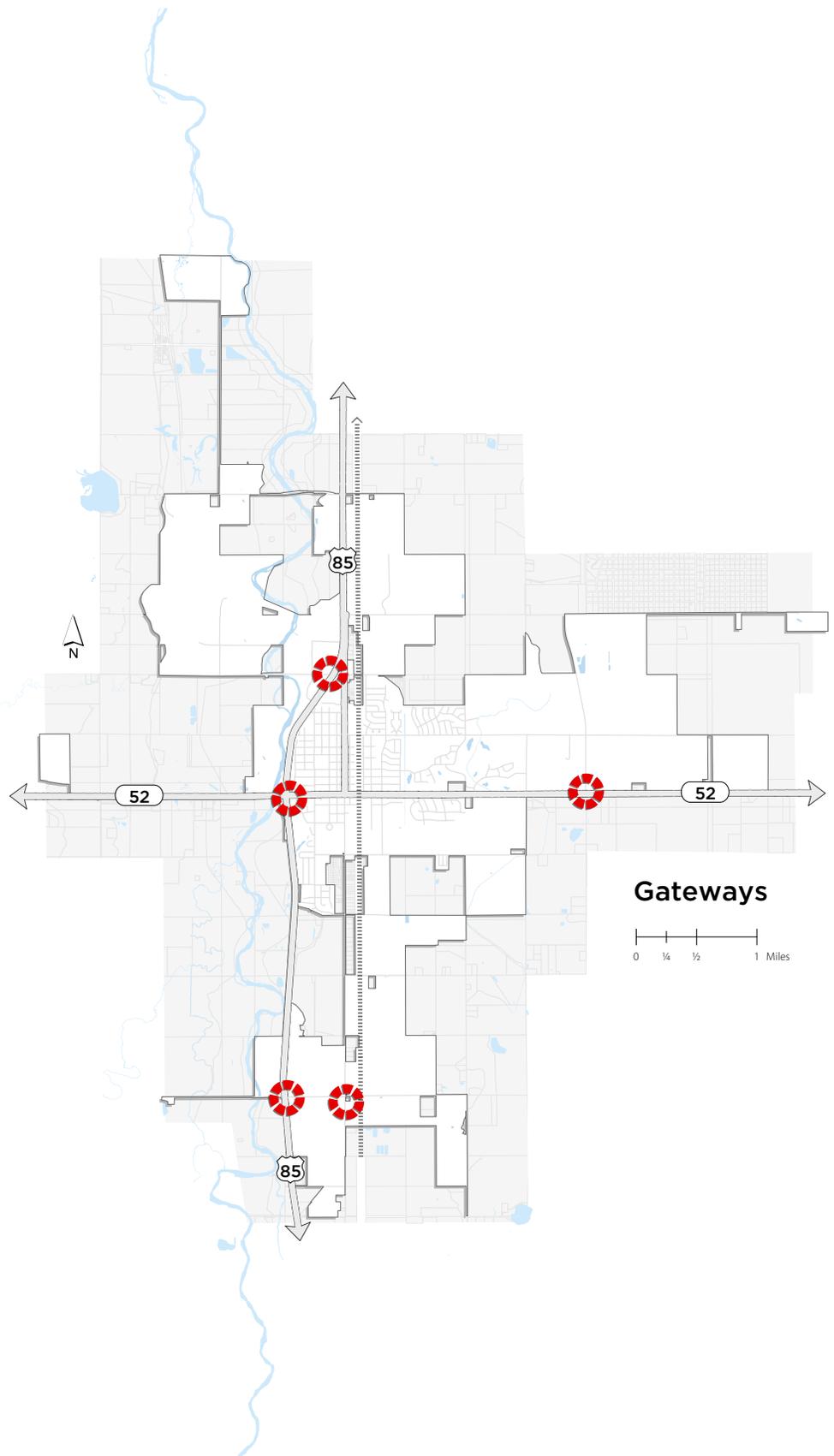
- Establish a Fort Lupton style guide that dictates color schemes, logo options, text styles, and other graphic elements that should be applied to branding, official municipal documents, and other promotional materials.
- As part of the promotional campaign, launch a "Live Fort Lupton" campaign that promotes Fort Lupton as a great place to live and highlights key community assets and amenities.
- As part of the promotional campaign, launch a "Work Fort Lupton" campaign that promotes Fort Lupton as a great place to own or operate a business. This should emphasize Fort Lupton as a business-friendly community and identify important amenities which make the City beneficial to developers, business owners, and major employers.
- Explore opportunities to promote Fort Lupton through regional and state-wide organizations, such as the Colorado Chapter of the American Planning Association or the Economic Development Council of Colorado.
- Incorporate branding and promotional materials within physical improvements to public space throughout Fort Lupton, particularly potential streetscaping within the Downtown Subarea.
- Coordinate with local real estate agents to consider issues related to image that they may face in selling property within Fort Lupton compared to other communities. This will help inform branding and efforts to address the City's image on a regional level.

GATEWAYS

Gateways offer a chance to create a positive first impression of Fort Lupton, welcome individuals to the community, and establish a clear image of the City. While the City has recently added new "Welcome to City Fort Lupton" signs at the city limits, there are some green sheet-metal street signs placed at some entrances to the City. As a result, travelers could move into and through the community without ever knowing they are in Fort Lupton, particularly along Highway 85. Where gateway features do exist they are extremely high quality; however, visibility is an issue, such as the signage for southbound drivers on Highway 85 which is on the opposite side of the road and thus difficult to see.

The City should ensure that all entryways into the community are clearly marked with high quality gateway signage. This should include the development of new gateway features at key locations as well as improvements to existing signage that will help better mark entrance into the community. Based upon existing traffic patterns and development, the City should ensure prominent gateway features are installed at the locations identified on the accompanying map. Due to development patterns and transportation routes, the identified locations include both points of entry into Fort Lupton's municipal boundary as well as prominent routes into the City's central core to reinforce entry into the community.

Given growth expectations within the City, gateway features may need to be relocated as development occurs. For example, eastward expansion of the community along Route 52 may necessitate long-term relocation of gateway features along that road. As investment occurs, the City should review gateway features and identify new locations for appropriate signage.



EMPLOYMENT

Major employers and businesses contribute to regional presence, providing job opportunities that attract workers and new residents to a community. In many ways, employment is self-reciprocating: employers provide jobs to attract new workers, strengthening the local workforce, which in turn attracts additional companies and investment. Further, employment and regional presence directly complement each other: communities with major employers become well-known as regional job centers, in turn attracting more jobs and creating greater awareness of that community.

The Fort Lupton employment market is stable, but does not show signs of significant growth. While total primary jobs increased between 2009 and 2014, the pace of growth, 3.2%, was substantially lower than regional growth of the Greeley Metropolitan Statistical Area, 25.5%. While the City could gain an additional 954 jobs between 2015 and 2025 based on Colorado state projections, this represents potential job growth dependent upon competition with other communities in Weld County. Fort Lupton must take an active approach to capture job growth and boost local employment.

The City should attract quality, high paying jobs and major employers that will contribute to both economic development and regional presence. This will require the City leverage its accessibility, quality of life, and considerable growth areas to market itself as a business friendly and business ready community.

Recommendations

The City should consider the following recommendations to strengthen the local employment market and make Fort Lupton a regional employment center.

- As part of the promotional campaign, develop materials and resources aimed at employers, businesses, and the economic development community. This could include online inventories of available properties, pamphlets and brochures, and other promotional materials.
- Coordinate with the Chamber of Commerce and related organizations to prominently market Fort Lupton as

a business-friendly community and actively pursue desired employers and businesses.

- Establish formal business and industrial parks that offer marketable, high quality spaces that are attractive to major employers and businesses.
- Coordinate with local and regional education providers, such as Aims Community College, to explore the possibility of workforce training and programs to offer higher education to Fort Lupton residents.
- Consider the need for and potential of offering English as a second language courses and programs aimed at non-native English speakers, coordinating with local and regional education providers or related organizations.
- Explore the establishment of incentives, grants, and other funding tools to encourage economic development and attract employers to Fort Lupton.
- Review the existing development proposal and review procedures to identify potential issues and improvements that could better streamline the process. This should include coordination with key developers who have insight regarding the process from a business perspective.
- Develop resources for investors and business owners who are new to the City, providing basic information regarding zoning, the development review process, and other related procedures.
- Coordinate with existing businesses to improve the appearance of existing commercial and industrial districts, to create more readily marketable spaces within the City.
- Host regular meetings with local businesses, developers, and members of the Chamber of Commerce to review concerns and identify issues which could be addressed to maintain Fort Lupton as a pro-business community.

COMMERCE

A determined shopper will drive great distances to find the right business. Therefore having the right stores can be a major draw for visitors and residents alike. Throughout public engagement, residents highlighted the lack of sufficient retail options within Fort Lupton. While local businesses provide everyday necessities, many individuals noted they are forced to leave the community for other basic products, such as clothing, school supplies, or home goods.

A retail gap analysis determined that the City is under-supplied in both a 10-minute (local) and 20-minute (regional) drivetime, by \$25 million and \$113.5 million respectively. This means that within local and regional markets, residents were willing to spend more than was being supplied, indicating that market demand will support a variety of new retail businesses within Fort Lupton. For example, the Clothing & Clothing Accessories Stores category is under-supplied by \$3.9 million dollars locally and \$53.5 million regionally.

Many residents noted they travel to nearby communities to frequent larger 'big box' or department stores. This is reflected in the retail gap analysis, which shows that the local market is under-supplied by \$21.3 million. In addition, the City loses potential sales tax dollars as residents spend their income in other communities.

Moving forward, the City should actively pursue new commercial investment, aiming to grow Fort Lupton's retail offerings. This will help to provide necessary goods to local consumers and attract regional shoppers. Offering accessibility, ample space for development, and a growing residential population, Fort Lupton should be well positioned to capture commercial investment that will contribute to the City's regional presence.

Recommendations

The City should consider the following recommendations to help attract commerce and retail businesses to Fort Lupton:

- Coordinate with the Chamber of Commerce and related organizations to prominently market Fort Lupton for commercial investment and actively pursue desired types of retailers within the community.
- As part of the promotional campaign, develop materials and resources aimed at commercial businesses and retailers, highlighting information that may attract them to Fort Lupton.
- Maintain an inventory of available commercial spaces and properties for commercial development.
- Explore the use of incentives, grants, and other funding tools to encourage commercial investment in specific areas of the community in accordance with the Land Use Plan.
- Coordinate with existing businesses to improve the appearance of existing commercial districts, so as to create more readily marketable spaces within the City.
- Utilize the 1st Street Corridor and Downtown Subarea plans to promote investment and communicate the City's vision for these areas.
- Consider the development of dedicated commercial areas plans for key areas of the community that could be utilized to attract development and provide investors with concepts of how this area could be built. In particular, the commercial district south of the Safeway development should be a focus area.

TOURISM

Tourism is possibly the most direct avenue by which to promote regional presence, offering activities and destinations that bring visitors to a community. Fort Lupton's most significant attraction is a re-creation of the original Fort which gave the City its start and name, and is operated by the South Platte Valley Historical Society. Additional attractions include the Fort Lupton History Museum as well as amenities like Pearson Park, the South Platte River, and Coyote Creek Golf Course. Overall, these assets generally serve residents and do not draw significant visitors from the surrounding region. Efforts to build upon and expand local attractions should result in greater tourism and a heightened regional presence for Fort Lupton.

The City should make improvements to better elevate existing attractions, particularly working with the South Platte Valley Historical Society on improvements to the Fort site. In addition, the City should explore opportunities to develop new attractions, events, festivals, and community gatherings that will promote tourism and benefit residents.

Recommendations

The City should consider the following recommendations to promote tourism within Fort Lupton:

- As part of the promotional campaign, develop materials focused on promoting tourism. This can include advertising for events and community activities on a regional scale, as well as guidebooks that provide information on attractions, local restaurants, and other destinations.
- Explore opportunities for new or improved annual events that will foster community pride and interaction while providing fun activities to residents and visitors. The existing Trappers Day event is a great example of a festival that can be utilized to promote Fort Lupton and attract visitors from the region.

- Work with the South Platte Valley Historical Society to implement improvements to the Fort site and surrounding area as identified within the Northern Industrial Subarea.
- Work with the South Platte Valley Historical Society to improve access to the Fort site, including prominent gateway and wayfinding signage, roadway improvements, and connections to the local trail network.
- As part of activating the South Platte River, advertise future improvements and projects as they are completed.
- Work with local and regional newspaper and media outlets to promote stories about ongoing projects, upcoming events, and other activities that may create greater awareness of Fort Lupton and attract visitors to the community.
- As opportunities arise, support the development of entertainment-based uses within the community. This could include movie theaters, bowling alleys, and other unique uses. In particular, work with the owner of the theater in Downtown Fort Lupton to explore the potential of opening the space for live performance, art, film, or a some other entertainment-based use.
- Actively implement recommendations from the Downtown subarea to elevate the district's potential as a regional destination. This could include advertising in the future to draw visitors to the Downtown.
- Coordinate with property owners of predominantly agricultural land within the area to explore the feasibility of a drive-in movie theater.



TRANSPORTATION & MOBILITY

The City of Fort Lupton is well served by a roadway system that provides easy access to the surrounding region, most notably Highway 85 and Route 52. However, alternative transportation within the City is limited, forcing residents to rely on cars. Efforts to enhance existing roadways while improving alternative forms of transportation will benefit accessibility and connectivity. In addition, as the community continues to grow, careful management of infrastructure will be necessary to maintain high quality of utilities and services within Fort Lupton.

TRANSPORTATION GOAL

Maintain existing systems for transportation and infrastructure while pursuing projects to improve accessibility, multi-mobility, and quality services.

Objectives

- Complete roadway extension and widening projects as growth occurs to reduce congestion within Fort Lupton.
- Adopt and implement a Complete Streets policy to support alternatives to automobile transportation.
- Complete sidewalk infill and extension projects to support pedestrian mobility.
- Make necessary improvements to existing infrastructure systems to maintain existing service and prepare for increased demand as growth occurs in the future.

TRANSPORTATION SYSTEM

Fort Lupton's transportation system is defined by its roadway network, which provides automobile connections throughout the community. Moving forward, the City should prioritize development and enhancement of the system for alternative transportation, particularly pedestrian and bicycle mobility. This will support local and regional growth by ensuring accessibility for all modes of transportation.

US HIGHWAY 85

In 2017, a strategic vision for US 85 was developed in partnership with the Colorado Department of Transportation (CDOT). This Planning and Environmental Linkages (PEL) study addresses safety, mobility, and access concerns along US 85 between Interstate 76 (I-76) and Weld County Road 100. The study was developed collaboratively with stakeholders and residents living along the corridor to identify and prioritize necessary short- and long-term improvements. The following recommendations were identified within Fort Lupton and its planning area:

- Grade separations or interchanges should be developed at the following intersections:
- US 85 and CR 6
- US 85 and CR 8
- US 85 and 14th Street
- US 85 and CR 18
- US 85 and CR 22

ROADWAY NETWORK

As the City of Fort Lupton's population continues to grow, the roadway network will become increasingly congested, particularly at the intersection of 1st Street and Denver Avenue which handles a majority of local traffic. Projects to widen and extend other roadways within the roadway network should help to address congestion by providing additional routes for drivers. The City should review and consider the following projects to preemptively address traffic concerns in the future:

- North / South Roadways:
 - Widen CR 23 from CR 6 to CR 18
 - Extend, widen and pave CR 31 from CR 6 to CR 18
 - Widen CR 37 from CR 6 to CR 18
- East / West Roadways:
 - Widen and pave CR 8 from CR 19 to CR 37
 - Extend, widen and pave 14th Street (CR 14.5) from CR 19 to CR 37
 - Widen and pave CR 18 from CR 23 to CR 37
 - Complete the gaps on 14th Street (CR 14.5) alignment between CR 19 and CR 21 and between CR 29 and CR 37.

Additional recommendations for the roadway network include:

- Continue to implement the 2018 Transportation Plan to develop a more complete grid of generally section-spaced arterials with quarter section-spaced collector roads throughout the City.
- As traffic increases, widen and construct curb and gutter infrastructure on existing arterial roadways. Adjacent development should participate in this process by providing necessary improvements along their property.
- Continue to conduct periodic studies which analyze funding mechanisms so that future growth will also help pay for required public improvements throughout the community.
- Continue to require that new developments prepare traffic impact studies for their projects so that the requirements for internal roadways, impacts to the surrounding roadway system, and the impact fees that are appropriate for these improvements can be evaluated.

COMPLETE STREETS

Complete streets is a transportation and design approach that requires streets to be made safe and accessible multi-modally for people of all ages and abilities. The implementation of a complete streets policy may be one of the best transportation investments a community can make, offering an often low-cost solution to transportation goals while supporting broader community initiatives. Most importantly, they can reduce safety concerns for all users. By making the most of small investments, supporting economic development, and encouraging multimodal travel, communities across the country have seen returns for their investments in complete streets.

Although the City of Fort Lupton has expressed interest in incorporating more complete streets design in the community, the City has not yet adopted a formal policy. Complete streets projects could potentially be done on streets around the downtown area including Denver Avenue, Fulton Avenue, 4th Street, and 9th Street. As a first step, the City should develop and adopt a Complete Streets policy. In addition the following improvement projects should be considered:

- Complete streets should be implemented in Fort Lupton either City-wide or on a case-by-case basis.
- Complete streets policies should be incorporated in planning and design processes.
- Flexible lane widths could be planned to create more space for bicycle lanes and wider sidewalks.
- Intersections should be planned and designed using complete streets principles.
- Transit should be planned using complete street principles.
- Pedestrians and bicyclists structures should be incorporated in the design and plan of complete streets.

SIDEWALKS AND PEDESTRIAN NETWORK

The sidewalk network throughout the City of Fort Lupton lacks continuity due to spans of rural roadway, the variety in age of the City's housing stock, and the City's sporadic development pattern. Despite having an existing policy to incrementally replace aging sidewalk infrastructure with ADA compliant improvements, a pedestrian traveler in the City would have difficulty traversing the City's reaches. The following are recommendations to improve pedestrian connectivity and accessibility:

- Pedestrian connections should be provided on 4th Street between Main Street and Pacific Avenue to connect the Downtown and the residential areas to the east. The crossing over the Union Pacific Railroad (UPRR) will require coordination with UPRR and the Public Utilities Commission (PUC) of Colorado.
- Where pedestrian gaps occur near Fort Lupton Middle School and High School, sidewalks should be provided.
- More specifically, the City should prioritize sidewalk infill projects along Fulton Avenue, Grand Avenue, Reynolds Street, Kahil Street, and Denver Avenue, which would provide safer routes to school.
- As improvements are made along roadway corridors, the City should construct sidewalks and/or trails. Adjacent development should participate in this process by providing the necessary improvements along their property.

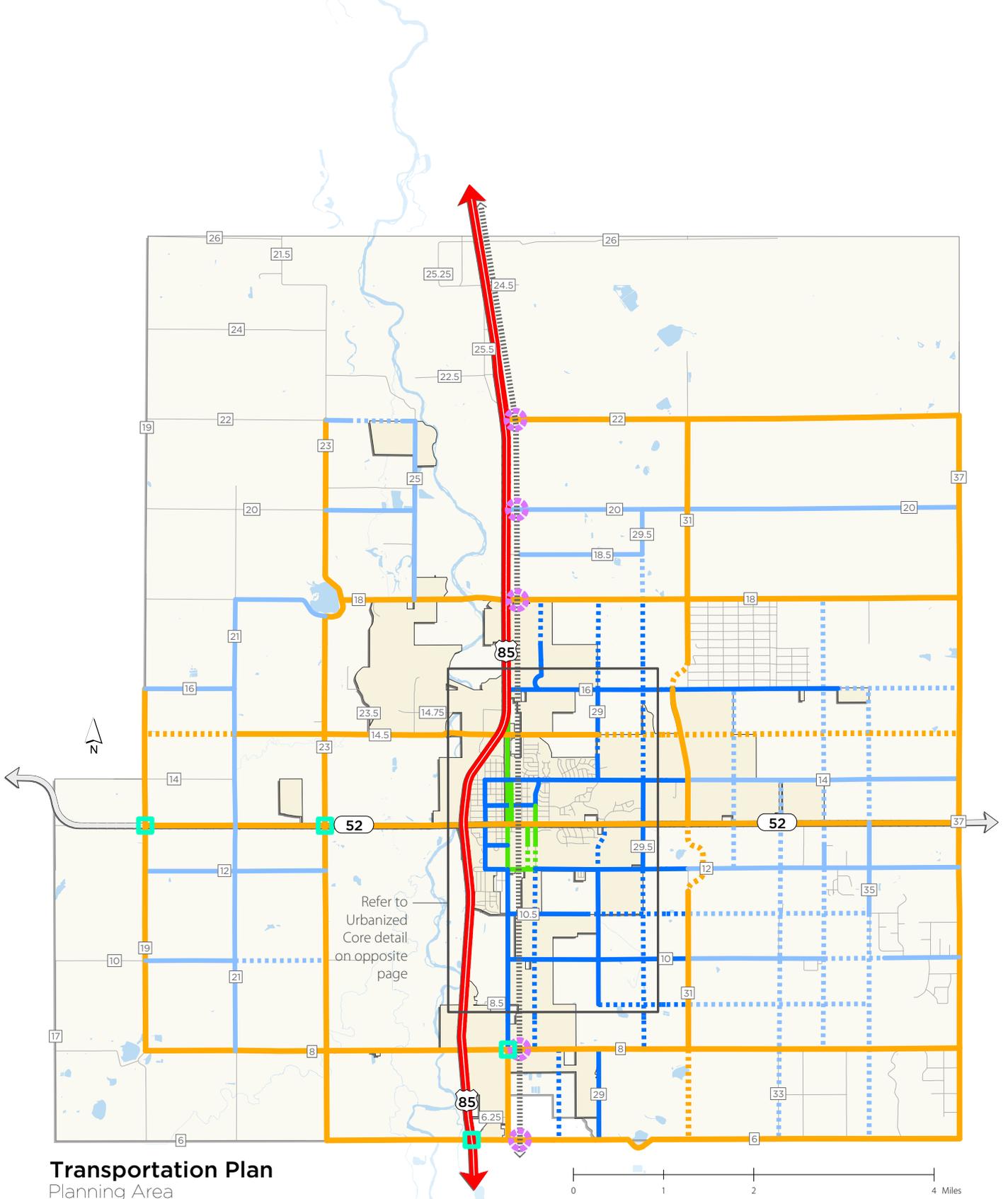
PUBLIC TRANSIT

Fort Lupton generally lacks access to public transit options, the only active facility is a park-and-ride lot located to the northwest of the US 85 and SH 52 intersection, just west of Pearson Park in Fort Lupton. The lot has capacity for 70 vehicles and 3 parking spaces for accessible parking. Given the City's location, regional transit options are unlikely to develop in the immediate future; however, the City should consider the following recommendations to support long-term public transit investment:

- Fort Lupton should continue to participate in regional transit planning efforts along with other municipal, county, and regional jurisdictions.
- As transit decisions are made by other entities in the coming years, the City may need to reevaluate some aspects of the Land Use Plan to ensure that land use patterns surrounding future transit stations are appropriate in terms of their density and configuration.
- As roadways are improved, the designs should incorporate elements which would support transit services along the roadways.

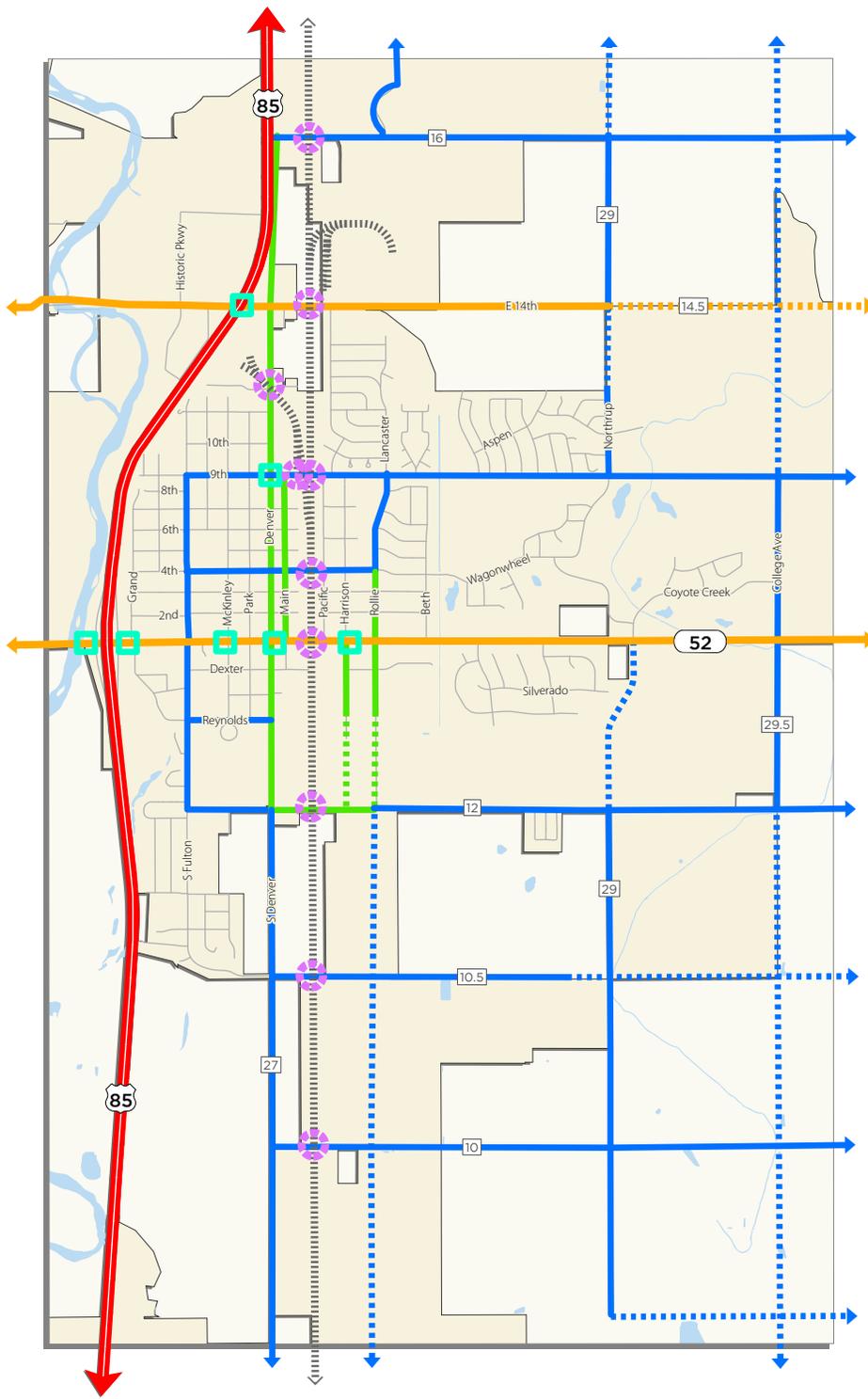
FasTracks and Commuter Rail Service

RTD's FasTracks program includes commuter rail that generally parallels I-25 on the east from Denver Union Station to 162nd Avenue, referred to as the North Metro corridor. The economic downturn has reduced available funding to RTD and extended the schedule for completion of this commuter rail corridor. Bus transit improvements were planned to be made, along with the implementation of this rail corridor, include extending bus service north along I-25 to SH 7. Since Fort Lupton will not be served directly by the FasTracks rail line, the City should review opportunities to connect Fort Lupton with other communities as these corridors are designed and implemented.



Transportation Plan Planning Area

- | | | | |
|---------------------------|-------------------------|-------------------------|-----------------------|
| Existing Corporate Limits | Railroad Crossing | Existing Network | Future Network |
| Union Pacific Railroad | Signalized Intersection | 4-Lane Highway | 4-Lane Arterial |
| | | 4-Lane Arterial | Urban Collector |
| | | Urban Collector | Rural Collector |
| | | Rural Collector | Retail Street |
| | | Retail Street | |



Transportation Plan Urbanized Core

- | | | | |
|---------------------------|-------------------------|-------------------------|-----------------------|
| Existing Corporate Limits | Railroad Crossing | Existing Network | Future Network |
| Union Pacific Railroad | Signalized Intersection | 4-Lane Highway | 4-Lane Arterial |
| | | 4-Lane Arterial | Urban Collector |
| | | Urban Collector | Rural Collector |
| | | Rural Collector | Retail Street |
| | | Retail Street | |

INFRASTRUCTURE SYSTEM

The City of Fort Lupton is responsible for majority of the infrastructure system within the municipality including, water, wastewater, sanitary sewer, and stormwater. As the City continues to expand and new developments are proposed, it will be necessary for the City to expand its infrastructure system to meet new demand. Proactive planning for expansion of the infrastructure system can reduce repair and maintenance costs as well as encourage investment in the City.

WATER

The City of Fort Lupton provides water services to properties located within City limits. The City's current potable water supply is obtained from the Colorado-Big Thompson Project and the Windy Gap Project in which the water moves from the Colorado River to the Carter Lake Reservoir. The water is then transported through the Southern Water Supply Pipeline and is treated in a Water Treatment Plant (WTP) located in the northeast corner of the City. Then the City's 20-inch transmission main transports the water to the City's distribution system. The WTP serves both the City of Fort Lupton and the Town of Hudson.

As new developments are proposed within the City's service area, design and construction of new water distribution systems will need to comply with Chapter 3 Water System of the City of Fort Lupton Standards and Specifications for the Design and Construction of Public Improvements.

Northern Integrated Supply Project

The Northern Integrated Supply Project (NISP) is a proposed reservoir that would be located northwest of Fort Collins and provide water for Fort Lupton and many other Northern Front Range communities. The City of Fort Lupton, along with 14 other municipal participants, strongly support the effort to bring a new, reliable water source online. The proposed reservoir would divert water from the Cache la Poudre River into a 170,000 acre-feet water storage basin.

Non-Potable Water

Currently, Fort Lupton does not directly reuse its wastewater effluent for irrigation of parks or golf courses. However, available water rights from the wastewater effluent are used for augmentation for well water that is used for watering the golf course and parks. The City has Windy Gap water which does have a second use water right provision. The reuse of this water is maximized.

SANITARY SEWER

The City owns its own wastewater treatment plant (WWTP) and sewer collection system, which is aging. The system currently has three lift stations. The WWTP was constructed in the early 1990s and consists of a headworks structure, "Carrousel" oxidation basin activated sludge treatment system, secondary clarifier, UV disinfection, biosolids dewatering building, and an operations building.

The Facility Plan Report, Wastewater Treatment Plant Expansion Study was prepared in 2016. Based on the City's population growth projections, an estimated 30,000 people by 2036, the WWTP's projected hydraulic capacity is 6.4 Million Gallons Per Day (mgd) and would require significant expansion to the WWTP. Adding wastewater flows from potential regional partners makes the regionalized flow a projected 8.31 mgd.

Due to the uncertainty of City growth, the document was developed to provide a roadmap to WWTP improvements that can be referenced whenever modifications to the WWTP are necessitated by condition, performance, or capacity related insufficiencies and regulatory drivers.

As new developments are proposed within the City's service area, design and construction of new sanitary sewer mains and services will need to comply with Chapter 4 of the Sanitary Sewer System of the City of Fort Lupton Standards and Specifications for the Design and Construction of Public Improvements.

STORMWATER

The City of Fort Lupton is responsible for all stormwater drainage service within the City boundaries. The City's "Drainage Criteria Manual" contains the design criteria for the analysis and design of storm drainage facilities within the City. All subdivisions, resubdivisions, planned unit developments, or any other proposed construction submitted for approval under the provisions of the City of Fort Lupton Municipal Code are to include adequate storm drainage system analysis and appropriate drainage system plans in conformance with the requirements of the City's Drainage Criteria Manual.

The policy of the City requires on-site detention for all new development, expansion, and redevelopment. The required minimum detention volumes and maximum release rates for water quality, the minor storm, and the major storm are to be in accordance with the Drainage Criteria Manual.

As new developments are proposed within the City of Fort Lupton, it is recommended for the City to ensure that new developments provide storm sewers, inlets, and detention ponds to keep storm runoff at or below historic runoff rates. Developments should be required to prepare and submit drainage studies to document and ensure that these requirements are being met.

As arterial roadways are widened from two to four travel lanes, the City should consider opportunities to provide improved water quality on the projects.

PRIVATE UTILITIES

United Power provides power and lighting services for all areas within the city limits. Natural gas is provided by Xcel Energy. Cable television is provided by Comcast, and internet is provided by Comcast and Century Link. Expansion of these services is driven by development and consumer need.

As new developments are proposed within the City of Fort Lupton, construction of private utilities within City right-of-way will need to comply with applicable chapters of the City of Fort Lupton Standards and Specifications for the Design and Construction of Public Improvements.



PARKS, OPEN SPACE & ENVIRONMENTAL FEATURES

For municipalities across the State of Colorado, the natural environment is a top priority. Fort Lupton is no exception, offering residents a variety of recreational opportunities and outdoor spaces that contribute to community health and quality of life. In the future, anticipated growth could alter the landscape of Fort Lupton. It will be essential that the City manages natural and environmental resources to ensure residents have access to recreation and the great outdoors.

PARKS, OPEN SPACE & ENVIRONMENTAL FEATURES GOAL

Preserve and enhance parks, open spaces, and environmental features to offer high quality recreation and to maintain Fort Lupton's picturesque landscape and character.

Objectives

- Develop new parks to provide all residents with access to parkland.
- Improve existing parks to offer high quality recreational programming.
- Develop new trails to establish a comprehensive trail network throughout the community.
- Identify and protect open space and natural areas from growth and development.
- Address environmental impacts, particularly water scarcity within the region.
- Capitalize on the South Platte River as a community asset through activation, preservation, and improved access.

PARKS

The City maintains 12 parks which covers 280 acres of parkland. Parks are operated and maintained by the Building and Grounds Department. Parks classification and the service area for each classification is listed in the table below.

Parks provide residents with opportunities to get active, socialize, and enjoy the outdoors in their community. To provide an understanding of park amenities and needs within the community, a review of Fort Lupton's park network has been conducted. Refer to Parks and Trails Master Plan for more detailed recommendations.

RECOMMENDATIONS

Based upon analysis of the park system within Fort Lupton, the City should consider the following recommendations:

- Explore opportunities to develop new parkland that will improve access to recreational opportunities for underserved areas, particularly as development occurs on the periphery of Fort Lupton.
- Make improvements to existing parkland that will help better activate these properties as recreational assets and address underserved areas of the community.
- Develop additional neighborhood parkland, particularly at Lone Pine Park and the parcel east of the intersection of Pacific Court and 14th Street.
- Improve existing parks to ensure quality parkland assets, formalize amenities, and encourage greater use by residents.
- Explore pedestrian and bicycle connectivity improvements to Pearson Park that will help activate open space and allow greater access from central Fort Lupton across Highway 85 and the South Platte River.
- Consider parkland needs and service areas as part of the review process for future residential development, as well as annexation and outward growth.

| Classification | Use | Service Area | Level of Service | Facilities | Parks |
|-------------------|---|--|----------------------------|---|--|
| Mini Park | A pocket park is a small park, usually less than 1 acre, developed with passive elements such as sidewalks, fountains, gazebos, benches, and landscaping. | 1/4 mile | 0.25-0.50 acres per 1,000 | Playground, benches, walking path, etc. | Cannery Park, Lancaster Park, Smokey Park |
| Neighborhood Park | Provides recreational opportunities within a neighborhood, intended for all ages. Neighborhood parks should be stand-alone facilities; however, they may be located adjacent to elementary schools or linear parks. | 1/2 mile radius, free of major barriers such as highways or waterways. | 2-5 acres per 1,000 people | Play apparatus for all ages of children, multi-use paved surfaces, picnic areas | Heritage Park, Koshio Park, Lone Pine Park (future), Hidden Pond Park (future) |
| Community Park | Provides recreational facilities for the entire community. Facilities should be provided for people of all ages. Should be located on arterial streets and accessible by pedestrians and bicyclists | 1/2 to 3 miles or some uses community-wide. | 5-8 acres per 1,000 people | Swimming pools, lighted athletic fields and tennis courts, pedestrian and exercise trails, large picnic areas with shelters, landscaped areas to buffer developments, areas of natural value and water areas. | Community Center Park, Pearson Park, Railroad Park |
| Open Space | Vacant and undeveloped land, maintained by Parks Department, preserved for natural amenity or infrastructure reasons. | | | Open space | Lone Pine Park, Vincent Park |
| Special Use Park | Parks or recreational facilities oriented towards single-purpose use. | Community-wide | | | Coyote Creek Golf Course, Road Side Park |

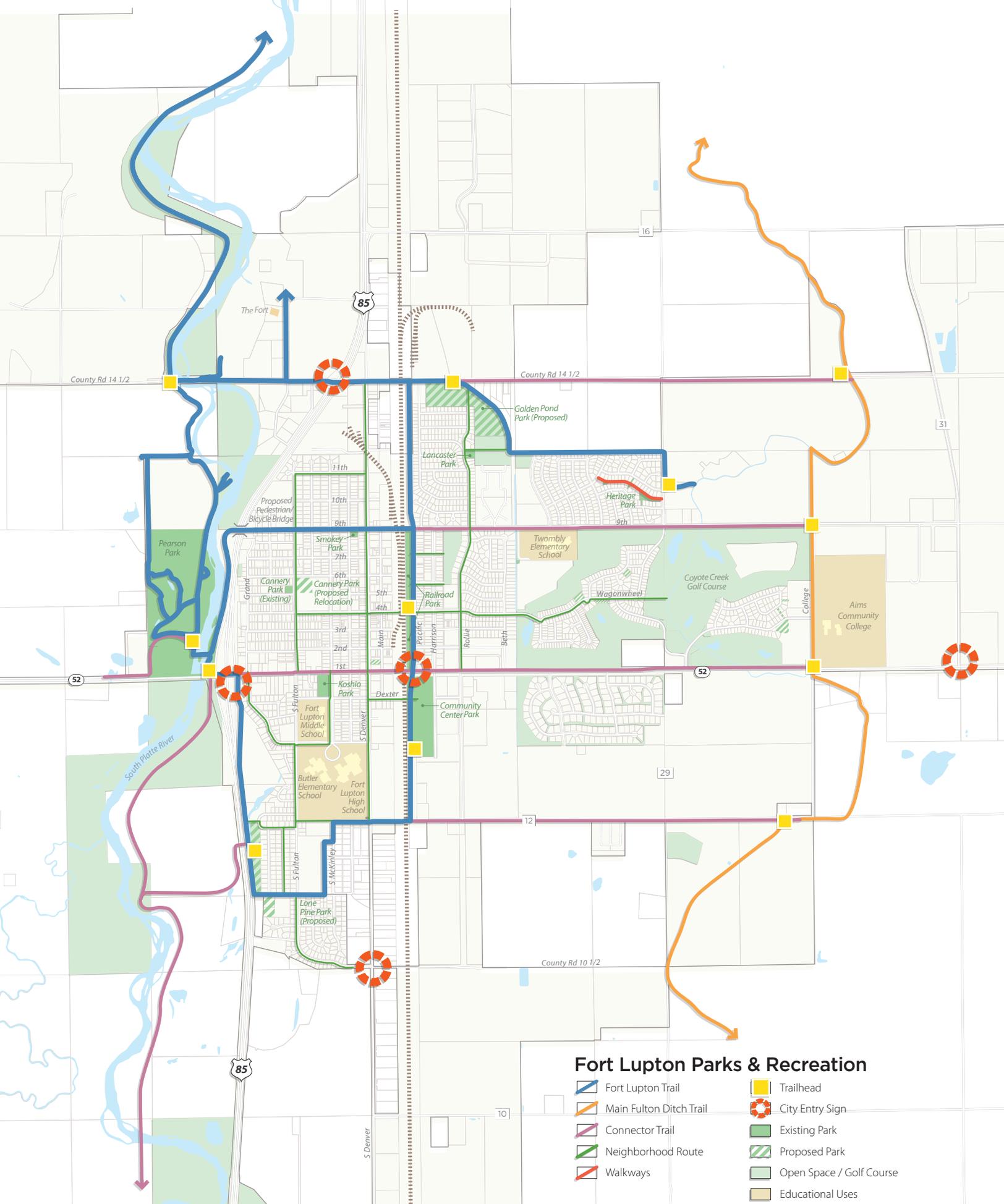
TRAILS

Trails are an essential element of parks and open space. While Fort Lupton does have a few trail segments, no consistent trail network exists within the City. This limits accessibility and recreational opportunities while placing greater demand on the City's sidewalk network. Moving forward, the City should develop a comprehensive trail network that connects residents with parks and key destinations throughout Fort Lupton. This should include considerations for regional connections that will link Fort Lupton to larger trail networks across the Front Range region.

RECOMMENDATIONS

Based upon the City's existing trail network, the following recommendations should be considered:

- Develop the Fort Lupton Trail to provide a dedicated circulator within the community that supports access to key destinations and enables appropriate recreation.
- Develop the Main Fulton Ditch Trail that will provide connections to the adjacent communities of Brighton and Platteville.
- Develop additional trails to provide necessary connections and contribute to a thorough and extensive trail network.
- Construct trailheads and other amenities that will support trail access and utilization.





OPEN SPACE

Open spaces are areas of natural landscape that have not been improved for active recreation or development. Instead, they provide opportunities for passive recreation and preservation of green space that contributes to a community's appearance and sense of place. Existing open space within Fort Lupton includes the following:

- Passive parkland such as Vincent Park
- Detention basins
- Green space within subdivisions intended to contribute to the character of the neighborhood

In addition, a significant amount of open space exists along the South Platte River within the Mineral Zone designation. Per state law, the City must allow adequate removal of resources from this area prior to development or preservation. As a result, much of this area cannot be fully preserved or activated for recreational use until resource extraction operations come offline.

RECOMMENDATIONS

Given the speed and intensity of development within Fort Lupton and the surrounding region, the City should take steps to preserve open space and natural areas that are important to the community's distinct landscape. This should include the following:

- Explore the establishment of overlay districts to preserve open space and natural areas within the community. In particular, open space adjacent to waterways, notably the South Platte River, should be considered for long-term conservation as mineral extraction uses operations offline.
 - Establish open space greenways, per the Land Use Plan, to act as buffers for residential growth areas as well as support trail development and access to the outdoors.
 - Coordinate with the Colorado Department of Natural Resource to identify environmentally sensitive areas along South Platte River that should be preserved as open space and protected from encroachment by development.
- Utilize conservation easements, transfer of development rights, and other regulatory tools to preserve open space and sensitive areas from development.
 - Encourage the conservation and dedication of open space in future residential growth, including methods like cluster development.
 - Consider updates to the zoning code to provide regulatory incentives for developers who integrate open space conservation within site design.
 - Promote higher density development and direct investment to the City's urban core to reduce unnecessary loss of peripheral open space in the near term.

ENVIRONMENTAL FEATURES

Fort Lupton's landscape is defined by various environmental features that help shape the character of the community and impact development within the City. As important assets for the community, the City should take an active role in preserving and addressing issues related to these environmental features. This will allow Fort Lupton to remain a picturesque Front Range community while minimizing negative impacts related to the natural environment.

Front Range Mountains

While not located within the Rocky Mountains, Fort Lupton's location along the Front Range offers a scenic view of distant mountains to the west. The City's proximity to the mountain range has been identified as a key asset for Fort Lupton, offering attractive mountain views from a relatively flat topography. Understanding the value of this picturesque mountain view, the City should take steps to protect sight lines where possible, particularly in the face of continued growth and investment within the community.

Waterways

Waterways, including rivers, creeks, and streams, are a primary element of most community's natural landscape. While founded along the banks of the South Platte River, today the City's urban core is largely disconnected from local waterways by Highway 85, with the South Platte River, Big Dry Creek, and Small Dry Creek all located west of the highway. Beyond these, additional streams and ditches accommodate waterflow throughout the community, often related to agricultural uses.

Floodplains

Floodplains within Fort Lupton are located along the South Platte River, Big Dry Creek, and Small Dry Creek. These include 100-year floodplains and a prominent floodway along the South Platte River. With floodplains almost entirely limited to the west side of Highway 85, Fort Lupton's urban core and primary growth areas are unlikely to be affected by flooding events. As such, floodplain management will be largely focused on properties west of the Highway, particularly those directly adjacent to or within the South Platte River floodway and 100-year floodplain. Typically, development is carefully regulated within a 100-year floodplain and entirely restricted or prohibited within a floodway; however, the South Platte River floodway includes a handful of industrial, residential, and agricultural structures. This includes Pearson Park and the City's water treatment facility.

Water Scarcity

While Fort Lupton does contain waterways and floodplains, the City is located within a water scarce region. The climate is generally arid, with little rainfall in comparison to other areas of the country. As a result, this has a significant impact on wildlife, landscaping, and agriculture within the region, most notably the cost of water. Many landscaping trends common to modern site design and development utilize non-native plants that require significant water intake, such as grass lawns. In addition, the cost and availability of water can affect farming and agriculture. Moving forward, water scarcity is likely to remain an issue for the community, particularly as investment and development continue within the City. Efforts to minimize water consumption and eliminate unnecessary water demand will be essential to support smart growth and maintain the quality and accessibility of water services within Fort Lupton.

Zeroscape vs. Xeriscape

Water scarcity has a notable impact on landscaping within Fort Lupton. Often mistakenly used interchangeably, zeroscaping and xeriscaping are both commonly cited solutions to landscaping in dry regions. However, the difference between these two approaches can have a significant impact on the appearance of landscaping.

- Xeriscaping (pronounced ZEER-scaping) is a method of landscaping that focuses on native and drought resistant plants and management of water usage to conserve and minimize water needs. This can include irrigation-systems designed to ensure water is not wasted and careful placement of plants based upon water needs. In general, xeriscaping provides a method to maintain plants and wildlife within landscaping in spite of water constraints.
- Zeroscaping (propounded ZERO-scaping) is actually a mispronunciation of xeriscaping which has come to represent landscaping which reduces water needs by minimizing plant life. Zeroscaping is often dominated by decorative rocks, gravel, dirt, and pavement. Overall, zeroscaping aims to remove plant life entirely in pursuit of a perceived 'zero-maintenance' landscape.

While both assist with water conservation, xeriscaping is generally preferred as it includes plant life and positively contributes to the appearance and character of a property. The City should promote xeriscaping within Fort Lupton, including efforts to educate developers and property owners about the difference between xeriscaping and zeroscaping. In addition, the City should review and update development regulations and design standards to more clearly require xeriscaping. Zeroscapes and landscaping that completely eliminate plant life should be discouraged or prohibited.

RECOMMENDATIONS

- Monitor floodplains and floodways within Fort Lupton to preserve the health of local waterways as well as minimize impacts on development. In particular, strictly enforce zoning regulations requiring that floodplains are appropriately accounted for in the development proposal and site design process.
- Work cooperatively with Northern Water to ensure the long-term quality of water services within Fort Lupton, including considerations for the cost and scarcity of water.
- Continue to monitor water usage within the City and impose appropriate regulations to reduce water consumption.
- Consider application of xeriscaping to municipal properties that will reduce municipal water consumption and act as an example for developers.
- Develop a landscaping pamphlet or brochure that provides residents with information about water consumption, xeriscaping, native plants, and methods that will help reduce water costs and promote water conservation.
- Consider viewsheds to mountains along the Front Range as part of the development review process, with a particular emphasis on preserving views from key areas of the community, such as Community Center Park or Pearson Park.
- Encourage developers to consider mountain views as part of site design and development. For example, sight lines to the mountains could be used as a terminal vista for commercial centers or an attractive asset to appropriately aligned residential units.



THE SOUTH PLATTE RIVER

The South Platte River is Fort Lupton's most distinctive natural feature. Throughout public engagement, the river was consistently identified by residents and stakeholders as a critical community asset. Disconnected from the majority of Fort Lupton by Highway 85, the waterway has been protected from the majority of urban development, creating a natural river corridor. However, due to aggregate resources, the river is entirely included within the Mineral Zone.

The location of the highway; however, has also kept the river largely inaccessible. While open spaces do exist along the river, the majority of the land is privatized. This includes private residences, farms and related agricultural uses, industrial businesses extracting mineral resources, and undeveloped properties, many of which have been cleared of natural vegetation. Pearson Park is the City's only public space that takes advantage of the waterway, but the facility is largely baseball-oriented and not designed to capitalize on riverfront access. As a result, this important environmental feature remains greatly underutilized within the community.

Connecting Pearson Park to the City's urban core is a pedestrian bridge over the river that utilizes the highway viaduct to provide access via 1st Street. The bridge is a valuable start to improving riverfront access, providing residents a means to enjoy the river. Building upon this foundation, the City should emphasize the South Platte River and prioritize efforts to more effectively address the waterway as a key community asset. This should include careful coordination of projects and policies aimed at improving activation, preservation, and accessibility for the South Platte River. To ensure these objectives, the City should pursue the following recommendations:



Activation

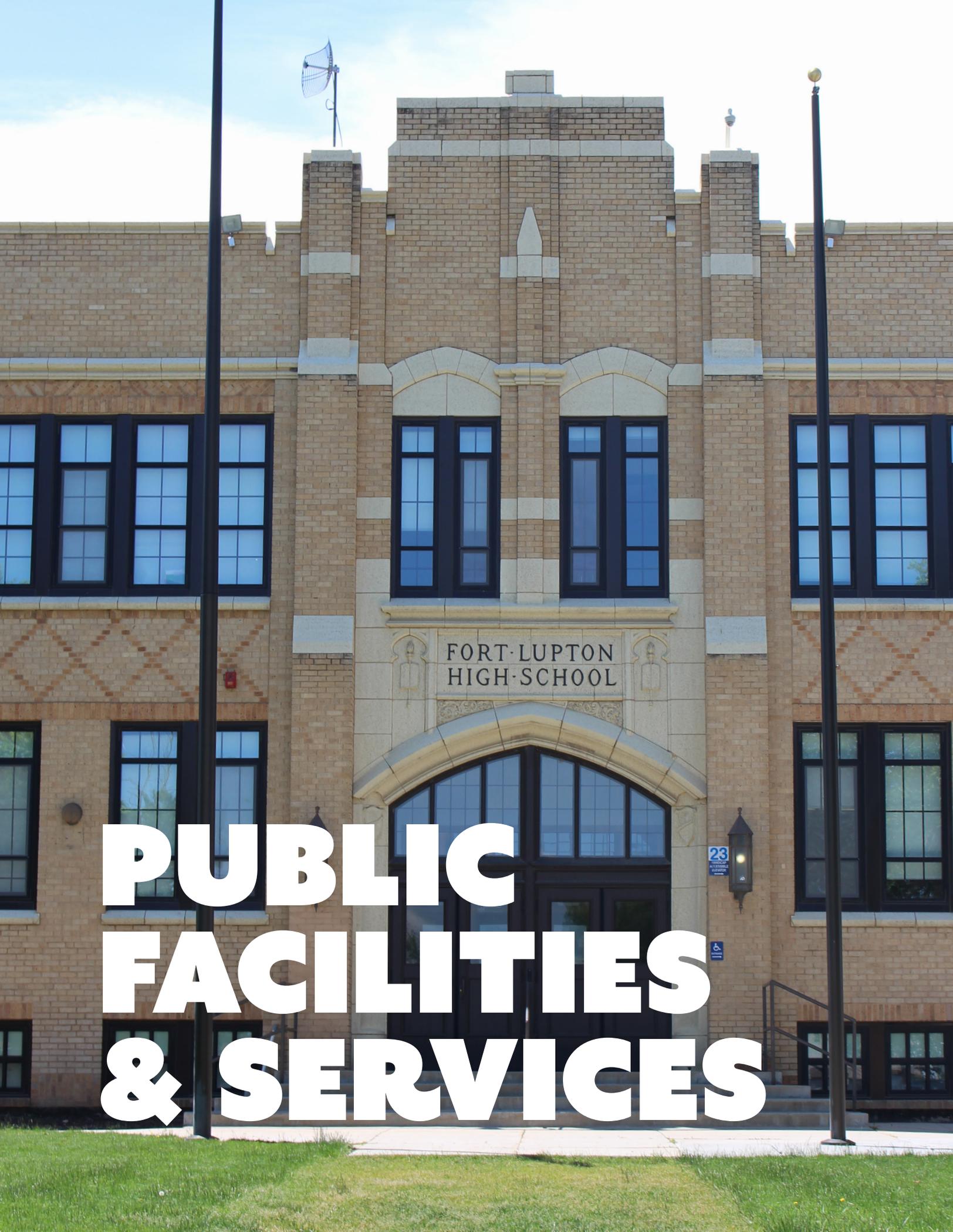
- Identify potential locations for additional parkland along the South Platte River, particularly as the community continues to grow and develop.
- Explore the potential of recreation-based tourism that utilizes the South Platte River, such as tubing, kayaking, canoeing, recreational fishing, and other related activities.
- Explore opportunities for dedicated boat launches to support canoeing and kayaking along the South Platte River. If possible, aim to create a specific water route between dedicated launches to support more formalized water-based recreation.
- As a component of developing the Fort Lupton Trail, explore opportunities for scenic viewpoints along the South Platte River as well as docks that could support fishing.
- Coordinate with the Colorado Department of Natural Resources, the South Platte Valley Historical Society, and other related organizations to explore activation of the South Platte River as a teaching opportunity and resource.
- As mineral extraction operations come offline, coordinate with property owners to explore reuse of these sites for uses related to the river or activation as uniquely programmed parkland.

Preservation

- Coordinate with the Colorado Department of Natural Resources and FEMA to establish a South Platte River Corridor as mineral extraction uses come offline. This should include, at a minimum, all floodways along the river and any appropriate 100-year floodplains. Development within the river corridor should be carefully reviewed to account for flooding, runoff, and other impacts related to the waterway.
- Work with the Colorado Department of Natural Resources to reinforce and strictly apply setbacks and other development regulations along the South Platte River.
- Coordinate with the Colorado Department of Natural Resources to identify environmentally sensitive areas along the South Platte River that should be conserved and protected from development.
- Regularly measure the water quality of the South Platte River and work with regional partners to maintain and improve the health of the watershed.
- Coordinate with industrial and agricultural users along the South Platte River to identify and address potential impacts to the health of the waterway, particularly stormwater management and runoff.

Access

- Develop a comprehensive trail network, with a focus on connections that will provide routes to and along the South Platte River for residents.
- Explore the possibility of providing an additional pedestrian/bicycle bridge over Highway 85 to connect 9th street to the river and eventually to the trail system.
- Continue to develop the Fort Lupton Trail, particularly planned segments along the South Platte River connecting Person Park north toward CR 14.
- Work with CDOT to implement improvements to sidewalks along 1st Street, including pedestrian access under Highway 85 to the Pearson Park pedestrian bridge, as discussed within the 1st Street Subarea Plan.
- Explore long-term opportunities to create a dedicated river trail that extends the full length of the river corridor within Fort Lupton and could be connected to adjacent communities.
- As opportunities arise, construct additional access points along the full length of the river using appropriate trail connections, with an emphasis on providing all residents with ease of access to parkland and open space within the river corridor.



FORT LUPTON
HIGH SCHOOL

PUBLIC FACILITIES & SERVICES

Public services include the amenities and facilities that provide residents with a high quality of life. While existing facilities serve the community well, growth and continued investment could place a higher demand on services. In addition, improvements to certain amenities, such as education, could help to better promote Fort Lupton as a great place to live.

PUBLIC FACILITIES & SERVICES GOAL

Ensure continued quality of public amenities while making improvements that will elevate quality of life and maintain Fort Lupton as a desirable place to life.

Objectives

- Conduct regular department and service reviews to address emerging issues and long-term growth in demand for City services.
- Coordinate with emergency response providers to maintain quality services as growth occurs.
- Coordinate with educational institutions to provide quality education within the City, particularly as an element of attracting residents to the community.

RECREATION CENTER

Open in 2004, the Fort Lupton Recreation Center is a 48,000 square foot multi-purpose facility that offers recreational opportunities to residents. The facility includes an aquatic center, aerobics center, running track, rock-climbing wall, fitness machines, and teen center. Located within Community Center Park along 1st Street, the Recreation Center is a cherished asset to the community and contributes significantly to quality of life within Fort Lupton.

RECOMMENDATIONS

Noting the value of the facility, the City should consider the following recommendations to best maintain and support the Recreation Center as a community asset:

- Ensure a high degree of accessibility to the Recreation Center from all areas of Fort Lupton, particularly residential neighborhoods. This should include appropriate sidewalk extensions, trail connections, and crosswalk improvements to allow safe and efficient access to the facility.
- Explore the feasibility of constructing a pedestrian bridge over the railroad from Dexter Street, providing continual, safe access between the Recreation Center and neighborhoods west of the tracks.
- Conduct a regular review of the Recreation Center to identify necessary improvements or issues that should be addressed.

FORT LUPTON GOVERNMENT

Fort Lupton is governed by a six-member City Council elected from three wards and a Mayor elected at-large. The council is responsible for passing ordinances and laws necessary to maintain the daily operations of the City, guide growth and investment, and plan for the community's future. They are complemented by various boards and commissions that advise the Council on topic areas. The Council, boards, and commissions are supported by City staff who manage the day-to-day operations of the City. Overall, staff is organized into 15 departments:

- Building & Grounds
- Careers / Human Resources
- Cemetery
- City Administrator
- City Clerk
- Economic Development
- Finance
- Golf Course
- Library
- Municipal Court
- Museums
- Planning & Building
- Police
- Public Works
- Recreation

The majority of City staff operate from City Hall (130 S. McKinley Avenue), which also serves as the Fort Lupton Police Station. In addition, the City operates other facilities within the community to support infrastructure and services.

Overall, existing municipal facilities adequately meet the needs of the community. However, the size of City Hall has been a concern and may require a larger facility in the future. In addition, expected growth could increase demand for municipal services in the future.



RECOMMENDATIONS

The City should be proactive in addressing projected service needs and consider essential improvement to maintain a high quality of life within Fort Lupton. This should include:

- Initiate efforts to develop a new, larger City Hall facility. This should include a study of the existing facility and identification of potential sites and facility requirements.
- Periodically reviewing all municipal facilities to identify and prioritize improvement projects necessary to ensure necessary high quality services.
- Consider impacts to police response times, infrastructure, park access, and other services as part of the review process for new development proposals.

POLICE DEPARTMENT

The Fort Lupton Police Department is a full-service law enforcement organization charged with public safety and emergency response within the community. The department is managed by the police chief and comprised of 12 officers and 3 sergeants, all housed within the Police Department section of City Hall.

Generally, public safety and crime were not identified as a major issue through community outreach. The Police Department provides quality services that appropriately address safety and emergency response within Fort Lupton.

FIRE PROTECTION

Fire protection is provided by the Fort Lupton Fire Protection District, a combination fire department that includes 25 career firefighters and 30 district volunteer firefighters. The District is a separate taxing entity from the City of Fort Lupton and serves 88 square miles, including the City of Fort Lupton, as well as unincorporated areas surrounding the City. The district operates four facilities, all located within the City of Fort Lupton:

- Administration Building (1121 Denver Avenue)
- Station 1 (1121 Denver Avenue)
- Station 2 (2999 9th Street)
- Training Center (2999 9th Street)

Existing facilities and municipal infrastructure provide necessary capacity to address fire protection needs within Fort Lupton and the surrounding area. The District has an Insurance Service Office (ISO) classification of 2. An ISO classification is a rating that scores the level of fire safety response on a scale of 1-10, with 1 being the best rating.

Anticipating that future growth could result in greater demand for fire protection, the District has made initial plans for long-term development of a third station in south Fort Lupton and has purchased a property along CR 8.

RECOMMENDATIONS

Understanding that the District is a separate taxing body, the City should consider the following recommendations to ensure continued quality fire protection:

- Maintain regular communication with the Fire Protection District to discuss emergency response needs and issues, changing demographics, and other factors that could impact service.
- Include the Fire Protection District within the development review process.
- Coordinate with the Fire Protection District to address the extensive paved surface behind Station 1. Given the proximity of residential neighborhoods, this area should be appropriately screened from the public right-of-way or considered for onsite improvements, such as landscaping.

EDUCATION

Education within Fort Lupton is provided by Weld County School District Re8, which enrolls roughly 2,400 students across five schools, including

- Butler Elementary School (411 South McKinley Avenue)
- Twombly Elementary School (1600 9th Street)
- Quest K-8 (Sweetgrass Parkway, located in Dacono)
- Fort Lupton Middle School (201 South McKinley Avenue)
- Fort Lupton High School (530 Reynolds Street)

Butler Elementary, Fort Lupton Middle, and Fort Lupton High Schools are all located within close proximity along McKinley Avenue, creating a small educational campus.

The District recently passed a bond to support a number of improvements within the District, including:

- Construction of a new central administration building
- Construction of an Early Childhood Center
- Relocation of Quest to a 45,000 square foot PK-8 building in Dacono
- Significant remodels to Butler Elementary, Fort Lupton Middle, and Fort Lupton High Schools

Enrollment within the school district decreased in recent years. While schools are currently operating under capacity, residential growth could someday result in overcrowding.

The quality of education within Fort Lupton was a key concern throughout public engagement. Overall, attainment levels within District Re8 are below statewide averages and many residents believe this contributes to a poor perception of the District, discouraging new residents from locating in Fort Lupton. Quality education can also be a significant factor in attracting investment and larger employers. In addition, District leadership discussed the difficulty of retaining staff, particularly younger or newer teachers. Many of these individuals are more attracted to larger, metropolitan communities within close proximity to Denver that offer more urban lifestyles and housing products.

RECOMMENDATIONS

Understanding that the District is an independent entity, the City should consider the following recommendations to improved educational offerings within Fort Lupton:

- Coordinate with District Re8 regarding any Colorado Department of Education required improvement or accreditation plans to identify opportunities for cooperation that will help improve attainment levels.
- Coordinate with District Re8 to analyze the impact of continued residential growth on enrollment, including considerations for new facilities or appropriate expansions to existing facilities.
- Support and assist, as appropriate, with improvement projects to District Re8 facilities within Fort Lupton, with a particular focus on elevating the appearance and safety of the school campus along McKinley Avenue.
- Develop residential products that could appeal to young teachers and professionals, in accordance with the Land Use Plan.
- Coordinate with District Re8 to develop positive branding and promotion for the District that counters a negative perception of educational amenities in Fort Lupton.

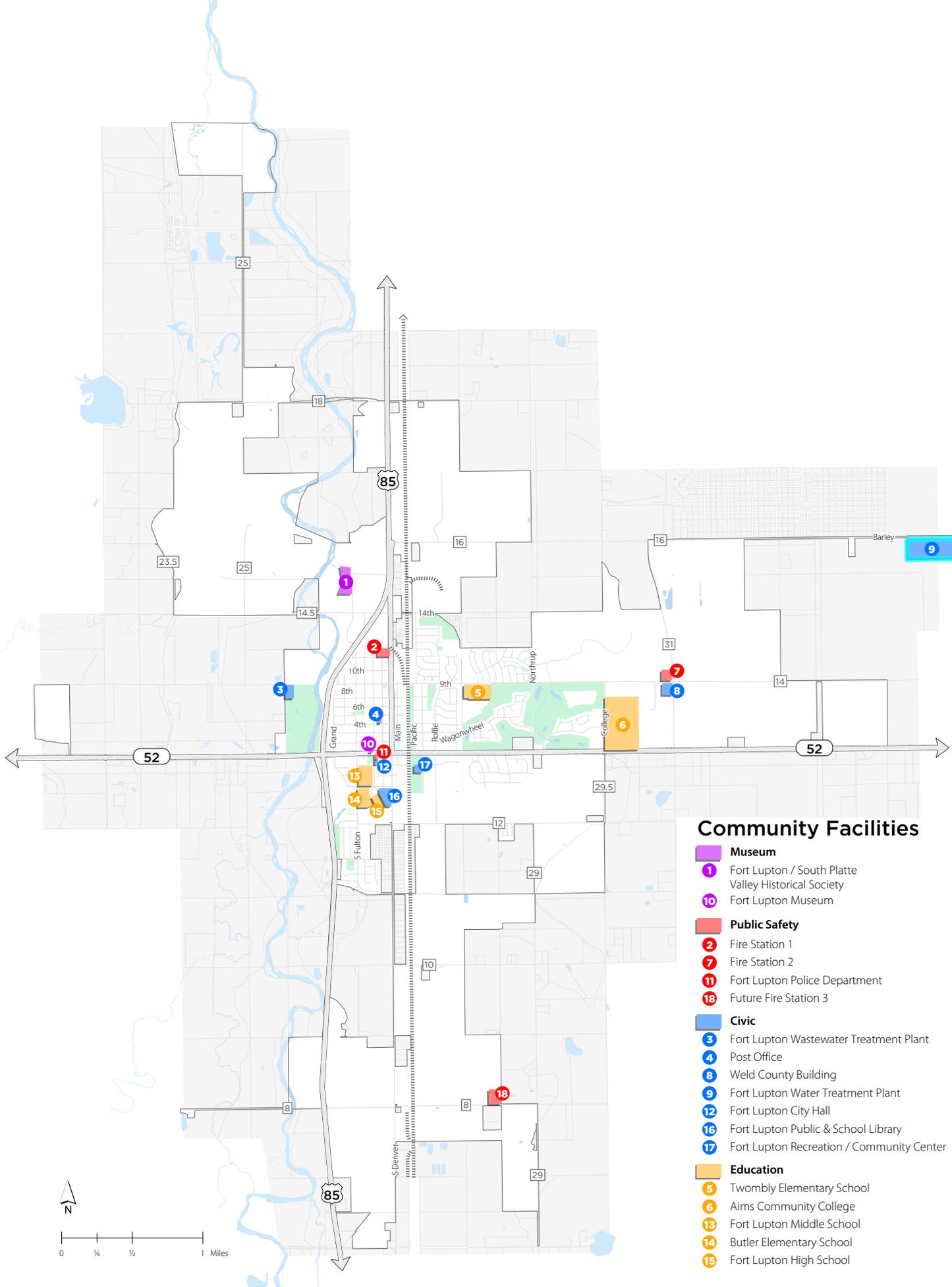
AIMS COMMUNITY COLLEGE

The Fort Lupton campus of Aims Community College provides higher education amenities to residents within the area. Located east along State Highway 52, the campus offers programs in Agricultural Sciences and Technology, and Welding Technology, as well as a Nurse Aide certificate.

RECOMMENDATIONS

As an important community asset that supports workforce development and continued education, the City should seek opportunities for cooperation and partnership with the College to benefit the community. This could include the following recommendations:

- Explore opportunities for programs, grants, or scholarships that would allow local high school students to take courses or receive credit at Aims Community College.
- Work with Aims Community College, the Fort Lupton Chamber of Commerce, and other organizations to consider partnerships or programs to offer education and training to the local workforce.
- Meet with Aims Community College leadership to discuss future land use and projected investment in the vicinity of the Fort Lupton campus to establish a vision of the College's position as the City continues to grow.



Community Facilities

- Museum**
 - 1 Fort Lupton / South Platte Valley Historical Society
 - 10 Fort Lupton Museum
- Public Safety**
 - 2 Fire Station 1
 - 7 Fire Station 2
 - 11 Fort Lupton Police Department
 - 18 Future Fire Station 3
- Civic**
 - 3 Fort Lupton Wastewater Treatment Plant
 - 4 Post Office
 - 8 Weld County Building
 - 9 Fort Lupton Water Treatment Plant
 - 12 Fort Lupton City Hall
 - 16 Fort Lupton Public & School Library
 - 17 Fort Lupton Recreation / Community Center
- Education**
 - 5 Twombly Elementary School
 - 6 Aims Community College
 - 13 Fort Lupton Middle School
 - 14 Butler Elementary School
 - 15 Fort Lupton High School



IMPLEMENTATION

Implementation is an essential part of the planning process that transitions the Plan from a visionary document into action. Implementation will require the cooperation of City staff, elected and appointed officials, public agencies, the local business community, property owners, developers, and residents.

This chapter provides the tools and strategies to assist with achieving the City's long-term vision and applies recommendations to meet the specific goals and objectives of the plan. This includes an action plan to guide next steps in the planning process, a review of potential funding sources, and an Implementation Action Matrix which reviews and provides direction on all recommendations made throughout the plan.

ACTION PLAN

The Action Plan establishes next steps for the City to begin implementation of Picture Fort Lupton. These steps are intended to help ensure the Plan becomes integrated within regular planning efforts and policy decisions for the City. Further, they assist with implementation of goals, objectives, and recommendations over the life of the Plan.

FORM AN IMPLEMENTATION ACTION COMMITTEE

The City should form an Implementation Action Committee. This group would be charged with ensuring the Comprehensive Plan is implemented and continues to reflect the priorities and vision of the City in the future.

The Committee would meet at specific times throughout the year to review the Comprehensive Plan, discuss completed projects and improvements, and identify opportunities for additional implementation. Working in an advisory role, the Committee will be able to provide staff with prioritized actions that are reflective of both the Plan's goals and objectives, as well as changing conditions that may have been unforeseen during the development of the Plan. The Committee should be comprised of a mix of community volunteers and key City staff that can foster implementation throughout the life of the Plan.

USE THE PLAN DAILY

The Comprehensive Plan should be used daily, functioning as the official policy guide for land use, development, and community improvement in Fort Lupton. It should act as a 'go-to' document to assist City staff, the City Council, and other boards and commissions, providing direction for the review and evaluation of future projects, development proposals, and initiatives. In addition, the City should encourage service providers and partner organizations to utilize the Plan when establishing goals and analyzing future development, new facilities, infrastructure extensions, and programming.

To promote daily use the City should:

- Make copies of the Plan document available online.
- Assist the City Council and other boards and commissions in the day-to-day administration, interpretation, and application of the Plan.
- Meet with key department heads and officials to explain the purpose, importance, and benefits of the Comprehensive Plan.
- Provide an 'orientation' for new staff, officials, and board members which highlight major themes and goals of the Comprehensive Plan essential to local policy and initiatives.
- Maintain a current list of possible amendments, issues, or needs which may be the subject of change, addition, or deletion from the Plan in a future update.

DEVELOP PARTNERSHIPS

The City of Fort Lupton should be the primary lead for plan implementation, coordinating administrative actions and public improvement projects. However, the success of implementation can be improved by developing and maintaining partnerships with community stakeholders, including public agencies, neighborhood groups, adjacent municipalities, local businesses, and developers. Given the breadth and scope of the Plan, these partners will be essential to assisting the City in reaching the goals and vision for the future of Fort Lupton.

It is recommended that the City identify specific organizations and agencies to assist with implementation, and explore all opportunities for potential partnerships and collaborations. This should include open and regular communication with other governmental and service providers such as local school districts, the county, utilities companies, and the Colorado Department of Transportation.

UPDATE THE PLAN REGULARLY

Communities are dynamic and following adoption, Fort Lupton will continue to move forward, change, and evolve. Picture Fort Lupton should not be considered a static document but instead a continuous planning process. The Plan should be updated on a regular basis to respond to changes, addressing shifts in community aspirations and demographics, as well as new and unexpected issues.

Proposals to amend the Comprehensive Plan can be introduced by petition at any time; however, the City should regularly initiate a systematic review of the Plan. In general, a full review should be completed at least every two to three years; however, an annual review is recommended. This review should coincide with preparation of the City's annual budget and capital improvement program. Establishing a routine for review of the Plan will help ensure the document remains relevant to the needs and desires of Fort Lupton.

INTEGRATE WITH CAPITAL IMPROVEMENT PROGRAMS

Coordination of financial resources will be essential for implementation of Picture Fort Lupton. This is best accomplished by including the recommendations within the City's annual Capital Improvement Program where appropriate. More significant projects or improvements can take multiple years to complete due to cost and phases for design and construction. Inclusion within the Capital Improvement Program allows the City to plan appropriately for funding requirements and budget accordingly. As part of the City's Capital Improvement Program process, Picture Fort Lupton should be referenced to identify and include priority projects for implementation.

MAINTAIN PUBLIC COMMUNICATION

Picture Fort Lupton was developed with extensive input from the community. Both traditional outreach events and online tools enabled residents and stakeholders to stay involved throughout the process. This highlights the importance of planning and providing individuals with a clear understanding of ongoing efforts to better their community.

The outreach process should act as a foundation for continued communication with members of the public throughout implementation. The City should ensure that major recommendations and the overall vision for Fort Lupton, as defined within the plan, are conveyed to the entire community. This should be supported by regular updates, coverage of major milestones, and additional opportunities for residents to voice their opinion.

In addition, the City should maintain avenues by which residents and stakeholders can communicate with City staff and receive information about planning and development efforts. This should include methods for residents to voice questions and concerns that are then reviewed and addressed in a timely manner. Further, the City should provide media online and in print that explain and simplify civic functions, particularly materials that offer guidance with applications for zoning, building, subdivision, or other development related permits and approvals.

INCORPORATING SUSTAINABILITY

The City of Fort Lupton is committed to sustainable practices. This is particularly important in relation to water scarcity within the region. The following are sustainable strategies and policies the City should consider when implementing the Comprehensive Plan:

- Establish a grant fund to support sustainability initiatives by local businesses.
 - Evaluate and revise City policy and ordinance to support and encourage the use of renewable resources and materials.
 - Consider renewable energy options in all City of Fort Lupton CIP projects.
 - Adopt a policy that requires a baseline energy efficiency standard for all new construction and renovations of municipal buildings. The City should consider using the ratings in the United States Green Building Council (USGBC), Leadership in Energy and Environmental Design (LEED), or another well-recognized third-party metric as a benchmark. However, adoption of LEED or other benchmarks should not require enrollment within these programs, as they can be cost prohibitive.
 - Provide information and technical assistance to local businesses to navigate federal and state tax incentives and utility programs for green retrofit initiatives.
 - Identify programs which could be converted from paper to electronic submittals and applications.
 - Develop educational materials that teach residents about the benefits of sustainable practices and how they can be implemented within private residences, such as solar panel roofing, composting, rain water barrels, or low emission appliances.
- Reduce electricity costs by retrofitting new buildings and additions within energy efficient lighting and occupancy sensors. In addition, replace desktop computers with “zero clients” as appropriate. Zero client computers consume less energy by sharing storage and operating programs on a single, consolidated server.
 - Create a healthier, cooler, urban environment through the application of green roofs and rooftop gardens as well as increasing urban tree populations.
 - Utilize landscape and design treatments such as stormwater planters and tree box filters.
 - Limit the use of dark roofing materials in favor of white or reflective roofs which help cool buildings and reduce energy costs.
 - Implement requirements for solar reflectance and emissivity for low and medium sloped roofs.
 - Adopt a dark sky ordinance.
 - Reduce the amount of impervious area by:
 - Minimizing the dimensions of parking lot spaces;
 - Decreasing the required number of parking spaces;
 - Encouraging shared parking as appropriate;
 - Establishing maximum parking standards which limit the total amount of parking a development can include;
 - Encouraging light-colored, cool, and permeable pavement where possible.

- Incorporate recycling receptacles, composting, and stormwater capture facilities throughout the community and at public facilities.
- Consider wildlife and habitat creation to attract animals and insects which are beneficial to ecosystem and community health.
- Use bioretention areas and bioswales to filter and treat stormwater.
- Establish a program that provides regulatory incentives for developers who incorporate sustainable practices and green infrastructure within future investment, particularly practices that address water scarcity.
- Adopt regulations to limit unnecessary or excessive water usage during summer seasons, including a schedule that dictates when residents can water their yards.
- Updating zoning regulations to require incorporation of xeriscaping and xeriscaping principles as part of landscaping for new developments.
- Updating zoning regulations to prohibit the use of 'zeroscaping' or 'zero-plant' landscaping in the place of landscaping specifically designed to address water scarcity within the community.
- Utilize native landscaping and restored natural areas to reduce water use.
- Incentivize practices that collect and store stormwater runoff for later use, such as rain barrels and cisterns.
- Incorporate xeriscaping and related principles within the design of parks and public land to reduce the amount of grass turf within the community.

UPDATE THE ZONING CODE

The City of Fort Lupton's current zoning code was adopted by City Council in 2006 and has been periodically updated. Based upon the recommendations made within the Comprehensive Plan, the City should review and make necessary amendments to the code to reflect the direction and vision of Picture Fort Lupton. The following are potential updates to the zoning code which should be considered:

- The City should review the Land Use Plan and identify necessary changes to zoning districts and the zoning map that may be necessary to allow for desired growth.
- The City of Fort Lupton does not currently have a stand-alone Mineral Zone zoning district. Properties within the Mineral Zone designation are currently zoned as agricultural. Given the potential impact and character of this designation, the City should consider establishing a formalized Mineral Zone District to address these uses. This will likely become more important as annexation occurs within the planning area.
- The City's growth areas include large tracts of undeveloped land currently designated as Planned Unit Development (PUD). This establishes a precedent that large scale development prepare a PUD plan. As growth occurs, the City should review these areas and consider if re-zoning is appropriate to provide a clearer vision for these areas. This can help provide better direction and certainty to the development community.
- The City should review areas south of County Road 10.5 designated as heavy industrial and allow appropriate light industrial and office uses to reflect the light industrial and office designation.
- The City should consider establishment of a zoning district for Downtown Fort Lupton that reflects the downtown mixed-use designation and direction established within the Downtown Subarea Plan.

POTENTIAL FUNDING SOURCES

The following is a review of potential funding sources that could support implementation of the Fort Lupton Comprehensive Plan. It is important to note that funding sources are subject to change over time. As such, the City should continue to research and monitor grants, funding agencies, and programs to identify deadlines, funding specifications, and new opportunities as they become available. Potential funding sources related to parks, recreation, and trails are found within the City's Parks and Trails Master Plan.

ECONOMIC DEVELOPMENT

Colorado Main Street Loans

This is a microloan program oriented toward rural counties. Funds between \$10,000 and \$35,000 can be used for building/land purchase, business acquisition, debt refinancing, or working capital. The party seeking the loan must be one of the following: an individual, small business, LLC, partnership or non-profit. The Colorado Main Streets Loans program is administered by the United States Department of Agriculture.

Planning Program and Local Technical Assistance Program

The Local Technical Assistance program strengthens the capacity of local or State organizations, institutions of higher education, and other eligible recipients to undertake and promote effective economic development programs through projects such as feasibility analyses and impact studies. The Program is administered by the Department of Commerce - Economic Development Administration and offers up to \$100,000 with a cost share/match requirement.

Tax Increment Financing/ Urban Renewal Areas

Urban Renewal Areas (URA) provide the opportunity to fund certain kinds of improvements within a specific geographic area as property tax revenue increases. The increase in tax revenue, or increment, over the base year of the tax increment financing (TIF) can be leveraged for infrastructure improvements, property acquisition, improvements to existing development, and related allocations.

In 2014, the City created the Fort Lupton Urban Renewal Authority (FLURA) to promote redevelopment and reinvestment within the community. The FLURA manages urban renewal projects within the community, including a dedicated Facade Grant Program since 2017.

New Markets Tax Credit

Administered by the Department of the Treasury, New Market Tax Credits are designed to increase the flow of capital to businesses and low-income communities by providing a modest tax incentive to private investors, businesses, and communities across the country.

Enterprise Zone Tax Credits

The Enterprise Zone Tax Credit provides tax incentives to encourage businesses to locate and expand in designated economically distressed areas of the State. This includes communities with a high unemployment rate, low per capita income, or a low population growth rate. Areas with high unemployment rates (25% above state average), low per capita income (25% below state average), and/or slower population growth (less than 25% of state average in rural areas) may be approved for Enterprise Zone (EZ) designation by the State of Colorado Economic Development Commission. Only taxpayers engaged in business that is legal under both State and federal law are eligible to claim EZ income tax credits.

Manufacturing Sales and Use Tax Exemption

This tax exemption is offered through the Colorado Department of Revenue. It provides an exemption from state sales and use tax on purchases of manufacturing machinery, machine tools, and parts. Industrial businesses within Fort Lupton may be eligible for this exemption.

Biotechnology Sales & Use Tax Refund

Qualified taxpayers may receive a refund every year for all Colorado sales and use taxes they paid on purchases of tangible personal property used directly in research and development of biotechnology. This includes property such as microscopes, chemical reagents and software.

Renewable Energy Sales & Use Tax Exemption

Applicable businesses may receive this exemption annually for all Colorado sales and use taxes they paid on purchases of tangible personal property used directly in research and development of biotechnology. The maximum refund is unlimited.

Clean Tech and Media Tech Sales & Use Tax Refund

Also through the Colorado Department of Revenue, this refund is available to all businesses that employ fewer than 36 full-time employees in Colorado with its headquarters or 50 percent of all employees in the State. Covered items and activities include the sale, storage, use or consumption of property used for research and development of clean or medical technology.

Advanced Industry Investment Tax Credit

This tax credit administered through the Colorado Office of Economic Development helps Colorado advanced industry companies receive more capital from Colorado investors. Colorado's seven advanced industries are Advanced Manufacturing, Aerospace, Bioscience, Electronics, Energy/Natural Resources/Cleantech, Infrastructure Engineering, and Technology & Information. The investor, the investee, and the investment all must meet certain criteria (more detailed information available on the Colorado Office of Economic Development website).

JOB CREATION & TRAINING

Job Growth Incentive Tax Credit

This state funding source through the Colorado Office of Economic Development is intended to provide a state income tax credit to businesses undertaking job creation projects that would not occur in Colorado without this program. Businesses need to create at least 20 new jobs in Colorado, with an average yearly wage of at least 100% of the county average wage rate based on where the business is located. A business located in an Enhanced Rural Enterprise Zone must create at least five new jobs in Colorado, with an average yearly wage of at least 100% of the county average wage. All new jobs must be maintained for at least one year after the positions are hired to qualify.

Strategic Fund Incentive

Offered through the Colorado Office of Economic Development, this incentive supports and encourages new business development, business expansions and relocations that have generated new jobs throughout the State. Local businesses must create new jobs in Colorado that are maintained for at least one year (see fact sheet on the Strategic Fund Incentive website for full requirements).

Work Opportunity Tax Credit (WOTC)

This tax credit encourages employers to hire nine targeted groups of job seekers: Welfare/TANF recipients, Veterans receiving Food Stamps, Disabled Veterans, Ex-Offenders, Designated Community Residents, Vocational Rehabilitation participants, Food Stamp recipients between the ages of 18 and 39, Supplemental Security Income recipients, and Long Term TANF recipients. The tax credit is administered by the federal government through the Colorado Department of Labor and Employment, and eligible employers can receive up to \$9,600 per new employee.

On-the-Job-Training (OJT)

This program provides the opportunity to offset labor costs through the hiring of individuals enrolled in an Employment Services subsidized program. Administered by the Weld County Employment Services/Larimer County Workforce Center, the program subsidizes 50% of wages for individual employees.

Colorado FIRST Grants

The Colorado Office of Economic Development offers grants of up to \$1,200 per full-time employee for employee training to companies that are newly located in Colorado.

Existing Industry Customized Training Programs

This grant through the Colorado Office of Economic Development provides up to \$1,000 per full time employee for employee training to companies that are expanding within Colorado.

Strategic Fund Incentive

This incentive is intended to support and encourage new business development, business expansions and relocations that have generated new jobs throughout the State. A business may receive funding if it proposes to create new jobs in Colorado that are maintained for at least one year. See the Colorado Office of Economic Development website for additional requirements.

TRANSPORTATION

There are various federal and state funded programs for which Fort Lupton may apply. Most of the programs require a local match depending on the type of program. Below are a few of the programs available:

- Transportation Alternatives Program (TAP)
- Off-System Bridge Program (BRO)
- Highway Safety Improvement Program (HSIP)
- The Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Surface Transportation Program – Metropolitan (STP – Metro)
- National Highway Performance Program (NHPP)
- Congressional Appropriation Earmarked Federal Funding with Local Match (Demonstration)
- Safe Routes to Schools Program – Non-infrastructure projects only

It should be noted that the STP program is only available in the Colorado Springs, Denver and Fort Collins metropolitan areas.

TIP / STIP and Long-Range Plans

This section deals with the planning and fund programming process that is required for a transportation project to receive funding. Each CDOT Region has a planning staff person assigned to assist with these processes.

Long-Range Plan

CDOT and each of the five Metropolitan Areas over 50,000 population are required to develop and adopt a Long-Range Plan. The purpose of the Long-Range Plan is to outline transportation goals and improvements for the next 20 to 30 years. This plan must identify potential projects and funding requirements for Statewide Transportation Improvement Program (STIP) development. The plan must be financially constrained—that is, it must show how the projects can be completed with funding that is reasonably expected to be available. To be considered for funding a project must be consistent with the fiscally constrained long-range plan. Once it is deemed consistent with the long-range plan, a project can compete for funding in the TIP/STIP process described in the next section.

TIP/STIP Federal Guidelines

All projects receiving Federal funds must be identified in the STIP for the funding to be released for the project. The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) requires each state to develop a STIP containing at least four years of projects. The STIP is developed every other year in cooperation with the Metropolitan Planning Organizations (MPOs), local officials, and tribal governments with responsibility for transportation. As noted above, the STIP must be consistent with the fiscally constrained long-range plan.

The STIP development process is how local agency projects are identified for Federal funding. A STIP, by law, must be financially constrained. Therefore, all funding sources must be identified for each project.

In developing the STIP, the Governor is required by SAFETEA-LU to provide citizens, affected public agencies, representatives of transportation agency employees, freight shippers, private providers of transportation, providers of freight transportation services, representatives of users of public transit, and other interested parties with a reasonable opportunity to comment on the proposed STIP. Copies of the STIP are mailed to public agencies, transportation agencies, private providers of transportation, and other interested parties. A public meeting on the STIP is conducted biennially with the Transportation Commission, typically at its April meeting. Comments are considered before the Transportation Commission approves the STIP. Once the Transportation Commission approves the STIP, it is forwarded to FHWA and FTA for final approval.

Presidential Executive Order 13898 "Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations" and FHWA Order 6640.23 address Environmental Justice at the state and federal level. They require CDOT and the local agencies to do enhanced public outreach and impact analysis during the planning process to fulfill the reasonable opportunity for all affected citizens, including minority and low-income populations, to comment.

STIP Development Process

Every other year, the STIP is updated through a continuing, comprehensive and cooperative process involving the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), MPOs, Transportation Planning Regions (TPRs), and city and county governments. The STIP development process varies depending on whether projects are located in MPOs or TPRs.

As noted above, SAFETEA-LU only requires four years of projects in the STIP, however, the Colorado Transportation Commission has passed a resolution that requires a full six years of projects. The Transportation Commission has also passed a resolution requiring all transportation projects that will receive State or Federal funding to be included in the STIP regardless of the sponsoring agency. This resolution also requires all projects in which CDOT will be involved to be included in the STIP, regardless of how they are funded.

TIP Development in MPO Areas

For each metropolitan area exceeding 50,000 in population, SAFETEA-LU requires a Transportation Improvement Program (TIP). A TIP identifies all projects that will receive federal or state funds in the MPO area. The TIP preparation is the responsibility of the MPOs, with the coordination and concurrence of the CDOT Engineering Regions, and Division of Transportation Development. Fort Lupton is part of the Upper Front Range (UFR) Transportation Planning Region (TPR's), and is thus included within the Upper Front Range TPR's 2040 Regional Transportation Plan (2015).

The MPOs are responsible for the development and approval processes of financially constrained TIPs. This is successfully performed through a series of MPO Committees and policy adoptions. The appropriate MPO should be contacted to ascertain the procedures for establishing a project in a TIP. MPOs "select" or "approve" projects and pools using STP-Metro, CMAQ, and Enhancement funds. CDOT selects projects and pools using BRO and Federal Hazard Elimination (SHE/SHO) funds.

Once a TIP has been approved by the MPO, it is forwarded to the Governor for final approval. TIPs and the STIP are developed concurrently. An approved TIP is incorporated into the STIP verbatim. One hundred percent of locally funded projects may require CDOT involvement depending on the influence of the project (i.e. the project impacts CDOT facilities). In Air Quality Non-Attainment/Maintenance Areas, projects that are determined to be "regionally significant" must be included in the TIP.

DRCOG, PPACG and NFRT & AQPC are considered Air Quality Non-Attainment/Maintenance Areas by the Federal government. In these areas, the regionally significant projects in the TIP must be modeled to demonstrate that project implementation will not degrade air quality below the Environmental Protection Agency health standards as set forth in the Clean Air Act Amendment of 1990. This process is referred to as conformity.

ARTS & CULTURE

Colorado Creative Industries Grants

The Colorado Creative Industries Grants provide financial support to nonprofit cultural organizations and communities so that they can produce and present arts and cultural activities, bringing jobs to their communities and enhancing their quality of life. Applicants must meet three review criteria: artistic excellence and merit of proposed activities, community involvement and benefit from proposed activities, and implementation capacity. The Colorado Office of Economic Development administers the grant, which provides between \$4,000 and \$10,000.

Our Town Grants

Our Town Grants offers support for projects in several areas: Arts Engagement, Cultural Planning, and Design Projects. These projects represent the distinct character and quality of their communities. These projects require a partnership between a nonprofit organization and a local government entity, with one of the partners being a cultural organization. Matching grants range from \$25,000 to \$200,000.

Projects that Build Knowledge About Creative Placemaking

These projects are available to arts and design service organizations, and industry or university organizations that provide technical assistance to those doing place-based work. Matching grants range from \$25,000 to \$100,000 and are provided through the National Endowment for the Arts.

IMPLEMENTATION ACTION MATRIX

The Implementation Action Matrix offers a comprehensive list of all implementation strategies, policies, and recommendations contained within the Fort Lupton Comprehensive Plan. The matrix provides staff with a tool to prioritize implementation activities and projects over the life of the plan. In addition, the matrix allows the City to approve specific, actionable items on an annual basis and evaluate progress based upon completed implementation strategies. The Implementation Action Matrix offers a brief description of each project and indicates the following:

PRIORITY LEVEL

Priority is assigned considering the cost, ease of implementation and importance. Each strategy in the Implementation Action Matrix is indicated with one of the following:

Priority 1: Near-term, low-cost, easier to implement, critical

Priority 2: Mid-term, essential

Priority 3: Long-term, desirable

EASE OF IMPLEMENTATION

The ease of implementation is indicated by a letter scale from A to F, with A being easiest to implement and F being the most difficult to implement. This category is a collective indicator of the anticipated level of effort by responsible parties, estimated cost, budget opportunities, and general stakeholder interest.

POTENTIAL PARTNERSHIPS

The potential partnerships section identifies government bodies, civic organizations, private entities, and other associations which may be able to aid with the identified strategy through coordination and cooperation.

IMPLEMENTATION ACTION MATRIX

| | Recommendation | Priority | Ease | Potential Partnerships |
|---|---|----------|------|---|
| Chapter 3: Growth & Development | | | | |
| <i>Goal: Guide land use and investment to support continued growth and prepare for considerable population increases and development in the future.</i> | | | | |
| 3.1 | Update the zoning code in accordance with the Land Use Plan. | 1 | D | |
| 3.2 | Adopt a dedicated strategy to guide annexation in a manner that is healthy for long-term growth. | 1 | C | Weld County |
| 3.3 | Prohibit adjacent incompatible uses as growth and development occur. | 1 | B | Developers & Property Owners |
| 3.4 | Update zoning codes to eliminate the chance of adjacent incompatible uses from occurring. | 2 | D | |
| 3.5 | Develop programs offering regulatory assistance and incentives to property owners for converting incompatible uses. | 2 | B | |
| 3.6 | Encourage contiguous, adjacent development within the City's existing urban core. | 1 | B | Developers & Property Owners |
| 3.7 | Establish a precedent that oil and mineral extraction will not limit growth and development over time. | 1 | A | |
| 3.8 | Work with existing users to formalize oil and mineral extraction activities to reduce impacts on adjacent uses and potential investment. | 3 | C | |
| 3.9 | Explore establishment of a standard buffer distance for wells and related operations. | 3 | A | |
| <i>Residential Framework</i> | | | | |
| 3.10 | Direct residential investment to the identified growth areas in accordance with the Land Use Plan. | 1 | B | Developers & Property Owners |
| 3.11 | Work with developers to encourage a variety of housing options, including products that offer high density, rental, and affordable options. | 1 | C | Developers & Property Owners |
| 3.12 | Develop programs offering regulatory assistance and incentives that encourage greater housing diversity. | 2 | C | |
| 3.13 | Strictly enforce local ordinances related to property maintenance and upkeep for residential properties. | 1 | C | |
| 3.14 | Develop incentives and funding mechanisms to support home and yard maintenance, such as home improvement loans. | 2 | D | |
| 3.15 | Encourage infill development to help modernize the housing stock and provide greater housing diversity. | 2 | E | Developers & Property Owners |
| 3.16 | Direct multi-family investment to the identified area for multi-family expansion. | 1 | B | Developers & Property Owners |
| 3.17 | Prepare for long-term annexation and management of rural residential neighborhoods. | 3 | F | Weld County |
| 3.18 | Prepare for long-term annexation of Aristocrat Ranchettes, including the potential of a dedicated subarea or planning effort to address the area. | 3 | F | Weld County |
| <i>Commercial Framework</i> | | | | |
| 3.19 | Direct larger scale commercial investment to the identified growth areas in accordance with the Land Use Plan. | 1 | B | Developers & Property Owners |
| 3.20 | Explore long-term extension of land use regulations for Downtown north into the identified Downtown Extension area. | 3 | A | |
| 3.21 | Direct commercial investment to Fort Lupton's urban core near existing businesses and residents. | 1 | B | Developers & Property Owners |
| 3.22 | As previously established commercial areas surpass a critical mass of uses, allow gradual investment within the identified Commercial Transition area. | 3 | A | |
| 3.23 | Identify and evaluate appropriate locations for commercial nodes as growth occurs. | 2 | B | |
| <i>Industrial Framework</i> | | | | |
| 3.24 | Direct industrial investment to the identified growth areas in accordance with the Land Use Plan. | 1 | B | Developers & Property Owners |
| 3.25 | Support heavy industrial, light industrial, and office development in accordance with the Land Use Plan. | 1 | A | |
| 3.26 | As resource extraction operations come offline, preserve properties within the Mineral Zone as open space to ensure the health of the South Platte River. | 3 | B | Colorado Department of Natural Resources (CDNR), FEMA |
| 3.27 | As resource extraction operations come offline, review properties within the Mineral Zone but outside the floodway and floodplains on a site-by-site basis to determine appropriate uses. | 3 | A | CDNR, FEMA |
| 3.28 | Strictly enforce local ordinances for maintenance of industrial properties. | 1 | C | |
| 3.29 | Formalize office and industrial parks, including on-site improvement, branding, landscaping, and site preparation. | 2 | D | |

| Recommendation | | Priority | Ease | Potential Partnerships |
|-------------------------------------|---|----------|------|--|
| Chapter 4: Subarea Plans | | | | |
| <i>Downtown Fort Lupton Subarea</i> | | | | |
| 4.1 | Encourage mixed-use development within the Downtown Fort Lupton Subarea. | 1 | B | Developers & Property Owners |
| 4.2 | Emphasize pedestrian orientation within the Downtown Fort Lupton Subarea. | 1 | B | Developers & Property Owners |
| 4.3 | Provide resources and tools to assist and encourage developers to invest within Downtown Fort Lupton. | 1 | C | |
| 4.4 | Establish an inventory of available properties within the Downtown. | 2 | A | |
| 4.5 | Guide investment, development, relocation, and site design within the Downtown Subarea according to the identified character areas. | 1 | C | Developers & Property Owners, Business Community |
| 4.6 | Work with property owners and local businesses within the Downtown Subarea to relocate incompatible uses to better suited areas of the community. | 1 | E | Developers & Property Owners, Business Community |
| 4.7 | Concentrate focus along priority roadways to provide a positive appearance and atmosphere as part of Downtown Fort Lupton. | 1 | A | |
| 4.8 | Promote parcel consolidation to create larger lots with better redevelopment potential between Main Street and Denver Avenue. | 2 | C | |
| 4.9 | Improve lighting to create a safe atmosphere in the Downtown Subarea. | 3 | C | Developers & Property Owners, Business Community |
| 4.10 | Establish a public space within or near Downtown Fort Lupton. | 1 | D | |
| 4.11 | Connect the Downtown and Fort Lupton Industrial Center Subareas to support activity within both areas. | 3 | B | |
| 4.12 | Encourage private property owners and developers to provide plazas, small open spaces, parklets, and other amenities as part of future development. | 2 | D | Developers & Property Owners, Business Community |
| 4.13 | Work with property owners and developers to reduce paved surfaces and their impact upon the image of Downtown Fort Lupton. | 2 | E | Developers & Property Owners, Business Community |
| 4.14 | Evaluate existing uses within Downtown Fort Lupton and identify necessary screening improvements. | 1 | B | |
| 4.15 | Require screening of loading bays, trash and recycling dumpsters, service and storage areas, and utilities. | 1 | A | |
| 4.16 | Launch a complete, multi-faceted branding and promotional campaign for Downtown Fort Lupton. | 2 | F | Chamber of Commerce |
| 4.17 | Construct gateway features announcing entry into the district and clearly defining the boundaries of the area. | 2 | E | CDOT |
| 4.18 | Work with local organizations to incorporate public art within the Downtown. | 3 | A | Art in Public Spaces Committee, Local Artists, Weld County School District Re8 |
| 4.19 | Consider a roadway diet for Denver Avenue to better allocate the public right-of-way and support all users within Downtown Fort Lupton. | 2 | F | CDOT |
| 4.20 | Coordinate with CDOT to explore the possibility of transferring ownership of Denver Avenue to the City. | 2 | D | CDOT |
| 4.21 | Complete a streetscaping project along Denver Avenue within Downtown Fort Lupton to strengthen the pedestrian experience and make the district more inviting. | 1 | F | CDOT |
| 4.22 | Review and update development regulations for sidewalks to establish a set of consistent standards within Downtown Fort Lupton. | 2 | A | |
| 4.23 | Work with property owners to ensure all alleys are carefully maintained. | 2 | A | Developers & Property Owners |
| 4.24 | Review frequency of use, maintenance, and accessibility to determine if existing alleys could be converted for alternative uses. | 1 | B | |
| 4.25 | Encourage long-term consolidation of private parking to either shared or public lots. | 3 | F | |
| 4.26 | Work with property owners to improve and better formalize existing parking lots within Downtown Fort Lupton. | 1 | C | Developers & Property Owners, Business Community |
| 4.27 | Strictly apply necessary development regulations and design guidelines to ensure property maintenance and upkeep in Downtown Fort Lupton. | 1 | C | |
| <i>1st Street Corridor Subarea</i> | | | | |
| 4.28 | Guide investment, development, relocation, and site design within the 1st Street Corridor Subarea according to the identified character areas. | 1 | C | Developers & Property Owners, Business Community |
| 4.29 | Establish a brand and image for the subarea to emphasize its role as a community gateway. | 1 | A | |
| 4.30 | Develop dedicated gateway features at key entry points into the community along 1st Street. | 1 | E | CDOT |
| 4.31 | Work with local organizations to incorporate public art along the 1st Street Corridor. | 3 | A | Art in Public Spaces Committee, Local Artists, Weld County School District Re8 |
| 4.32 | Complete a streetscaping project for the 1st Street Corridor. | 1 | F | CDOT |
| 4.33 | Review and update development regulations for sidewalks to establish a set of consistent standards along the 1st Street Corridor. | 2 | A | |

| | Recommendation | Priority | Ease | Potential Partnerships |
|------------------------------------|---|-----------------|-------------|--|
| 4.34 | Work with property owners to reclaim sidewalks which have been absorbed within surface parking. | 2 | C | CDOT, Developers & Property Owners |
| 4.35 | Review sidewalks along 1st Street to identify high priority areas that require immediate attention. | 1 | A | |
| 4.36 | Realign the sidewalk along the north side of 1st Street between Fulton Avenue and McKinley Avenue. | 3 | E | CDOT |
| 4.37 | Make necessary improvements to crosswalks with an emphasis on clearly marking their position along the 1st Street corridor. | 1 | C | CDOT |
| 4.38 | Make improvements to benefit pedestrian mobility along 1st Street as identified within the Subarea Plan. | 1 | C | CDOT |
| 4.39 | Explore curb realignment for the northeast and northwest corners of 1st Street and Denver Avenue. | 2 | D | CDOT |
| 4.40 | Review existing uses and work with property owners to make necessary screening improvements throughout the 1st Street Corridor Subarea. | 1 | B | Developers & Property Owners, Business Community |
| 4.41 | Review and update existing parking standards along the corridor to ensure consistency of parking lot design. | 1 | A | |
| 4.42 | Work with property owners to apply desired standards to surface parking throughout the 1st Street Corridor Subarea. | 2 | C | Developers & Property Owners, Business Community |
| 4.43 | Limit curb cuts along 1st Street and take advantage of opportunities to reduce curb cuts as they arise. | 1 | C | |
| 4.44 | Review and update standards to require that site design address the entirety of a property. | 1 | A | |
| 4.45 | Work with appropriate property owners to identify potential uses for on-site vacant areas. | 2 | B | Developers & Property Owners, Business Community |
| 4.46 | Strictly apply necessary development regulations and design guidelines to ensure property maintenance and upkeep along 1st Street. | 1 | C | |
| <i>Northern Industrial Subarea</i> | | | | |
| 4.47 | Guide investment, development, relocation, and site design within the Northern Industrial Subarea according to the identified character areas. | 1 | C | Developers & Property Owners, Business Community |
| 4.48 | Coordinate with potential partners to improve the image of the area and create an inviting entrance into Fort Lupton. | 1 | C | Developers & Property Owners, Business Community, CDOT, South Platte Valley Historical Society |
| 4.49 | Relocate or replace the current gateway sign with a more prominent feature located on the western side of Highway 85 on the approach to the 14th Street intersection. | 1 | B | |
| 4.50 | Create a formalized business or industrial park which encompasses the North Industrial Subarea. | 1 | B | Developers & Property Owners |
| 4.51 | Develop incentives to support growth and encourage businesses to locate within the Northern Industrial Subarea. | 2 | C | |
| 4.52 | Integrate the Northern Industrial Subarea within the City's existing pedestrian and bicycle network. | 2 | D | Developers & Property Owners, CDOT |
| 4.53 | Review existing uses and work with property owners to make necessary screening improvements throughout the Northern Industrial Subarea. | 1 | B | Developers & Property Owners, Business Community |
| 4.54 | Work with CDOT to consider the possibility of a landscaped buffer along Highway 85. | 1 | A | CDOT |
| 4.55 | Make improvements which will elevate the historic Fort as an asset for tourism. | 1 | C | South Platte Valley Historical Society |
| 4.56 | Review proposed interchange reconfigurations for the intersection of Highway 85 and 14th Street and coordinate with CDOT to seek development of a preferred option. | 1 | E | CDOT |
| 4.57 | Implement short-term improvements to benefit mobility and safety at the intersection of Highway 85 and 14th Street. | 1 | E | CDOT |
| 4.58 | Work with property owners to improve and better formalize existing parking lots within the Northern Industrial Subarea. | 2 | B | Developers & Property Owners |
| 4.59 | Review roadways within the North Industrial Subarea to identify necessary projects to reduce the potential of flooding. | 1 | B | |
| 4.60 | Coordinate with businesses abutting the South Platte River to encourage equitable improvements that will protect the waterway without significantly altering industrial operations. | 1 | C | |
| 4.61 | Encourage landscaping that will positively impact the character of the Northern Industrial Subarea | 1 | A | |
| 4.62 | Require landscaping along the front of properties within the Northern Industrial Subarea. | 1 | A | |
| 4.63 | Strictly apply necessary development regulations and design guidelines to ensure property maintenance and upkeep within the Northern Industrial Subarea. | 1 | C | |

| Recommendation | | Priority | Ease | Potential Partnerships |
|----------------------------------|---|----------|------|--|
| <i>Industrial Center Subarea</i> | | | | |
| 4.64 | Establish a vision for the future of the Fort Lupton Industrial Center site. | 1 | A | |
| 4.65 | Make improvements to pedestrian infrastructure that will better connect the Fort Lupton Industrial Center with Downtown Fort Lupton. | 3 | B | |
| 4.66 | Explore the possibility of creating pedestrian walkways through existing alleys between McKinley Avenue and Park Avenue. | 2 | B | |
| 4.67 | Review existing uses and work with property owners to make necessary screening improvements throughout the Industrial Center Subarea. | 1 | B | Developers & Property Owners, Business Community |
| 4.68 | Encourage landscaping that will improve the appearance of the Fort Lupton Industrial Center site in the short-term. | 1 | B | |
| 4.69 | Brand the Fort Lupton Industrial Center Subarea to establish a positive perception and image of the site. | 2 | B | |
| 4.70 | Install small gateway features along the eastern side of the Fort Lupton Industrial Center property. | 2 | C | |
| 4.71 | Strictly apply development regulations, standards, and the zoning code to discourage industrial-styled growth in the vicinity of the Industrial Center Subarea. | 1 | A | |
| 4.72 | Work with property owners to preserve and maintain the historic Cannery, including seeking local designation as a historic landmark. | 2 | B | |
| 4.73 | Incorporate parkland space as part of redeveloping the Industrial Center site. | 2 | E | |

Chapter 5: Regional Presence

Goal: Foster a regional presence that elevates Fort Lupton as a key destination and premier community within the Front Range.

| | | | | |
|------|---|---|---|---|
| 5.1 | Establish a concept for Fort Lupton's desired image moving forward. | 1 | A | |
| 5.2 | Launch a multi-faceted promotional campaign that aims to control the community's external image and create a bold, positive identity for Fort Lupton. | 1 | F | Chamber of Commerce |
| 5.3 | Establish a Fort Lupton style guide that dictates color schemes, logo options, text styles, and other graphic elements that should be applied to branding, official municipal documents, and other promotional materials. | 2 | A | |
| 5.4 | As part of the promotional campaign, launch a "Live Fort Lupton" campaign that promotes Fort Lupton as a great place to live and highlights key community assets and amenities. | 1 | F | |
| 5.5 | As part of the promotional campaign, launch a "Work Fort Lupton" campaign that promotes Fort Lupton as a great place to own or operate a business. | 1 | F | Chamber of Commerce |
| 5.6 | Explore opportunities to promote Fort Lupton through regional and state-wide organizations. | 3 | A | |
| 5.7 | Incorporate branding and promotional materials within physical improvements to public space throughout Fort Lupton. | 3 | B | |
| 5.8 | Coordinate with local real estate agents to consider issues related to image that they may face in selling property within Fort Lupton compared to other communities. | 3 | A | Chamber of Commerce |
| 5.9 | Ensure that all entryways into Fort Lupton are clearly marked with high quality gateway signage. | 1 | C | CDOT |
| 5.10 | Attract quality, high paying jobs and major employers that will contribute to economic development and regional presence. | 1 | F | Chamber of Commerce |
| 5.11 | As part of the promotional campaign, develop materials and resources aimed at employers, businesses, and the economic development community. | 1 | F | Chamber of Commerce |
| 5.12 | Coordinate with the Chamber of Commerce and related organizations to prominently market Fort Lupton as a business-friendly community and actively pursue desired employers and businesses. | 1 | D | Chamber of Commerce |
| 5.13 | Establish formal business and industrial parks that offer marketable, high quality spaces that are attractive to major employers and businesses. | 2 | C | Developers & Property Owners |
| 5.14 | Coordinate with local and regional education providers, such as Aims Community College, to explore the possibility of workforce training and programs to offer higher education to Fort Lupton residents. | 2 | A | Aims Community College, Weld County School District Re8 |
| 5.15 | Consider the need for and potential of offering English as a second language courses and programs aimed at non-native English speakers. | 2 | A | Aims Community College, Weld County School District Re8 |
| 5.16 | Explore the establishment of incentives, grants, and other funding tools to encourage economic development and attract employers to Fort Lupton. | 2 | B | |
| 5.17 | Review the existing development proposal and review procedures to identify potential issues and improvements that could better streamline the process. | 2 | A | |
| 5.18 | Develop resources for investors and business owners who are new to the City, providing basic information regarding zoning, the development review process, and other related procedures. | 3 | A | |
| 5.19 | Coordinate with existing businesses to improve the appearance of existing commercial and industrial districts, to create more readily marketable spaces within the City. | 1 | C | Developers & Property Owners |
| 5.20 | Host regular meetings with local businesses, developers, and members of the Chamber of Commerce to review concerns and identify issues which could be addressed to maintain Fort Lupton as a pro-business community. | 1 | A | Developers & Property Owners, Business Community, Chamber of Commerce |

| | Recommendation | Priority | Ease | Potential Partnerships |
|------|---|----------|------|---|
| 5.21 | Pursue new commercial investment to grow Fort Lupton's retail offerings. | 1 | F | Developers & Property Owners, Business Community, Chamber of Commerce |
| 5.22 | Coordinate with the Chamber of Commerce and related organizations to prominently market Fort Lupton for commercial investment and actively pursue desired types of retailers within the community. | 1 | E | Chamber of Commerce |
| 5.23 | As part of the promotional campaign, develop materials and resources aimed at commercial businesses and retailers, highlighting information that may attract them to Fort Lupton. | 1 | F | Chamber of Commerce |
| 5.24 | Maintain an inventory of available commercial spaces and properties for commercial development. | 1 | A | |
| 5.25 | Explore the use of incentives, grants, and other funding tools to encourage commercial investment in specific areas of the community in accordance with the Land Use Plan. | 2 | A | |
| 5.26 | Coordinate with existing businesses to improve the appearance of existing commercial districts, so as to create more readily marketable spaces within the City. | 2 | C | |
| 5.27 | Utilize the 1st Street Corridor and Downtown Subarea plans to promote investment and communicate the City's vision for these areas. | 1 | D | |
| 5.28 | Consider the development of dedicated commercial areas plans for key areas of the community that could be utilized to attract development and provide investors with concepts of how this area could be built. | 3 | B | |
| 5.29 | Make improvements to better elevate existing tourism attractions. | 2 | F | |
| 5.30 | Explore opportunities to develop new attractions, events, festivals, and community gatherings that will promote tourism. | 1 | D | |
| 5.31 | As part of the promotional campaign, develop materials focused on promoting tourism. | 1 | A | |
| 5.32 | Explore opportunities for new or improved annual events that will foster community pride and interaction while providing fun activities to residents and visitors. | 2 | B | |
| 5.33 | Work with the South Platte Valley Historical Society to implement improvements to the Fort site and surrounding area as identified within the Northern Industrial Subarea. | 2 | C | South Platte Valley Historical Society |
| 5.34 | Work with the South Platte Valley Historical Society to improve access to the Fort site, including prominent gateway and wayfinding signage, roadway improvements, and connections to the local trail network. | 2 | C | South Platte Valley Historical Society |
| 5.35 | As part of activating the South Platte River, advertise future improvements and projects as they are completed. | 1 | A | |
| 5.36 | Work with local and regional newspaper and media outlets to promote stories about ongoing projects, upcoming events, and other activities that may create greater awareness of Fort Lupton and attract visitors to the community. | 1 | A | |
| 5.37 | As opportunities arise, support the development of entertainment-based uses within the community. | 1 | A | |
| 5.38 | Actively implement recommendations from the Downtown subarea to elevate the district's potential as a regional destination. | 1 | E | |
| 5.39 | Coordinate with property owners of predominantly agricultural land within the area to explore the feasibility of a drive-in movie theater. | 3 | D | |

Chapter 6: Transportation & Mobility

Goal: Maintain existing systems for transportation and infrastructure while pursuing projects to improve accessibility, multi-mobility, and quality services.

| | | | | |
|------|--|---|---|---|
| 6.1 | Prioritize development and enhancement of the transportation system for alternative transportation, particularly pedestrian and bicycle mobility. | 1 | C | |
| 6.2 | Support appropriate implementation of recommendations from CDOT's US Highway 85 PEL study. | 1 | B | CDOT |
| 6.3 | Review and implement the identified improvements to the roadway network. | 1 | C | |
| 6.4 | Implement the 2018 Transportation Plan. | 2 | A | Weld County |
| 6.5 | As traffic increases, widen and construct curb and gutter infrastructure on existing arterial roadways. | 2 | D | CDOT, Weld County |
| 6.6 | Continue to conduct periodic studies which analyze funding mechanisms so that future growth will also help pay for required public improvements throughout the community. | 1 | B | |
| 6.7 | Continue to require that new developments prepare traffic impact studies for their projects so that the requirements for internal roadways, impacts to the surrounding roadway system, and the impact fees that are appropriate for these improvements can be evaluated. | 1 | A | |
| 6.8 | Develop and adopt a Complete Streets policy. | 1 | B | |
| 6.9 | Provide pedestrian connections between Main Street and Pacific Avenue to connect Downtown and the residential areas to the east. | 2 | C | Union Pacific Railroad, Public Utilities Commission of Colorado |
| 6.10 | Fill sidewalk gaps near Fort Lupton Middle School and High School. | 2 | C | |
| 6.11 | Prioritize sidewalk infill projects along Fulton Avenue, Grand Avenue, Reynolds Street, Kahil Street, and Denver Avenue. | 1 | C | |

| | Recommendation | Priority | Ease | Potential Partnerships |
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| 6.12 | Continue to participate in regional transit planning efforts along with other municipal, county, and regional jurisdictions. | 3 | A | Weld County, CDOT |
| 6.13 | As transit decisions are made by other entities in the coming years, review the Land Use Plan to ensure that land use patterns surrounding future transit stations are appropriate in terms of their density and configuration. | 3 | A | |
| 6.14 | Incorporate elements which would support transit services as roadways are improved. | 3 | C | |
| 6.15 | Review opportunities to connect Fort Lupton with other communities as RTD's FasTrack programs are designed and implemented. | 3 | E | |
| 6.16 | Ensure that new developments within Fort Lupton provide storm sewers, inlets, and detention ponds to address stormwater runoff. | 2 | B | |
| 6.17 | Consider opportunities to improve water infrastructure as roadway improvements are made, particularly widening of arterial roadways. | 2 | B | |

Chapter 7: Parks, Open Space & Environmental Features

Goal: Preserve and enhance parks, open spaces, and environmental features to offer high quality recreation and maintain Fort Lupton's picturesque landscape.

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| 7.1 | Explore opportunities to develop new parkland that will improve access to recreational opportunities for underserved areas, particularly as development occurs on the periphery of Fort Lupton. | 1 | D | Weld County |
| 7.2 | Make improvements to existing parkland that will help better activate these properties as recreational assets and address underserved areas of the community. | 1 | B | |
| 7.3 | Develop additional neighborhood parkland, particularly at Lone Pine Park and the parcel east of the intersection of Pacific Court and CR 14.5. | 1 | D | |
| 7.4 | Improve existing parks to ensure quality parkland assets, formalize amenities, and encourage greater use by residents. | 2 | B | |
| 7.5 | Explore pedestrian and bicycle connectivity improvements to Pearson Park that will help activate open space and allow greater access from central Fort Lupton across Highway 85 and the South Platte River. | 1 | B | |
| 7.6 | Consider parkland needs and service areas as part of the review process for future residential development as well as annexation and outward growth. | 2 | A | Developers & Property Owners, Weld County |
| 7.7 | Develop the Fort Lupton Trail to provide a dedicated circulator within the community that supports access to key destinations and enables appropriate recreation. | 2 | D | Developers & Property Owners, Weld County |
| 7.8 | Develop the Main Fulton Ditch Trail that will provide connections to the adjacent communities of Brighton and Platteville. | 3 | E | Developers & Property Owners, Weld County |
| 7.9 | Develop additional trails to provide necessary connections and contribute to a thorough and extensive trail network. | 2 | D | Developers & Property Owners, Weld County |
| 7.10 | Construct trailheads and other amenities that will support trail access and utilization. | 2 | B | |
| 7.11 | Explore the establishment of overlay districts to preserve open space and natural areas within the community. In particular, open space adjacent to waterways, notably the South Platte River, should be considered for long-term conservation as mineral extraction uses come offline. | 2 | E | CDNR, FEMA |
| 7.12 | Establish open space greenways, per the Land Use Plan, to act as buffers for residential growth areas as well as support trail development and access to the outdoors. | 1 | C | |
| 7.13 | Coordinate with the Colorado Department of Natural Resources to identify environmentally sensitive areas, such as the 200' riparian buffer, that should be preserved as open space and protected from encroachment by development. | 2 | B | CDNR, FEMA |
| 7.14 | Utilize conservation easements, transfer of development rights, and other regulatory tools to preserve open space and sensitive areas from development. | 2 | C | |
| 7.15 | Encourage the conservation and dedication of open space in future residential growth, including methods like cluster development. | 1 | B | Developers & Property Owners |
| 7.16 | Consider updates to the zoning code to provide regulatory incentives for developers who integrate open space conservation within site design. | 1 | A | |
| 7.17 | Promote higher density development and direct investment to the City's urban core to reduce unnecessary loss of peripheral open space in the near term. | 2 | C | Developers & Property Owners |
| 7.18 | Monitor floodplains and floodways within Fort Lupton to preserve the health of local waterways as well as minimize impacts on development. In particular, strictly enforce zoning regulations requiring that floodplains are appropriately accounted for in the development proposal and site design process. | 3 | C | CDNR, FEMA |
| 7.19 | Work cooperatively with Northern Water to ensure the long-term quality of water services within Fort Lupton, including considerations for the cost and scarcity of water. | 2 | C | Northern Water |
| 7.20 | Continue to monitor water usage within the City and impose appropriate regulations to reduce water consumption. | 2 | A | |
| 7.21 | Update development regulations and design standards to encourage the use of native plants, xeriscaping, and related landscaping methods that reduce water consumption and intake. | 1 | A | |
| 7.22 | Consider application of xeriscaping to municipal properties that will reduce municipal water consumption and act as an example for developers. | 2 | A | |

| | Recommendation | Priority | Ease | Potential Partnerships |
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| 7.23 | Develop a landscaping pamphlet or brochure that provides residents with information about water consumption, xeriscaping, native plants, and methods that will help reduce water costs and promote water conservation. | 2 | A | |
| 7.24 | Consider sight lines to mountains along the Front Range as part of the development review process, with a particular emphasis on preserving views from key areas of the community, such as Community Center Park or Pearson Park. | 3 | C | |
| 7.25 | Encourage developers to consider mountain viewsheds as part of site design and development. For example, sight lines to the mountains could be used as a terminal vista for commercial centers or an attractive asset to appropriately aligned residential units. | 3 | C | Developers & Property Owners |

South Platte River

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| 7.26 | Emphasize the South Platte River and prioritize efforts to more effectively address the waterway as a key community asset. | 1 | C | |
| 7.27 | Identify potential locations for additional parkland along the South Platte River, particularly as the community continues to grow and develop. | 1 | B | |
| 7.28 | Explore the potential of recreation-based tourism that utilizes the South Platte River. | 1 | A | |
| 7.29 | Explore opportunities for dedicated boat launches to support canoeing and kayaking along the South Platte River. | 1 | C | |
| 7.30 | Create a specific water route along the South Platte River to support more formalized water-based recreation. | 3 | B | |
| 7.31 | As a component of developing the Fort Lupton Trail, explore opportunities for scenic viewpoints along the South Platte River as well as docks that could support fishing. | 2 | C | |
| 7.32 | Activate the South Platte River as a teaching opportunity and resource. | 2 | B | CDNR, South Platte Valley Historical Society |
| 7.33 | Coordinate with property owners to explore reuse of mineral extraction sites as operations come offline. | 3 | C | Developers & Property Owners |
| 7.34 | Establish a South Platte River Corridor to support conservation as mineral extraction uses come offline. | 3 | B | CDNR, FEMA |
| 7.35 | Reinforce and strictly apply setbacks and other development regulations along the South Platte River. | 2 | D | CDNR, FEMA |
| 7.36 | Identify environmentally sensitive areas along the South Platte River that should be conserved and protected from development. | 2 | B | CDNR, FEMA |
| 7.37 | Regularly measure the water quality of the South Platte River and work with regional partners to maintain and improve the health of the watershed. | 2 | A | CDNR |
| 7.38 | Coordinate with industrial and agricultural users along the South Platte River to identify and address potential impacts to the health of the waterway, particularly stormwater management and runoff. | 1 | D | Developers & Property Owners |
| 7.39 | Develop a comprehensive trail network, with a focus on connections that will provide routes to and along the South Platte River for residents. | 1 | E | |
| 7.40 | Explore the possibility of providing an additional pedestrian/bicycle bridge over Highway 85 to connect 9th Street to the river and eventually to the trail system. | 2 | D | |
| 7.41 | Continue to develop the Fort Lupton Trail, particularly planned segments along the South Platte River connecting Pearson Park north toward CR 14.5. | 2 | D | |
| 7.42 | Implement improvements to sidewalks along 1st Street, including pedestrian access under Highway 85 to the Pearson Park pedestrian bridge, as discussed within the 1st Street Subarea Plan. | 2 | C | CDOT |
| 7.43 | Explore long-term opportunities to create a dedicated river trail that extends the full length of the river corridor within Fort Lupton and could be connected north and south to adjacent communities. | 1 | B | |
| 7.44 | Construct additional access points along the full length of the river using appropriate trail connections, with an emphasis on providing all residents with ease of access to parkland and open space within the river corridor. | 1 | C | |

Chapter 8: Public Facilities & Services

Goal: Ensure continued quality of public amenities while making improvements that will elevate quality of life and maintain Fort Lupton as a desirable place to life.

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| 8.1 | Ensure a high degree of accessibility to the Recreation Center from all areas of Fort Lupton, particularly residential neighborhoods. | 1 | B | |
| 8.2 | Explore the feasibility of constructing a pedestrian bridge over the railroad from Dexter Street, providing continual, safe access between the Recreation Center and neighborhoods west of the tracks. | 2 | F | |
| 8.3 | Conduct a regular review of the Recreation Center to identify necessary improvements or issues that should be addressed. | 2 | A | |
| 8.4 | Initiate efforts to develop a new, larger City Hall facility. | 1 | D | |
| 8.5 | Periodically review all municipal facilities to identify and prioritize improvement projects necessary to ensure necessary high quality services. | 1 | B | |
| 8.6 | Consider impacts to police response times, infrastructure, park access, and other services as part of the review process for new development proposals. | 1 | B | Police Department |

| | Recommendation | Priority | Ease | Potential Partnerships |
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| 8.7 | Maintain regular communication with the Fire Protection District to discuss emergency response needs and issues, changing demographics, and other factors that could impact service. | 1 | A | Fire Protection District |
| 8.8 | Include the Fire Protection District within the development review process. | 1 | A | Fire Protection District |
| 8.9 | Coordinate with the Fire Protection District to address the extensive paved surface behind Station 1. | 2 | C | Fire Protection District |
| 8.10 | Coordinate with District Re8 regarding any Colorado Department of Education required improvement or accreditation plans to identify opportunities for cooperation that will help improve attainment levels. | 1 | B | Weld County School District Re8 |
| 8.11 | Coordinate with District Re8 to analyze the impact of continued residential growth on enrollment, including considerations for new facilities or appropriate expansions to existing facilities. | 1 | A | Weld County School District Re8 |
| 8.12 | Support and assist, as appropriate, with improvement projects to District Re8 facilities within Fort Lupton, with a particular focus on elevating the appearance and safety of the school campus along McKinley Avenue. | 2 | B | Weld County School District Re8 |
| 8.13 | Develop residential products that could appeal to young teachers and professionals, in accordance with the Land Use Plan. | 2 | D | Weld County School District Re8, Developers & Property Owners |
| 8.14 | Coordinate with District Re8 to develop positive branding and promotion for the District that counters a negative perception of educational amenities in Fort Lupton. | 2 | C | Weld County School District Re8 |
| 8.15 | Explore opportunities for programs, grants, or scholarships that would allow local high school students to take courses or receive credit at Aims Community College. | 2 | A | Aims Community College |
| 8.16 | Work with Aims Community College, the Fort Lupton Chamber of Commerce, and other organizations to consider partnerships or programs to offer education and training to the local workforce. | 3 | A | Aims Community College |
| 8.17 | Meet with Aims Community College leadership to discuss future land use and projected investment in the vicinity of the Fort Lupton campus to establish a vision of the College's position as the City continues to grow. | 3 | A | Aims Community College |