

FINAL CONCEPTUAL MASTER PLAN

FORT LUPTON COMMERCIAL CORRIDOR
STREETSCAPE PROJECT

PROJECT FUNDED BY THE FORT LUPTON URBAN RENEWAL AUTHORITY
FEBRUARY 2019

The Conceptual Master Plan for The Fort Lupton Commercial Corridor Streetscape Project is a community-based vision for the future of the heart of this town. It identifies, locates and visualizes temporary catalytic project phases that ultimately create a “hearth” for the community. A place to gather together, to shop and dine with friends, to meet daily needs for goods and services and to linger and enjoy. This volume documents the process and final design recommendations.

Final Conceptual Master Plan Fort Lupton Commercial Corridor Streetscape Project

Fort Lupton Urban Renewal Authority
130 S. McKinley Avenue
Fort Lupton, CO 80621
303.857.6694 Telephone
www.fortlupton.org

City of Fort Lupton
130 S. McKinley Avenue
Fort Lupton, CO 80621
303.857.6694 Telephone
www.fortlupton.org

Katalyst Inc.
1615 California Street, Suite 411
Denver, CO 80202
303.261.8200 Telephone
www.katalystinc.com

Pivot Landscape Architecture
303.651.2362
www.pivot-la.com

APEX Design PC
1675 Larimer Street, Suite 400
Denver, CO 80202
www.apexdesignpc.com

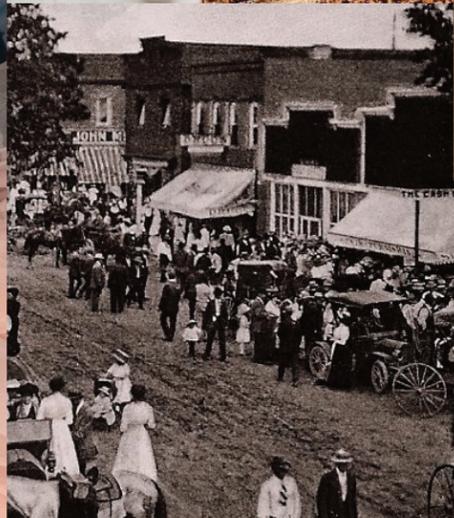
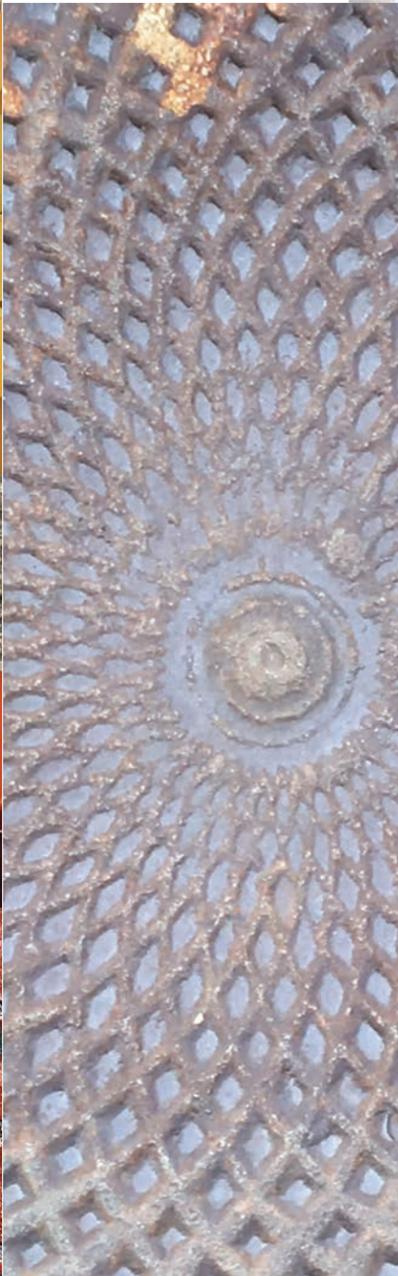
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Rooted in heritage

Participants

The Fort Lupton Urban Renewal Authority (FLURA) is the City of Fort Lupton’s redevelopment agency. FLURA was formed to promote redevelopment and reinvestment within the City of Fort Lupton and to create a thriving community that is economically diverse. During the summer of 2018, FLURA sought out proposals for development of a streetscape and entryway improvement plan for portions of Fort Lupton’s two main commercial corridors, First Street (State Highway 52), and Denver Avenue. Ultimately, the Katalyst team was awarded the project.

The City of Fort Lupton is a statutory city operating under the Colorado Revised State Statutes and Fort Lupton Municipal Code-Administrative form of government. The city council consists of the Mayor, elected at large, and six Council members, two elected from each of the city’s three wards. Several council members participated in the Feet First Workshop.

The Stakeholders and Citizens of Fort Lupton were invited to participate in the Feet First Workshop presentations and discussions to help define a collaborative vision for “The L” project area. The Stakeholders included property owners from both 1st Street (Hwy 52) and Denver Avenue.

Katalyst brings more than 25 years of national and international design experience focused on public realm and walkability related revitalization. Katalyst specializes in the design of great streets; mixed-use development and land use typologies; public realm planning; and pedestrian and bicycle connectivity. We continually seek to further understand what makes a person choose to walk or ride a bicycle rather than drive a car and what factors compel them to live close to where daily needs can be met. Every community and its people are unique. We work to develop an appropriate streetscape approach that responds to the context, the existing and proposed densities, building form and placement, parking locations, and aesthetic character. This comprehensive approach allows for optimum street-level activation, amenities, and critical mass of development to create an attractive, populated destination.

Our process itself is catalytic. It requires passion, creativity, and a resilient commitment to push beyond the limitations of what is conventional, where a paradigm shift can occur. We employ true collaboration through a think tank process of creative problem-solving and transparency channeling the ideas and interests of many into design solutions rooted in market and economic realities and unique character of place. Over the years, we have perfected this process. While in the think tank, all participants and ideas are treated equally. Ideas are vetted through an honest dialogue until valid solutions surface. At that point, a consensus is achieved, participants develop ownership, and all are invested in the success of the plan. This establishes a process of authentic collaboration, rooted in context and free of preconceived ideas.

Tim Piper founded **Pivot Landscape Architecture** with the belief that good things come in small packages. With over twenty years of experience in landscape architecture, Tim brings a creative edge and fresh perspective to every project. His understanding of detailed design and implementation has served him well in all stages of the design process, from concepts and graphic presentation through construction documentation. Tim’s professional experience includes urban design, streetscapes, community design, parks, transportation, and hotel and resort design with projects in the Western States, Canada and the Middle East.

Apex Design (Apex) is a full-service transportation planning, engineering, and ITS consulting firm located in Downtown Denver. Our goal is to deliver sound solutions that improve the safety of transportation systems for users of all travel modes. Founded in 2006, we have a staff of 40 transportation professionals and have delivered some of Colorado’s most innovative, complex, and visible transportation projects. Our transportation planning group specializes in multi-modal transportation plans and bicycle and pedestrian master plans. Our staff are passionate about planning, particularly the community and stakeholder outreach and engagement that drives the decision making and planning process. We work closely with clients to develop engagement strategies that create a comfortable space for people to learn about the planning process and provide feedback that encourages innovative development and recommendations.

“Fort Lupton - is a crossroads in space, where lofty peaks rise from the prairie, where diverse people meet and trade, where the fruits of the harvest become the produce of a nation. And Fort Lupton is a crossroads in time.”

- Fort Lupton Comprehensive Plan

“Again, I emphasize that we were a **COMMUNITY** in every way,” writes Henry Bowen Allsebrook in his memories of Fort Lupton, “with every individual interested in the progress of every other, and also in the progress of the institutions and business in our midst.”

- Fort Lupton Comprehensive Plan

“Places that are memorable are necessary to the good conduct of our lives; we need to think about where we are and what is unique and special about our surroundings so that we can better understand ourselves and how we relate to others.”

- Lyndon and Moore, *Chambers for a Memory Palace*



The History: According to Crossroads of Eden: The Development of Fort Lupton, 1834-2000 by the City of Fort Lupton’s historic preservation board, Lieutenant Lancaster Lupton established the Trading Post and Fort that comprised the beginnings of Fort Lupton in the 1800’s. Lancaster Lupton’s story is told through the lens of a place ROOTED in: “Political, Social and Economic Development, Transportation, Agriculture, the Food-Processing Industry, Oil and Gas Industry, and Ethnic Heritage. The document also states, “Each of these themes relates to structures and landscapes existing within Fort Lupton today.” The history of Fort Lupton is illuminated with interesting characters and events that provide a rich platform by which a contemporary, yet timeless streetscape may emerge.

In May of 2018, the City of Fort Lupton adopted the Comprehensive Plan, Picture Fort Lupton: A Plan for Our Community’s Future. This document set the stage for how the community envisions itself and makes recommendations on how it should address future development of the two important corridors, or “chassis”, to downtown Fort Lupton. The two corridors are important to both past and future economic stability and expression of city culture. The Comprehensive Plan states that “Fort Lupton will be a premier destination of the front range”. Most important to this goal, the Comprehensive Plan creates a series of subareas including those known as Downtown Fort Lupton and 1st Street (Hwy 52).

According to the Comprehensive Plan, “The heritage of Fort Lupton is centered on four main elements: a Merchant Culture Heritage, an Agriculture Heritage, a Food Processing Heritage and a Diversity of Population Heritage.” Each of these elements provides an important historical context and remain present in Fort Lupton today.

- **Merchant and Trading Heritage:** Fort Lupton began with Lancaster Lupton’s establishment of a log shelter trading post and grew into a 2-story Fort for the specific purpose of providing merchant services for trappers of furs and other goods. Following Lancaster Lupton, others occupied the Fort to serve those who were traveling through to gain access during the Gold Rush in the late 1800’s. When the railroad made its way to the Fort, the City was formed and land speculation growth began to take off.

- **Agricultural Heritage:** In 1881, William Grant Winbourn platted the town at the intersection of Denver Pacific Railroad and Highway 52. Critical to the town’s on-going growth was the support system the town offered for local farmers as it became an agricultural community.
- **Food Processing Heritage:** In the 20th century, Fort Lupton began to diversify its economy and became a nationally significant food processing center and ultimately, the home for Kuners canning company, canning locally grown agricultural products.
- **Diversity of Population Heritage:** Long before others populated Fort Lupton, the area was home to several Native American tribes. The Fort began trading with the Arapaho and Cheyenne tribes. Fort Lupton traces its’ diversity in cultural heritage to early population growth in the Hispanic and European settlers who came to the area. The growth of agriculture in Fort Lupton attracted Hispanic and Japanese residents. In 1910, there were 51 farms operated by Japanese families.

“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.”

The Comprehensive Plan also identifies the “Downtown Fort Lupton subarea” as the place where higher density mixed-use development will be necessary, allowing Downtown to act as the “physical and social HEART of the City”. The plan states that Downtown will become the key place for: shopping, food, and entertainment. It also identifies 1st Street (Hwy 52) as “Fort Lupton’s primary east-west connection, providing access to Downtown Fort Lupton, Highway 85, residential neighborhoods, local schools, and adjacent communities, the Gateway to Fort Lupton.”

The historical context and community-based recommendations from the Comprehensive Plan become the foundation for the proposed design solutions offered in this plan.

The Process: In the fall of 2018, the Fort Lupton Urban Renewal Authority (FLURA) set

out to develop a streetscape master plan in response to the recommendations adopted by the City in its Comprehensive Plan for Denver Avenue and 1st Street (Hwy 52). FLURA decided to begin the process with the most critical portions of the two corridors: Along 1st Street from Highway 85 to Denver Avenue, and along Denver Avenue from 1st Street to 9th Street, an area coined "The L". This area set the stage for a dynamic and catalytic community-based master planning process of the two corridors.

The process employed a workshop collaboration between the consultants, FLURA, the City, business owners along the corridors and residents of the community. The workshop infused creative problem-solving and transparency, channeling ideas and interests of many into design solutions ROOTED in market and economic realities and unique character of place. The community dialog was such that this streetscape act as a series of temporary, catalytic moves that could be evaluated for success before implementation of a permanent solution. Over the coming years, the process will continue through fruition of the plan. Community residents have the opportunity to continue engagement in both the planning and execution of physical changes to the corridors.

While in the workshop, all participants and ideas were treated equally. Ideas were rooted in context, free of preconceived ideas and vetted through an honest dialogue until valid solutions surfaced. At that point, a consensus was achieved and participants developed ownership. As the plan continues to evolve, the process encourages community mem-

DEFINITION OF PLANNING TERMS USED IN THIS DOCUMENT

Bulb out - a sidewalk corner that extends further into the street, thereby creating a safer, shorter distance a pedestrian must walk to cross a street from one corner to another.

Cadence - a rhythmic pattern or flow of a sequence

Catalytic move - an additional action that triggers further action or development to stimulate activity

Corten container - a weathered steel planter container; Corten steel is a group of steel alloys developed to eliminate the need for painting and forms a stable rust-like appearance after several years exposure to weather

Monolithic - consisting of one piece; solid or unbroken; characterized by massiveness, total uniformity, rigidity

Roadway diet - a reduction in width of a street

Sharrow - Sharrows are white pavement markings that include a bicyclist with two chevron arrows above it. They're typically placed on low-speed roadways to indicate that the entire lane is to be shared with bicycles and motor vehicles, and to remind motorists that bicyclists may take the entire lane.

Stone bollard - one of a series of thick, short stone posts for excluding or diverting motor vehicles from a road or the like

Streetlet - a temporary sidewalk extension utilizing materials such as wood planking or other platform materials

bers, corporate citizens, City staff, government officials, local and national businesses along the corridors, as well as future and present investors to become increasingly more invested in the success of the streetscapes as they continue to engage in the planning and execution of the physical changes to the corridors. This ongoing effort encourages community members to put down roots, physically and emotionally, and work hand in hand to invest in their community as they play a role in the streetscape plan execution.

The Physical Context: Both the Denver Avenue and 1st Street project corridors are each approximately one-half mile in length, each having a different context that requires a unique streetscape design approach to be employed in order to meet existing and potential future conditions.

1st Street is currently a state highway serving communities across the front-range and acts as a utilitarian pass-through across the heart of Fort Lupton. The Comprehensive Plan states, "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."

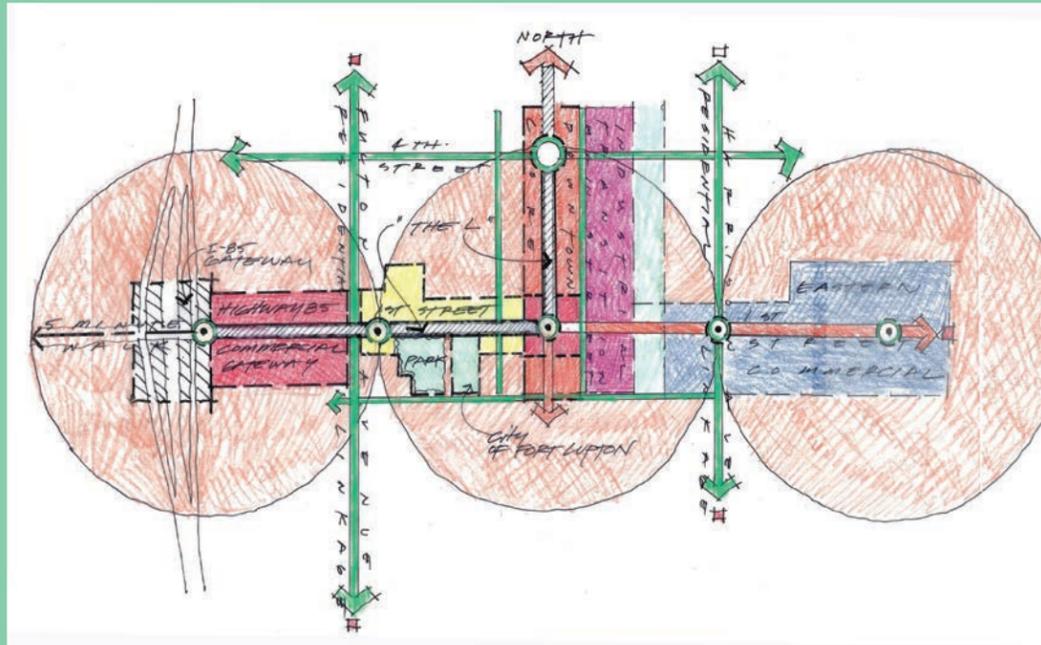
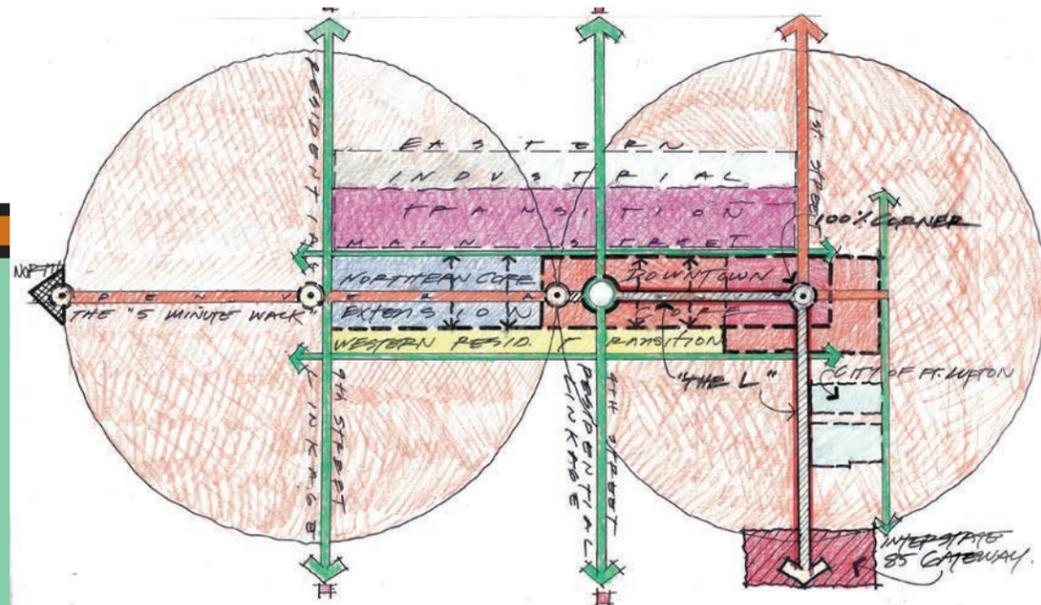
The Denver Avenue corridor currently acts as the home for the majority of the historic building stock within the downtown area. The Comprehensive Plan states, "The Downtown

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.”

Important landmarks exist along both corridors: City Hall, Koshio Park, The Fort Lupton City Museum, national and local retail, small businesses, residential homes, Safeway, Crossroads Church, and Highway 85.

“The L” In addition to its physical configuration, “The L” represents the vision for two comprehensive planning areas that synergistically companion each other in a catalytic streetscape implementation, focusing improvement efforts on the two areas of most significant economic impact. (See “The L” Analysis Diagram, pg 13.) Through the 2-day Feet First Workshop, a consensus was reached to investigate “The L” as a moniker for the two synergistic corridors. Initial investment and construction phases focused on “The L” will set the stage for supplementary economic development within the City.

The 5-Minute Walk: Pleasant and comfortable surroundings can motivate a pedestrian to



walk, while on the other hand, a mile-long, monolithic experience can be a deterrent. Urban studies reflect a pedestrian-friendly walking distance to be that of approximately 1200-1400’ in length, or what is commonly referred to in master planning as “The 5-Minute Walk”.

The project study area consists of five 5-Minute Walk segments or .5 mile diameter circles where the center of each circle is approximately a 5-minute walk to the next. To create a more pedestrian-friendly experience, the Streetscape Plan evaluated the corridors in a series of walkable segments in order to link important landmarks. The adjacent two diagrams show added design layers that directly break the corridors into manageable 5-minute walk segments. These segments allow opportunities for streetscape interventions to occur, encouraging the pedestrian to continue onward. These manageable segments will benefit and assist the City in future planning efforts

by including the implementation of a streetscape master plan for each corridor, a vision for the residential neighborhood linkage streets, and a vision for the north and south alleys along Denver Avenue.

Layer 1: Streetscape Interventions

Walking Rhythm: Utilizing the 5-Minute Walk segments, the study marks the heart of



each segment with a streetscape intervention, thereby setting a contextual “walking rhythm” through: installations of public art, seating areas or areas of respite, small redevelopment projects that integrate with the sidewalk, etc. Each of these interventions creates spatial comfort and provides a visual queue that something interesting lies ahead. The Denver Avenue rhythm may be a bit more intimate due to the potential for walkable Main Street type retail, while the 1st Street (Hwy 52) rhythm may be a bit grander based on the scale of the context and the civic nature of the street that surrounds City Hall and Koshio Park.

Layer 2: Walking Rhythm-Enhance Major Cross Streets

Celebrate the Important Cross Streets: In order for the Denver Avenue and 1st Street streetscapes to be even more successful, the master plan considered providing a level of improvement to the important cross streets of Main, McKinley, and Fulton (along 1st Street) as well as 4th, 5th, 7th, and 9th along Denver Avenue. Of special importance are 4th and 9th Streets and Fulton Avenue. 4th and 9th Streets cross the railroad tracks, creating critical pedestrian spines into the neighborhoods east of Pacific Avenue. Fulton Avenue serves as a critical school crossing at 1st Street. It is recommended that further study address measures such as a signal and/or sidewalk bulbouts to increase safety. Further enhancements to all cross streets would improve the walkability of the broader community, creating a greater level of safety as well as a more enticing and inviting experience into and out of “The L”, thereby reducing automobile trips.

Layer 3: Create New Public Spaces

Enhance Alleys and Re-purpose Underutilized Properties: To further create a sense of community, the plan recommends enhancement and re-purposing of underutilized areas such as alleyways along Denver Avenue and surface parking lots such as the Mason’s parking lot. The addition of trees, planters, lighting, murals on blank alley walls, outdoor seating, additional dining space, and kiosks contribute to creating intimate environments for interaction and programmed events. The conceptual diagrams shown in the Catalytic Moves (pages 24-46) suggest areas where this could occur. The City of Fort Lupton should consider further study and design to determine viability.

Layer 4: Bicycle Connectivity

Plan for Increased Bicycle Connectivity: Based on our understanding of the right-of-way dimension on the north side of Hwy 52, it appears there is potential for a dedicated bike lane to be incorporated that would provide an important connection from the Platte River along Hwy 85 to the downtown area. The City could take advantage of the potential to continue this link along Denver Avenue through the use of a “sharrow”, a shared lane marking that indicates a shared lane environment for bicycles and automobiles. In the Feet First Workshop, the community discussed the potential for both of these scenarios. The City of Fort Lupton should consider further study and collaboration with land owners to determine the feasibility of these important potential bikeway linkages.

Layer 4: Parking

Study Existing Needs and Potential for Additional Parking

Previous Master Planning efforts reveal a concern of the community for adequate parking. This study continued the dialog and analysis in order to define appropriate recommendations for the City of Fort Lupton to consider. Steps taken include:

- Review of previous documents, survey comments and listening to the community in the workshop
- Assess potential to enhance parking by reorganizing the efficiency of existing on-street parking
- Created bulb outs and set
- Reviewed potential to formalize parking configurations on Denver Avenue such that if implemented, maximum efficiency could be achieved
- Identify through previous Fort Lupton plans and the Comprehensive Plan, the potential to utilize the widened right-of-way on 4th Street to create additional parking.
- Assess potential of enhanced cross streets to create more efficient on-street parking



Fort Lupton Commercial Corridor Streetscape Project

FEET FIRST WORKSHOP

Jump in.

To engage the residents in a collaborative design effort, the consultant team offered a Feet First Workshop. This interactive 2-day process created an opportunity for all voices to be heard and a collaborative vision to be determined. Members from the community could attend all or part of an open house style workshop held at City Hall in December 2018.

Kick Off Meeting and Analysis: FLURA staff and other stakeholders such as the City Council members and FLURA members met with the consultant team in a kickoff meeting prior to the Feet First Workshop. In this meeting, the process for design and public engagement was further defined. FLURA provided all appropriate information: previous studies, base information, street survey documentation, and others. At the conclusion, meeting attendees walked along both corridors comprising “The L” while discussing ideas, opportunities and existing conditions encountered together, in real time, in real place, documenting what they saw. Afterward, they joined forces to develop an updated working base map for the project.

The consultant team then returned to Fort Lupton and performed a thorough evaluation of street conditions, parking, sidewalks, curb extensions, and medians. This allowed the consultant team to further assemble all appropriate analysis required to understand the existing conditions.

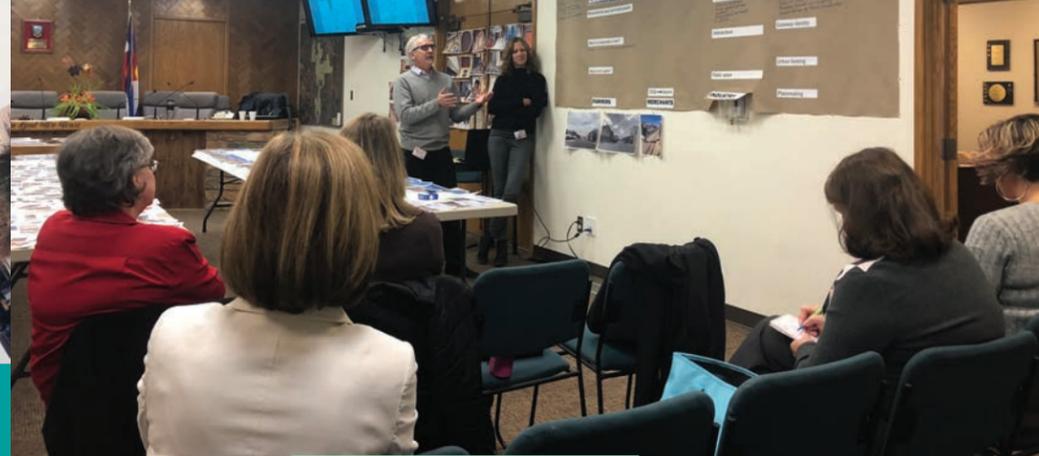
HWY 52 Stakeholder Meeting: On the eve of the 2-day workshop, Hwy 52 property owners, FLURA and City representatives, a representative from CDOT and the project team engaged in an intimate discussion allowing the business owners to relay their hopes and concerns. The ideas were documented and owners were made aware that their thoughts would be considered in the workshop session. Many of the concepts discussed involved protection of curb cuts, desire for improving the “gray and ugly” visual appearance, automobile and pedestrian safety, as well as an overall clean-up of the street itself. The group agreed that providing a 5’ sidewalk on both sides of the street, protected from moving traffic in some way, would be a preferred solution. The businesses were presented with the City base map denoting the location of the south side ROW directly at the curb. It was discussed that achieving the proposed 5’ south side sidewalk would require encroach-

ment on private property. The participants in the meeting expressed a willingness to work with the City to allow a 5’ sidewalk to be constructed along the entire length of the frontage from Highway 85 to Denver Avenue. During the meeting, the group noticed the street section was larger than the single lane width required for travel, and that there was an area along the curb edge that may allow for a line of temporary tree planters to be placed along the curb. These planters would need to maintain existing drainage and must be protected by some form of curb acting as a barrier from oncoming traffic. The participants agreed this may be an excellent interim solution to improving the pedestrian safety along the corridor and further discussed the potential of providing the same treatment to tree planters in the center median. FLURA and CDOT agreed these ideas should be studied in the workshop.

temporary tree planters to be placed along the curb. These planters would need to maintain existing drainage and must be protected by some form of curb acting as a barrier from oncoming traffic. The participants agreed this may be an excellent interim solution to improving the pedestrian safety along the corridor and further discussed the potential of providing the same treatment to tree planters in the center median. FLURA and CDOT agreed these ideas should be studied in the workshop.

Feet First Workshop Vision Session: On Day 1 of the workshop, the consultant team worked closely with the stakeholders, residents, committee members and FLURA staff to define the vision for the “The L” streetscape. Results of a community-wide survey accomplished by FLURA prior to finalizing the Comprehensive Plan were shared and discussed. Survey comments included the following:

- Clean up the City
- Fix the sidewalks/roads
- More pedestrian friendly
- More bike paths/trails
- Safety for pedestrians and bikes
- Maintain and enforce codes
- Fill empty storefronts
- Beautify Downtown
- More trees and flowers
- Enhance entry to Ft. Lupton
- Decorative art
- More activities for kids
- Keep community small
- Angled parking
- Business incentives
- Community events
- Signal at Fulton Avenue and Hwy 52
- Things to do
- Encourage sense of pride



Feet First Workshop (Continued)

The participants discussed the following quotes from the Fort Lupton Comprehensive Plan:

“Midway – Fort Lupton – is a crossroads in space, where lofty peaks rise from the prairie, where diverse people meet and trade, where the fruits of the harvest become the product of a nation. And Fort Lupton is a crossroads in time.”

“...was indeed an intersection in space and time.”

“From the farmers, to the merchants, to cannery workers and managers, to teachers, and to filling station attendants, all cooperated with each other for this town...” - SWCA Environmental Consultants

“Again, I emphasize that we were a COMMUNITY in every way, with every individual interested in the progress of every other, and also in the progress of the institutions and business in our midst.” - Henry Bowen Allsebrook

Recommendations from the Fort Lupton Comprehensive Plan that were discussed included:

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 users, connectivity within the Downtown Fort Lupton subarea, 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 streetscape 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 Fort Lupton 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 streetscape improvements to strengthen the pedestrian experience, elevate the appearance of Downtown, and make the district more inviting. Denver Avenue should be prioritized for streetscape improvements, followed by other priority roadways. The following considerations should be reviewed and incorporated as necessary for all streetscape projects within the Downtown Fort Lupton subarea. - Fort Lupton Comprehensive Plan, pg 52

“The L” The discussion then focused on the importance of seeing “The L” as more than a name, but also a physical metaphor to the future success of the two corridors. Denver Avenue provides the physical, foundational support for the system to operate in a successful manner. This led the group to understand that improvements along 1st Street as a gateway to the community may be less than effective if implemented before Denver Avenue was solidified as the anchor. Also discussed among the group was the historic significance of Denver Avenue at 4th street as the heart of the city’s beginnings and the location of the majority of the historic building stock that continues to thrive. A consensus was reached that this would be the best place to begin initial streetscape investment followed by an outward movement along Denver Avenue as the most advantageous approach. This strategy also adheres to the Comprehensive Plan recommendation: “Denver Avenue should be prioritized for streetscaping improvements, followed by other priority roadways.”

Also raised was the topic of Denver Avenue under review by the City and CDOT to be de-voided of its state highway designation. This would offer the opportunity to follow the recommendations in the Comprehensive Plan to “roadway diet” Denver Avenue while adding bulb outs at each of the connector street intersections.

Community stakeholder groups and FLURA staff gathered among the consultant team in the development of a conceptual streetscape vision for “The L”. A vision was crafted among the entire group as well as a “Wall of Observation and Inspiration” listing community expectations of the streetscape impact on the future of Fort Lupton. This conceptual vision took into consideration the existing conditions and consideration of new alternatives for a future streetscape. The consultant team led the workshop participants through a discussion to create an overarching plan vision.



“The L” Analysis Diagram

Feet First Workshop (Continued)

As each idea emerged, professional members of the consultant team supported the dialogue from the civil engineering and transportation elements perspective, as well as from the perspective of the artful street expression, and a dialogue surrounding the brand story for each corridor section. All ideas were discussed and consensus was achieved for a general direction for each corridor section. The connecting streets and alleys were also identified and discussed as to their contribution to the walkability and vibrancy of each corridor section.

Community members then provided their feedback on a variety of photographic imagery representing character and character of streetscape for a "Kit of Parts" to be incorporated into the final streetscape vision.

Community members engaged in discussion throughout the remainder of the workshop while the consultant team began development of the physical ideas directly on the base maps for each corridor and the Highway 85 Gateway.

Once all were in agreement with the direction, the consultant team continued development of the ideas into a fully developed streetscape master plan for "The L". The consultants continued to work with FLURA while developing the plan and also met with the Denver Avenue business owners in a similar meeting to that held with the business owners along 1st Street (Hwy 52). An initial cost estimate was created for each of the catalytic moves along the corridors, allowing FLURA and the City to have flexibility in implementing the plan as funds become available.

Brand Identity To initiate discussion on the brand identity, it was important to begin by gathering a current assessment from Fort Lupton residents. The consultant team initiated dialog on the following concepts:

- What does Fort Lupton have to offer socially and economically?
- What makes us unique from nearby communities?
- What impact can we have?
- What is Fort Lupton's current image?
- Where do we want to be in 5-10 years?

EMOTIONAL

Where the fruits of the harvest become the produce of a nation...

What is an intersection of space and time?

Where diverse people meet and trade

What is a crossroads in time?

What is Fort Lupton?

PHYSICAL

"Road diet"

Intersections

Public space

Urban farming

Sidewalks

Gateway identity

Placemaking

2018 → beyond

FARMERS

MERCHANTS

INDUSTRY

Handwritten notes on the left side:

- Pot of Gold
- Entry to Ft. Lupton
- Build Community
- opps for interaction
- Rec Center
- Overpass over Denver Ave
- History → MODERN
- AG History →
- Don't leave AG out of town "bring it in"
- EST. by list of inc.
- Back to our Roots
- Tomato Days
- Sauerkraut
- Tomatoes
- Sugar Peas
- REMARKABLE CHARACTERS in History
- NO "CENTRO"

Handwritten notes on the right side:

- Hwy 52
- Arid
- Ugly
- Trucks
- utilitarian
- Run Down
- Sign Issues
- Weeds

OBSERVATION AND INSPIRATION | Build community | Back to our roots | Remarkable characters in history
| Placekeeping | Crossroads in time | Urban farming | Utilitarian | Needs sense of style | Comfort |
Opportunity for art | Lacking in trees | An intersection of space and time | Multi-modal options | To-
mato Days | Buildings closer to street | Arid | Farmers | Gateway at Hwy 85 | High school greenhouse
| Safety | Dead and dying | Benches | Color | Sign issues | Linkage to Ames Ag Program | Where
the fruits of the harvest become the produce of a nation | Need for more parking | Merchants | Mix of
textures | Energy and gas | Trapper Days | Weeds | Sauerkraut | Need to preserve the theatre | Dine
on Denver | Green | Homage to those who worked in the cannery | Needs more shade | Midway |
Destination | Relevant | Sugar Beets | No centro | Industry | Keep visual interest | Awnings | Don't
leave ag out | Trucks | Activity | Farmers Market | Vibrancy | Why did we give up on our economy |
Bedroom community | Reduce and reshape | Native plants | Solid cultural identity | Friction | Pioneer
days | Flowers | Keep the young people here | Natural materials | Attract large industry | Painted cross-
walks | The people are the town |

Seeds of change

Feet First Workshop (Continued)

- If we lack certain elements, what can we do to get there?
- What elements might be necessary?

Current image perceptions affecting the brand that arose from participants:

- Grey, dirty, lacking in a care of place...a place to pass through rather than stay
- A lack of energy and commitment on Denver Avenue for quality restaurants and shops offering a wide variety of options to local residents
- A lack of a community anchor provided by Denver Avenue that would in turn provide an incentive for Hwy 52 to improve

Conceptual ideals that resonated with participants:

- Continue building on a strong sense of community that speaks to residents and visitors alike
- A desire to be more rooted in the town's cultural heritage
- A sense of fulfillment through involvement in creating a great place for future generations
- Create a healthy and sustainable environment that contributes to quality of life
- Attract investment for development to be realized
- Influence perceived images
- Encourage residents, especially the young, to plant their roots in Fort Lupton

Taking all these ideals into consideration, workshop attendees felt the community brand is necessary as an artful expression to establish a regional and local presence of place, instill pride and ownership for the residents and a positive perception of vibrancy and aspiration for Fort Lupton. It will inform the physical improvements and engage the community. The identity will be based in reality, not impression. It will speak internally as well as externally.

A spirited discussion then ensued based on a phrase from the Comprehensive Plan: "Fort Lupton is a place where the fruits of the harvest became the produce of the nation." The

group felt there was great value in four cultural heritage themes to be explored individually or as a whole:

- A local heritage of farming and canning
- Merchant activities
- Existing oil and gas industry
- Diverse cultural mix of its residents

This contextual theme led to consensus for a plan that would encourage the City to reach "Back to our Roots" with a brand message of "Rooted in Fort Lupton" worthy of further exploration. "Rooted in Fort Lupton" then becomes the guiding premise for an overlay embracing the community's agricultural roots leading Downtown Fort Lupton to become a national example of sustainability, economic development, merchandising, and urban agriculture. Implementation of this concept into the identity, streetscapes, plazas, alleys, and parks would encourage a greater interest in healthy living, local food production and consumption, while making reference to agricultural traditions, the canning industry, and the merchant mentality of the past, present, and future.

Agricultural concepts that could factor into an artful expression of the four cultural heritage themes include: the "Rooted in Fort Lupton" tag line, Tomato Days (later known as Pioneer Days and Trapper Days, Vintage canning labels and vegetable and agricultural imagery. The group suggested that "The L" also play a role in the brand identity. This would communicate a physical representation as well as a stabilizing element...the leg (Denver Avenue) provides a strong foundation for the upper spine (Hwy 52) creating a strong economic synergy. Denver Avenue must be foundationally strong and vibrant prior to leading people to it along Hwy 52.

Several branding images were developed and distributed for discussion. The consultants then worked to finalize an identity package that could be used for website, promotional material, signs, banners, murals, street paintings, etc. The package is further explained and illustrated later in this book.

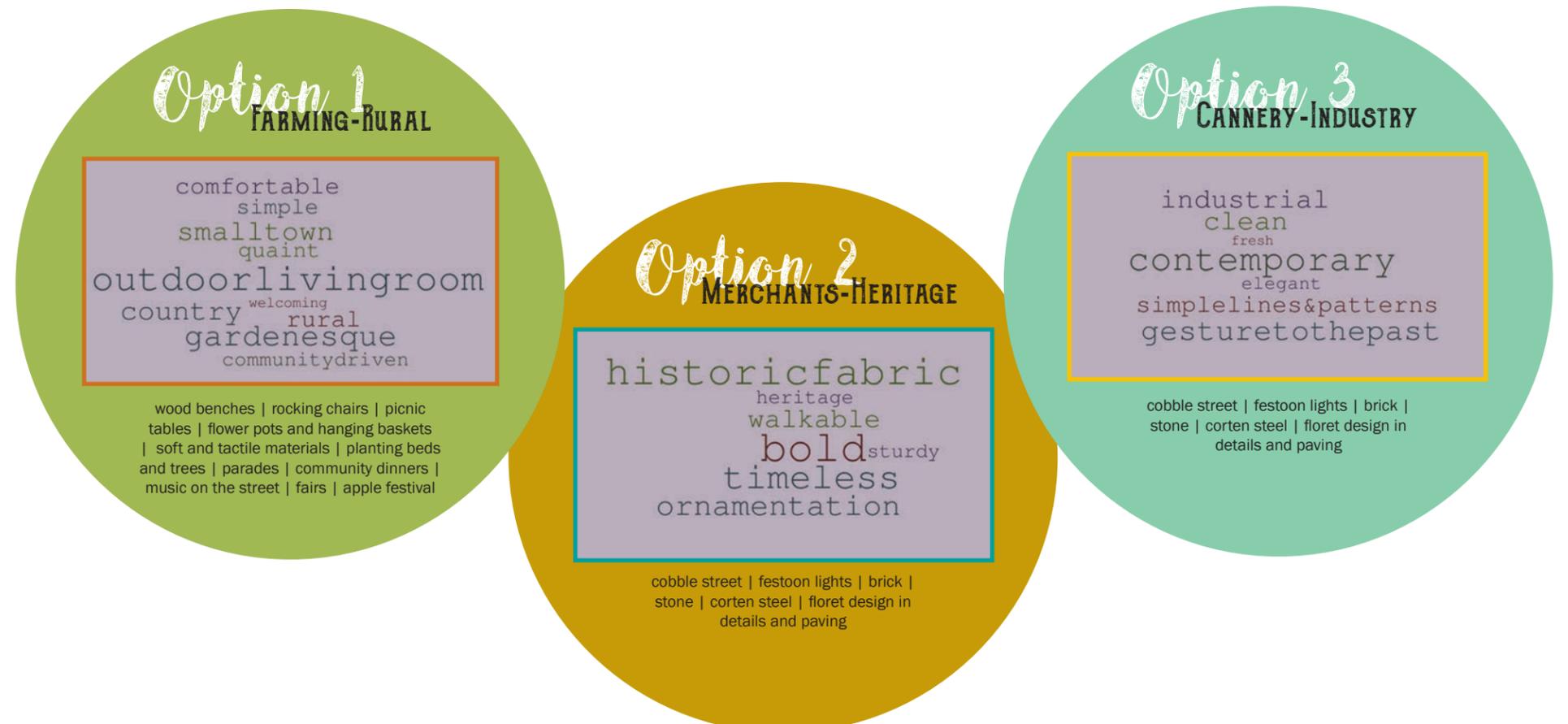


Development of Final Streetscape Plan

The consultant team spent a devoted time period developing the workshop products into a formal streetscape document and presentation materials that embrace a community inspired vision for interaction between the two corridors while operating under each entity's unique contribution to the community needs and goals. The consultant team worked with FLURA to focus efforts on the final determination of each implementation item, including quantities and cost. Mutually agreed upon important connecting street corridors and alleys received a refined level of streetscape master planning to the conceptual vision developed in the Feet First Workshop. These connector streets have been studied in a conceptual manner only in order to determine the vision for the improvements that will provide pedestrian

connectivity and encourage success of both Denver Avenue and 1st Street. The study did not address specific lighting or ADA requirements. As the project moves forward with each Catalytic Move, input from lighting and engineering experts is necessary to ensure public safety.

Coordination and Communication of "The L" Vision: The consultant team and FLURA staff worked together to present the concepts to the community upon completion of the product. The consultant team worked closely with FLURA staff to develop the community outreach tools necessary to solicit public input and feedback throughout the process.





Plant your roots

The Conceptual Streetscape Master Plan

Using the Parts of a Home as Muse It is a rural town tradition to work together to assist each other in the building of each community house. Many communities gathered to help their neighbor through what were called “barn raisings”. This community outreach and neighborly culture made it possible for each new resident to feel rooted in their place. Based on the concept of being “Rooted in Fort Lupton”, the community engagement dialogue began to focus on implementation and how the plan could address the financial constraints of the community to build out the plan. The community requested FLURA to encourage the City to work with community members to return to the example set by their roots in “barn raising” and allow residents to participate in the raising of funds, the coordination of the implementation efforts, as well as providing the physical labor for some of the streetscape elements.

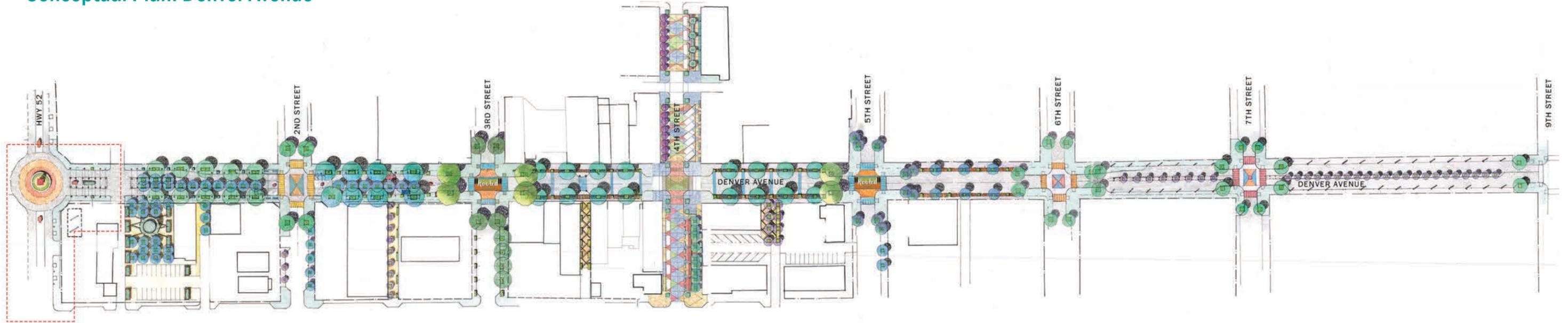
The Implementation Phasing Plan The consultant team, working with FLURA and FLURA staff, settled on a phasing plan that builds upon and respects the colorful concepts of long standing rural community traditions. It was agreed that the streetscape planning area would be segmented into smaller, manageable catalytic areas that could be implemented independently by the FLURA Board. Based on the historic context of a rural community, the implementation strategy also became rooted in the muse of calling Fort Lupton home. Components of the home would become components of the phasing plan programmed to encourage the city, FLURA, and residents to accomplish the streetscape goals. Each space in the home plays an important role in the composition as a whole. If operated appropriately and appointed and scaled correctly, a firm foundation is established for growth and sustainability.

- 1st Street (Hwy 52) is the first impression or the Driveway leading to the home
- The intersection of 1st Street and Denver Avenue is the welcoming Foyer
- Denver Avenue from 1st Street to 3rd Street and 5th Street to 9th Street are the Hallway
- 3rd to 4th and 4th to 5th are the Living Rooms
- The intersection of Denver Avenue and 4th Street becomes the Hearth
- 4th Street from Main to Park is the Dining Room
- The parking lot at the Masonic Building, affectionately called Tomato Square during the planning process, is the Kitchen
- The alleys, 5th Street to 9th Street, side streets, gateway, plazas and parks, signage, banners, parking lots represent the surrounding fields and landscapes



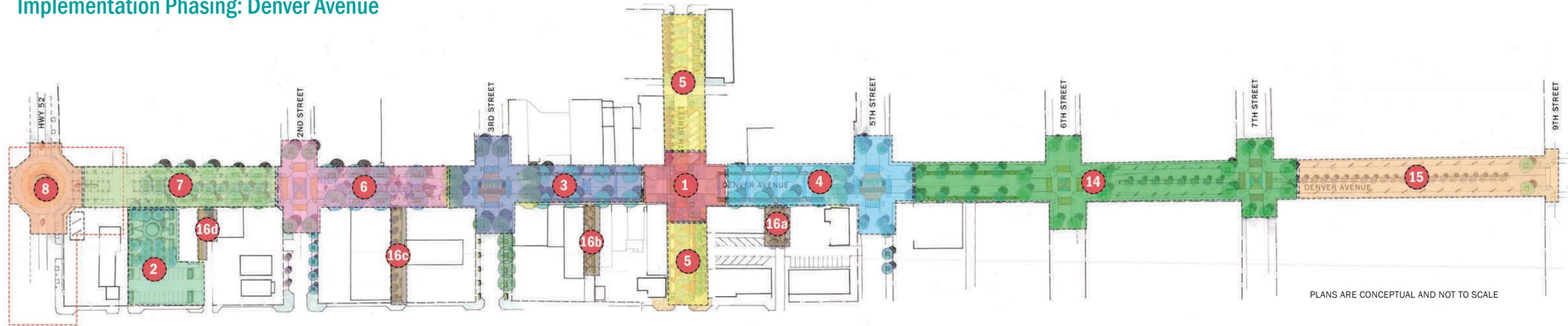
Conceptual Streetscape Master Plan - Denver Avenue

Conceptual Plan: Denver Avenue



Note: Location of planters and trees are conceptual only for graphic purposes. At time of construction and installation, all curb cut locations to be verified and all site lines to be approved by City for final location of plants and trees.

Implementation Phasing: Denver Avenue



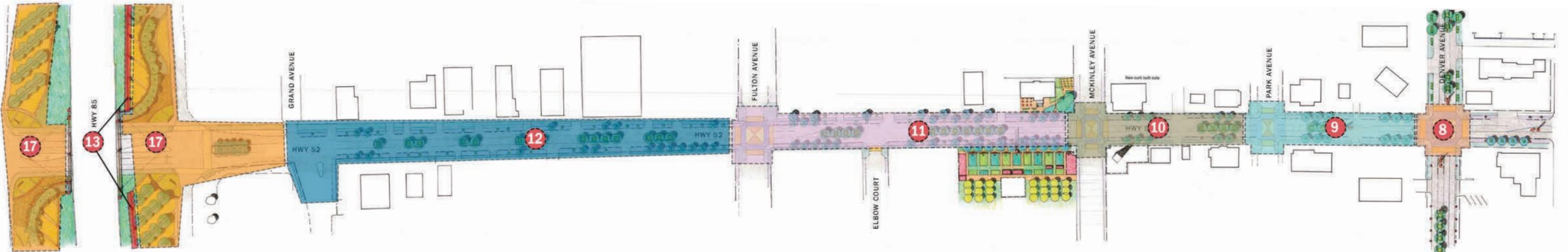
PLANS ARE CONCEPTUAL AND NOT TO SCALE

Conceptual Streetscape Master Plan - 1st Street (Hwy 52)

Conceptual Plan: 1st Street (Hwy 52)



Implementation Plan: 1st Street (Hwy 52)

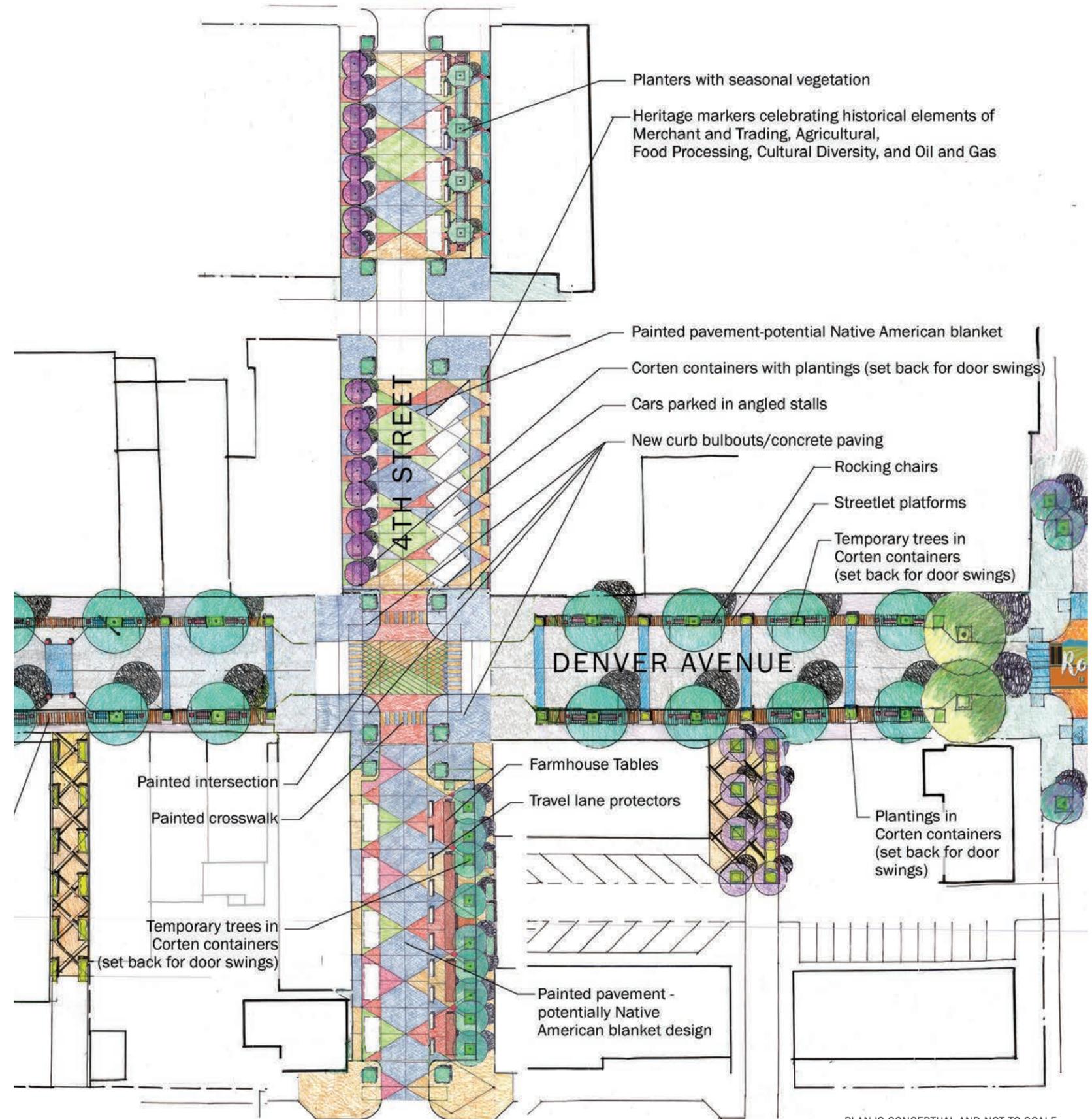


Catalytic Move #1: The Hearth

INTERSECTION AT DENVER AVENUE AND 4TH STREET

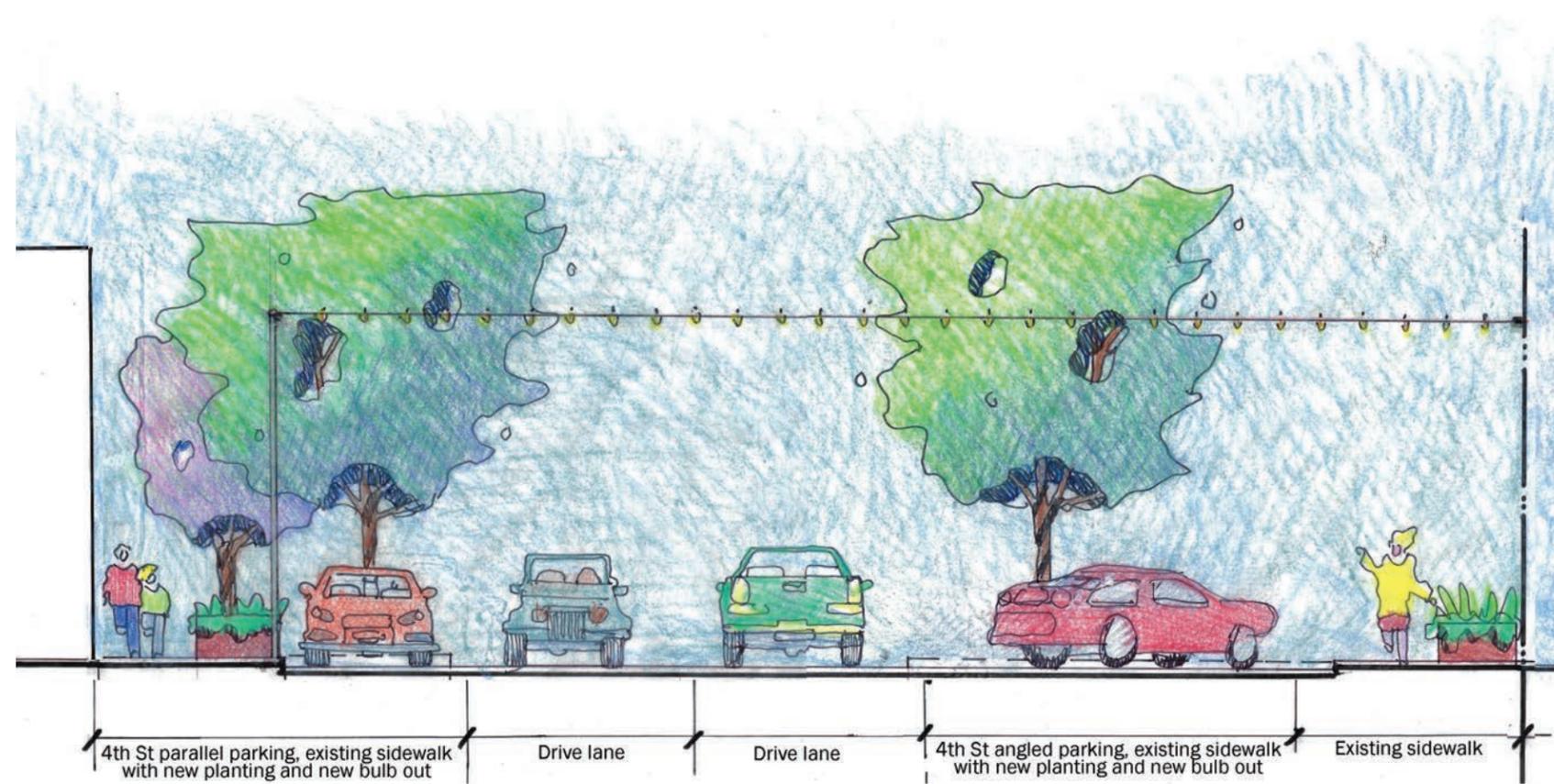
The heart and soul of a home can typically be found in the room with the hearth or fireplace where families gather to celebrate their relationship to each other. Within this space, families share some of the broadest of family traditions. Within the streetscape plan for Fort Lupton, the intersection of Denver Avenue and 4th Street will be improved to become the community's hearth, or heart. The four corners of the intersection will be improved with permanent new curb bulb outs and trees planted in the ground. The cross walks provide an opportunity for community-building as residents join together to paint a locally significant and concept-specific artful expression. The center of the intersection is envisioned to be painted with a permanent expression of the "Rooted in Fort Lupton" brand identity.

- (4) Bulb-Outs with ADA Ramps
- (10) 7' x 7' x 6"HT Corten Tree Outlines
- (6) Large Shade Trees (at grade)
- (12) Solar Uplights (2 per Tree)
- Irrigation for at Grade Trees and Plantings
- (4) Benches
- Paint (4) Existing Pedestrian Lights
- Paint (4) Crosswalks
- Paint (1) Full Intersection
- Paint Street



PLAN IS CONCEPTUAL AND NOT TO SCALE

Section: 4th Street Looking West at Denver Avenue Intersection



SECTION IS CONCEPTUAL AND NOT TO SCALE



Catalytic Move #2: The Kitchen

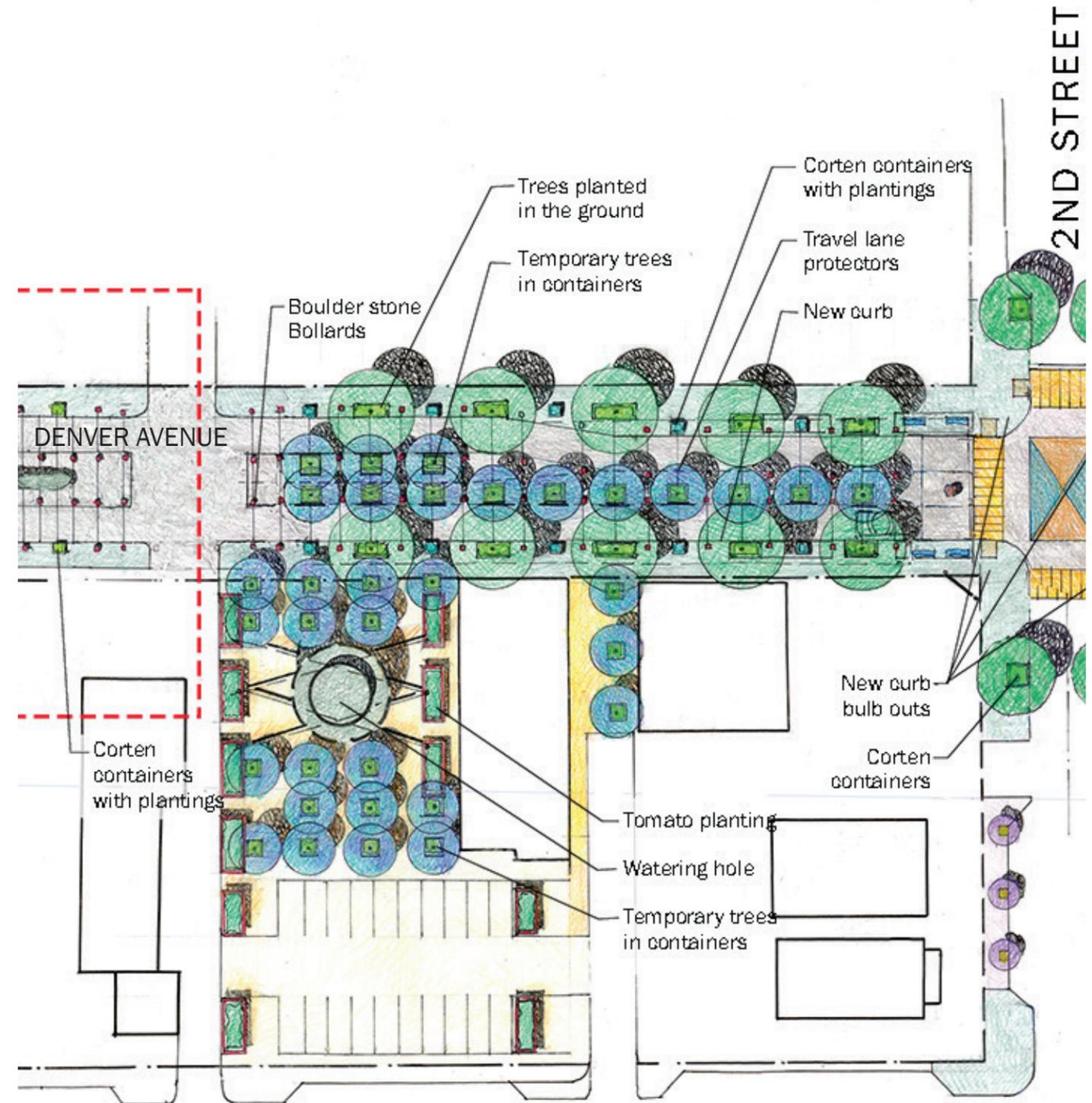
TOMATO SQUARE (MASONIC PARKING LOT)



The next room of importance within the home is the kitchen. This is the space where families gather to reconnect with one another. The kitchen is where food is being prepared to nurture the body and relationships are rekindled to nurture the soul. The Masonic building parking lot offers an appropriately scaled space and opportunity to create the kitchen for Fort Lupton. This space will be configured utilizing the existing surface with appropriate safety amendments. The edges of the space will be ringed with raised planters, planted and cultivated with tomato plants. There will be a temporary small orchard of trees in raised planters that form the seating area of the kitchen. The tomato plants and trees will require year-round hand watering until an irrigation system is installed and the trees can be permanently planted into the ground. Chairs will float within the space and left free for people to move around and situate according to group size. The eastern portion of the parking lot will be striped for parking of cars. A small structure, “the watering hole”, will ultimately mark the center of the square offering refreshments to citizens as they relax, refresh and rehydrate.

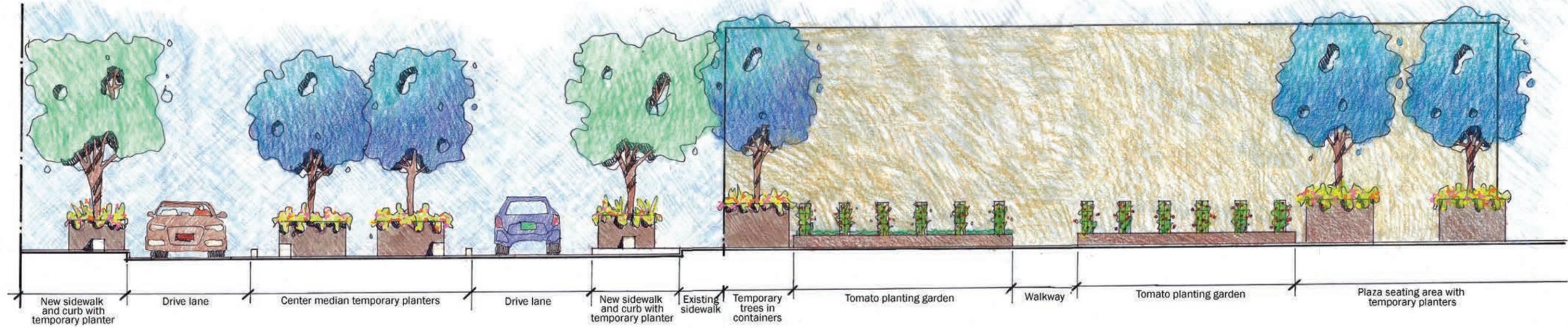
Suggested offerings include salsa, gazpacho, Bloody Mary’s, etc. Tivoli lights strung from permanently installed poles will provide evening ambiance lighting. Appropriate utilities will be necessary. The Watering Hole offers an opportunity for an entrepreneurial spirit to be birthed and nurtured by a local business interested in starting a new concept within this powerful, yet simple, new public space.

- (11) 8' x 20' x 3'HT Corten Planters – Tomato
- Tomato Plants (1 per/4 SF)
- (17) 6' x 6' x 3'HT Corten Planters – Trees and Plantings
- (17) Small Ornamental/Fruit Trees
- (34) Solar Uplights (2 per Tree in Sidewalks/Planters)
- Planter Pot Plantings
- Watering Hole – Grain Bin (Ship/Install), Interior Improvements (Lighting, Counter), Festoon Lighting (Including 6 Posts), Utilities (Interior and Exterior)
- Stripe (20) 90 Degree Parking Stalls

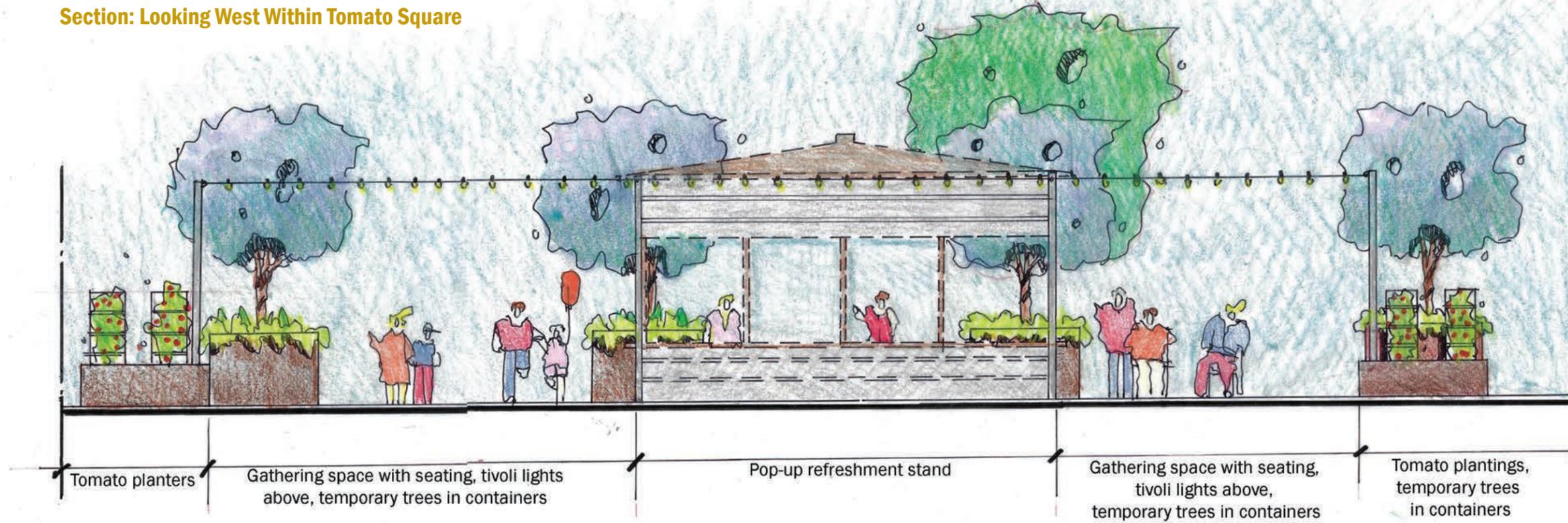


PLAN IS CONCEPTUAL AND NOT TO SCALE

Section: Denver Avenue Looking North at Tomato Square



Section: Looking West Within Tomato Square



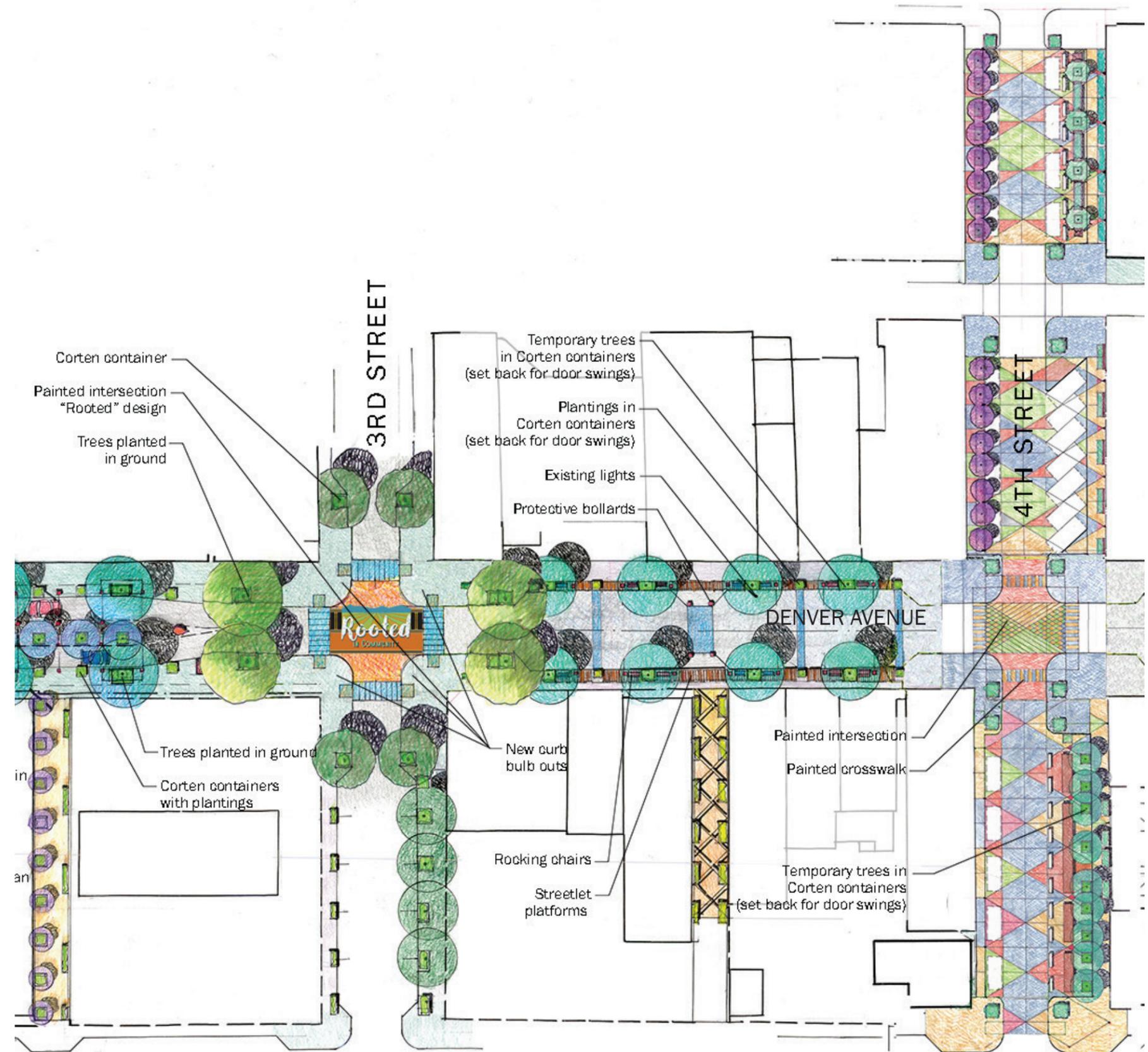
SECTIONS ARE CONCEPTUAL AND NOT TO SCALE

Catalytic Move #3: The Hall

DENVER AVENUE FROM 4TH STREET TO 3RD STREET

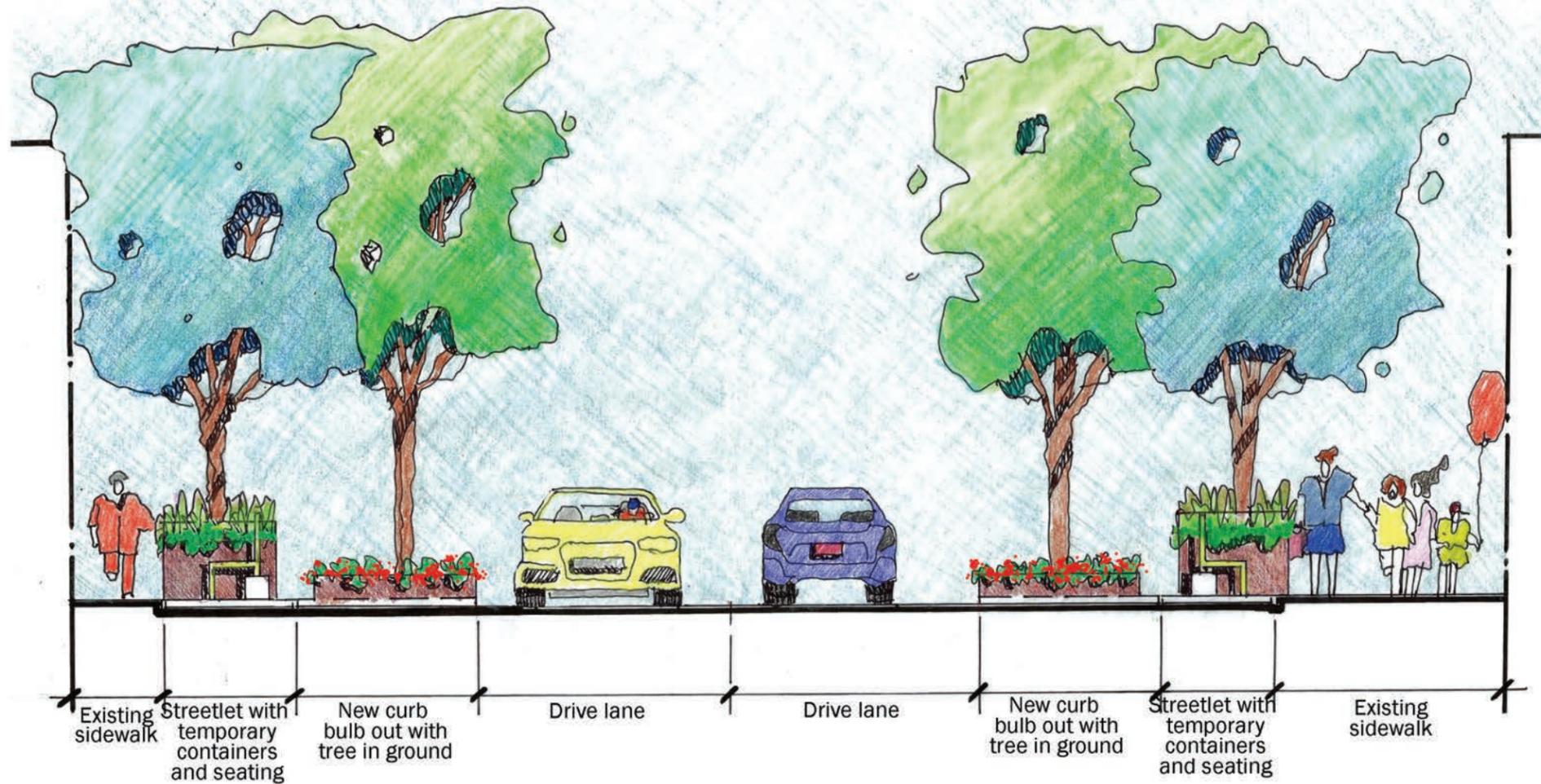
In every home, hallways enable comfortable and safe mobility between each room. Denver Avenue from 3rd Street to 4th Street is the first of those important hallways. Installation of new curb bulb outs at 3rd Street and Denver Avenue create a safe crossing and allow for trees permanently planted in the ground with appropriate irrigation necessary by hand or permanent irrigation system. The new curbs will be tied back into the existing curb. The remainder of the existing curb and drainage will be maintained. The width of the sidewalk, however, is increased through the installation of streetlet platforms, alternately installed with temporary Corten containers, each housing a tree and low plantings. These containers will need to be watered by hand year round until such time as they are planted permanently in the ground with an irrigation system. Benches and/or rocking chairs will be installed on both sides of each streetlet platform tree planter. Solar lighting will be installed within tree containers as additional ambient pedestrian level lighting along the street. Through the facade improvement program, business owners are encouraged to provide additional pedestrian lighting through exterior building lighting.

- (2) Bulb-Outs with ADA Ramps
- (8) 7' x 7' x 4' HT Corten Planters - Trees and Plantings
- (4) 7' x 7' x 6" HT Corten Tree Outlines
- (4) Large Shade Trees (at grade)
- (8) Small Ornamental/Fruit Trees
- (24) Solar Uplights (2 per Tree in Sidewalks/Planters)
- Irrigation for at grade Trees
- (8) 4' x 4' x 3' HT Corten Planters (roadway bands) - Annuals
- (4) 3' x 3' x 3' HT Corten Planters (mid-block) - Annuals
- (18) 2' x 2' x 3' HT Corten Planters (parklets) - Annuals
- Planter Pot Plantings
- (16) Parklet Pads - Wood Frame with TREX Decking
- (24) Rocking Chairs
- (2) Benches
- (4) Trash Receptacles
- (2) Bike Racks
- Paint (4) Existing Pedestrian Lights
- Paint (1) Crosswalk and (2) ½ Crosswalks
- Paint (1) ½ Intersection
- Paint Mid-Block Crossing
- Paint (4) Roadway Bands
- Stripe (12) Parallel Parking Stalls



PLAN IS CONCEPTUAL AND NOT TO SCALE

Section: Denver Avenue Looking South Between 4th Street and 3rd Street



SECTION IS CONCEPTUAL AND NOT TO SCALE

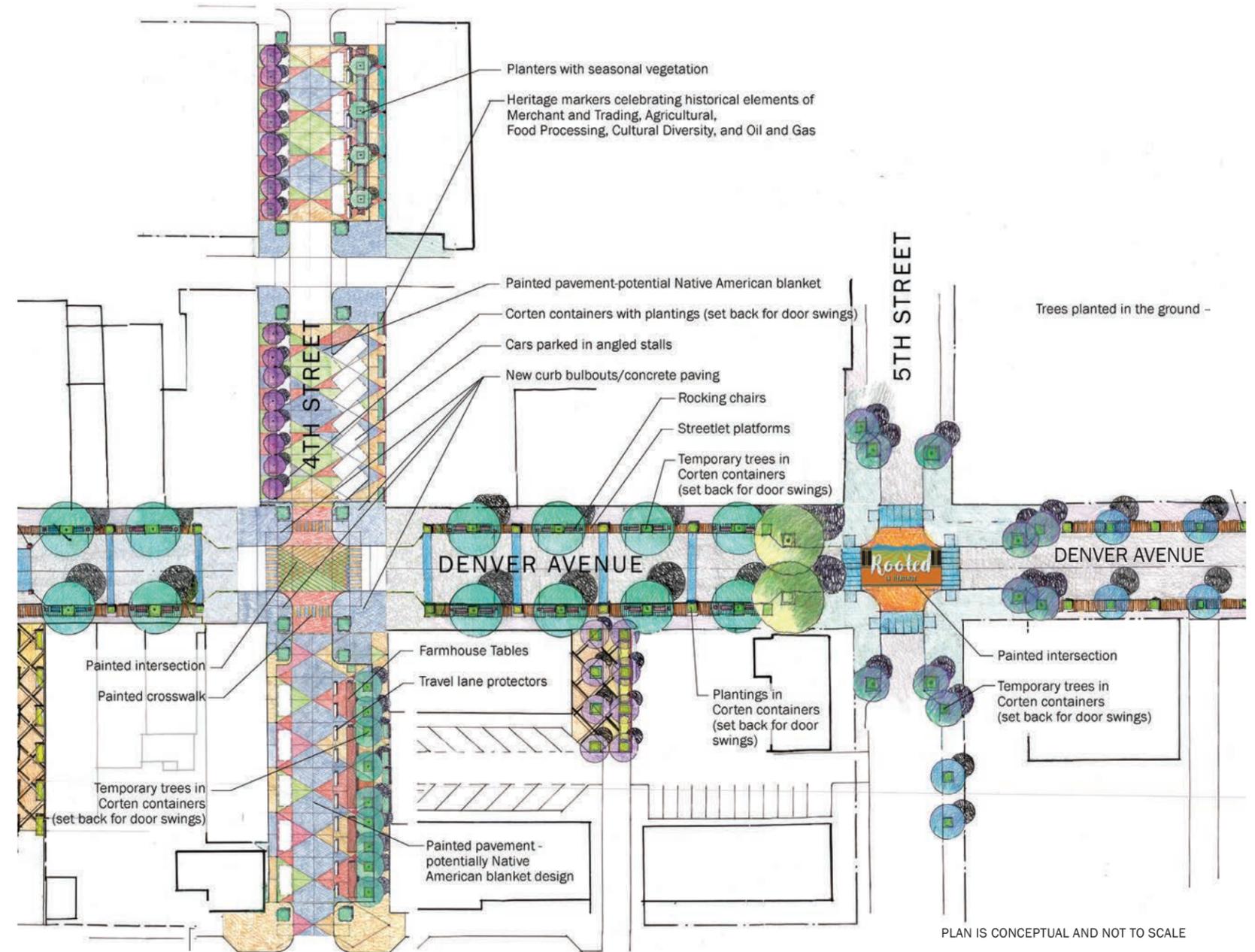


Catalytic Move #4: The Hall

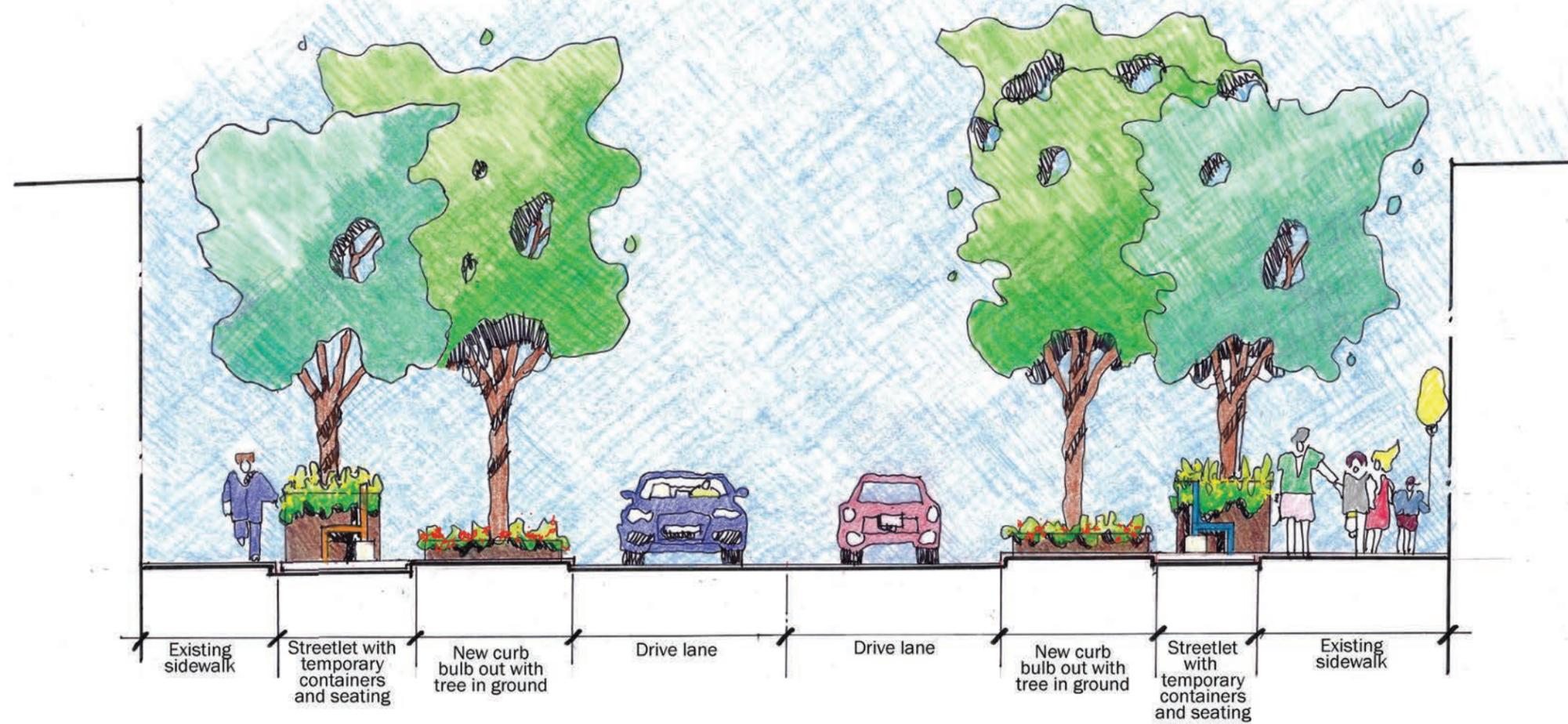
DENVER AVENUE FROM 4TH STREET TO 5TH STREET

Second in importance among the hallways is Denver Avenue from 4th Street to 5th Street. Installation of new curb bulb outs at 5th Street and Denver Avenue will be tied back into the existing curb. Trees will be planted permanently in the ground at these corners and will need to be watered by hand until such time that a permanent irrigation system is installed. The remainder of the existing curb and drainage will be maintained. The sidewalk is increased through installation of a series of streetlet platforms that alternate with temporary Corten planters, each housing a tree and low plantings. These containers will need to be hand watered year round until such time as the trees are permanently placed in the ground and a permanent sprinkler system is installed. Benches and/or rocking chairs will be installed on both sides of each streetlet platform tree planter. Solar lighting will be installed within tree containers as additional ambient pedestrian level lighting along the street. Through the facade improvement program, business owners are encouraged to provide additional pedestrian lighting through exterior building lighting.

- (2) Bulb-Outs with ADA Ramps
- (8) 7' x 7' x 4' HT Corten Planters – Trees and Plantings
- (4) 7' x 7' x 6" HT Corten Tree Outlines
- (4) Large Shade Trees (at grade)
- (8) Small Ornamental/Fruit Trees
- (24) Solar Uplights (2 per Tree in Sidewalks/Planters)
- Irrigation for at grade Trees
- (10) 4' x 4' x 3' HT Corten Planters (roadway bands) - Annuals
- (18) 2' x 2' x 3' HT Corten Planters (parklets) - Annuals
- Planter Pot Plantings
- (16) Parklet Pads – Wood Frame with TREX Decking
- (24) Rocking Chairs
- (2) Benches
- (4) Trash Receptacles
- (2) Bike Racks
- Paint (6) Existing Pedestrian Lights
- Paint (1) Crosswalk and (2) ½ Crosswalks
- Paint (1) ½ Intersection
- Paint (5) Roadway Bands
- Stripe (14) Parallel Parking Stalls

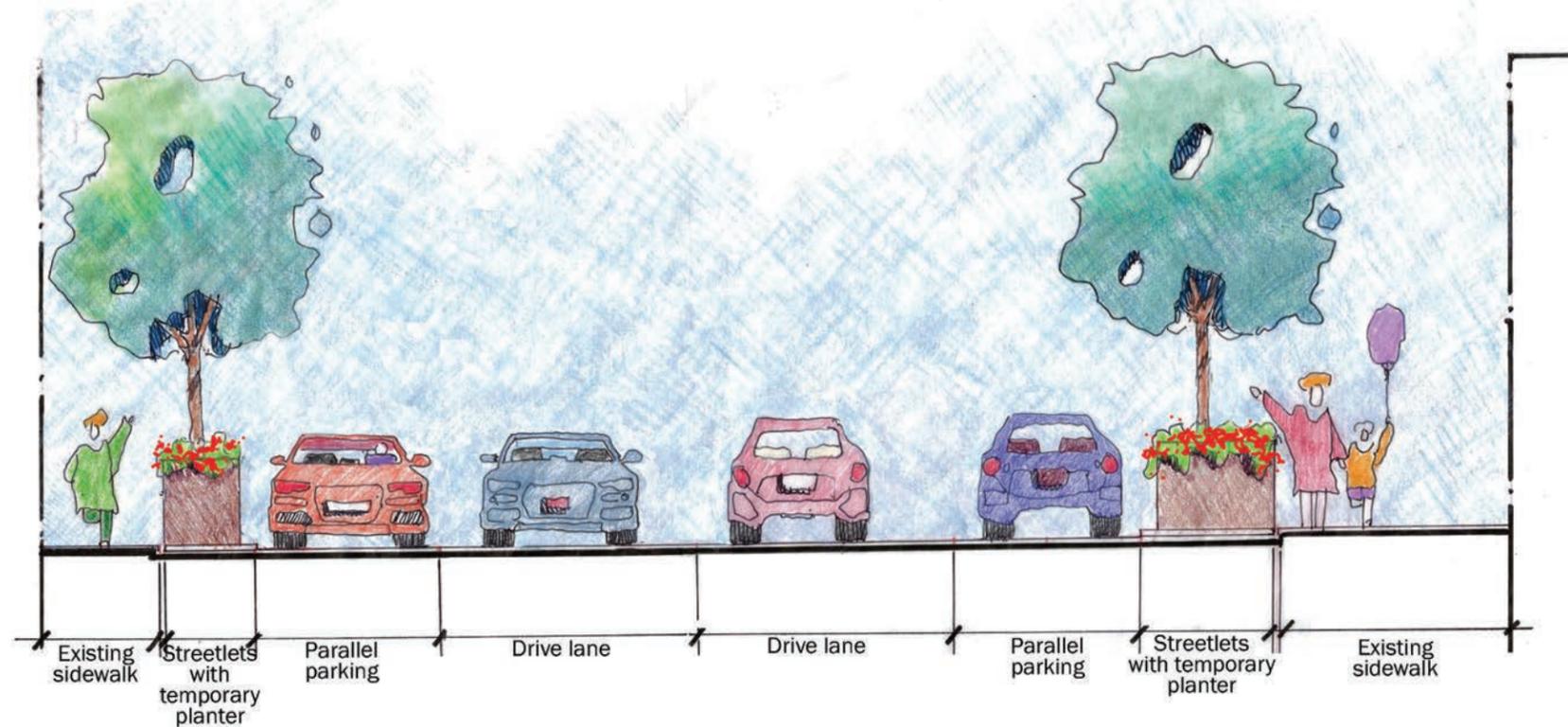


Section: Denver Avenue Looking South Between 5th Street and 4th Street



SECTIONS ARE CONCEPTUAL AND NOT TO SCALE

Section: Denver Avenue Looking South Between 6th Street and 5th Street

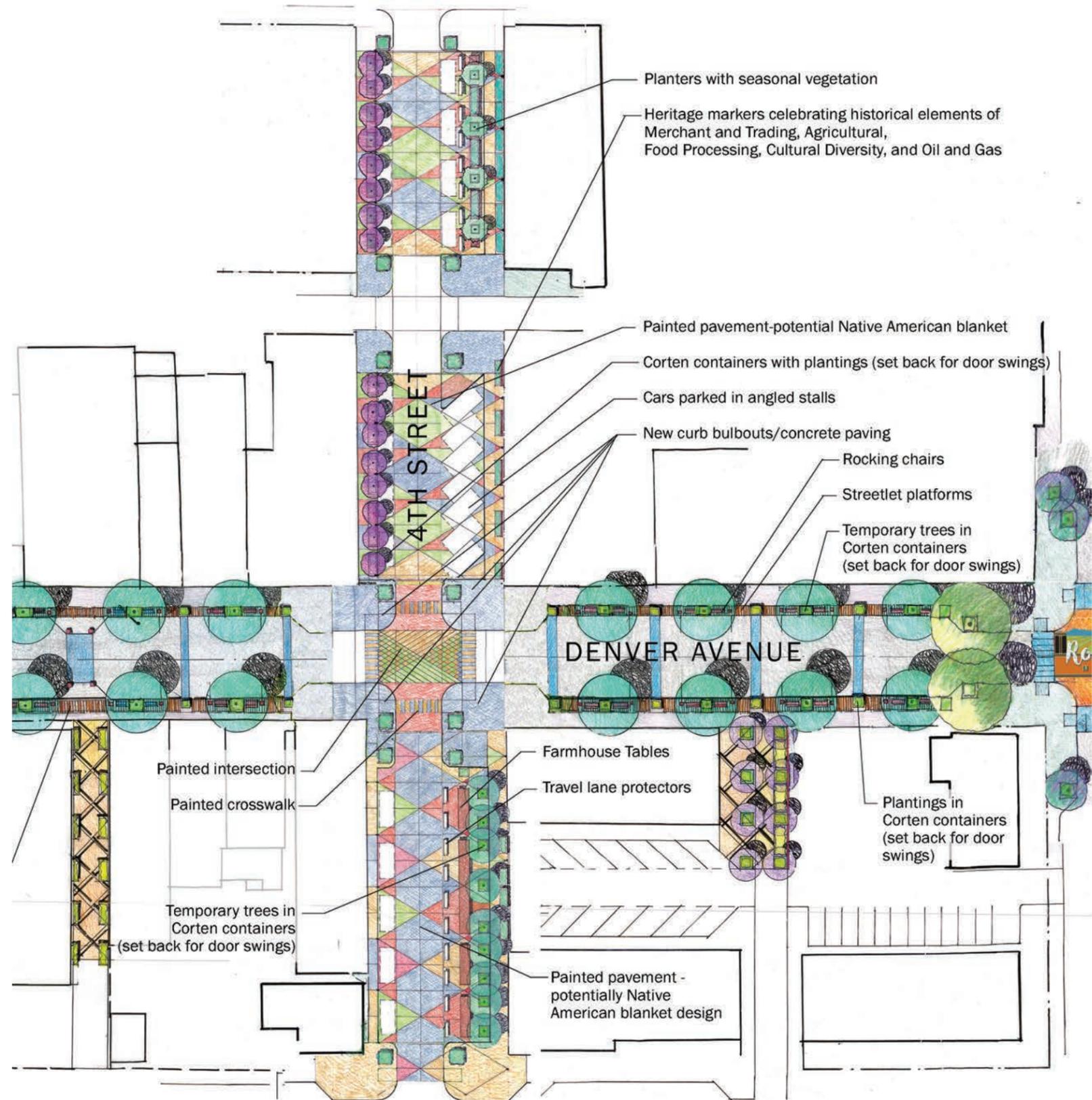


Catalytic Move #5: The Dining Room

4TH STREET FROM MAIN STREET TO PARK AVENUE

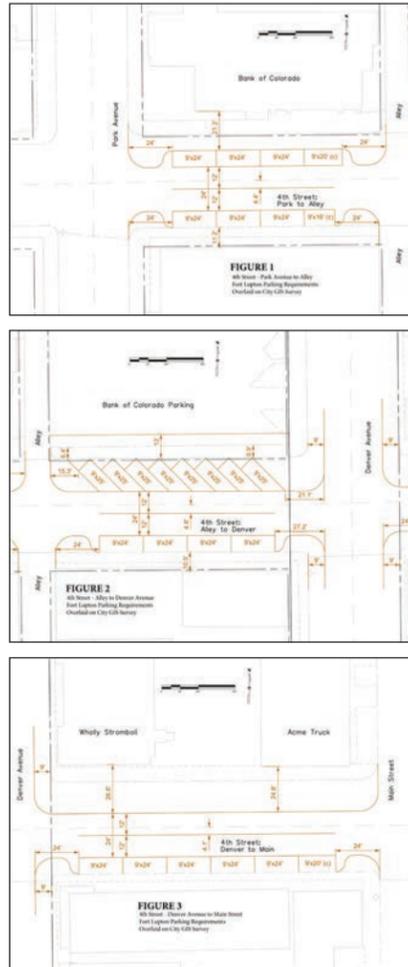
The dining room is the ceremonial space in the home where family gathers to formally share a meal together. This is the place where traditions are shared and created, friendships are strengthened, and the culture of the family is reinforced. Workshop participants expressed a desire that the plan provide a place that physically and emotionally brings members of the community together...a place that might allow for periodic farmhouse style dining within the street itself. The historical significance of 4th Street best embodies the spirit of the dining room while also connecting the community from east to west. The plan highly recommends installment of a 4-way stop at the intersection of 4th Street and Denver Avenue to address expressed vehicular and pedestrian safety concerns raised within the workshop. Where space allows, temporary Corten planters, each with a tree and low plantings, will be installed on the sidewalks along the curb edge. These containers will need to be hand watered until such time as the trees can be permanently planted in the ground and an irrigation system is installed. Curb will be installed and bulb outs created on all four corners at 4th Street and Main Street and 4th Street and Park Avenue. Curbs will be installed as bulb outs that provide for angled parking along one side of the street and parallel parking on the opposite side of the street. The street will be re-striped, and the community members will be engaged with City and FLURA staff in the painting of a Native American rug pattern in the entirety of the street width and length. Additional street lights and pedestrian lighting will be installed as deemed necessary by City Staff.

- (8) Bulb-Outs with ADA Ramps
- (8) 7' x 7' x 6"HT Corten Tree Outlines
- (3) 6' x 14' x 3'HT Corten Planters - Trees and Plantings
- (14) 6' x 6' x 3'HT Corten Planters - Trees and Plantings
- (16) 4' x 8' x 3' HT Corten Planters - Trees and Plantings
- (13) 3' x 12' x 3' HT Corten Planters - Plantings
- (4) 3' x 8' x 3' HT Corten Planters - Plantings
- (6) Large Shade Trees (at grade)
- (13) Small Ornamental/Fruit Trees
- (16) Dwarf/Columnar Trees
- Irrigation for at grade Trees
- Planter Pot Plantings
- Festoon Lighting (including 33 Poles)
- (4) Benches
- (5) Trash Receptacles
- (3) Bike Racks
- (11) Picnic Tables
- (18) Monolithic Precast Concrete Blocks
- (5) Historic Panels
- Paint (8) Existing Pedestrian Lights
- Paint Street
- Paint Sidewalk
- Stripe (7) Angled Parking Stalls
- Stripe (17) Parallel Parking Stalls

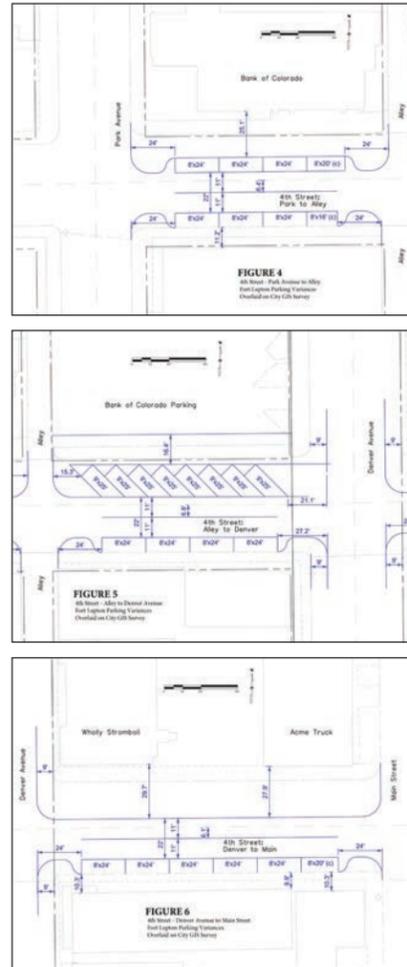


PLAN IS CONCEPTUAL AND NOT TO SCALE

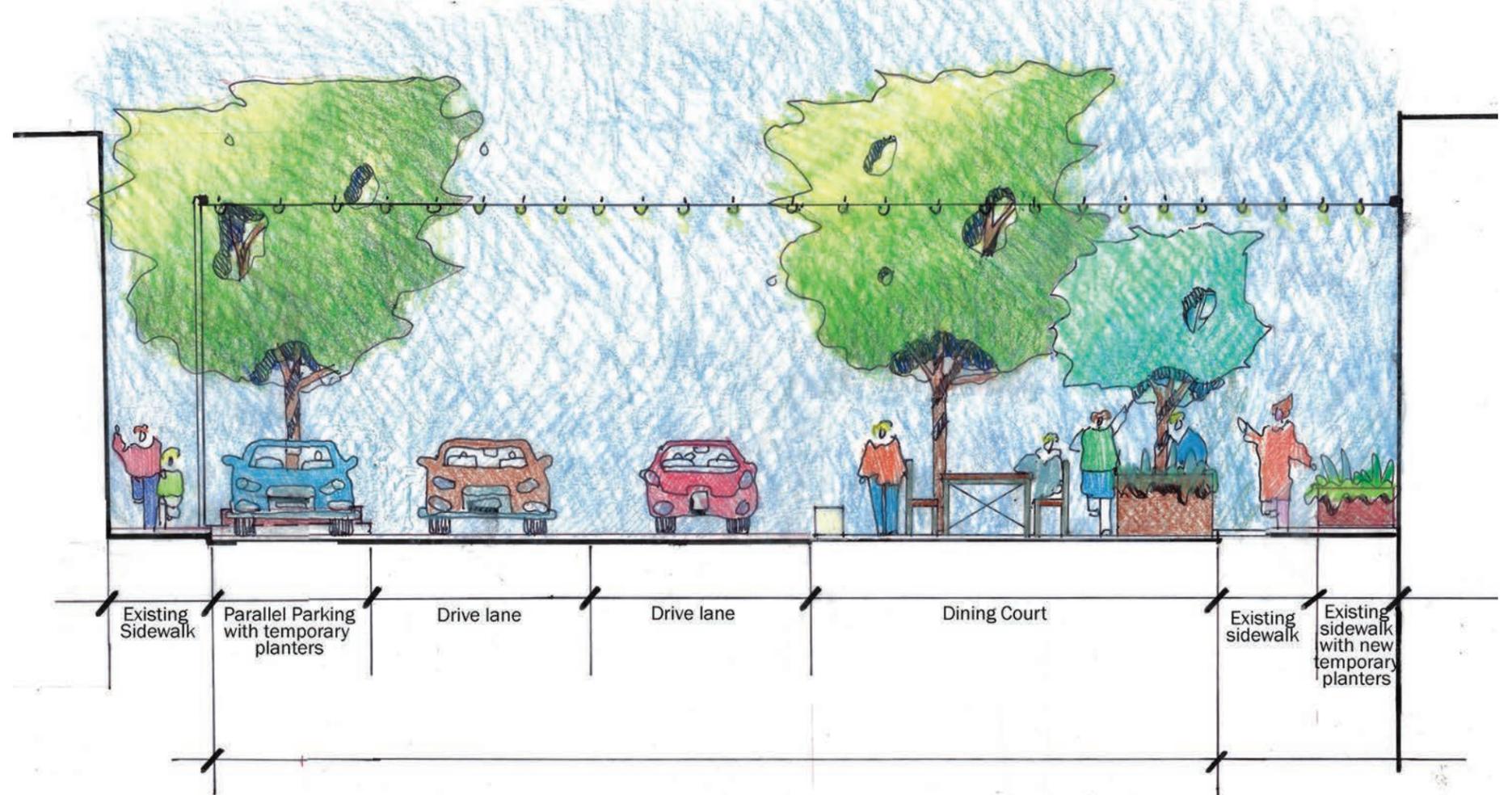
4th Street Parking Exhibit A
APEX ENGINEERING STUDIES



4th Street Parking Exhibit B
APEX ENGINEERING STUDIES



Section: Looking West on 4th Street Between Denver Avenue and Main Street



SECTION IS CONCEPTUAL AND NOT TO SCALE

The above Parking Exhibits have been included as possible alternatives to incorporate parking on 4th Street within the curb to curb cross section and in adherence to existing street right-of-way. Based on the Comprehensive Plan and public participation, the community requests that the street improve pedestrian connectivity while providing safe, accessible parking in each block. Each of the blocks is unique in its configuration based on current and future land use and activation opportunities. Future study of the use of existing codes or a potential variance is required by engineers to determine the best solution for increased pedestrian connectivity.



Catalytic Move #6: The Hall

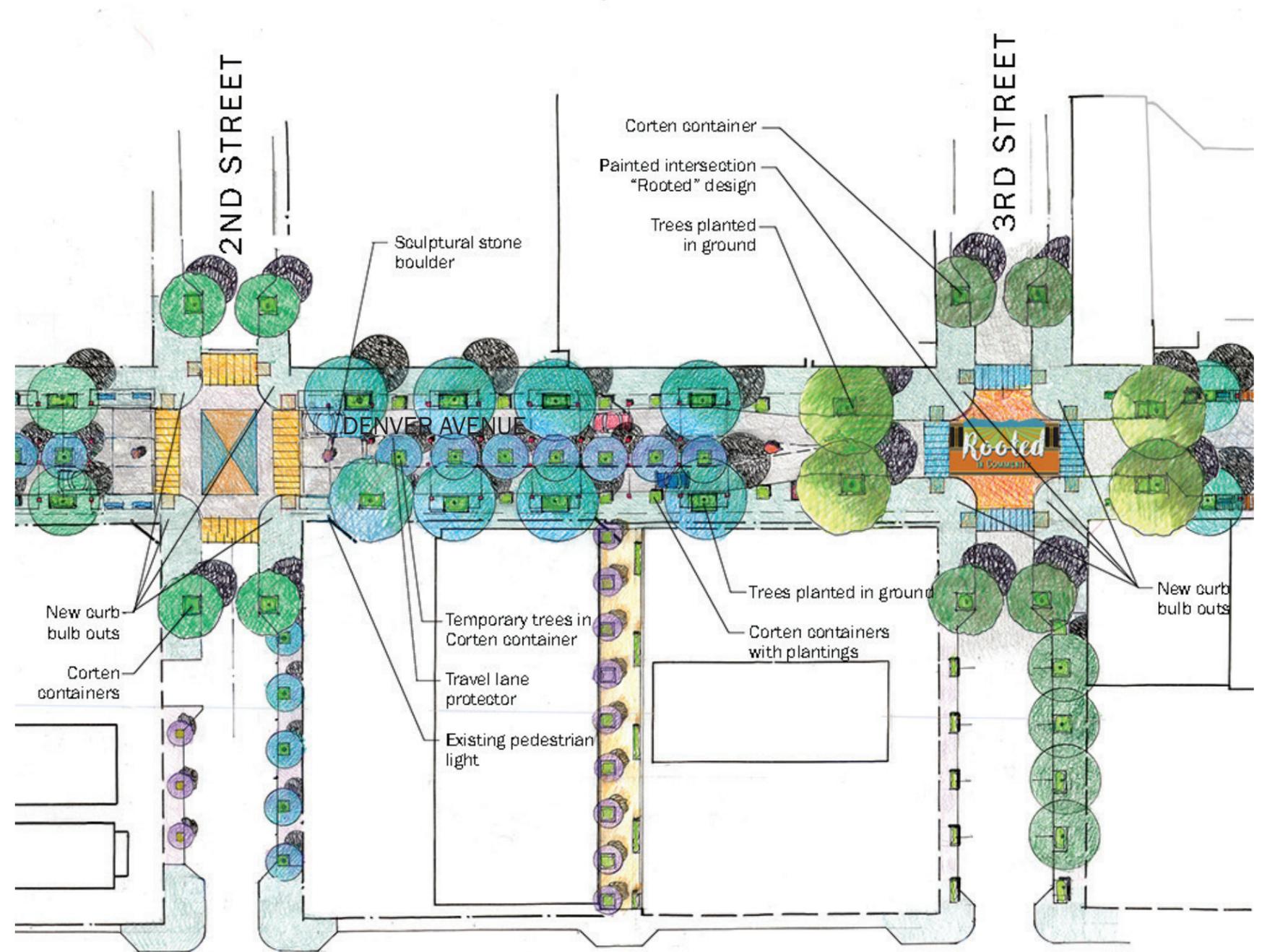
DENVER AVENUE FROM 3RD STREET TO 2ND STREET

This segment comprises the main hallway in the home. It is an important segment of the streetscape, providing a more ceremonial and beautiful passage from the foyer space at 1st Street and Denver Avenue, to the gathering spaces at 4th Street. Permanent curb replacement will be installed along the length of this segment and all trees will be planted in the ground. A full irrigation system will be installed for these trees and plantings. This new curb will offer the opportunity to provide for a roadway diet through the inclusion of a center median tree planting. Temporary Corten containers with trees will be placed in the median area until such time as the median is constructed with curb and the trees are permanently planted in the ground with irrigation system. New drainage will be incorporated along the new curb installation. New curb returns will be constructed on the corners of 2nd Avenue.

- (4) Bulb-Outs with ADA Ramps
- Curb and Gutter (Entire Block Adjacent to Sidewalks Only)
- Concrete Sidewalk (Entire Block from Building to Curb)
- (1) Retail Kiosk – Reclaimed Shipping Containers (Ship/Install), Improvements (Interior and Exterior), Festoon, Utilities (Interior and Exterior)
- (8) 7' x 7' x 4' HT Corten Planters – Trees and Plantings
- (4) 7' x 7' x 6" HT Corten Tree Outlines
- (10) 6' x 12' x 6" HT Corten Tree Outlines
- (14) Large Shade Trees (at grade)
- (8) Small Ornamental/Fruit Trees
- (28) Solar Uplights (2 per Tree in Sidewalks/Planters)
- Irrigation for at grade Trees
- (11) 4' x 4' x 3' HT Corten Planters (Sidewalks between Trees) - Annuals
- (18) 2' x 2' x 3' HT Corten Planters (Sidewalks aligned with bollards) - Annuals
- Planter Pot Plantings
- (4) Benches
- (4) Trash Receptacles
- (2) Bike Racks
- (18) Stone Bollards (Medians)
- (2) Monolithic Stone Blocks (Medians)
- Paint (6) Existing Pedestrian Lights
- Paint (2) Crosswalk and (4) ½ Crosswalks
- Paint (2) ½ Intersections
- No Parking

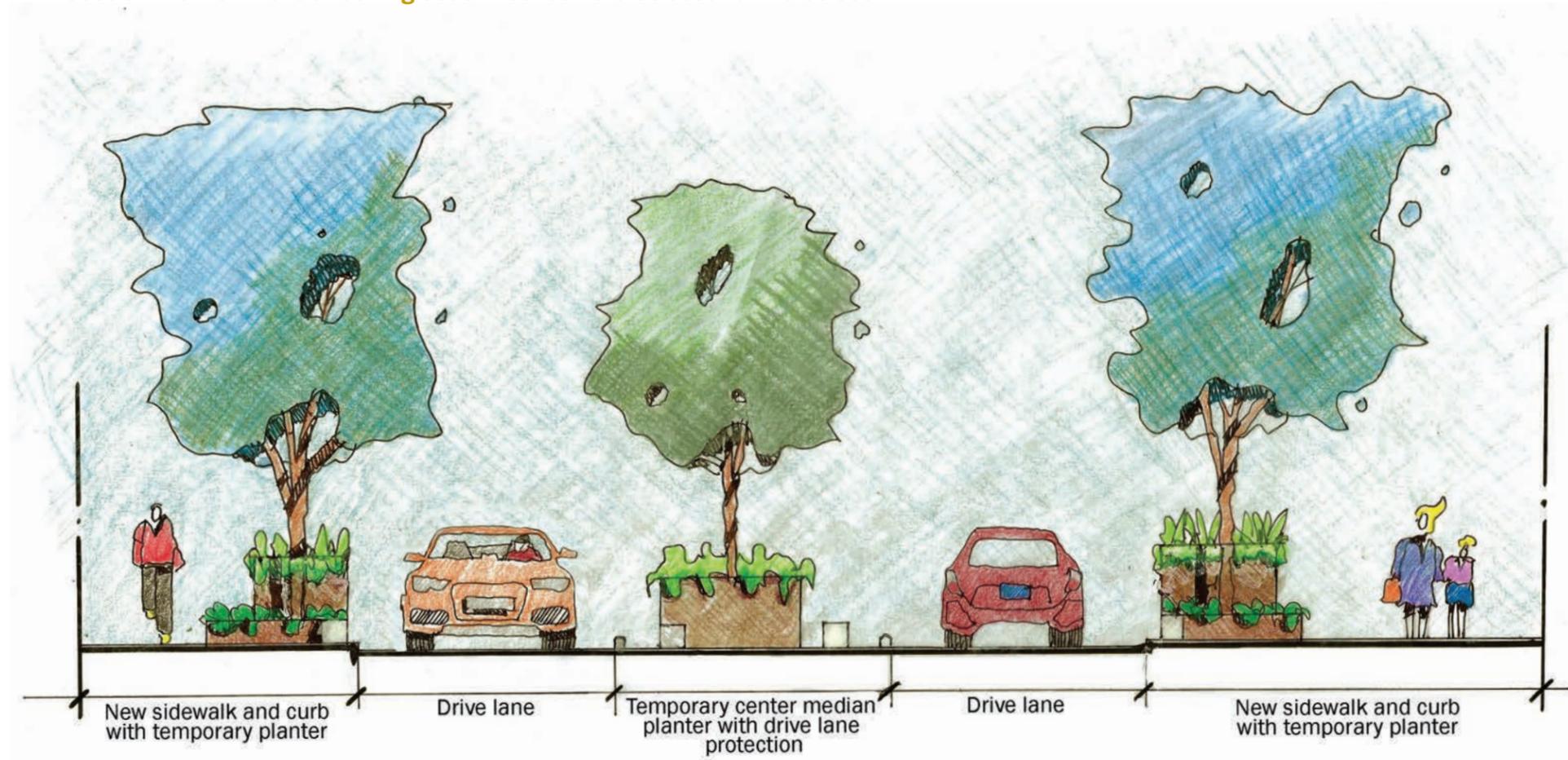


The roadway diet along Denver Avenue could potentially include a “sharrow”, a shared lane marking that indicates a shared lane environment for bicycles and automobiles



PLAN IS CONCEPTUAL AND NOT TO SCALE

Section: Denver Avenue Looking South Between 3rd Street and 2nd Street



SECTION IS CONCEPTUAL AND NOT TO SCALE

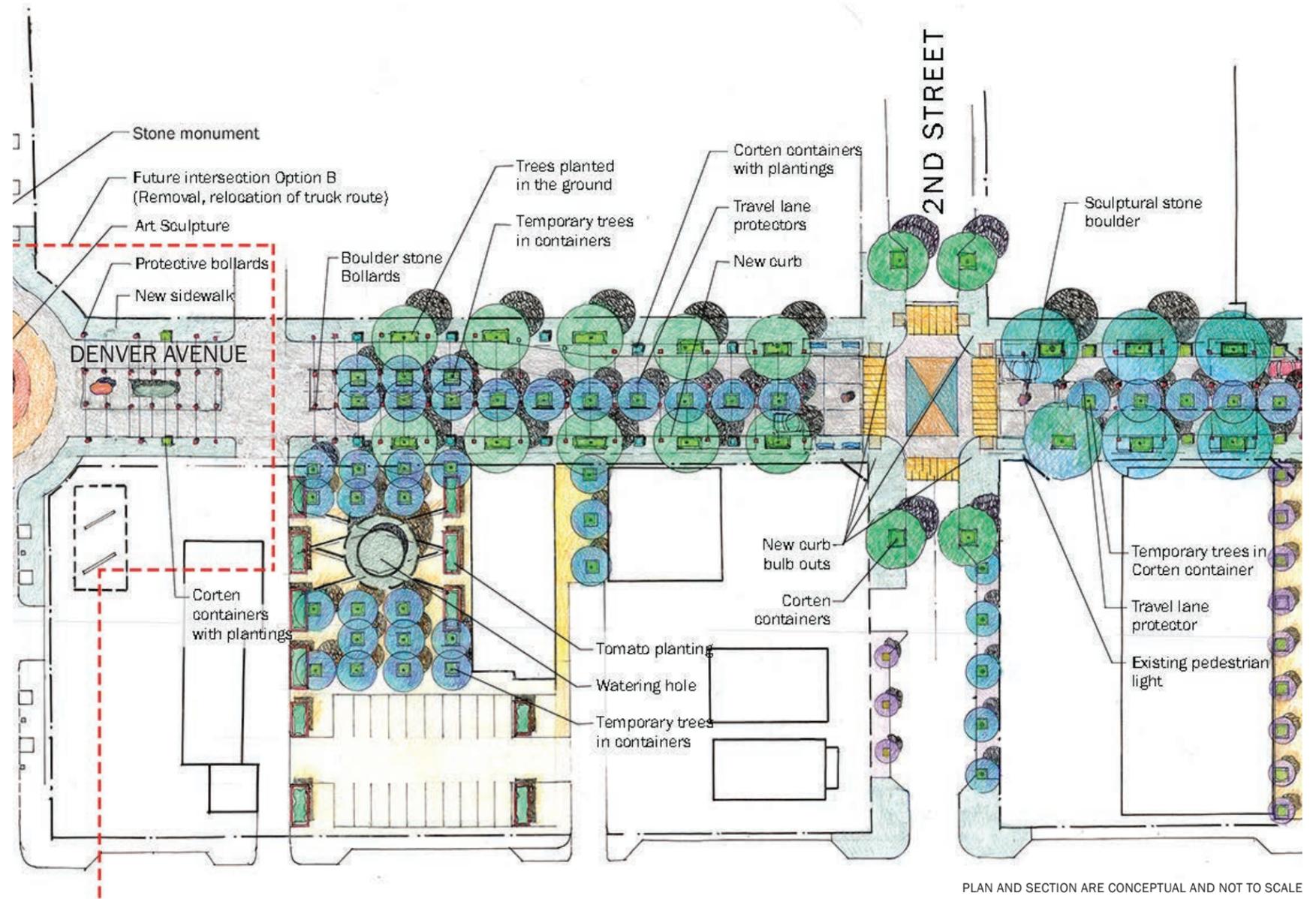


Catalytic Move #7: The Hall

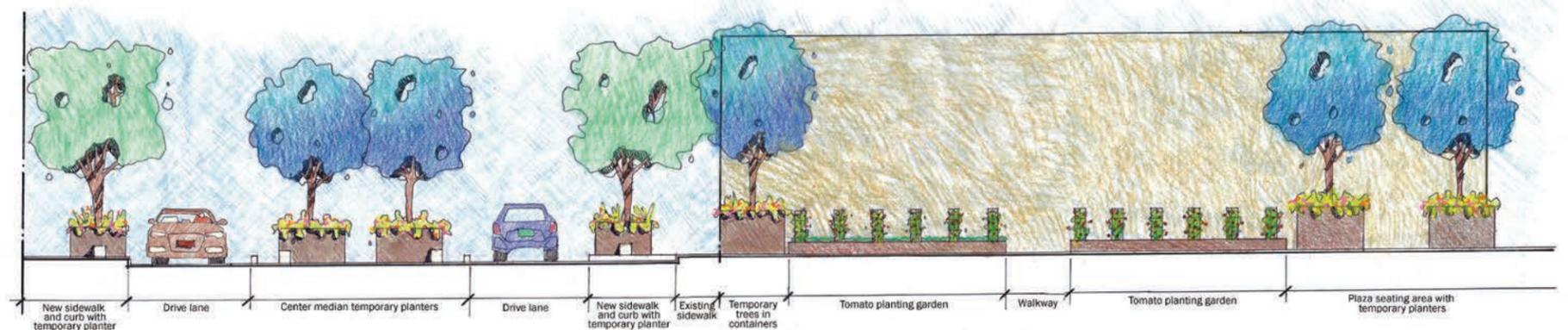
DENVER AVENUE FROM 2ND STREET TO 1ST STREET (HWY 52)

This segment continues the main hallway concept as a passage from the foyer at 1st Street and Denver Avenue to the gathering spaces at 4th Street. Permanent curb replacement will be installed along the full length of this segment and trees will be planted permanently in the ground with irrigation system. This new curb will offer the opportunity to provide for a roadway diet through the inclusion of a center median tree planting. Temporary Corten containers with trees will be placed in the median area until such time as the median is constructed with curb and the trees are permanently planted in the ground with irrigation system. New drainage will be incorporated along the new curb installation. New curb returns will be constructed on the corners of 1st Avenue.

- (2) Bulb-Outs with ADA Ramps
- Curb and Gutter (Entire Block Adjacent to Sidewalks Only)
- Concrete Sidewalk (Entire Block from Building to Curb)
- (14) 7' x 7' x 4"HT Corten Planters - Trees and Plantings
- (2) 7' x 7' x 6"HT Corten Tree Outlines
- (10) 6' x 12' x 6"HT Corten Tree Outlines
- (12) Large Shade Trees (at grade)
- (14) Small Ornamental/Fruit Trees
- (24) Solar Uplights (2 per Tree in Sidewalks/Planters)
- Irrigation for at grade Trees
- (10) 4' x 4' x 3"HT Corten Planters (Sidewalks between Trees) - Annuals
- (24) 2' x 2' x 3"HT Corten Planters (Sidewalks aligned with bollards) - Annuals
- Planter Pot Plantings
- (2) Benches
- (4) Trash Receptacles
- (2) Bike Racks
- (24) Stone Bollards (Medians)
- (1) Monolithic Stone Block (Median)
- (4) Benches
- Paint (6) Existing Pedestrian Lights
- Paint (1) Crosswalk and (2) ½ Crosswalks
- Paint (1) ½ Intersection
- No Parking



Section: Denver Avenue Looking North at Tomato Square Between 2nd Street and 1st Street



Catalytic Move #8: The Foyer, Option A

INTERSECTION IMPROVEMENTS AT DENVER AVENUE AND HWY 52

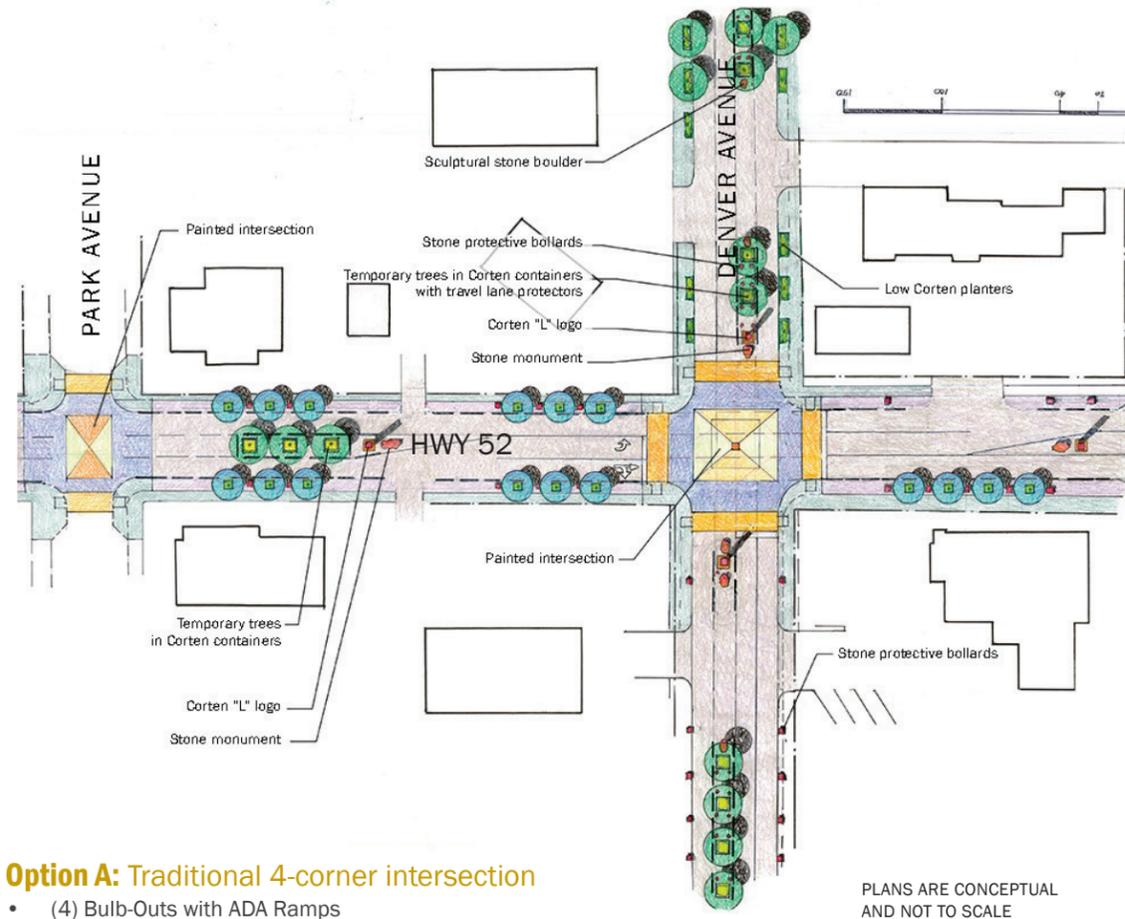
This intersection acts as the foyer for the home. The foyer is the place of first impression. The plan envisions it as such and promotes its relevance as an important image generator for the City of Fort Lupton. But first, it must overcome its current challenging state as a truck route which includes the transport of large wind turbine blades requiring excess space as they pass through town. Two options resulted from the workshop for the treatment of this critical intersection.

Option A - With Trucks on Hwy 52: As long as the trucks are traveling in high volumes through the intersection, the above intersection treatment will create an improved traditional 4-way intersection.

Option B - Without Trucks on Hwy 52: This alternative was further investigated conceptually from a suggestion made by a Ft. Lupton resident during the workshop. When, and if, an alternate truck route is established, the intersection may be further studied to incorporate a full movement traffic circle based on one of the following three options:

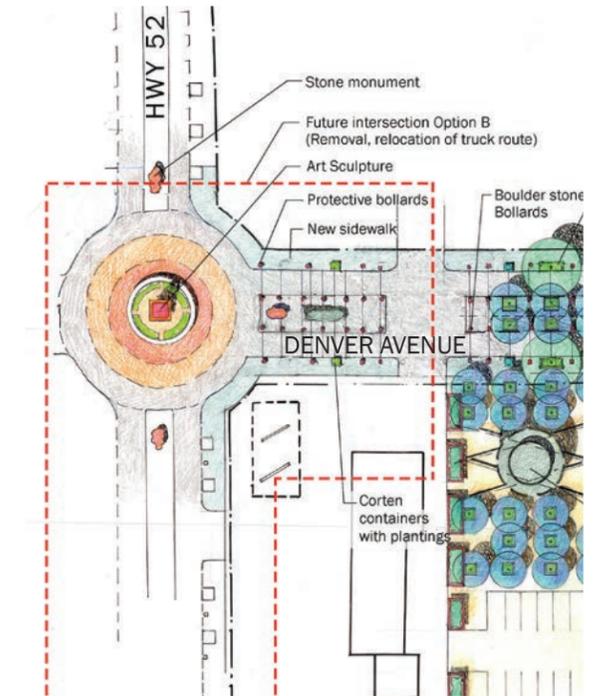
- Urban Compact Roundabouts that can accommodate single-unit trucks/buses: 80-100' (we meet this)
- Urban Single Lane Roundabout that can accommodate (WB-50) box trucks: 100-130' (we are on the small side of this but within range)
- Rural Single Lane Roundabouts that can accommodate (WB-67) single trailer semi-trucks: 115-130' (we should probably suggest this if the truck route is not relocated first)

Along with the issues surrounding the amount and types of truck traffic that travel through the intersection, the group also discussed current physical issues that compromise pedestrian, vehicular and bicycle safety. Of most importance is the southern border of Phillips 66, where the curb has been removed for the entire block section with no designated sidewalk apparent. This condition is an access control issue. The current condition needs to be formalized to meet current CDOT standards. The plan recommends a protected sidewalk condition to be created with agreement from land owner, tenant, the City and CDOT that aligns with a new bulb out condition at Denver Avenue and 1st Street. Temporary Corten planters are placed within the median and protected from traffic by concrete barriers. Tall art pieces should be considered for incorporation at the end of each median allowing for color, light and artful expression while also providing for an iconic marker, visible from afar, marking this critical axis point of "The L".



Option A: Traditional 4-corner intersection

- (4) Bulb-Outs with ADA Ramps
- Curb and Gutter
- Concrete Sidewalk
- (2) 7' x 7' x 4' HT Corten Planters – Trees and Plantings
- (5) 6' x 12' x 6" HT Corten Tree Outlines
- (5) Large Shade Trees (at grade)
- (2) Small Ornamental/Fruit Trees
- (14) Solar Uplights (2 per Tree in Sidewalks/Planters)
- Irrigation for at grade Trees
- (17) 3' x 3' x 3' HT Corten Planters (Sidewalks and Shoulders) - Annuals
- Planter Pot Plantings
- (8) Stone Bollards (Medians)
- (4) Monolithic Stone Blocks (Medians)
- (3) Art Towers (Medians)
- Paint (1) Existing Pedestrian Light
- Paint (4) Crosswalks
- Paint (1) Full Intersection



Option B: Roundabout without truck route Intersection Elements TBD



Catalytic Move #9-12

HWY 52 IMPROVEMENTS

As you move away from the intersection of Denver Avenue and Hwy 52 going west, a series of blocks will be improved with the following items: temporary large Corten steel containers in the center median, each with concrete safety barriers, a tree and understory plantings, temporary medium Corten steel containers each with concrete safety barriers, tree and understory plantings on the street edge allowing room for drainage flow between the curb and pot. The group discussed the potential absence of irrigation water for these pots and the possibility for a City-contracted water truck to periodically water each container.

Catalytic Move #9: Hwy 52 from Denver Avenue to Park Avenue

- (3) 7' x 7' x 4' HT Corten Planters – Trees and Plantings
- (3) Small Ornamental/Fruit Trees
- (14) 3' x 3' x 3' HT Corten Planters (shoulders) - Annuals
- Planter Pot Plantings
- (1) Monolithic Stone Block (Median)
- (1) Art Tower (Median)
- Paint (2) ½ Crosswalks
- Paint (1) ½ Intersection

Catalytic Move #10: Hwy 52 from Park Avenue to McKinley Avenue

- (4) 7' x 7' x 4' HT Corten Planters – Trees and Plantings
- (6) 4' x 4' x 3' HT Corten Planters – Trees and Plantings
- (4) Small Ornamental/Fruit Trees
- (6) Dwarf/Columnar Trees
- (18) 3' x 3' x 3' HT Corten Planters (shoulders) - Annuals
- Planter Pot Plantings
- Paint (1) Crosswalk and (4) ½ Crosswalks
- Paint (2) ½ Intersections

Catalytic Move #11: Hwy 52 from McKinley Avenue to Fulton Avenue

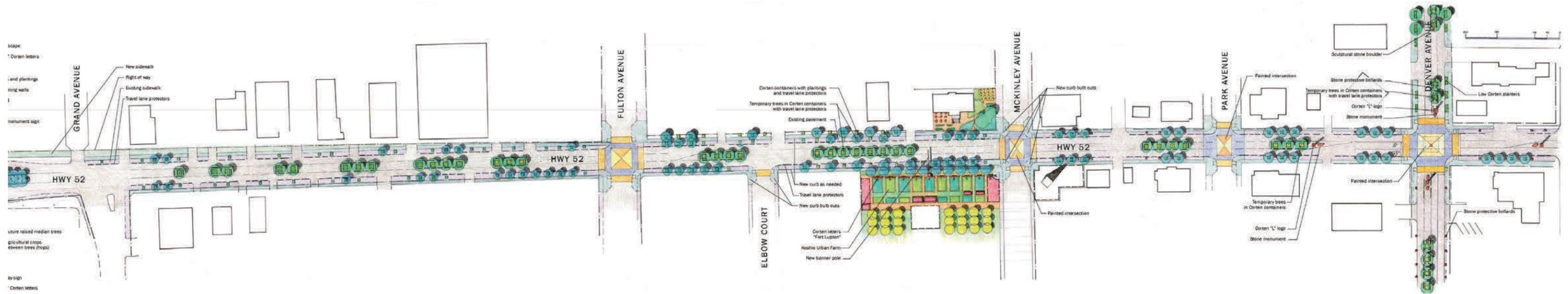
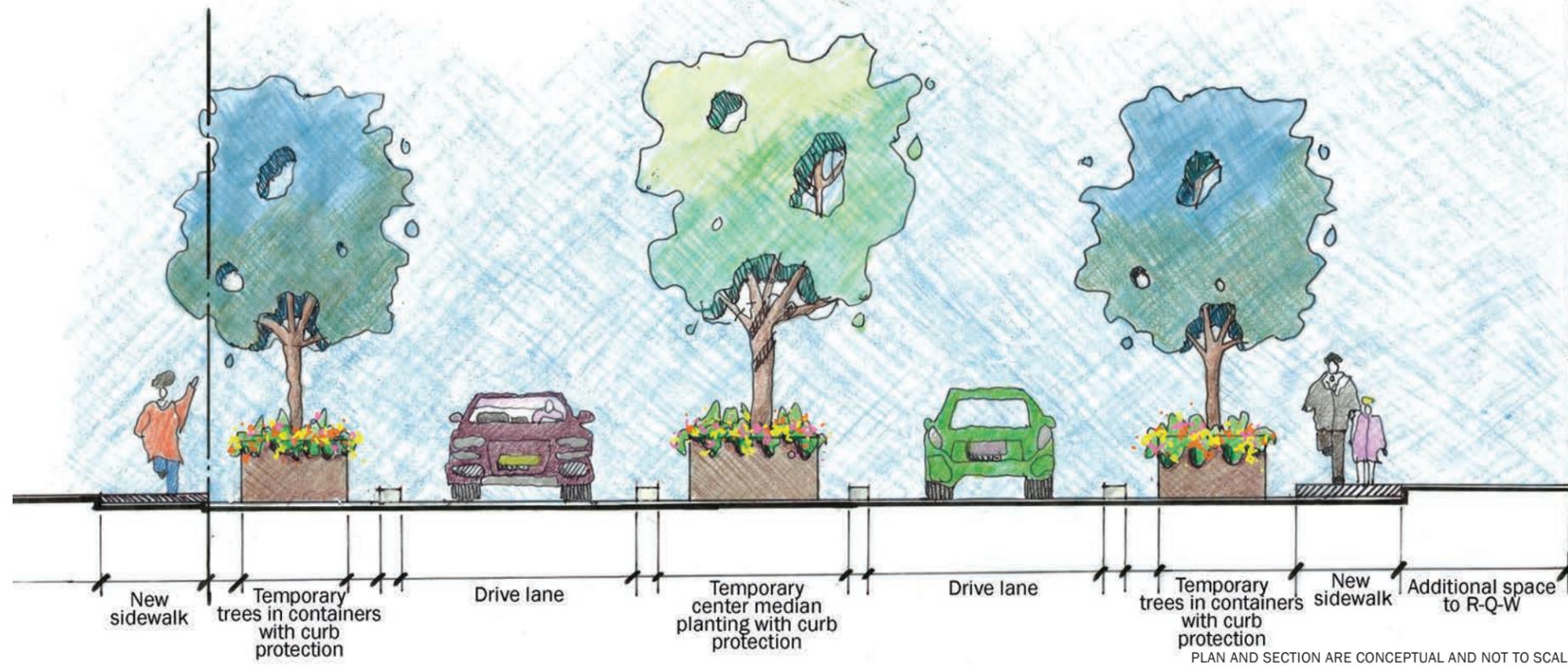
- (12) 7' x 7' x 4' HT Corten Planters – Trees and Plantings
- (54) 4' x 4' x 3' HT Corten Planters – Trees and Plantings
- (12) Small Ornamental/Fruit Trees
- (38) Dwarf/Columnar Trees
- Planter Pot Plantings
- Paint (2) Crosswalks and (4) ½ Crosswalks
- Paint (2) ½ Intersections
- Study possible bulbout and/or signal at Fulton Avenue for school crossing

Catalytic Move #12: Hwy 52 from Fulton Avenue to Grand Avenue

- (15) 7' x 7' x 4' HT Corten Planters – Trees and Plantings
- (44) 4' x 4' x 3' HT Corten Planters – Trees and Plantings
- (15) Small Ornamental/Fruit Trees
- (44) Dwarf/Columnar Trees
- Planter Pot Plantings
- Paint (1) Crosswalk and (2) ½ Crosswalks
- Paint (1) ½ Intersections



Section: Hwy 52 (Typical) Looking West



Note: Location of planters and trees are conceptual only for graphic purposes. At time of construction and installation, all curb cut locations to be verified and all site lines to be approved by City for final location of plants and trees.

Catalytic Move #13

GATEWAY AT HWY 52 AND HIGHWAY 85

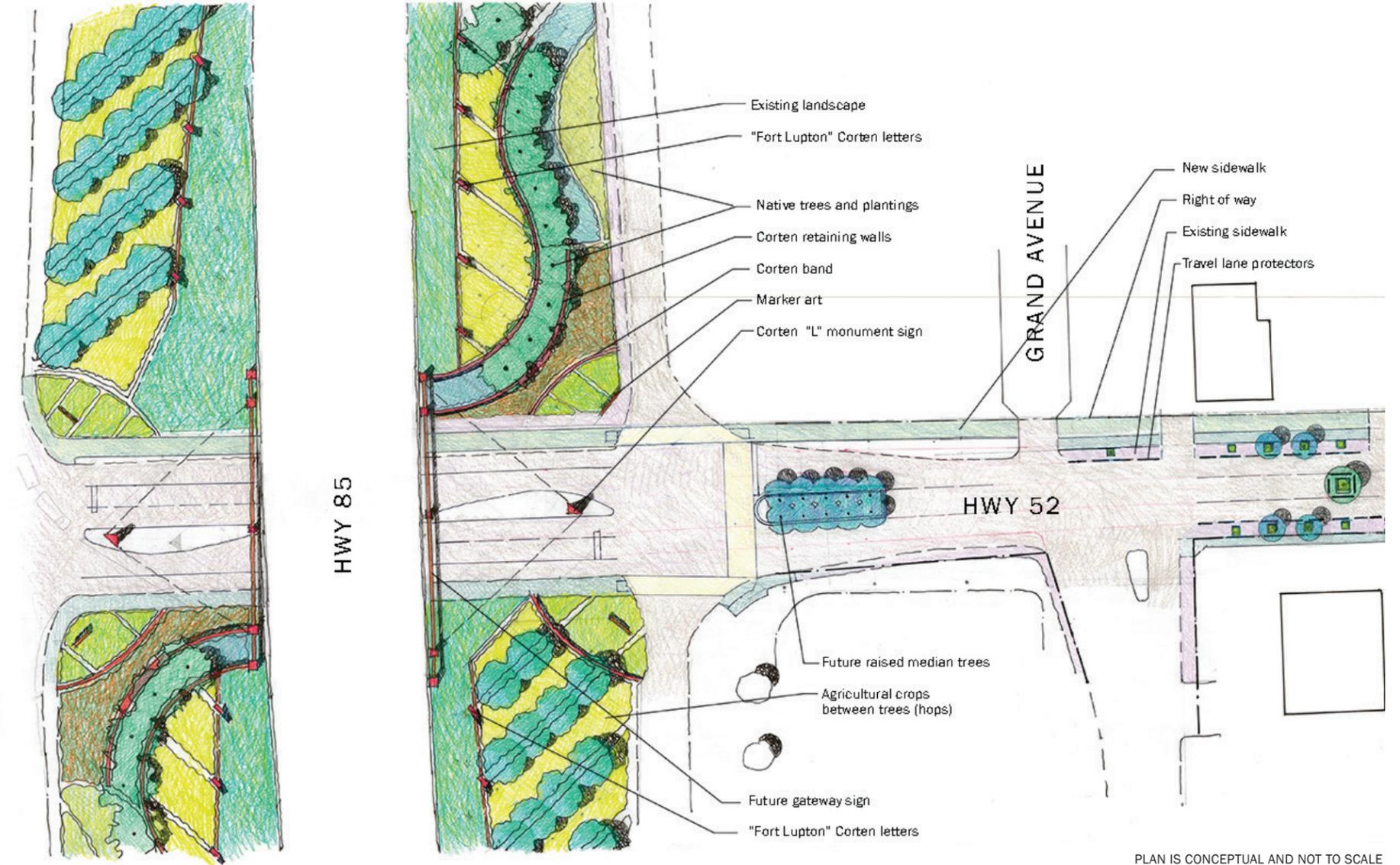
The gateway is the place of first impression from the outside looking in. The primary entry to the City of Fort Lupton exists at the overpass of Highway 85 at Hwy 52, however, current conditions provide no indication that you have arrived within Fort Lupton. Therefore, it is recommended that this area provide an opportunity for an artistic gateway treatment to welcome all new arrivals. The first stage of the suggested gateway implementation includes a series of Corten panels, each with a cut letter spelling “Fort Lupton” and scaled for visibility to vehicles on Highway 85.

- (20) 6' Corten Letters on 2' Solid Bases (8' HT total)
- (20) Uplights (1 per Letter)

The gateway plantings and materials are future elements to be determined.

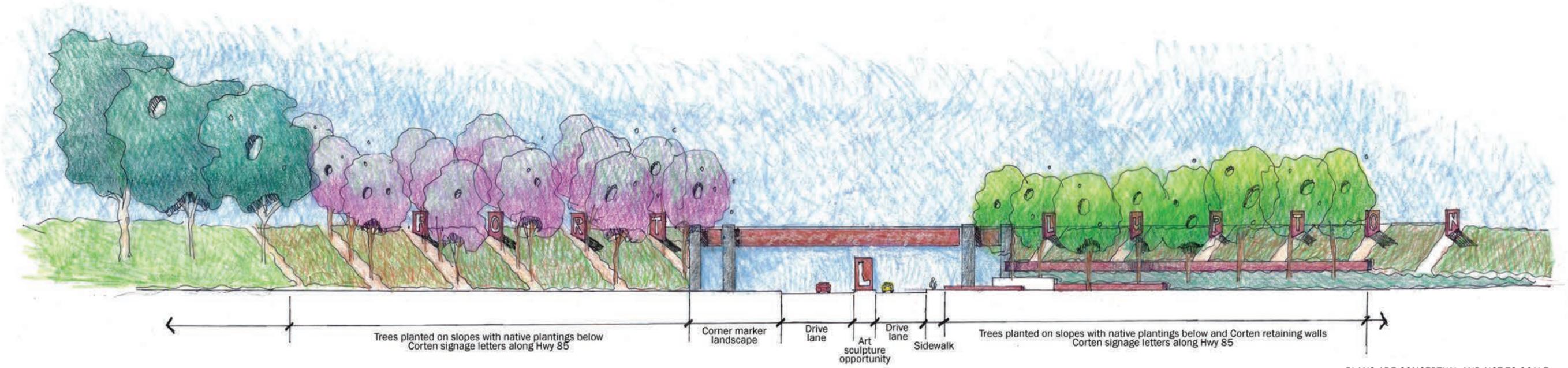


Example of large letters that would spell “Fort Lupton” for the gateway signage (NOTE: this example shows painted, punched metal, not the recommended Corten steel material specified in this plan)





Section: Hwy 52 Looking West at Highway 85



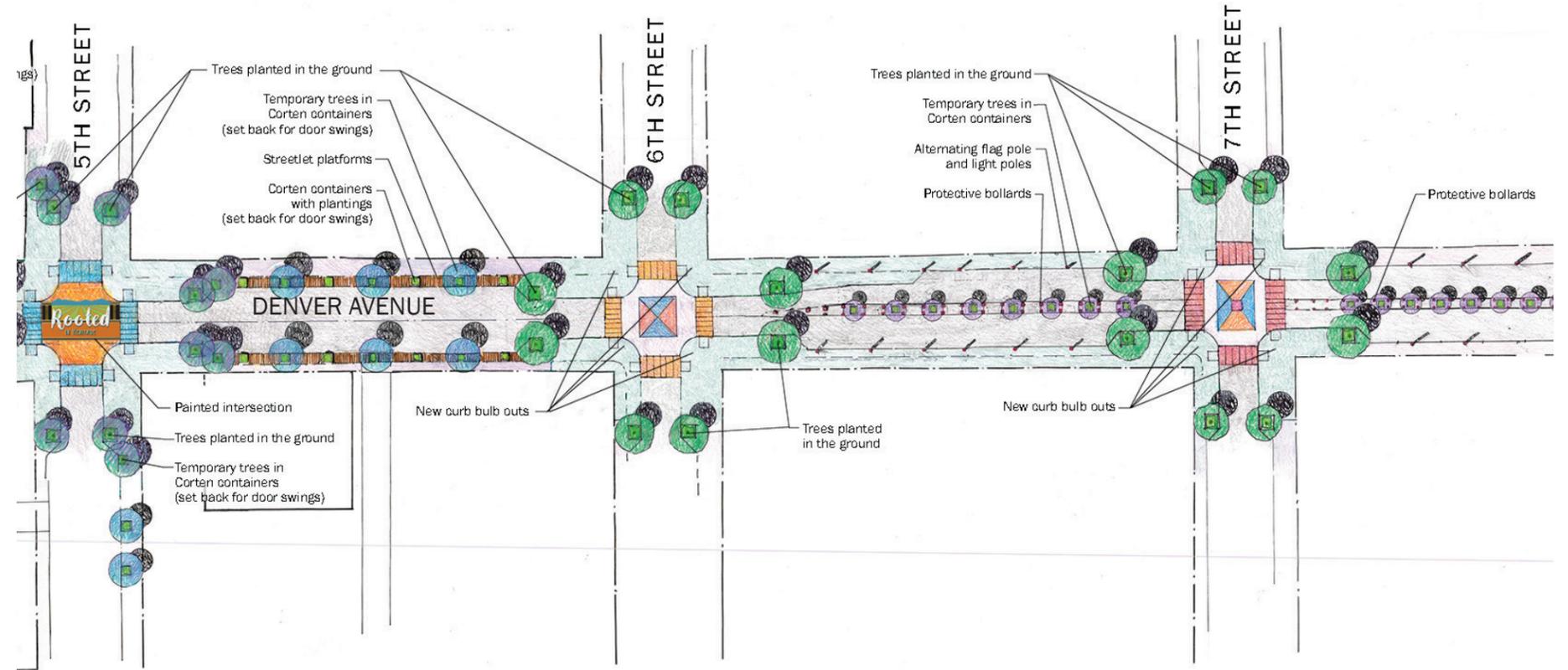
PLANS ARE CONCEPTUAL AND NOT TO SCALE

Catalytic Move #14

DENVER AVENUE FROM 5TH STREET TO 7TH STREET

The segment along Denver Avenue from 5th Street to 7th Street is considered the northern hallway to the home. A roadway diet will include moving the curbs to match the curb bulb outs at 5th Street. There is a limited amount of on-street parking in this section in lieu of incorporating a celebratory center planter median with temporary small trees to be hand-watered until such time as a median curb is installed and the trees can be permanently planted in the ground with irrigation system. At the southeast corner of 7th Street and Denver Avenue, a grade change issue requires resolution by re-grading the sidewalk and reducing the grade along the sidewalk for ADA access. This will require a full engineering study to address the curb cut, the grade from the curb up to the sidewalk and free access into the business that is located at the corner. This accessibility issue must be addressed in the reconstruction of the street in this block.

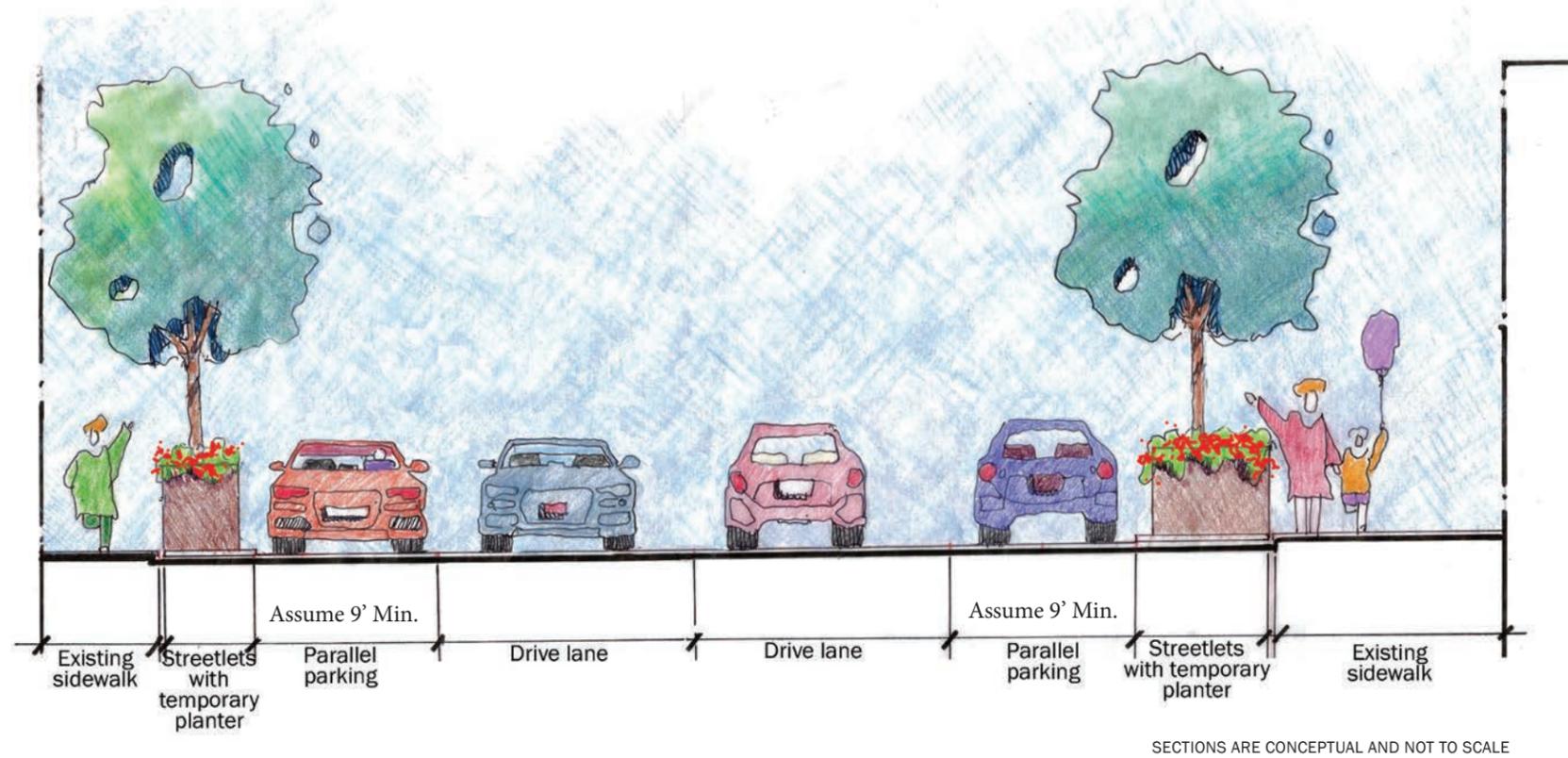
- (8) Bulb-Outs with ADA Ramps
- (10) 7' x 7' x 4' HT Corten Planters – Trees and Plantings
- (16) 7' x 7' x 6" HT Corten Tree Outlines
- (8) 4' x 4' x 3' HT Corten Planters – Trees and Plantings
- (16) Large Shade Trees (at grade)
- (10) Small Ornamental/Fruit Trees
- (8) Dwarf/Columnar Trees
- (52) Solar Uplights (2 per Tree in Sidewalks/Planters)
- Irrigation for at grade Trees
- (8) 4' x 4' x 3' HT Corten Planters (Between Parklets) - Annuals
- Planter Pot Plantings
- (16) Parklet Pads – Wood Frame with TREX Decking
- (24) Rocking Chairs
- (8) Benches
- (8) Trash Receptacles
- (4) Bike Racks
- (37) Stone Bollards (Medians)
- (12) Pedestrian Lights
- (8) Flag Poles
- Paint (6) Crosswalks and (4) ½ Crosswalks
- Paint (1) Full Intersection and (2) ½ Intersections
- Stripe Parallel Parking Stalls (No curb movement except for Bulb-Outs and associated tapers)



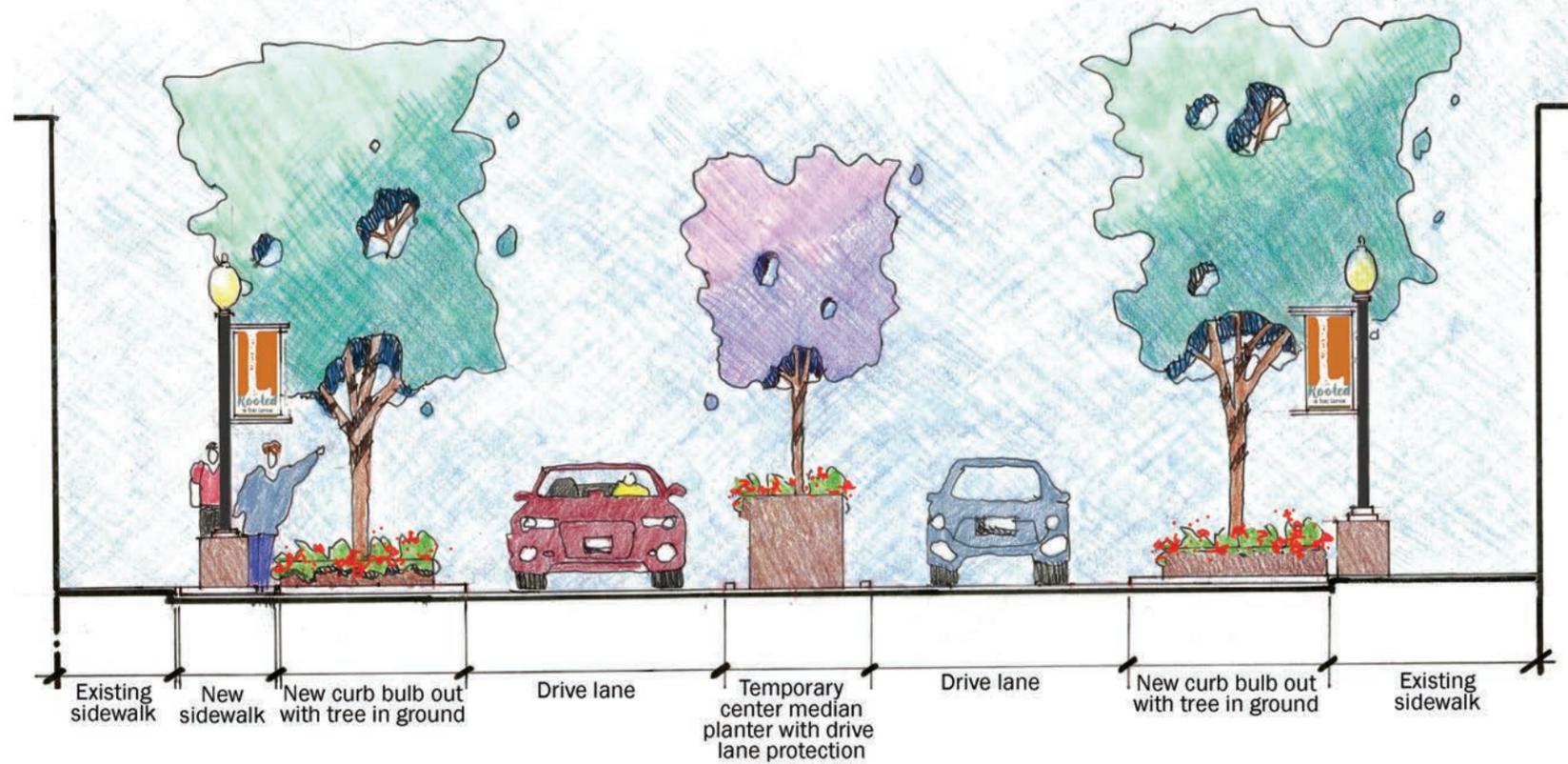
PLAN IS CONCEPTUAL AND NOT TO SCALE



Section: Denver Avenue Looking South Between 6th Street and 5th Street



Section: Denver Avenue Looking South Between 7th Street and 6th Street



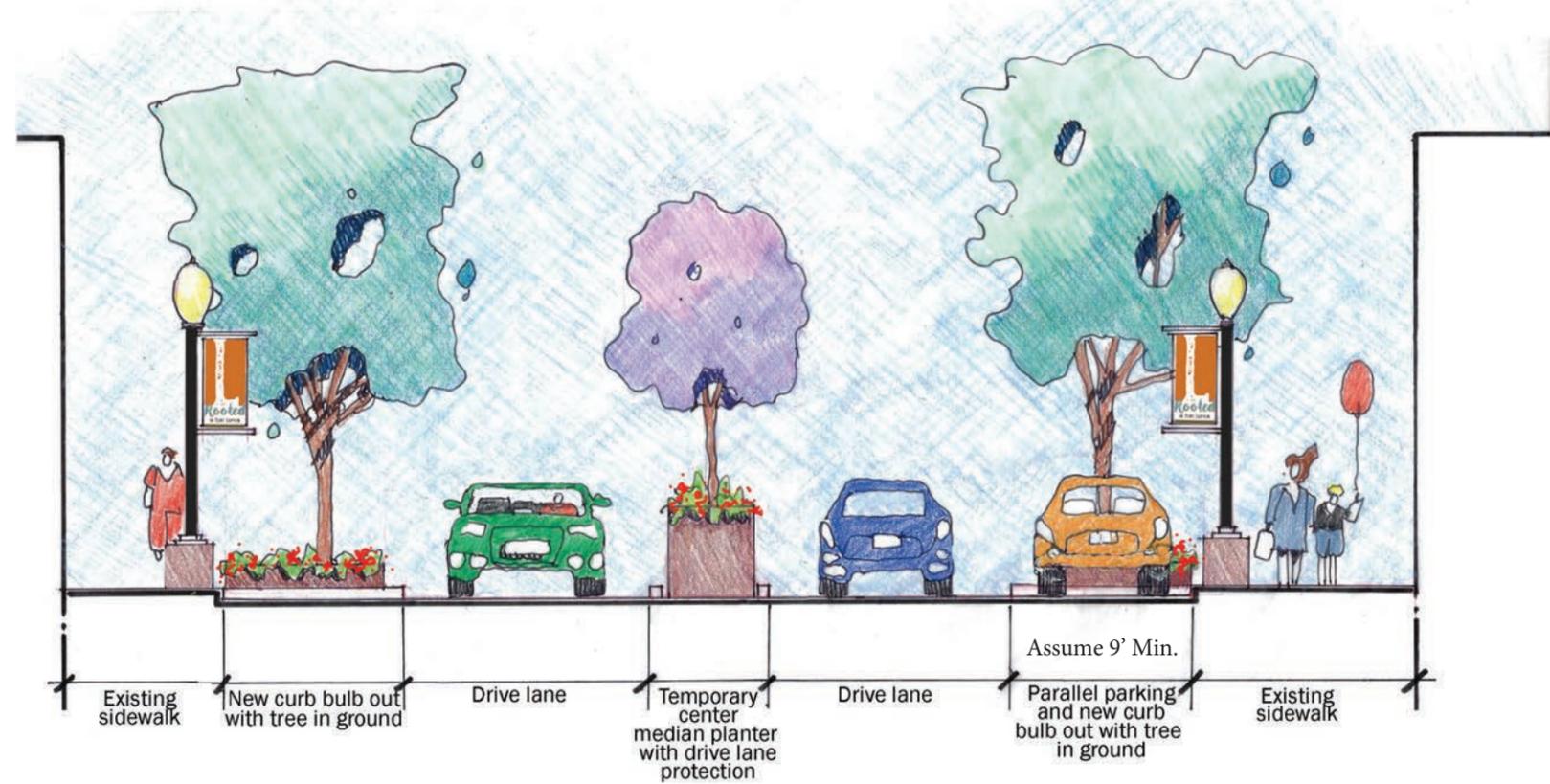
Catalytic Move #15

DENVER AVENUE FROM 7TH STREET TO 9TH STREET

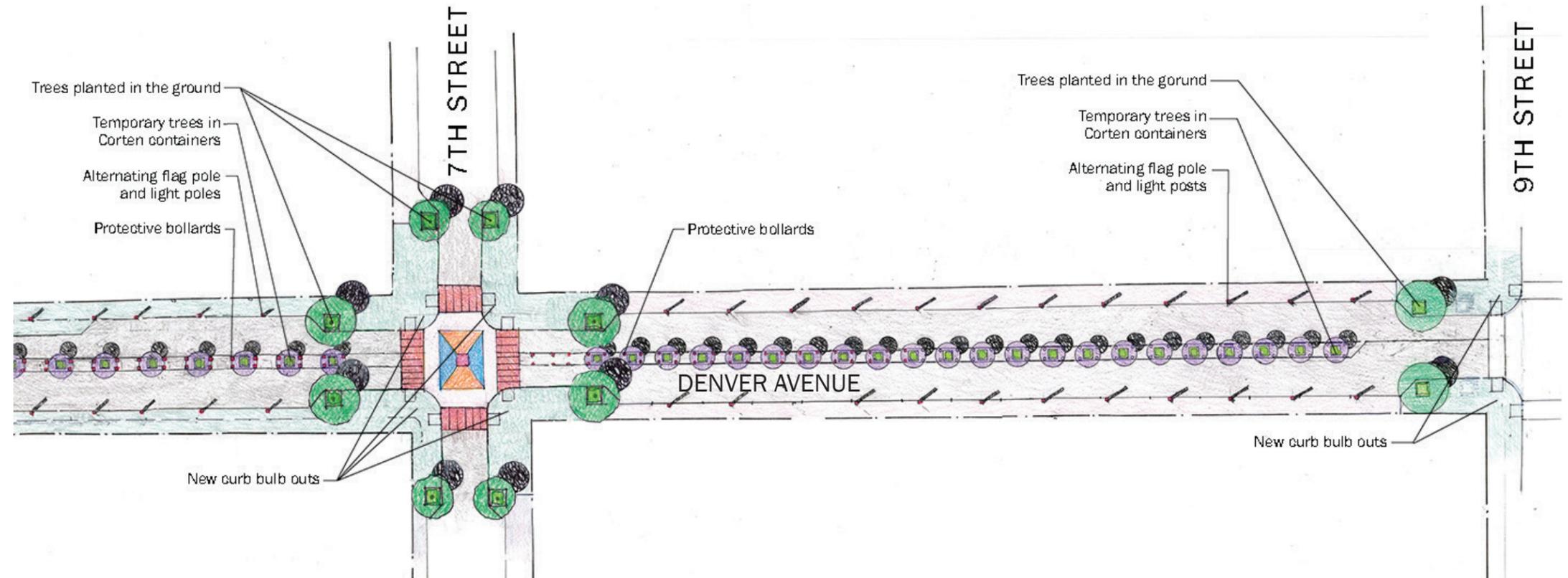
The segment along Denver Avenue from 7th Street to 9th Street will be treated with protected temporary planters placed in the center of the road providing for a roadway diet. The corner of Denver Avenue and 9th Street will require reconstruction of the curb bulb outs in order to correct the ADA issues that exist at the corners of the intersection.

- (4) Bulb-Outs with ADA Ramps
- (6) 7' x 7' x 6" HT Corten Tree Outlines
- (22) 4' x 4' x 3' HT Corten Planters – Trees and Plantings
- (6) Large Shade Trees (at grade)
- (22) Dwarf/Columnar Trees
- (12) Solar Uplights (2 per Tree in Sidewalks/Planters)
- Irrigation for at grade Trees
- Planter Pot Plantings
- (4) Benches
- (6) Trash Receptacles
- (4) Bike Racks
- (96) Stone Bollards (Medians)
- (10) Pedestrian Lights
- (16) Flag Poles
- Paint (1) Crosswalk and (2) ½ Crosswalks
- Paint (1) ½ Intersection
- Stripe Parallel Parking Stalls (No curb movement except for Bulb-Outs and associated tapers)

Section: Denver Avenue Looking South Between 9th Street and 7th Street



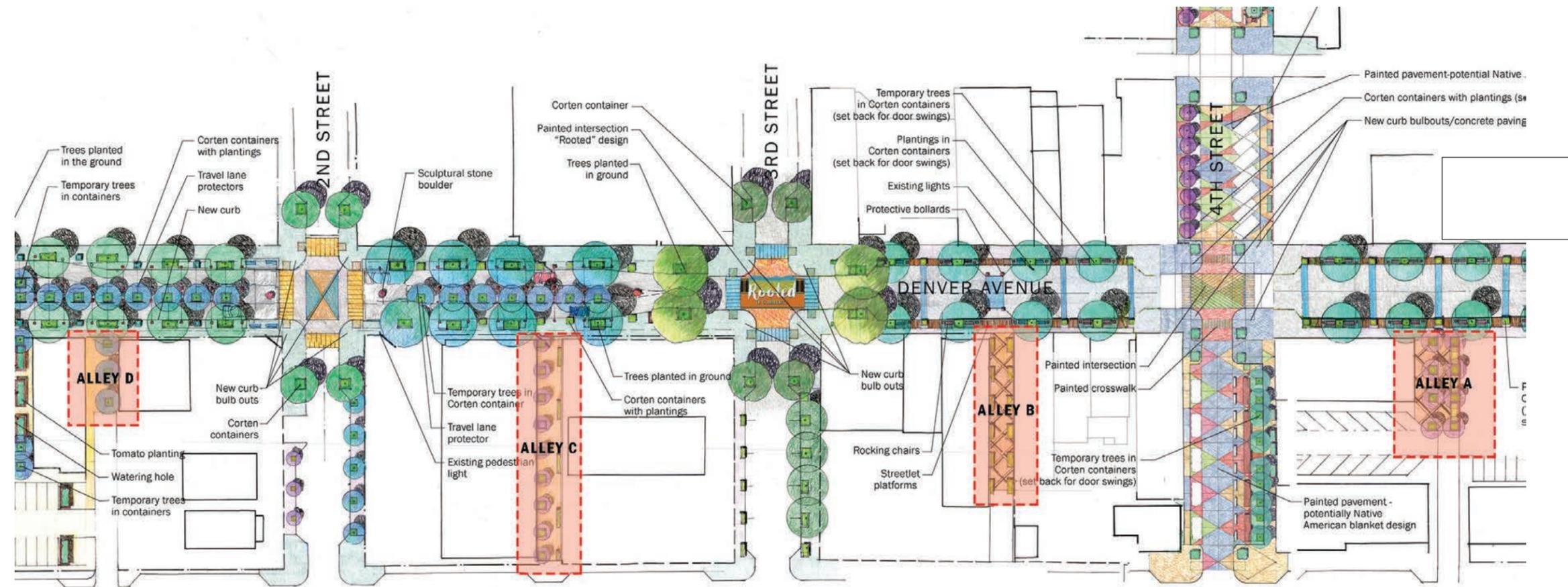
PLAN AND SECTION ARE CONCEPTUAL AND NOT TO SCALE



Catalytic Move #16

THE FOUR ALLEYS ALONG DENVER AVENUE

There are four alleys that have been identified as opportunities to redevelop into intimately scaled public gathering places re-purposed for people rather than cars. Based on the existing building and business access conditions, each alley redevelopment will vary in length in order to accommodate existing access requirements. The vehicular access to the alleys from Denver Avenue will be closed as will the ends of the alleys at various appropriate locations and lengths. The surface material may change from concrete and asphalt to pedestrian-friendly decomposed granite. Planter pots will be placed in appropriate locations and planted. In some locations, overhead Tivoli lighting will be installed where attachment is acceptable. Chairs may be placed in the space and allowed to float for personalized seating arrangements. Where appropriate and the building owner is in agreement, large murals may be painted on the blank walls of adjacent buildings.



PLAN IS CONCEPTUAL AND NOT TO SCALE

Catalytic Move #17

GATEWAY PHASE 2 / SIGNAGE & BANNERS /
SIDE STREETS / PLAZAS AND PARKS / PARKING LOTS

There are a number of spaces along both corridors that might be addressed in future phases and may be constructed as funds become available or as identified donors show interest.

Gateway Phase 2: As a backdrop to the “Fort Lupton” letters and vertical expression of arrival, the slopes on all 4 sides of the overpass incorporate native plantings mixed with a series of agricultural crop rows and entry wall signage. Sinuously curving Corten retaining walls provide for the opportunity to flatten sections of the slopes for trees and understory native plantings. A freestanding large Corten sign may be considered in front of the bridge to soften its harsh, structural character and allow for a warm welcome message along the face of the bridge for those arriving and departing.

Koshio Park is a highly-valued existing asset to the community. The portion of Koshio Park adjacent to the new streetscape along Hwy 52 is an exciting opportunity for additional activation and programming to be designed and constructed in place of the expanse of irrigated underutilized lawn at the swing set. A strong idea emerged during the workshop to incorporate an urban farm in this area called “The Pumpkin Patch”. This urban farm may be an interpretive space and educational facility for young and old to learn appropriate ways to garden and control pests organically, to bring the farm to the table from this urban farm and for citizens to learn how to grow food in their own properties. Seasonal programming might be centered around agriculture in this space to include events such as: A Pumpkin Patch at Halloween, Fall Harvest Festival, etc. During the growing season, a farm stand may be placed at the street to offer seasonal produce.

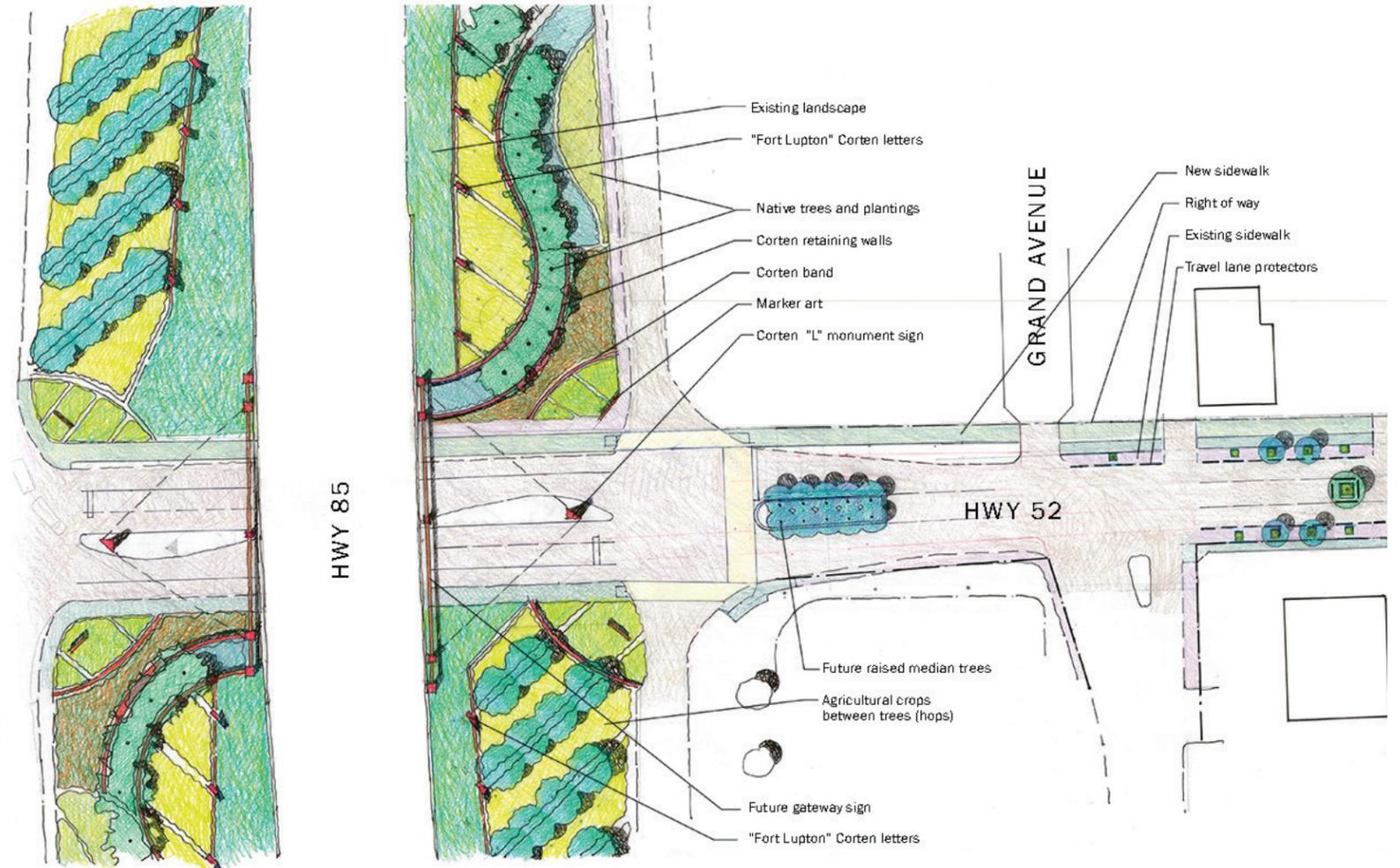
There are several locations where additional public plazas have been identified on private properties. These spaces may be designed and constructed as spaces with the agreement of the private land owners or as part of a new private or public development proposed in the future.

Multiple side streets feed into Denver Avenue and Hwy 52. These streets may be landscaped with appropriately-sized planters placed on the sidewalk with adequate width to allow for a 5’ walking area free of obstructions.

Multiple large surface parking lots may be upgraded in the interim prior to any potential redevelopment with tree planters placed strategically between parking stalls to break up the mass of the parking lot area and to provide shade for cooling.

There is a need for seasonal banner development and installation that will comply with the overall brand and theme of the streetscape.

There may be several locations where signage is required to direct visitors to downtown attractions. These locations and sign designs will be accomplished on an as needed basis in the future.



PLAN IS CONCEPTUAL AND NOT TO SCALE



Identity: Rooted

During the workshop, participants found great value in further exploration of the cultural heritage themes as a muse for the identity of Fort Lupton. These themes include: a local heritage of farming and canning, merchant activities, existing oil and gas industry, and the diverse cultural mix of its residents. Consensus was reached for a plan that would encourage the City to reach “Back to our Roots” with a brand message of...”Rooted in Fort Lupton”. “Rooted in Fort Lupton” then becomes the guiding premise for an overlay embracing the community’s agricultural roots inspiring downtown Fort Lupton to become a national example of sustainability, economic development, merchandising, and urban agriculture. Implementation of this concept into the identity, street-scapes, plazas, alleys, and parks can contribute to encouraging a greater interest in healthy living, local food production and consumption, while making reference to agricultural traditions, the canning industry, and the merchant mentality of the past, present, and future. The City and FLURA are encouraged to work with the Historic Preservation Board to obtain grants for supplemental projects that help to reinforce the “Rooted in Fort Lupton” theme.

The family of logo marks are intended to be used in combination for website, promotional material, signs, banners, murals, street paintings, etc. They are intended to create a culture of thinking that celebrates new energy, life, community, and pride in a farming, merchant and canning heritage that transcends into new concepts for urban farming and sustainability. At the same time, the identity assists in transforming the current transient mindset of residents to one of being rooted or anchored in Ft. Lupton. Repetition of the identity within “The L” reinforces a sense of place as an additional layer to the new streetscape fabric.

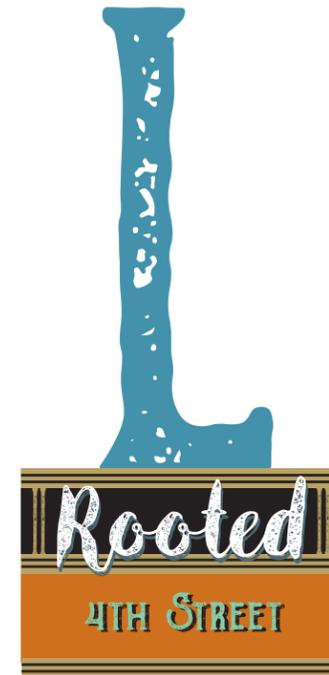
The logo ROOTED is the main identifying brand statement. It celebrates “The L”, not only the project and corridor configuration, but the core of Fort Lupton itself. It celebrates heritage and appears “rooted” in its bounding box. A rustic, industrial look blends well with the natural materials to be used in the streetscape. The “Rooted In...” logos are more playful applications that may be used along the streets, Denver Avenue in particular, in banner form, for promotional materials, and on the website. Both logos reinforce the farming heritage in their vintage canning label reference. They are intended, perhaps, to be painted in the street intersection, as murals in the alleys or on street banners.



Logo for Downtown markers / banners



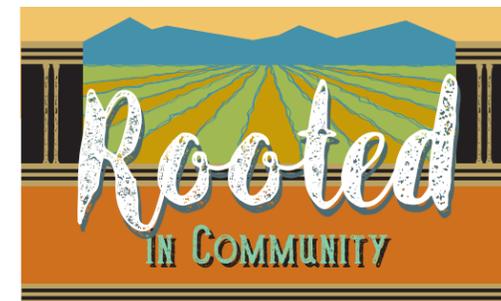
Tomato Square Logo



Street Markers



Historical Markers



Banners for intersection street painting / alley walls



Street Banner across Denver Avenue

Materials and Furnishings

Planter

Custom Corten Planter
Various Sizes

Central Denver Ironworks (or Equal)
www.cdironworks.com



Bike Rack

Corten Bicycle Rack

Streetlife (or Equal)
www.streetlife.nl



Bench

Cordia
SBCOR-72BW (6 foot, Backed)
Dark Bronze with FSC 100% Jatoba Hardwood Slats
Forms+Surfaces
www.forms-surfaces.com



Solar LED Uplighting

Commercial Grade Solar Spot Light
GS-103 (Stake Mounted)

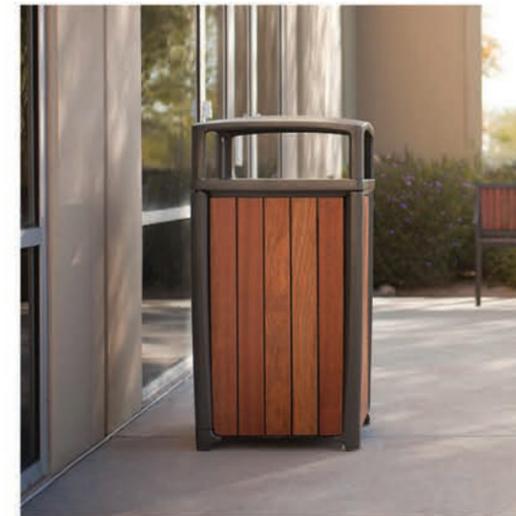
Solar Shop Flood Lighting (or Equal)
www.solarfloodlightshop.com



Gateway Retaining Wall

Custom Corten Retaining Walls
Various Sizes

Central Denver Ironworks (or Equal)
www.cdironworks.com



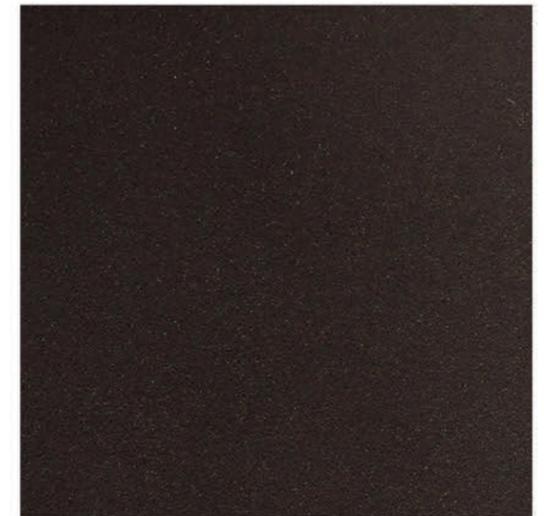
Trash Receptacle

Cordia
SLCOR-136J (36-Gallon, Single-Stream)
Dark Bronze with FSC 100% Jatoba Hardwood
Forms+Surfaces
www.forms-surfaces.com



Pedestrian Lights

Match Existing
Paint Existing Lights to Match Benches & Trash Receptacles



Dark Bronze Metallic Texture

Site Furnishing & Pedestrian Lighting
Paint Color

Forms+Surfaces
www.forms-surfaces.com

Tomato Square Watering Hole
Custom Reclaimed Grain Bin



Retail Kiosk
Custom Reclaimed Shipping Container



Streetlet Platform
Transcend Composite Decking
Island Mist

Trex (or Equal)
www.trex.com



Stone Bollard
Sandstone
Approximately 10" x 10" x 3' HT

Lyons Sandstone (or Equal)
www.lyonssandstone.com



Tomato Square Tivoli Lighting
Custom Posts with Commercial Grade
Tivoli Lights



Rocking Chair
Presidential Rocking Chair
R100 (All Weather Recycled Lumber)
Colors: Sunset Red, Tangerine, Lime & Aruba
Polywood
www.polywoodoutdoor.com



Alley Surfacing
3/4" Butter Breeze

Pioneer
www.pioneersand.com



Monolithic Stone Blocks
Sandstone
Approximately 5' x 8' x 4' HT

Lyons Sandstone (or Equal)
www.lyonssandstone.com

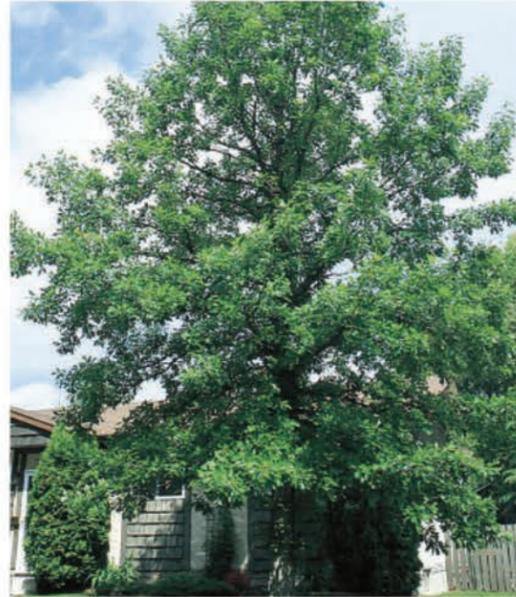
Tree Catalog

Large Shade Trees at Grade

Imperial Honey Locust
Gleditsia triacanthos f. inermis
'Impcole' IMPERIAL



Bur Oak
Quercus macrocarpa



Large Xeric Trees at Gateway

Narrowleaf Cottonwood
Populus angustifolia

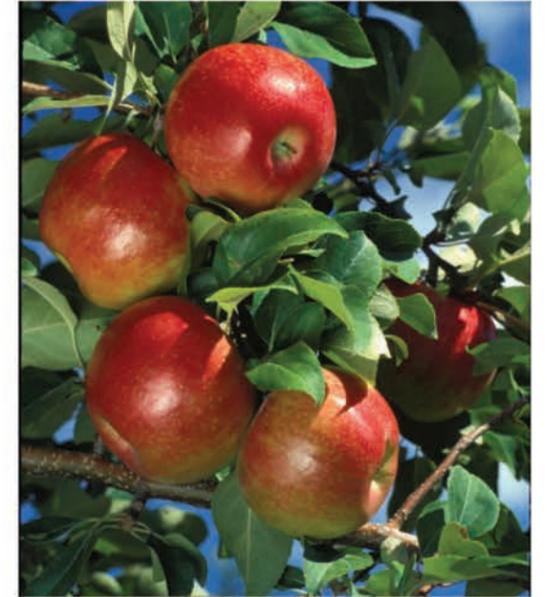


Ornamental/Fruit Trees in Large Planters

Autumn Brilliance Serviceberry
Amelanchier x 'Autumn Brilliance'



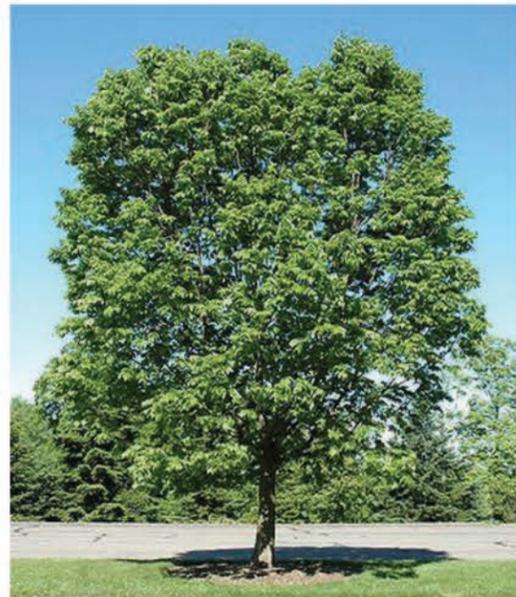
Honeycrisp Apple
Malus sylvestris 'Honeycrisp'



Kentucky Coffeetree
Gymnocladus dioica 'Espresso-JFS'
ESPRESSO



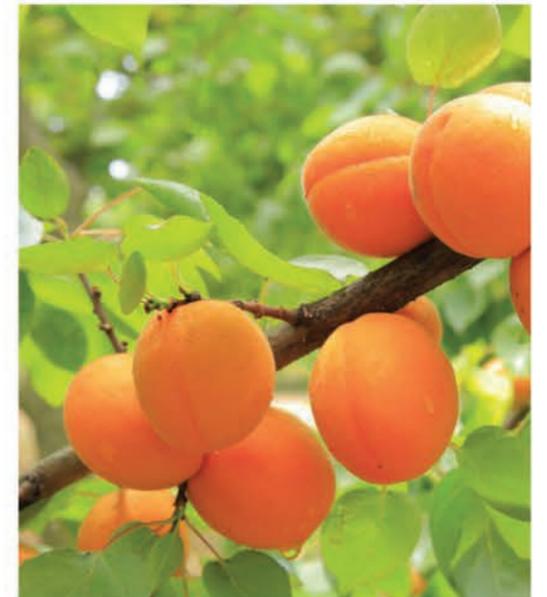
Accolade Elm
Ulmus 'Morton' ACCOLADE



Common hackberry
Celtis occidentalis



'Inermis' Cockspur Hawthorn
Crataegus crus-galli 'Inermis'



Pioneer Chinese Apricot
Prunus armeniaca 'Pioneer'

Ornamental/Fruit Trees in Large Planters (Continued)

Canada Red Flowering Cherry
Prunus virginiana 'Shubert'



Columnar Trees in Small Planters

Callery Pear
Pyrus calleryana 'Chanticleer'



'Medora' Rocky Mountain Juniper
Juniperus scopulorum 'Medora'



Raspberry Spear Crabapple
Malus 'JFS KW213MX'

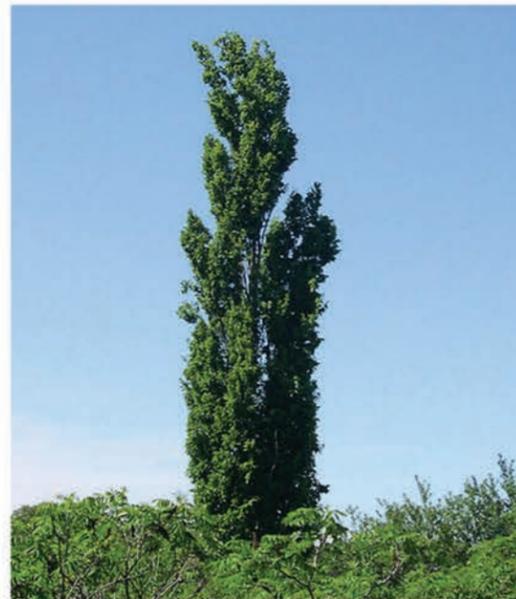


Small Xeric Trees at Gateway

Rocky Mountain Glow Bigtooth Maple
Acer grandidentatum 'Schmidt' ROCKY MOUNTAIN GLOW



Japanese Tree Lilac
Syringa reticulata 'Ivory Silk'



Hackberry
Celtis 'JFS-KSU1' PRAIRIE SENTINEL



'Skyrocket' Rocky Mountain Juniper
Juniperus scopulorum 'Skyrocket'



Crimson Spire Oak
Quercus robur x alba 'Crimschmidt' CRIMSON SPIRE



Chokecherry
Prunus virginiana

Plant Material at Grade

Plant Material at Grade

Perennial Grasses

Blue Grama
Bouteloua gracilis 'Blonde Ambition'



Switchgrass
Panicum virgatum 'Heavy Metal'



Edible Perennials

Oregano



Sage



Plant Material in Planters

Edible Annuals

Basil



Siskiyou Blue Idaho Fescue Grass
Festuca Siskiyou Blue



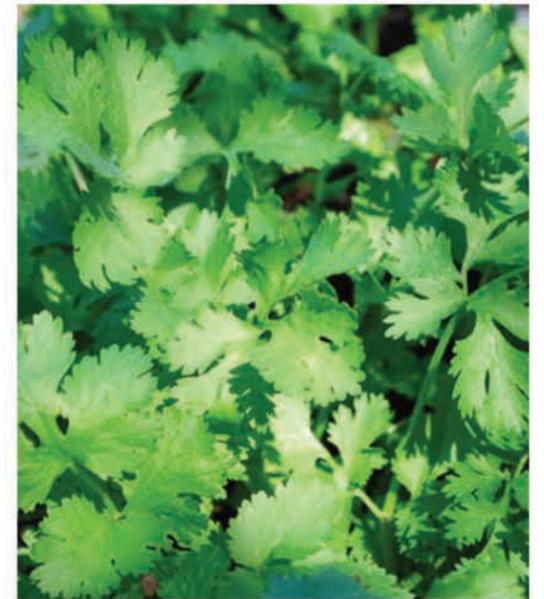
Chinese Fountain Grass
Pennisetum alopecuroides 'Hameln'



Rosemary



Thyme



Cilantro

Plant Material in Planters
Edible Annuals (Continued)

Dill



Annual Flowers

Johnny Flame Petunia



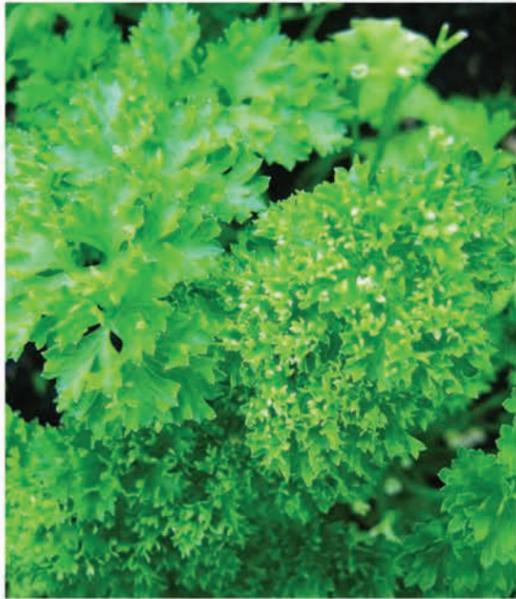
Mezoo Trailing Red



Ornamental Kale



Pineapple Sage



Parsley



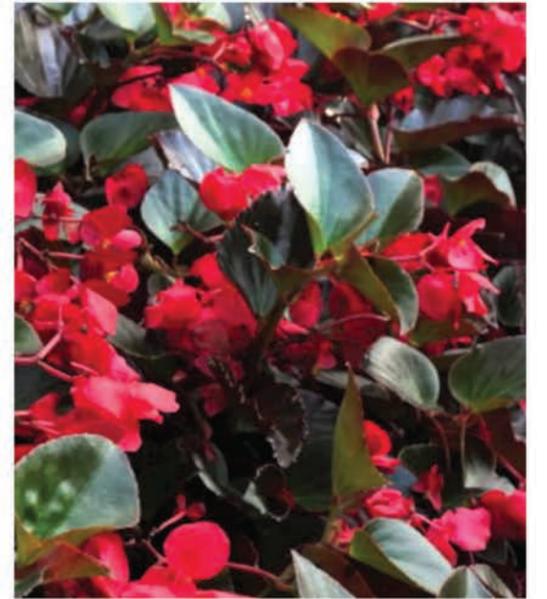
Melampodium



Ornamental Cabbage



Ornamental Sweet Potato Vine



Whopper Red Leaf Begonia

Plant Material at Grade

Plant Material at Gateway
Xeric Shrubs & Perennials

Leadplant
Amorpha canescens



Siberian Peashrub
Caragana arborescens



Bluestem Joint Fir
Ephedra equisetina



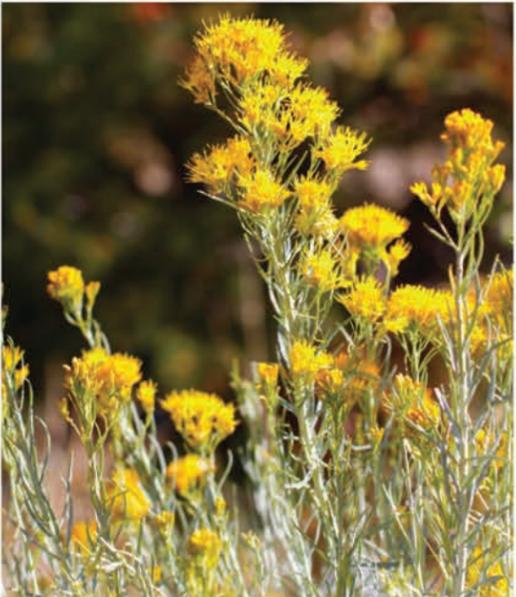
Sand Cherry
Prunus besseyi



Production
Hops



Silver Sage
Artemisia cana



Rabbitbrush
Chrysothamnus spp.



English Lavender
Lavandula angustifolia



Threeleaf sumac
Rhus trilobata





“Midway – Fort Lupton – is a crossroads in space, where lofty peaks rise from the prairie, where diverse people meet and trade, where the fruits of the harvest become the product of a nation.”

- Fort Lupton Comprehensive Plan



Photo by Wendy Wei from Pexels

